

## Motor Truck Facts

**I**NCREASED adaptation of motor trucks in local delivery service, farm to market hauling, intercity transport and construction work is reflected in 1934 and 1935 production and sales of American made motor trucks.

Motor truck production in 1934 was 67% greater than in 1933, and represented the third highest annual output in the history of the industry.

Going into its closing months, 1935 shows a 21% Production increase over 1934. Indications are that output this year will be second only to the banner year of 1929.

Studies by Federal Government bureaus and others engaged in highway transport research have developed facts on motor truck economy, fast service and flexibility that explain reasons for the growth of motor truck transportation.

These are included in this booklet as are figures on taxes paid by motor trucks, a synopsis of the Federal Motor Carrier Act, a by-state study of the number of communities almost entirely dependent on motor truck transportation, and other pertinent data.

Extracts from this book may be used with or without credit.

**MOTOR TRUCK COMMITTEE**  
**AUTOMOBILE MANUFACTURERS ASSOCIATION, INC.**  
366 Madison Avenue, at 46th Street, New York, N. Y.

Detroit  
General Motors Bldg.

Washington, D. C.  
Transportation Bldg.

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Cable Address: Automakers

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# Automobile Manufacturers Association, Inc.

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## MOTOR TRUCK MANUFACTURERS

Trade Name	Member or Manufacturer	Address
Autocar . . . . .	The Autocar Company . . . . .	Ardmore, Pa.
Chevrolet . . . . .	Chevrolet Motor Company . . . . .	Detroit, Mich.
Corbitt . . . . .	The Corbitt Company . . . . .	Henderson, N. C.
Diamond T . . . . .	Diamond T Motor Car Company . . . . .	Chicago, Ill.
Dodge . . . . .	Dodge Brothers Corporation . . . . .	Detroit, Mich.
Federal . . . . .	Federal Motor Truck Company . . . . .	Detroit, Mich.
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Indiana . . . . .	The White Motor Company . . . . .	Cleveland, Ohio
International . . . . .	International Harvester Company . . . . .	Chicago, Ill.
LaFrance-Republic . . . . .	Sterling Motor Truck Company . . . . .	Milwaukee, Wisc.
Mack . . . . .	Mack Brothers Motor Car Company . . . . .	New York, N. Y.
Reo . . . . .	Reo Motor Car Company . . . . .	Lansing, Mich.
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Stewart . . . . .	Stewart Motor Corporation . . . . .	Buffalo, N. Y.
Studebaker . . . . .	The Studebaker Corporation . . . . .	South Bend, Ind.
Terraplane . . . . .	Hudson Motor Car Company . . . . .	Detroit, Mich.
Walter . . . . .	Walter Motor Truck Company . . . . .	Long Island City, N. Y.
White . . . . .	The White Motor Company . . . . .	Cleveland, Ohio
Willys-Overland . . . . .	The Willys-Overland Company . . . . .	Toledo, Ohio

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**1934**  
*in the*  
**Motor Truck Industry**

<b>Production (United States and Canada) . . . . .</b>	<b>599,397</b>
<b>Wholesale Value . . . . .</b>	<b>\$332,913,985</b>
<b>Capital Invested In Truck Factories . . . . .</b> <small>(Net Tangible Assets. Not Including Parts, Body and Tire Makers)</small>	<b>\$322,200,000</b>
<b>Foreign Sales of American Trucks . . . . .</b>	<b>150,571</b>
<b>Registrations . . . . .</b>	<b>3,409,335</b>
<b>Motor Trucks on Farms . . . . .</b>	<b>900,385</b>
<b>Railroad Use of Motor Trucks . . . . .</b>	<b>48,307</b>
<b>Special Motor Truck Taxes . . . . .</b>	<b>\$308,828,000</b>
<b>Truck Drivers Employed . . . . .</b>	<b>2,479,056</b>
<b>Number of Fleet Owners of 5 or More Trucks</b>	<b>25,975</b>

# Production, Value and Registrations

PRODUCTION				REGISTRATIONS	
Year	Number†	Value‡	% Change In Output*	Number	% Change
§1904	411	\$946,947		410	
1905	450	970,000	9.4%	600	46%
1906	500	1,050,000	11.1%	1,100	83%
1907	700	1,360,000	40.0%	1,700	55%
1908	1,500	2,550,000	114.2%	3,100	82%
§1909	3,255	5,230,023	116.3%	6,050	95%
1910	6,000	9,660,000	84.3%	10,000	65%
1911	10,681	21,000,000	78.0%	20,000	100%
1912	22,000	43,000,000	105.9%	41,400	107%
1913	23,500	44,000,000	6.8%	63,800	54%
§1914	25,375	45,098,464	7.9%	85,600	34%
1915	74,000	125,800,000	191.6%	136,000	59%
1916	92,130	161,000,000	24.5%	215,000	58%
1917	128,157	220,982,668	39.1%	326,000	52%
1918	227,250	434,168,992	77.3%	525,000	61%
1919	275,943	423,326,621	21.4%	794,372	51%
1920	321,789	423,249,410	16.6%	1,006,082	27%
†1921	164,304	169,914,098	-50.5%	1,117,100	11%
†1922	277,140	231,282,063	68.6%	1,375,725	23%
†1923	426,505	317,478,940	53.9%	1,612,569	17%
†1924	434,140	326,706,496	1.8%	2,134,724	32%
†1925	557,056	470,634,763	28.3%	2,440,854	14%
†1926	556,818	468,752,769	-0.04%	2,764,222	13%
†1927	497,020	435,072,641	-10.7%	2,914,019	5%
†1928	588,983	459,045,380	18.5%	3,113,999	7%
†1929	826,817	595,504,039	40.4%	3,379,854	8%
†1930	599,991	405,949,915	-27.4%	3,486,019	3%
†1931	434,176	272,748,305	-27.6%	3,466,571	-0.6%
†1932	245,282	142,264,003	-43.5%	3,229,315	-7%
†1933	358,548	192,131,509	46.2%	3,227,357	-0.1%
†1934	599,397	332,913,985	67.2%	3,409,335	5.6%

Note: Foreign assemblies of parts made in U. S. but assembled abroad are included in this table.

†Figures for 1921 to date are "factory sales" for U. S. plants and "production for Canadian plants."

§From United States Census reports, 1900 for fiscal year ended June 30, 1900.

†A substantial portion of the number of trucks reported comprise chassis only without body; hence the value of bodies for these chassis are not included. \*(-) means decrease.

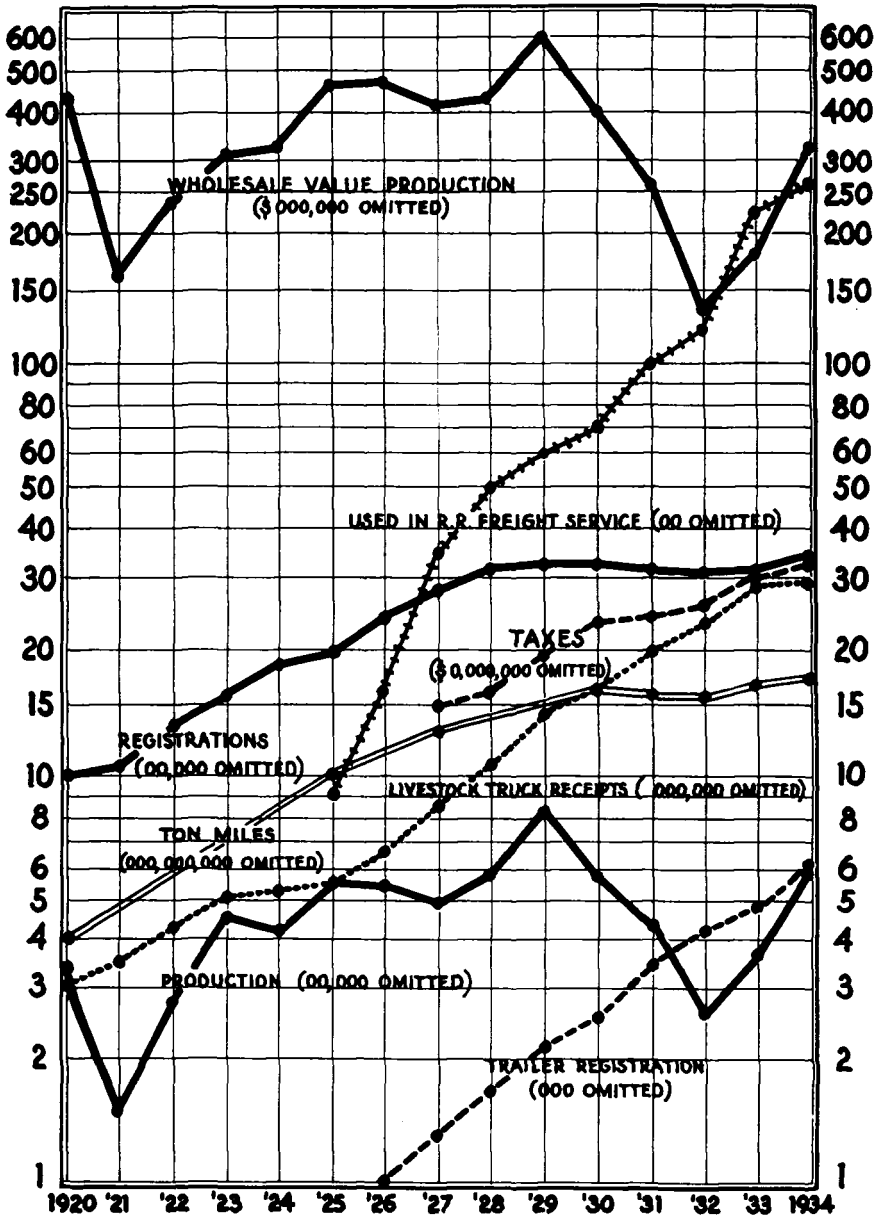
## Monthly Motor Truck Production United States and Canada

(Figures from U. S. Census Bureau,\* and Dominion Bureau of Statistics)

Year	1928	1929	1930	1931	1932	1933	1934
Jan.	27,947	57,765	40,938	35,475	21,160	19,429	44,870
Feb.	34,980	65,950	52,925	41,863	24,291	15,592	44,952
Mar.	44,273	79,587	69,031	47,671	21,274	18,508	61,068
April	49,537	91,855	74,477	53,138	28,539	27,975	67,532
May	55,281	94,940	62,080	47,805	27,491	35,132	60,348
June	44,169	98,164	51,466	41,496	23,572	43,448	48,292
July	59,630	78,703	44,960	35,386	15,137	39,310	44,546
Aug.	69,547	59,985	43,296	32,890	15,319	42,601	53,890
Sept.	62,231	54,683	46,557	31,876	20,003	35,874	46,335
Oct.	63,921	66,235	41,928	22,406	14,157	30,772	49,643
Nov.	45,013	50,368	37,493	20,118	12,560	19,106	35,107
Dec.	32,454	28,582	34,840	24,052	21,782	30,801	42,814
<b>Total</b>	<b>588,983</b>	<b>826,817</b>	<b>599,991</b>	<b>434,176</b>	<b>245,285</b>	<b>358,548</b>	<b>599,397</b>

\*Includes overseas assemblies of motor vehicles of American make.

