

Notes from 1934 quick look at Moody's Manual (I)

February 2009

1. Industrial production dropped big. Commercial air units dropped from 2,684 units in 1930, to 1057 in 1933. I noted that engines didn't really drop. I don't know if that is relevant or not.
2. Pounds of mail cargo dropped, in both cost and units from 1929 – 1931.
3. Auto production in 1929 was 4.8M cars, 1,186 in 1932 and 1,661 in 1933. Similar for trucks.
4. Total Building contracts in dollars were \$5.8M in 1929 and \$1.26M in 1933. Building costs dropped by 15% between 1929 and 1933.
5. Lumber production

1929	37,000
1930	26,000
1931	16,600
1932	10,100

6. Cement was similar to lumber above.
7. Petroleum production did not crash, but dropped.
8. Railroad Equipment Orders

	Locomotive	Freight Cars	Passenger Cars
1920	2,905	105,619	2,094
1929	1,395	124,140	2,458
1930	555	49,496	885
1931	265	14,868	43
1932	14	2,546	39
1933	49	1,892	6

9. Crude Oil Prices – “remarkable growth in Auto...”

	Crude Oil Prices
1920	1.29
1929	1.73
1930	1.51
1931	0.93
1932	1.01
1933	0.90

10. Retail Sales Seasonally adjusted. These peaked in 1929.

	Department Stores	Variety Stores
1929	110	100
1930	100	91
1931	80	90
1932	59	71
1933	69	91

11. Rubber production worldwide stayed at peak levels , +/- 15%

12. Steel and scrap prices dropped as expected.

13. Industrial production plummeted.

14. Tobacco production dropped (not sure of how much)

15. Moody's Average Yields on 40 bonds

	% Yield
1919	6.18
1920	6.94

1921	7.04
1922	6.04
1923	6.04
1924	5.90
1925	5.61
1926	5.37
1927	5.10
1928	5.10
1929	5.31
1930	5.25
1931	6.08
1932	6.71
1933	5.34

16. Corporate Financing Dried up:

1930	3.2B
1931	1.4B
1932	200M
1933	200M

17. Stock yields were typically greater than bond yields by 150bps

1929	3%
1930	5
1931	8
1932	7 (yet, peaked at 11% intra-year)
1933	4