# Increased Demand for Motor Trucks Shown in 15 Years' Growth



# Increased Sales Reflected

## In Monthly Registration of New Trucks

(Please credit R. L. Polk & Company when reproducing figures)

### New Truck Registrations in U. S.

	1928	1929	1930	1931	1932	1933	1934
Jan...	16,431	29,900	30,236	24,415	14,776	11,709	22,903
Feb...	17,510	32,637	31,880	23,466	14,558	9,707	24,476
Mar...	24,698	46,368	42,199	30,609	16,874	9,934	33,884
April..	30,272	56,299	47,029	36,848	17,784	17,301	38,882
May...	32,468	52,874	43,286	33,496	18,696	20,925	39,831
June..	29,155	45,114	33,531	28,496	17,876	23,254	34,768
July..	31,844	57,943	39,904	30,102	14,731	30,642	37,490
Aug...	36,753	52,557	33,787	27,070	15,081	28,799	40,790
Sept...	35,135	46,560	33,933	25,967	14,967	31,269	37,225
Oct...	40,890	49,899	34,237	24,685	15,156	28,058	40,878
Nov...	27,491	33,631	22,012	15,553	10,392	18,691	28,689
Dec...	18,476	23,275	18,665	13,177	9,522	15,580	24,070
<b>Total.</b>	<b>341,123</b>	<b>527,057</b>	<b>410,699</b>	<b>313,884</b>	<b>180,413</b>	<b>245,869</b>	<b>403,886</b>

### Truck Production by Capacities

#### UNITED STATES AND CANADA

	1928	1929	1930	1931	1932	1933	1934
¼ ton or less.....	95,232	141,859	144,869	109,220	79,127	99,028	172,089
1 ton and less than 1½	313,270	78,786	31,028	4,899	1,618	893	2,341
1½ ton and less than 2	112,171	523,691	370,541	289,418	144,113	228,238	376,475
2 ton and less than 2½	30,456	28,416	16,477	8,516	7,620	15,866	25,995
2½ ton, less than 3½	21,813	33,530	22,887	11,516	6,006	7,728	11,136
3½ ton and less than 5	4,746	8,643	6,412	4,532	2,689	2,859	4,752
5 ton.....	2,219	2,384	1,094	906	1,407	580	1,219
Over 5 ton & spec'l types	9,076	9,508	6,683	5,169	2,705	3,356	5,390
<b>Total.....</b>	<b>588,983</b>	<b>826,817</b>	<b>599,991</b>	<b>434,176</b>	<b>245,285</b>	<b>358,548</b>	<b>599,397</b>

### Truck Production by Capacities—Per Cent

	1928	1929	1930	1931	1932	1933	1934
¼ ton or less.....	16.2	17.1	24.0	25.2	32.3	27.6	28.6
1 ton and less than 1½	53.2	9.5	5.2	1.1	.6	.2	.4
1½ ton and less than 2	19.0	63.4	61.7	66.6	58.8	63.7	62.9
2 ton and less than 2½	5.2	3.4	2.7	2.0	3.1	4.4	4.3
2½ ton and less than 3½	3.7	4.1	3.8	2.7	2.4	2.2	1.9
3½ ton and less than 5.	.8	1.0	1.0	1.0	1.1	.8	.8
5 ton.....	.4	.3	.2	.2	.6	.2	.2
Over 5 ton & spec'l types	1.5	1.2	1.4	1.2	1.1	.9	.9
<b>Total.....</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

# Motor Truck

## Registrations by States—1929-1934

(Figures from U. S. Bureau of Public Roads as of December 31st)

STATES	1929	1930	1931	1932	1933	1934
Alabama.....	37,832	37,976	33,972	31,575	29,838	34,101
Arizona.....	10,686	12,045	12,633	14,687	14,569	16,791
Arkansas.....	39,732	26,966	31,275	22,989	32,980	35,700
California.....	214,033	230,387	245,213	234,177	220,087	237,556
Colorado.....	28,501	31,662	32,062	30,357	27,433	27,858
Connecticut.....	50,006	51,196	52,227	51,388	52,564	55,878
Delaware.....	10,232	10,576	*9,991	*8,666	*8,485	*9,394
Dist. of Columbia	15,995	16,943	18,185	18,286	16,742	17,263
Florida.....	57,293	53,096	51,724	37,955	45,019	55,359
Georgia.....	48,543	47,119	46,264	42,050	51,212	60,262
Idaho.....	13,676	14,551	15,435	14,030	14,884	17,861
Illinois.....	*203,335	207,584	201,509	177,820	*186,186	*174,265
Indiana.....	125,349	128,397	129,826	122,019	116,361	122,791
Iowa.....	69,531	72,190	78,414	74,882	69,490	75,350
Kansas.....	*73,694	*83,139	*80,484	*71,778	*72,404	75,565
Kentucky.....	34,132	35,841	34,969	31,621	32,111	37,445
Louisiana.....	46,303	44,697	47,783	41,853	42,007	44,779
Maine.....	36,544	37,435	38,771	36,203	35,271	37,693
Maryland.....	‡88,839	‡37,832	36,080	41,527	34,728	45,351
Massachusetts...	98,268	102,918	103,888	102,959	99,854	98,508
Michigan.....	*175,944	*167,158	*152,635	123,273	*121,639	*123,405
Minnesota.....	99,696	108,070	108,435	101,650	99,130	103,882
Mississippi.....	32,649	33,651	*30,721	*25,164	32,924	34,115
Missouri.....	*85,443	*91,455	*96,975	*99,265	*103,795	107,709
Montana.....	25,102	25,619	*24,037	*20,521	*27,480	*31,087
Nebraska.....	42,280	58,642	59,848	52,294	53,947	56,560
Nevada.....	6,613	6,257	6,950	6,527	5,927	6,391
New Hampshire...	13,980	19,028	18,671	17,378	19,872	22,382
New Jersey.....	133,373	133,154	133,361	128,604	122,228	123,351
New Mexico.....	2,374	‡13,700	15,884	15,020	15,290	16,112
New York.....	341,191	340,749	330,813	313,765	298,508	298,379
North Carolina...	52,951	56,108	54,575	50,262	49,660	54,766
North Dakota...	25,954	27,636	26,588	23,590	*25,342	26,315
Ohio.....	206,432	204,270	*191,929	167,492	*158,189	*159,845
Oklahoma.....	60,390	59,384	54,585	44,884	65,957	73,928
Oregon.....	21,876	22,437	22,950	34,477	‡32,208	41,411
Pennsylvania...	217,408	218,687	219,812	216,334	219,497	215,016
Rhode Island...	19,999	19,631	19,565	18,416	17,965	18,332
South Carolina...	25,591	26,261	23,439	19,722	17,795	20,877
South Dakota...	*22,780	24,977	23,516	19,542	22,764	23,832
Tennessee.....	*32,734	37,823	33,976	31,434	33,848	37,755
Texas.....	182,957	206,757	210,991	191,452	188,676	226,276
Utah.....	17,000	17,869	17,577	16,096	16,348	17,103
Vermont.....	8,559	8,226	8,453	8,309	7,924	8,612
Virginia.....	58,680	57,307	56,633	62,344	57,226	57,268
Washington.....	62,346	63,188	60,082	63,826	62,548	64,321
West Virginia...	40,173	40,373	39,359	32,916	33,415	27,253
Wisconsin.....	104,055	105,110	113,773	108,047	104,347	120,180
Wyoming.....	8,800	9,922	10,713	9,879	10,643	13,102
<b>Totals.....</b>	<b>3,379,854</b>	<b>3,486,019</b>	<b>3,466,571</b>	<b>3,229,315</b>	<b>3,227,357</b>	<b>3,409,335</b>

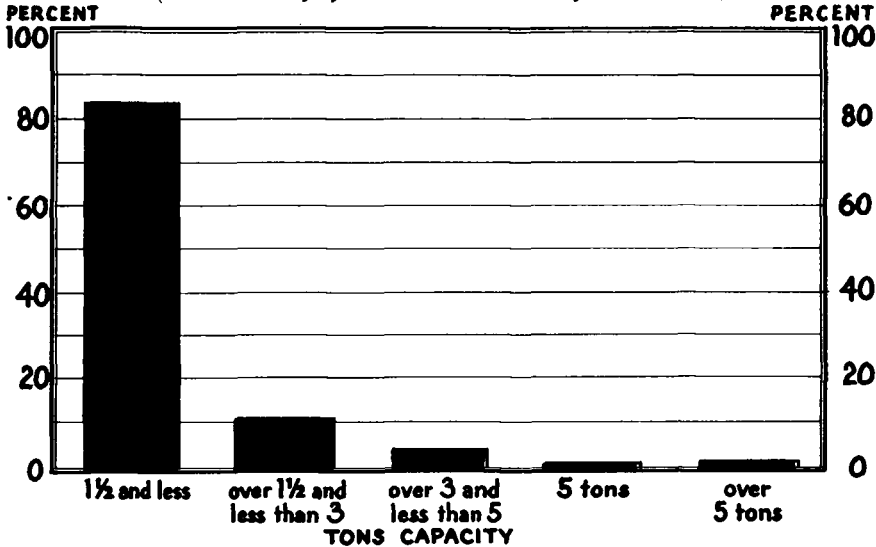
‡Big increase due largely to reclassification of trucks which previously had been classed as passenger cars.

†In 1928, 27,089 commercial cars with pneumatic tires were included under passenger cars, practically all of which were classed as trucks in 1929. † Includes 11,700 light delivery cars.

\*Includes Buses; other States include buses with passenger cars.

# 83% of All Trucks Are 1½ Tons or Less Capacity

(Based on Study by United States Bureau of Public Roads)



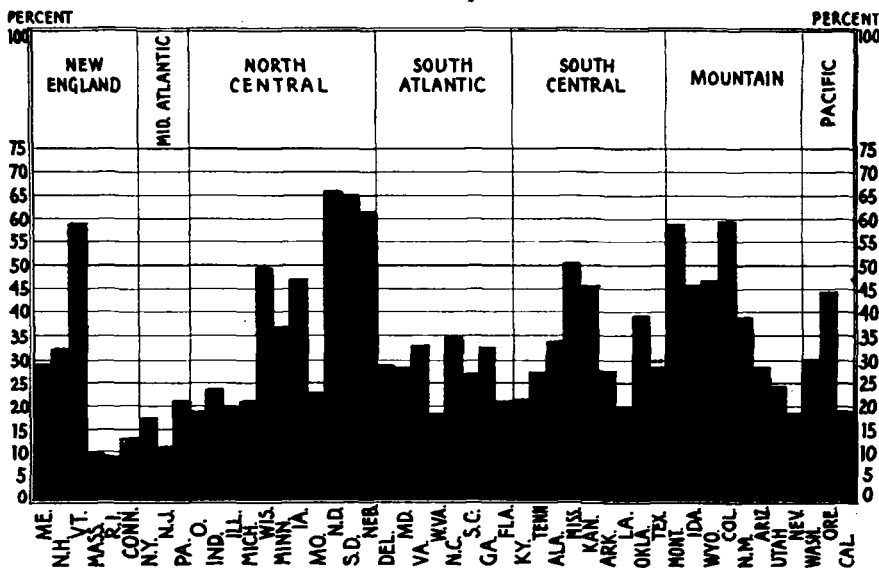
## 64.3% Increase in New Truck Registrations

(Figures from "Automotive Daily News," February 13, 1935)

	Registration 1933	Registration 1934	% In- crease		Registration 1933	Registration 1934	% In- crease
Alabama . . . . .	4,054	8,051	98.5%	Nevada . . . . .	233	638	173.8%
Arizona . . . . .	1,086	2,167	99.5%	N. Hampshire . . . . .	1,783	2,731	53.2%
Arkansas . . . . .	3,638	4,960	36.3%	New Jersey . . . . .	7,401	11,444	54.6%
California . . . . .	13,788	20,496	48.7%	New Mexico . . . . .	1,395	3,150	125.8%
Colorado . . . . .	2,488	5,196	108.8%	New York . . . . .	20,200	30,383	50.4%
Connecticut . . . . .	4,246	6,124	44.2%	No. Carolina . . . . .	6,597	11,185	69.2%
Delaware . . . . .	828	1,115	34.7%	No. Dakota . . . . .	1,107	2,389	115.8%
Florida . . . . .	4,186	8,046	92.2%	Ohio . . . . .	11,150	20,487	83.7%
Georgia . . . . .	5,260	7,921	50.6%	Oklahoma . . . . .	4,941	8,944	81.0%
Idaho . . . . .	1,545	2,817	82.3%	Oregon . . . . .	2,488	3,780	51.9%
Illinois . . . . .	11,764	17,584	48.9%	Pennsylvania . . . . .	19,991	29,891	49.5%
Indiana . . . . .	6,121	11,123	81.7%	Rhode Island . . . . .	1,598	2,035	27.3%
Iowa . . . . .	5,449	9,860	81.0%	So. Carolina . . . . .	2,604	4,228	62.4%
Kansas . . . . .	4,292	7,170	67.0%	South Dakota . . . . .	996	2,252	126.1%
Kentucky . . . . .	4,195	6,815	62.5%	Tennessee . . . . .	3,623	6,366	75.7%
Louisiana . . . . .	2,882	5,359	85.9%	Texas . . . . .	13,889	24,854	78.9%
Maine . . . . .	2,614	4,262	63.0%	Utah . . . . .	1,568	2,530	61.4%
Maryland . . . . .	3,818	5,457	42.9%	Vermont . . . . .	1,311	2,048	56.2%
Massachusetts . . . . .	9,511	12,887	35.1%	Virginia . . . . .	5,667	8,508	50.1%
Michigan . . . . .	9,085	16,281	79.2%	Washington . . . . .	4,002	6,199	54.9%
Minnesota . . . . .	5,722	9,255	61.7%	West Virginia . . . . .	2,988	5,847	95.7%
Mississippi . . . . .	2,752	5,414	96.7%	Wisconsin . . . . .	5,411	9,313	72.1%
Missouri . . . . .	8,535	12,920	51.4%	Wyoming . . . . .	937	1,799	92.0%
Montana . . . . .	2,055	4,215	104.1%	Dis. of Col. . . . .	1,362	1,979	45.3%
Nebraska . . . . .	2,713	5,411	99.4%				
				<b>Total . . . . .</b>	<b>245,869</b>	<b>403,886</b>	<b>64.3%</b>



# Farmers Use 26.6% of All Trucks

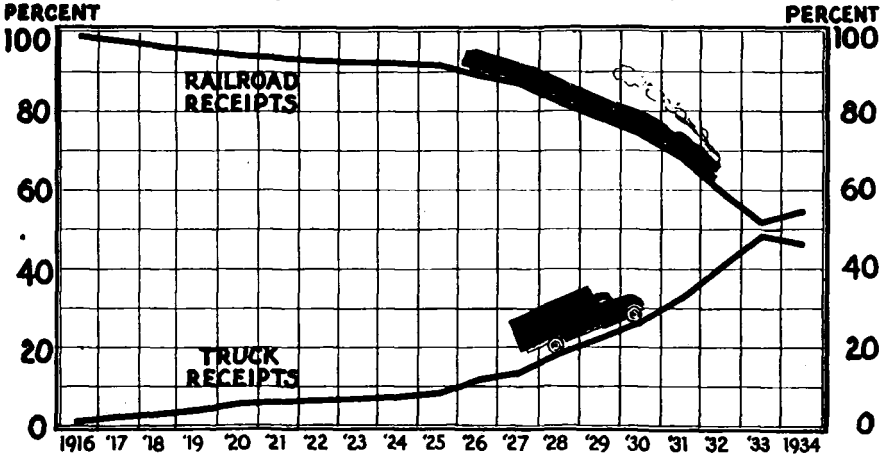


## 900,385 Motor Trucks on Farms

(Figures from U. S. Census of Agriculture, 1930, Latest Available)

State	Farm-Owned Motor Trucks	% of All Trucks on Farms	State	Farm-Owned Motor Trucks	% of All Trucks on Farms
Alabama	12,838	33.9	Nebraska	26,045	61.6
Arizona	3,062	28.6	Nevada	1,241	18.7
Arkansas	11,000	27.6	New Hampshire	4,539	32.4
California	40,971	19.1	New Jersey	14,753	11.0
Colorado	16,918	59.3	New Mexico	5,328	38.9
Connecticut	6,344	12.6	New York	58,974	17.2
Delaware	2,996	29.2	North Carolina	18,558	35.0
Dis. of Columbia	81		North Dakota	16,990	65.4
Florida	12,203	21.2	Ohio	39,210	18.9
Georgia	15,967	32.8	Oklahoma	23,930	39.6
Idaho	6,281	45.9	Oregon	9,741	44.5
Illinois	40,371	19.8	Pennsylvania	47,062	21.1
Indiana	30,037	23.9	Rhode Island	1,701	8.5
Iowa	32,669	46.8	South Carolina	6,966	27.2
Kansas	33,648	45.6	South Dakota	14,816	65.0
Kentucky	7,188	21.5	Tennessee	9,039	27.6
Louisiana	9,281	20.0	Texas	52,580	28.7
Maine	10,781	29.0	Utah	4,189	24.6
Maryland	11,284	29.0	Vermont	5,035	58.8
Massachusetts	9,572	9.7	Virginia	19,459	33.1
Michigan	36,768	20.9	Washington	18,836	30.2
Minnesota	36,557	36.6	West Virginia	7,432	18.4
Mississippi	16,503	50.5	Wisconsin	51,786	49.7
Missouri	20,132	23.7	Wyoming	4,108	46.6
Montana	14,615	58.2			
			<b>Total</b>	<b>900,385</b>	<b>26.6</b>

# Trend in Livestock Receipts by Rail and Motor Truck, 1916-1934



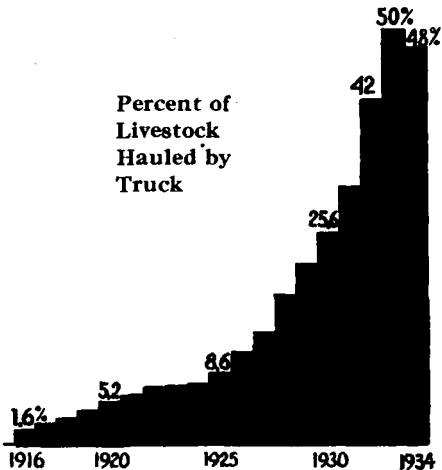
Note: Includes receipts at Chicago, Cincinnati, Denver, E. St. Louis, Forth Worth, Indianapolis, Kansas City, Louisville, Milwaukee, Oklahoma City, Omaha, Portland, St. Joseph, St. Paul, Sioux City, Sioux Falls and Wichita.

## Motor Trucks Haul 48% of Live Stock Receipts, 1934

(Figures from Corn Belt Farm Dailies, based on data for 17 leading markets)

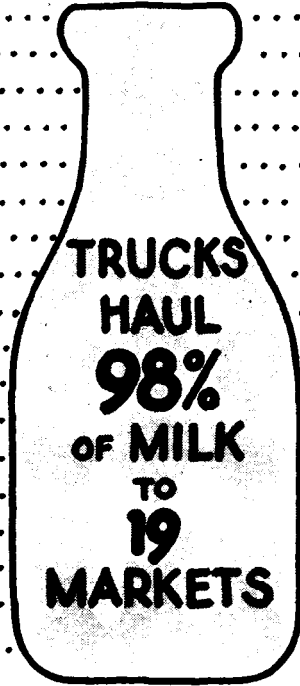
Years	Cattle	Calves	Hogs	Sheep	Total
1927	946,689	740,038	5,546,448	1,159,926	8,393,101
1928	1,338,802	824,712	8,592,411	1,437,133	12,193,058
1929	1,568,740	1,092,786	10,011,565	1,837,433	14,510,524
1930	2,054,664	1,369,592	11,045,914	2,447,633	16,947,803
1931	2,677,811	1,286,779	13,442,893	3,430,947	21,162,430
1932	3,249,076	1,686,833	14,582,566	3,865,661	23,384,136
1933	4,496,891	1,945,894	19,711,601	4,172,565	30,326,951
1934	5,777,907	2,491,859	17,667,422	4,187,706	30,124,894

	1933	1934
Total head of live-stock hauled	30,326,951	30,124,894
Percent change from preceding year	+30%	-0.7%
Number of truck loads	2,500,000	2,500,000
Truck mileage traveled	250,000,000	275,000,000
Length of haul	1-500 miles	1-500 miles
Average haul	100 miles	115 miles
Number of tons, live weight	5,000,000	4,900,000
Total value	\$402,000,000	\$450,000,000
Percent of total livestock receipts by truck	50%	48%



# Milk Movement By Motor Truck

CITY	PERCENT
Baltimore	94
Chicago	93.5
Columbus	100
Dayton	100
Detroit	98
Hartford	98
Indianapolis	95
Kansas City, Mo.	100
Los Angeles	98
Louisville	100
Milwaukee	98
Pittsburgh	97
Richmond	100
St. Louis	100
San Diego	100
San Francisco	98
Washington, D.C.	99.5
St. Paul	} 100
Minneapolis	



## Trucks Carry 64% of Fruits and Vegetables

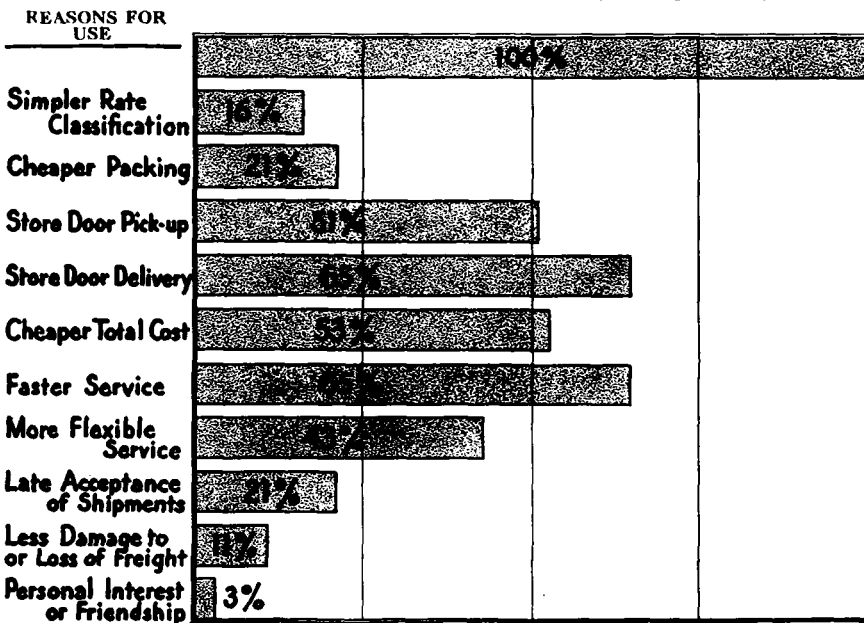
(Fresh, Dry or Canned)

(Merchandise Traffic Report, Federal Coordinator of Transportation)

Kind of Transportation	Tons of merchandise shipped or received in 1932		
	Tons	Percent	
Railroad L.C.L.	884,412	15	} 36
Forwarders	555,000	10	
Express	668,995	11	
Truck, 1-50 miles	1,037,436	18	} 64
Truck, 50-250 miles	1,922,274	33	
Truck, over 250 miles	730,466	13	
<b>Total</b>	<b>5,798,583</b>	<b>100</b>	<b>100</b>

# Shippers Select Trucks For Economy, Speed and Store Door Delivery

(From Merchandise Traffic Report of Coordinator of Transportation)\*



\*In most cases more than one reason for using trucks was given by shippers; hence the percentages do not total 100%.

## 21% Increase in Truck Receipts of Fruits and Vegetables at 10 Markets

(Figures from U. S. Department of Agriculture, Bureau of Agricultural Economics)

Markets	Truck Receipts (Carload Equivalents)		Percent Increase
	1933	1934	
Atlanta . . . . .	5,025	7,527	49.79
Boston . . . . .	12,212	13,646	11.74
Chicago . . . . .	6,294	10,526	67.23
Kansas City . . . . .	2,307	2,358	2.21
Los Angeles . . . . .	40,803	48,968	20.01
Milwaukee . . . . .	278	571	105.39
New York . . . . .	45,451	54,552	20.02
Pittsburgh . . . . .	1,283	1,211	- 5.62
St. Louis . . . . .	3,668	3,584	- 2.30
San Francisco . . . . .	12,699	14,167	11.55
<b>Totals . . . . .</b>	<b>130,020</b>	<b>157,110</b>	<b>20.83</b>

# 87% Truck-Shipped Citrus Fruits Goes To 6 Nearby States

## Comparison Rail and Truck Shipments, Florida Citrus Fruits

(Based on Florida Motor Traffic Survey by U. S. Bureau  
of Public Roads and Florida State Road Department)

Destination	Rail Car Shipments	Rail* Tonnage	Per Cent Rail Tonnage	Truck Ship- ments	Truck† Tonnage	Per Cent Truck Tonnage
Alabama . . . . .	102	1,768	.79	3,693	10,156	12.28
Georgia . . . . .	189	3,275	1.47	11,145	30,649	37.06
North Carolina . . . . .	80	1,386	.62	3,626	9,971	12.06
South Carolina . . . . .	17	295	.13	4,682	12,875	15.57
Tennessee . . . . .	298	5,164	2.31	1,781	4,898	5.92
Virginia . . . . .	57	988	.44	1,187	3,264	3.95
	<b>743</b>	<b>12,876</b>	<b>5.76</b>	<b>26,114</b>	<b>71,813</b>	<b>86.84</b>
West Virginia . . . . .	39	676	.30	660	1,815	2.19
Ohio . . . . .	1,008	17,469	7.74	527	1,449	1.75
Indiana . . . . .	325	5,632	2.53	462	1,270	1.54
Mississippi . . . . .	4	69	.03	462	1,270	1.54
Illinois . . . . .	724	12,547	5.62	330	907	1.09
Maryland . . . . .	448	7,764	3.49	329	905	1.09
New Jersey . . . . .	55	953	.43	264	726	.88
Kentucky . . . . .	203	3,518	1.68	198	554	.67
Louisiana . . . . .	133	2,305	1.04	132	363	.44
New York . . . . .	4,712	81,659	36.67	132	363	.44
Pennsylvania . . . . .	1,716	29,738	13.36	132	363	.44
Arkansas . . . . .	19	329	.15	88	242	.29
Michigan . . . . .	591	10,242	4.60	66	181	.22
Missouri . . . . .	260	4,506	2.02	66	181	.22
Wisconsin . . . . .	92	1,594	.73	66	181	.22
Texas . . . . .	26	451	.20	45	124	.14
Massachusetts . . . . .	917	15,892	7.15	.....	.....	.....
Connecticut . . . . .	175	3,033	1.36	.....	.....	.....
Minnesota . . . . .	133	2,305	1.04	.....	.....	.....
Iowa . . . . .	93	1,612	.72	.....	.....	.....
Rhode Island . . . . .	91	1,577	.71	.....	.....	.....
Colorado . . . . .	54	936	.42	.....	.....	.....
Nebraska . . . . .	48	832	.37	.....	.....	.....
Kansas . . . . .	40	693	.32	.....	.....	.....
Oklahoma . . . . .	37	641	.29	.....	.....	.....
Maine . . . . .	20	347	.16	.....	.....	.....
South Dakota . . . . .	12	208	.09	.....	.....	.....
Montana . . . . .	11	191	.09	.....	.....	.....
North Dakota . . . . .	7	121	.05	.....	.....	.....
Vermont . . . . .	7	121	.05	.....	.....	.....
Wyoming . . . . .	4	69	.03	.....	.....	.....
New Hampshire . . . . .	1	17	.01	.....	.....	.....
OTHER STATES . . . . .	101	1,751	.79	.....	.....	.....
<b>GRAND TOTALS . . .</b>	<b>12,849</b>	<b>222,674</b>	<b>100.00%</b>	<b>30,373</b>	<b>82,707</b>	<b>100.00%</b>

\*Based on average of 17.32 tons per car from Interstate Commerce Commission report.

†Based on average of 2.75 tons per truckload.

‡Includes Arizona, California, Idaho, Nevada, New Mexico, Oregon, Utah and Washington.

# Average Load of Interstate Truck Less Than 2½ Tons

## Average Load of Interstate Trucks—By Commodities Hauled

(Based on Survey by Kansas State Planning Board)

Commodity	No. of Trucks	Tons	Average No. Tons Per Truck	AVERAGE HAUL In Kansas	HAUL Out State
Grain . . . . .	773	3,009	3.89	84	67
Flour & Meal . . . . .	161	420	2.60	53	38
Mill Feed . . . . .	1,224	2,726	2.22	85	12
Cottonseed Meal & Cake . . . . .	110	672	6.10	95	152
Strawberries . . . . .	586	1,277	2.17	122	163
Other Fresh Fruits . . . . .	301	616	2.04	64	116
Potatoes . . . . .	573	2,128	3.71	146	250
Other Fresh Vegetables . . . . .	503	1,217	2.41	79	260
Nursery Stock . . . . .	35	41	1.17	78	45
Other Farm Products . . . . .	156	401	2.57	31	41
Horses & Mules . . . . .	152	269	1.76	63	70
Cattle & Calves . . . . .	941	2,327	2.47	62	29
Sheep & Goats . . . . .	93	117	1.23	55	38
Hogs . . . . .	172	329	1.91	60	20
Poultry . . . . .	131	177	1.35	32	38
Eggs . . . . .	591	1,276	2.15	68	60
Milk & Cream . . . . .	1,551	3,117	2.00	55	54
Butter & Cheese . . . . .	139	203	2.10	107	110
Tankage Feed . . . . .	94	206	2.19	134	3
Packing House Products . . . . .	496	882	1.77	89	17
Animal Products . . . . .	36	51	1.41	231	432
Coal . . . . .	116	451	3.88	22	51
Salt . . . . .	148	640	4.32	120	151
Mine Products . . . . .	66	149	2.25	27	11
Logs . . . . .	64	176	2.75	3	26
Lumber . . . . .	264	569	2.15	55	53
Forest Products . . . . .	107	303	2.83	52	56
Petroleum Products, Bulk . . . . .	1,854	8,113	4.37	125	57
Oil & Greases, Package . . . . .	204	902	4.42	140	73
Sugar . . . . .	125	684	5.47	109	92
Iron Pipe & Fittings . . . . .	341	1,756	5.14	111	78
Iron Culverts . . . . .	10	23	2.30	123	6
Farm Machinery, Second hand . . . . .	34	70	2.05	116	70
Household Goods, Second hand . . . . .	129	184	1.42	104	150
Hardware . . . . .	170	224	1.31	118	8
Brick & Tile . . . . .	87	252	2.89	71	17
Agr'l Implements, new . . . . .	310	786	2.53	136	75
Autos & Parts . . . . .	905	3,594	4.36	115	138
Tractors . . . . .	20	72	3.60	122	8
Auto Tires . . . . .	40	180	4.50	279	718
Cereal Beverages, Inc. Beer . . . . .	854	3,170	3.71	145	69
Paper . . . . .	101	202	2.00	139	111
Canned Goods . . . . .	45	291	6.46	187	131
Glassware . . . . .	24	91	3.79	126	144
Oil Field Equipment . . . . .	272	1,309	4.81	89	116
Musical Instruments . . . . .	20	13	.65	61	5
Bakery Goods . . . . .	1,659	840	.51	56	19
Mfgs. & Miscellaneous . . . . .	3,680	6,134	1.66	100	70
General Merchandise . . . . .	6,755	18,594	2.75	115	31
<b>Totals . . . . .</b>	<b>27,222</b>	<b>71,233</b>	<b>2.61</b>	<b>105</b>	<b>70</b>

# Private Operators Predominate in Large Fleets

## Does Not Include All Fleets With More Than 150 Vehicles

(Survey as of May, 1935 by Automobile Manufacturers Association)

Fleet Owner	No. Trucks†	Passenger Cars‡
American Tel. & Tel.	12,970	4,060
Standard Oil Co. of N. J.	12,000	4,000
Railway Express Agency	8,454	221
Standard Oil Co. of Ind.	6,656	1,637
Borden's	6,627	1,010
National Dairy Products	6,022	736
U. S. War Department	5,791	734
Continental Baking Co.	3,830	200
N. Y. City Dept. of Sanit.	3,007	163
Cities Service Co. (Subsid.)	2,800	1,200
*Mid. West Utilities Co.	2,750	.....
Standard Brands, Inc.	2,695	580
Ward Baking Company	2,329	27
Swift & Company	2,300	.....
Socony Vacuum Oil Co.	2,236	1,062
General Baking Company	2,159	79
Armour & Company	2,093	952
**Illinois Div. of Highways	2,000	.....
Standard Oil Co. of Calif.	1,927	1,468
Ohio Highway Department	1,882	441
Gulf Refining Company	1,672	1,534
*Purity Baking Corporation	1,645	18
U. S. Navy Department	1,644	200
*N. C. State Highway Com.	1,629	282
Calif. Dept. of Finance	1,618	1,498
National Biscuit Company	1,612	.....
The Texas Company	1,516	1,397
Quality Bakers of America	1,500	100
Jewel Tea Company	1,483	81
*N. Y. State Div. of Standards & Purchases	1,465	770
Standard Oil Co. of Ky.	1,368	436
Texas State Highway Dept.	1,340	82
*Beatrice Creamery Co.	1,278	200
*Pacific Gas & Elec. Co.	1,246	720
U. S. Trucking Company	1,200	20
Virginia Dept. of Highways	1,200	107
*United Parcel Service	1,200	.....
Pure Oil Company	1,189	1,534
Western Dairy Products Co.	1,162	27
Atlantic Refining Company	1,159	401
Hertz Drive-ur-Self Stations	1,153	589
Union Oil Co. of Calif.	1,146	18
Shell Oil Company	1,099	1,008
Penn. Dept. of Highways	1,065	524
Calif. Dept. of Public Works	1,052	511
U. S. Dept. of Commerce	1,025	108
Shell Petroleum Corp.	1,014	1,336
Consolidated Gas Co. of N. Y.	954	478
Indiana Highway Commission	923	380
General Ice Cream Corporation	903	175
*Metropolitan Distributors	900	.....
Golden State Creamery Ltd.	880	96
*Tenn. Dept. of Highways & Public Works	869	277
Los Angeles Dept. of Water & Power	788	385
*Loose Wiles Biscuit Co.	750	.....
Firestone Tire & Rubber Co.	730	804
General Foods Sales Co.	726	403
Cudahy Packing Company	716	303
Illinois Bell Tel. Co.	704	264
Standard Oil Co. of Ohio	699	403
Michigan State Highway Dept.	654	156
Burns Brothers	640	30
American Gas & Elec. Co.	638	680
N. Y. City Fire Department	624	117
B. F. Goodrich Co.	622	1,375
Brinks Express Company	600	.....
American Ice Company	592	186

Fleet Owner	No. Trucks†	Passenger Cars‡
Standard Gas & Elec. Co.	581	1,810
N. Y. State Dept. of Public Works	578	32
Sun Oil Company	564	338
National Bread Company	540	.....
Dairymen's League Coop.	535	229
Great American Tea Co.	534	50
Shell Eastern Petrol. Prod.	534	500
Florida State Road Dept.	528	85
Humble Oil & Refining Co.	525	558
Philadelphia Electric Co.	508	359
Kansas State Highway Dept.	504	205
Minnesota Dept. of Highways	502	197
Detroit Div. of Motor Transportation	490	645
Associated Oil Company	489	203
*National Refining Company	483	18
Consolidated Laundries Corp.	469	40
City Ice & Fuel Co.	465	.....
*U. S. Bureau of Public Roads	451	217
Kroger Grocery & Baking Co.	450	100
Commonwealth Edison Co.	448	279
American Stores Company	446	319
*Goodyear Tire & Rubber Co.	427	859
Rubel Ice Corporation	393	60
R. H. Macy & Company	392	10
Edison Elec. Co. of Boston	377	50
The Crane Company	369	746
Farm Crest Bakeries Inc.	365	.....
Los Angeles, Mech. Dept.	365	261
Marshall Field & Co.	341	90
Philadelphia Bu. of Maintenance & Repair	323	203
Postal Telegraph & Cable Co.	319	28
Pie Bakeries, Inc.	312	23
N. Y. Power & Light Corp.	305	119
Beech-Nut Packing Company	301	250
*Am. Fruit Growers, Inc.	300	500
Federal Water Service System	295	340
Mass. Dept. of Public Works	287	.....
Continental Oil Company	274	431
**Public Serv. Co. of No. Ill.	274	.....
Consumers Power Company	267	706
So. Calif. Edison Company	261	598
N. Y. C. Dept. of Water, Gas & Elec.	255	98
*General Cigar Company	250	50
Pittsburgh Plate Glass Co.	236	618
Hoffman Beverage Company	211	144
San Joaquin Corporation	197	234
N. Y. & Queens Elec. Light & Power Company	191	136
Cleveland Elec. Illum. Co.	176	252
Ohio Edison Company	175	164
Brooklyn Edison Company	169	75
Central Union Tr. Term Inc.	168	.....
Motor Haulage Company	159	8
Pillsbury Flour Mills Co.	149	338
Brooklyn Union Gas Co.	135	73
Empire Oil & Refining Co.	131	322
Georgia Power Company	126	374
N. Y. C. Police Dept.	117	549
Boston Elevated Railway	111	49
Alabama Power Company	100	249

†In addition the companies listed above operate a combined total of 4,756 trailers.

‡In addition the companies listed above operate a combined total of 813 buses.

\*1934 figures; 1935 not available.

\*\*1933 figures; later figures not available

# Trucks in Rail Freight Service

## 28 Times Greater Than 1925 Total

(Tables from Simmons-Boardman Publishing Co.)

Year	Terminal Transfer Service	Intercity Service	Store Door Delivery Service	Total No. in Service	Percent Increase
1925	800	100	0	900	.....
1926	1,450	150	0	1,600	78%
1927	2,900	400	0	3,300	106%
1928	4,350	550	0	4,900	48%
1929	4,500	750	650	5,900	20%
1930	4,750	850	1,400	7,000	19%
1931	5,000	950	4,050	10,000	43%
1932	5,500	1,000	5,500	12,000	20%
1933	6,750	1,150	15,100	23,000	92%
1934	7,175	1,275	16,857	25,307*	10%

\*In addition 23,000 trucks are owned and operated indirectly by railroads.

## Trucks Used by Railways in Freight Service

District	No. of Trucks By Services				Total
	Terminal Transfer	Intercity	Store Door	Total	
Eastern District	5,509	1,004	6,156	12,669	
Southern District	456	9	1,576	2,041	
Western District	1,210	262	9,125	10,597	
<b>Total</b>	<b>7,175</b>	<b>1,275</b>	<b>16,857</b>	<b>25,307</b>	

## 49% of Truck-Moved Farm Products Delivered Direct to Market

(From California Highway Transportation Survey, 1934)

Source of Loads	Percentage of Loads to				Total Excluding Farm to Farm, etc.
	Market	Store	Home	Miscellaneous	
Farm	49.4	11.1	7.2	32.3	100
Factory	1.9	50.6	17.1	30.4	100
Warehouse	5.8	55.7	12.3	26.2	100
<b>Total</b>	<b>20.2</b>	<b>38.4</b>	<b>11.9</b>	<b>29.5</b>	<b>100</b>

## Trailer Registrations, 1927-1934

Includes Passenger Car Trailers

(Figures from U. S. Bureau of Public Roads)

1927	1928	1929	1930	1931	1932	1933	1934
123,451	148,169	193,044	262,507	349,930	412,998	475,559	615,315



# 25,975 Fleet Owners Operate 772,000 Motor Trucks

(Figures from Chilton Company, January, 1935)

	5 to 9 TRUCKS		10 to 24 TRUCKS		25 AND OVER		TOTAL	
	Fleet Owners	Trucks Operated	Fleet Owners	Trucks Operated	Fleet Owners	Trucks Operated	Fleet Owners	Trucks Operated
Alabama.....	90	642	72	1,408	22	1,489	184	3,539
Arizona.....	32	233	44	777	17	765	93	1,775
Arkansas.....	82	571	51	947	10	514	143	2,032
California.....	691	4,584	703	14,378	385	66,948	1,779	85,910
Colorado.....	100	684	109	1,985	32	3,747	241	6,416
Connecticut....	165	1,051	324	5,986	115	8,417	604	15,454
Delaware.....	13	70	50	870	17	1,153	80	2,093
Dist. of Col....	77	524	48	896	74	7,777	199	9,197
Florida.....	162	1,154	142	2,785	44	3,260	348	7,199
Georgia.....	158	1,050	99	1,776	42	4,798	299	7,624
Idaho.....	25	132	19	309	4	373	48	814
Illinois.....	1,071	7,138	1,023	19,771	387	57,726	2,481	84,635
Indiana.....	399	2,879	319	5,774	86	6,666	804	15,319
Iowa.....	168	1,184	140	2,515	39	3,262	347	6,961
Kansas.....	127	892	103	1,812	24	1,831	254	4,535
Kentucky.....	137	961	107	1,860	38	2,444	282	5,265
Louisiana.....	134	929	132	2,107	43	4,397	309	7,433
Maine.....	36	189	68	1,111	19	1,737	123	3,037
Maryland.....	251	1,650	160	2,877	91	10,400	502	14,927
Massachusetts..	680	4,565	530	9,959	224	23,825	1,434	38,349
Michigan.....	658	4,798	548	9,873	209	18,646	1,415	33,317
Minnesota.....	169	1,123	189	3,598	99	8,002	457	12,723
Mississippi....	52	336	25	470	9	231	86	1,037
Missouri.....	298	2,165	337	6,276	131	12,577	766	21,018
Montana.....	53	340	28	487	5	326	86	1,153
Nebraska.....	91	605	96	1,707	37	2,779	224	5,091
Nevada.....	16	114	7	124	3	98	26	336
New Hampshire..	20	103	49	851	15	528	84	1,482
New Jersey.....	546	3,653	535	9,570	195	35,297	1,276	48,520
New Mexico....	10	51	17	311	3	178	30	540
New York.....	1,928	12,882	807	12,784	507	79,788	3,242	105,454
N. Carolina....	135	951	121	2,113	37	4,229	293	7,293
N. Dakota.....	12	86	13	238	4	357	29	681
Ohio.....	835	5,815	485	10,550	255	21,747	1,575	38,112
Oklahoma.....	126	814	94	1,750	48	4,092	268	6,656
Oregon.....	95	615	94	1,820	28	2,149	217	4,584
Pennsylvania..	846	5,953	1,008	18,658	409	52,787	2,263	77,398
Rhode Island...	105	682	127	2,280	42	3,966	274	6,928
S. Carolina....	80	520	53	901	11	1,470	144	2,891
S. Dakota.....	14	110	20	320	5	445	39	875
Tennessee.....	138	922	122	2,319	43	3,743	303	6,984
Texas.....	160	899	380	6,847	119	19,786	659	27,532
Utah.....	58	382	47	940	15	701	120	2,023
Vermont.....	20	118	10	179	4	297	34	594
Virginia.....	139	1,011	117	1,897	38	3,027	294	5,935
Washington....	206	1,393	144	2,594	59	7,474	409	11,461
West Virginia..	166	1,078	88	1,687	34	3,211	288	5,976
Wisconsin.....	196	2,036	221	4,420	69	5,700	486	12,156
Wyoming.....	17	97	15	284	2	296	34	677
<b>Total.....</b>	<b>11,787</b>	<b>80,734</b>	<b>10,040</b>	<b>185,751</b>	<b>4,148</b>	<b>505,456</b>	<b>25,975</b>	<b>771,941</b>

# Motor Truck Fleet List by Vocations

(Figures from Chilton Company, August, 1934)

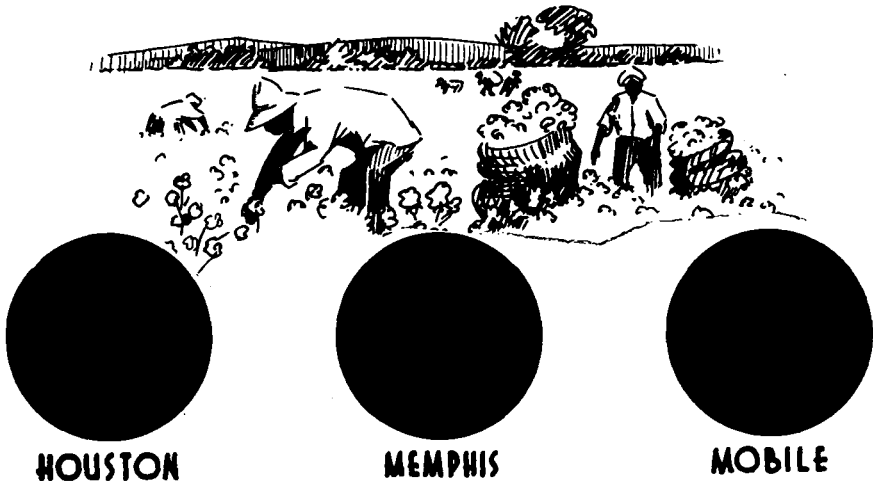
	No. Fleets		No. Fleets
Bakers—Candies	1,214	Meats & Fish	865
Bottlers	724	Public Utilities	2,530
Builders—Contractors	3,478	Newspapers	244
Dairy Products	972	Oils & Gasoline	1,240
Coal Dealers	1,505	Paints, Chemicals, Drugs	215
Dept. Stores, etc.	905	Vegetables, Fruits, Grocers	1,410
Express—Moving	4,290	Miscellaneous	490
Florists	125	Ice Cream Companies	476
Flour & Feed	420	Long Distance Trucking	190
Manufacturers	1,050	2 or more vocations	1,259
Ice Manufacturers	830		
Laundries & Cleaners	1,538	<b>TOTAL FLEETS</b>	<b>25,970</b>

## Motor Trucks in the Food Industries

(Figures from McGraw-Hill Publishing Company)

Industry	Fleets of 10 or More	Trucks in Fleets	Total No. of Trucks
Baking	810	43,000	88,500
Beverage and Brewing	440	15,000	47,150
Confectionery	50	1,700	36,300
Grain Products	90	2,900	27,855
Manufactured Ice	435	18,000	42,450
Meat Products	450	26,000	93,450
Milk Products	1,100	53,000	88,405
Other Food Products	185	10,000	20,000
<b>Totals</b>	<b>3,560</b>	<b>169,600</b>	<b>444,110</b>

## Truck Percent of Cotton Receipts at Three Markets



# Half of Trucks Make One or More Trips a Day

## Frequency of Trips By Class of Truck Operation

(New Jersey Traffic Survey, U. S. Bureau of Public Roads)

Trip Frequency	3 CLASSES OF OPERATION		OWNER OPERATOR		CONTRACT HAULER		COMMON CARRIER	
	No. of Trucks	Per Cent	No. of Trucks	Per Cent	No. of Trucks	Per Cent	No. of Trucks	Per Cent
More than 10 trips a day.....	251	.1	109	.1	133	.3	9	.2
6 to 10 trips a day.....	1,685	.7	1,157	.6	518	1.2	10	.2
2 to 5 trips a day.....	18,598	7.9	16,049	8.5	2,353	5.6	196	3.7
One trip a day.....	97,681	41.3	76,725	40.6	17,754	42.0	3,202	60.7
One trip every 2 days.....	33,354	14.1	25,418	13.4	7,037	16.6	899	17.0
One trip every 3 days.....	36,352	15.4	28,895	15.3	6,879	16.3	578	11.0
One trip every 4 days.....	1,197	.5	1,023	.5	160	.4	14	.3
One trip every 5 days.....	479	.2	386	.2	84	.2	9	.2
One trip every 6 days.....	780	.3	674	.4	104	.2	2	..(1)
One trip every 7 days.....	38,203	16.1	32,108	17.0	5,784	13.7	311	5.9
One trip every 8 to 14 days....	4,505	1.9	3,676	1.9	802	1.9	27	.5
One trip every 15 to 30 days...	3,524	1.5	2,852	1.5	656	1.6	16	.3
Trips more than 30 days apart...	101	(1)	87	(1)	14	(1)	..	..
<b>Total.....</b>	<b>236,710</b>	<b>100.0</b>	<b>189,159</b>	<b>100.0</b>	<b>42,278</b>	<b>100.0</b>	<b>5,273</b>	<b>100.0</b>

(1)—Less than 1/10 of 1 per cent.

# 72% of Private Trucks Operate Within State

## State and Interstate Traffic By Class of Truck Operation

(New Jersey Traffic Survey, U. S. Bureau of Public Roads)

Class of Operation	TOTAL TRAFFIC		STATE TRAFFIC		INTERSTATE TRAFFIC	
	No. of Trucks	Per Cent <sup>1</sup>	No. of Trucks	Per Cent <sup>2</sup>	No. of Trucks	Per Cent
Owner Operator.....	189,159	79.0	137,152	72.5	52,007	27.5
Contract Hauler.....	42,278	17.7	15,474	36.6	26,804	63.4
Common Carrier.....	5,273	2.2	1,715	32.5	3,558	67.5
Government Operation.....	2,658	1.1	2,391	90.0	267	10.0
<b>Total.....</b>	<b>239,368</b>	<b>100.0</b>	<b>156,732</b>	<b>65.5</b>	<b>82,636</b>	<b>34.5</b>

<sup>1</sup>—Percent of all classes of operation, total.

<sup>2</sup>—Percent of total for each class of operation, respectively.

# Capacities of Trucks in Bakery and Department Store Service

(Based on Surveys by "Bakers' Helper" and "Retail Ledger")

Capacity	BAKERIES		DEPARTMENT STORES	
	Number	Per Cent	Number	Per Cent
½ ton.....	16,280	19.7%	15,400	19.3%
¾ ton.....	.....	.....	14,135	17.7%
1 ton.....	34,420	41.6%	9,295	11.6%
1½ ton and over.....	28,040	33.9%	25,080	31.4%
2 ton.....	3,020	3.6%	.....	.....
3 to 5 ton.....	992	1.2%	.....	.....
Not specified.....	.....	.....	15,895	20.0%

# 80% of Truckloads Moved by Private Trucks

## Number and Percentage Distribution of Loads by Commodities and by Types of Carriers

(From California Highway Transportation Survey, 1934)

Commodities	Total No. of Loads	PERCENT OF LOADS MOVED BY		
		Owner Operated	Contract Carrier	Common Carrier
Auto parts . . . . .	360	88.4	9.5	2.1
Beverages (beer, wine, liquor) . . . . .	1,027	82.6	16.8	0.6
Building materials, including paint, glass, lime, plumbing equipment . . . . .	730	91.9	7.9	0.2
Dairy products . . . . .	1,770	86.0	12.7	1.3
Empty containers . . . . .	358	78.3	21.0	0.7
Farming equipment . . . . .	573	94.3	5.4	0.3
Feed and grain . . . . .	936	63.3	36.3	0.4
Fertilizer . . . . .	544	90.7	9.3	.....
Foodstuffs, <sup>1</sup> such as groceries, ice, bakery goods . . . . .	3,429	91.0	7.7	1.3
Furniture, new or household, new store, or office, including rugs, radio . . . . .	1,057	74.7	22.7	2.6
Garbage . . . . .	1,023	95.8	3.0	1.2
Gasoline, oil, petroleum products . . . . .	2,465	76.3	23.0	0.7
General freight and express . . . . .	2,034	30.4	56.6	13.0
Hay . . . . .	775	75.1	24.5	0.4
Junk . . . . .	420	95.0	4.1	0.9
Live stock . . . . .	895	77.7	21.1	1.2
Lumber . . . . .	719	78.7	21.1	0.2
Meat . . . . .	821	94.0	5.2	0.8
Nursery products . . . . .	353	94.6	4.3	1.1
Oil well equipment . . . . .	354	78.0	21.2	0.8
Poultry and poultry products . . . . .	567	95.5	4.5	.....
Road or public utilities construction material . . . . .	379	77.8	19.3	2.9
Sand and gravel . . . . .	818	72.4	27.4	0.2
Tools . . . . .	611	96.4	1.2	2.4
Vegetables, fruits . . . . .	5,366	80.1	18.9	1.0
Wood (cordwood and kindling) . . . . .	433	94.9	4.9	0.2
Miscellaneous agricultural . . . . .	302	89.8	10.2	.....
Miscellaneous general . . . . .	1,453	86.4	9.2	4.4
<b>TOTAL</b> . . . . .	<b>30,572</b>	<b>80.2</b>	<b>17.9</b>	<b>1.9</b>

<sup>1</sup> Not otherwise indicated by name.

## Percentage Distribution of Trucks Hauling Various Commodities By Unladen Weight Groups

(From California Highway Transportation Survey, 1934)



Products of	Unladen Weight Groups				TOTAL
	Less than 3,000 lbs.	3,000 lbs. to 5,999 lbs.	6,000 lbs. to 9,999 lbs.	10,000 lbs. and over	
Agriculture . . . . .	12.1	56.9	24.2	6.8	100
Animals . . . . .	16.3	56.1	19.9	7.7	100
Forests . . . . .	15.1	51.5	23.0	10.4	100
Manufacture . . . . .	22.0	49.7	18.9	9.4	100
Mines . . . . .	3.6	27.0	30.4	39.0	100
Miscellaneous . . . . .	35.7	51.0	9.7	3.6	100

# Interstate Common Carrier Trucks 1% of Total

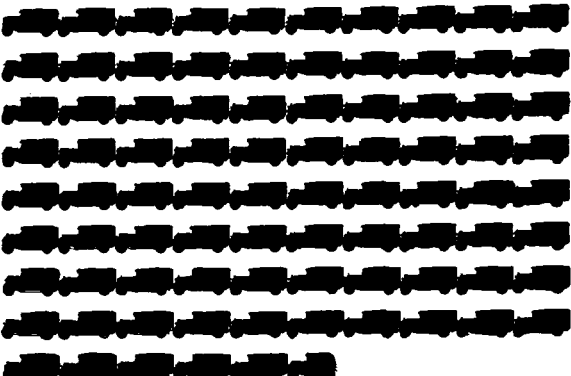
(Figures from Survey of 11 Western States by U. S. Bureau of Public Roads)

If all the trucks in use were parked in one place and classified according to type of service, each group of 100 trucks would be proportioned as shown in the diagram.

Type of Service   No. of Trucks   Each Truck Represents 1% or 1 out of every 100

Common Carrier { Interstate 1.05...   
 Intra-state 445... 

Contract Carrier 87... 

Privately Owned and Operated 858... 

## Trucks Employ 2,479,056 Drivers

Alabama	21,263	Nebraska	30,515
Arizona	13,729	Nevada	5,150
Arkansas	24,700	New Hampshire	17,843
California	196,585	New Jersey	108,598
Colorado	10,940	New Mexico	10,784
Connecticut	49,534	New York	239,405
Delaware	6,144	North Carolina	36,208
Florida	43,156	North Dakota	9,325
Georgia	44,295	Ohio	112,406
Idaho	11,580	Oklahoma	49,998
Illinois	132,158	Oregon	31,670
Indiana	92,754	Pennsylvania	167,954
Iowa	42,681	Rhode Island	16,631
Kansas	41,917	South Carolina	13,911
Kentucky	30,257	South Dakota	9,016
Louisiana	35,498	Tennessee	28,716
Maine	26,912	Texas	173,696
Maryland	34,067	Utah	12,914
Massachusetts	88,936	Vermont	3,577
Michigan	84,649	Virginia	37,809
Minnesota	67,325	Washington	45,485
Mississippi	17,612	West Virginia	19,821
Missouri	87,577	Wisconsin	68,394
Montana	15,967	Wyoming	8,994
		<b>Total</b>	<b>2,479,056</b>

# Average Haul In Miles By Transport Agencies

(Freight Traffic Report, Federal Coordinator of Transportation)

Business Group	OUTBOUND SHIPMENTS AVERAGE HAUL			INBOUND SHIPMENTS AVERAGE HAUL		
	Rail- way	High- way	Water	Rail- way	High- way	Water
<b>ALL GROUPS</b> .....	<b>320</b>	<b>99</b>	<b>999</b>	<b>351</b>	<b>116</b>	<b>1,026</b>
<b>Rough Material*</b> .....	<b>105</b>	<b>14</b>	<b>289</b>	<b>176</b>	<b>16</b>	<b>310</b>
Sand, Stone Gravel.....	93	14	278	110	14	311
Timber.....	505	.....	3,246	462	261	.....
<b>Raw Material*</b> .....	<b>339</b>	<b>160</b>	<b>1,306</b>	<b>345</b>	<b>111</b>	<b>783</b>
Grain.....	335	59	799	354	165	815
Fresh Fruits & Vegetables.....	1,184	435	1,286	1,322	198	1,020
Livestock & Poultry.....	900	55	805	365	55	954
Coal, Coke & Fuel.....	290	31	257	225	252	294
Ores & Concentrates.....	322	139	1,516	274	22	.....
Lumber.....	631	79	2,562	314	74	461
Barrels, Cooperage Material.....	434	45	279	273	46	702
<b>Semi-processed Material*</b> .....	<b>495</b>	<b>82</b>	<b>1,351</b>	<b>411</b>	<b>66</b>	<b>1,070</b>
Cotton, Cotton Linters.....	497	96	618	249	109	90
Paper, Paper Products.....	485	81	1,446	429	55	1,071
Horticultural Material.....	1,308	147	1,780	420	136	90
<b>Necessaries*</b> .....	<b>601</b>	<b>163</b>	<b>1,162</b>	<b>354</b>	<b>102</b>	<b>655</b>
Beverages & Liquors.....	726	148	464	535	234	923
Sugar, Syrups & Molasses.....	557	71	580	172	11	364
Vegetable Oil, Meal & Cake.....	486	102	3,612	225	37	4,361
Packing House Products.....	867	249	121	548	193	1,062
Bakery Goods, Confectionery.....	533	141	1,173	429	193	1,035
Canned Goods.....	769	179	3,652	542	78	1,154
Groceries.....	190	235	1,212	491	235	2,551
Cereals, Flour, Mill Products.....	500	.....	1,212	381	69	965
Furniture & Furnishings.....	490	193	1,092	444	96	1,448
Porcelain, China, etc.....	299	125	1,787	773	115	800
Leather & Leather Goods.....	413	80	566	525	51	1,361
Textiles.....	471	162	1,285	446	75	92
Boots & Shoes.....	170	186	500	301	46	974
Dry Goods, Clothing.....	761	119	3,777	607	136	331
<b>Auxiliaries*</b> .....	<b>298</b>	<b>120</b>	<b>1,186</b>	<b>292</b>	<b>86</b>	<b>1,506</b>
Masonry Materials (except wood).....	225	180	200	162	95	660
Petroleum, Crude & Refined.....	271	78	1,234	400	52	1,842
Paints, Varnishes & Gums.....	606	154	1,722	913	70	2,201
Chemicals.....	298	132	1,146	182	33	739
Miscellaneous Commodities.....	430	124	1,004	336	97	1,149
<b>Accessories*</b> .....	<b>337</b>	<b>142</b>	<b>1,230</b>	<b>272</b>	<b>116</b>	<b>513</b>
Iron & Steel, Structural.....	265	211	1,392	145	65	590
Iron & Steel Articles.....	219	92	1,161	151	49	598
Metals, Non-ferrous.....	500	111	1,910	425	111	1,088
Rubber, Rubber Articles, Tires.....	679	384	2,268	572	248	1,902
Machinery, Vehicles, etc.....	596	182	1,002	374	129	2,983
Plumbing & Heating Supplies.....	702	232	1,318	502	134	4,041
Automotive Vehicles & Parts.....	489	105	600	474	140	313
Boats, Marine Equipment.....	2,746	80	995	252	80	1,594
Books & Periodicals.....	987	211	811	671	180	1,328
Department Store Merchandise.....	847	215	2,034	382	122	2,910
Tobacco, Tobacco Products.....	687	426	418	401	113	787
Musical Instruments & Supplies.....	96	274	.....	338	170	.....

\*Where commodities of two groups have been combined, the total is placed under the group in which the predominant commodity falls.

# Motor Truck Fast Service Advantage Over Rail

## Ranges from 60 to 700 Per Cent

### Comparative Overall Speeds of Transport Agencies

(Freight Traffic Report, Federal Coordinator of Transportation)

Mileage Range	ELAPSED HOURS				
	United States	East	South	North-west	South-west
<b>UNDER 50 MILES</b>					
Average Haul . . . . .	33	33	31	31	32
Highway . . . . .	4	4	3	3	3
Railway . . . . .	28	30	26	22	17
<b>BETWEEN 50 AND 100 MILES</b>					
Average Haul . . . . .	80	80	78	82	79
Highway . . . . .	9	9	5	7	8
Railway . . . . .	33	35	31	24	20
<b>BETWEEN 100 AND 200 MILES</b>					
Average Haul . . . . .	156	157	149	155	154
Highway . . . . .	13	14	10	10	9
Railway . . . . .	38	43	32	26	27
<b>BETWEEN 200 AND 300 MILES</b>					
Average Haul . . . . .	259	260	255	261	253
Highway . . . . .	18	19	20	14	13
Railway . . . . .	45	48	58	33	35
<b>BETWEEN 300 AND 500 MILES</b>					
Average Haul . . . . .	396	393	373	399	414
Highway . . . . .	27	28	29	23	24
Railway . . . . .	57	63	64	44	49
<b>OVER 500 MILES</b>					
Average Haul . . . . .	781	767	674	813	875
Highway . . . . .	51	59	52	35	46
Railway . . . . .	85	91	96	74	74

### Comparative Time—Distances of Rail and Truck

Elapsed Hours	LENGTH OF HAUL									
	United States		East		South		Northwest		Southwest	
	Rail-way	High-way	Rail-way	High-way	Rail-way	High-way	Rail-way	High-way	Rail-way	High-way
6	7	56	7	45	7	97	9	97	11	61
12	13	149	13	132	14	185	17	178	23	232
18	20	263	20	247	21	235	26	325	70	349
24	24	356	26	330	27	313	60	409	135	418
30	34	445	33	412	75	395	242	706	169	523
36	149	534	82	494	167	474	290	847	261	689
42	240	644	153	584	187	550	383	988	304	804
48	275	736	259	621	214	629	437	1,129	402	919
54	377	828	291	698	239	707	492	1,271	453	1,034
60	419	920	380	776	350	786	663	1,412	503	1,149
66	758	1,012	418	853	385	865	729	1,553	781	1,264
72	827	1,104	456	931	420	943	796	1,694	852	1,379
78	895	1,197	659	1,009	547	1,022	862	1,835	924	1,494

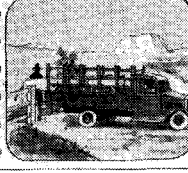
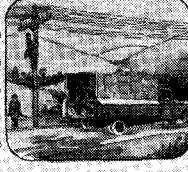
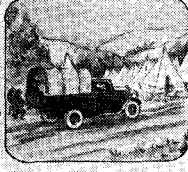
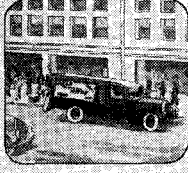
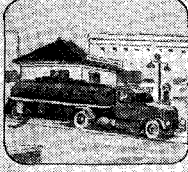
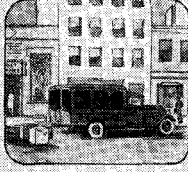
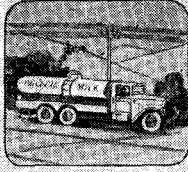
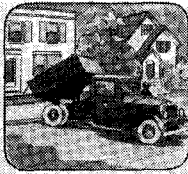
# 48,000 Communities, With Motor Trucks

40% of All Communities and 6.3% of Population

(Study of Total Communities and Population by State)

STATE	COMMUNITIES	
	Communities in State	Not Served by No.
Alabama	2,819	895
Arizona	819	264
Arkansas	3,108	1,298
California	5,482	2,240
Colorado	2,372	612
Connecticut	740	319
Delaware	265	117
Florida	2,514	636
Georgia	3,107	846
Idaho	1,246	333
Illinois	4,236	826
Indiana	3,106	1,213
Iowa	2,248	642
Kansas	2,185	475
Kentucky	4,530	3,575
Louisiana	2,881	765
Maine	1,860	946
Maryland	1,932	1,062
Massachusetts	1,493	568
Michigan	3,657	1,251
Minnesota	2,344	841
Mississippi	2,355	915
Missouri	4,246	2,102
Montana	1,609	529
Nebraska	1,304	307
Nevada	556	149
New Hampshire	715	341
New Jersey	1,761	599
New Mexico	1,100	524
New York	5,107	2,484
North Carolina	3,285	1,329
North Dakota	1,054	192
Ohio	3,919	1,985
Oklahoma	2,050	834
Oregon	1,904	789
Pennsylvania	8,956	3,835
Rhode Island	280	137
South Carolina	1,902	520
South Dakota	1,000	379
Tennessee	3,202	1,679
Texas	6,710	2,265
Utah	1,082	374
Vermont	629	308
Virginia	4,553	2,365
Washington	2,655	948
West Virginia	4,054	1,622
Wisconsin	2,615	970
Wyoming	736	293
<b>TOTALS</b>	<b>122,473</b>	<b>48,492</b>

† Explanatory notes on Page 45.



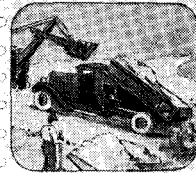
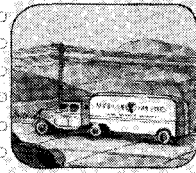
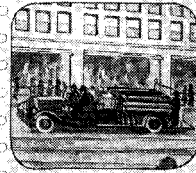
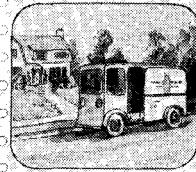
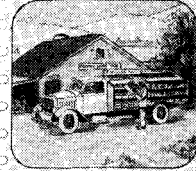
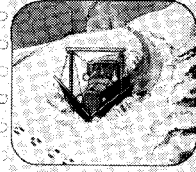
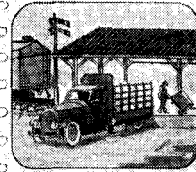


# Out Railroads, Must Have Truck Service

Depend Almost Entirely Upon Highway Vehicles

(States, Indicating Those Without Rail Service)†

R. R. % of All	Population of State	POPULATION	
		Not Served by R. R. No.	% of Total
31.7	2,682,000	200,171	7.5
32.2	448,000	42,785	9.6
41.7	1,867,000	118,566	6.4
40.8	5,947,000	351,123	5.9
25.8	1,047,000	47,502	4.5
43.1	1,634,000	222,344	13.6
44.1	240,000	13,410	5.6
25.2	1,528,000	94,132	6.2
27.0	2,910,000	95,813	6.3
26.7	447,000	35,593	8.0
19.4	7,768,000	141,198	1.8
39.0	3,275,000	137,702	4.2
28.5	2,479,000	53,670	1.8
21.7	1,894,000	29,722	1.6
78.9	2,638,000	309,750	11.7
26.5	2,138,000	60,861	2.8
50.8	801,000	277,523	34.6
54.9	1,653,000	150,521	9.1
38.0	4,297,000	283,587	6.6
34.2	4,983,000	364,956	7.3
33.0	2,585,000	74,746	2.9
38.8	2,036,000	65,851	3.2
49.5	3,656,000	194,583	5.3
32.8	537,606	30,423	5.7
23.5	1,388,000	15,130	1.1
26.7	93,000	12,059	13.0
47.6	468,000	82,491	17.6
34.0	4,148,000	306,100	7.4
47.6	431,000	112,192	26.0
48.6	12,852,000	605,834	4.7
40.4	3,244,000	189,038	5.8
18.2	685,000	8,182	1.2
50.6	6,753,000	510,891	7.6
40.6	2,440,000	112,486	4.6
41.4	974,000	71,353	7.3
42.8	9,741,000	954,558	9.8
48.9	698,000	77,147	11.1
27.3	1,745,000	114,955	6.6
37.9	700,000	16,873	2.4
52.4	2,650,000	105,450	4.0
33.7	5,964,000	216,891	3.6
34.5	515,000	79,938	15.5
48.9	360,000	100,253	27.8
51.9	2,435,000	266,661	11.0
35.7	1,588,000	127,582	8.0
40.0	1,761,000	174,598	9.9
37.0	2,976,000	166,045	5.6
39.8	229,000	21,270	9.3
39.6	124,328,606	7,844,509	6.3



# 3,064,800 Carloads Automotive Freight Pay Railroads \$365,021,000 in 1934

## Automotive Proportion of all Railroad Carloads

Products of	All Traffic, Carloads (I. C. C. Statistics)	Of which Auto Mfg. and Use and Highway Building Produces (See table below)	
		Carloads	Per Cent
Manufactures and Miscellaneous..	6,833,558	2,258,005	*33.0%
Forests and Mines .....	9,589,631	806,800	†8.4%
All other Carload Traffic .....	4,800,254	.....	.....
<b>Total carload traffic originated.</b>	<b>21,223,443</b>	<b>3,064,805</b>	<b>14.4%</b>

\*In 1931—28.8%; 1932—34.4%; 1933—32.7%.  
†In 1931—7.6%; 1932—8.4%; 1933—8.0%.

## Automotive Freight 3,064,800 Carloads

	Carloads*		Carloads*
Motor vehicles, parts, tires..	472,505	Crude rubber .....	9,800
Gasoline .....	1,140,000	Asphalt for roads .....	54,000
Iron and steel .....	153,000	Brick, vitrified .....	45,000
Coal .....	51,000	Cement for roads, bridges ..	222,000
Crude petroleum .....	49,000	Gravel, sand, stone for roads.	620,000
Lubricating oil .....	73,000	Miscellaneous, such as non-	
Lumber .....	23,000	ferrous metals, paints, up-	
Road and fuel oil .....	41,500	holstery materials .....	111,000
<b>Total Automotive Freight Carloads.</b>	<b>3,064,805</b>		
<b>Rail Revenues from Automotive Freight.</b>			<b>\$365,021,000</b>

\*Partly estimated by Automobile Manufacturers Association.

# \$2,452,956,000 Is Rail Revenue from Automotive Freight for 6 Years

## Annual Revenue Derived and Automotive Proportion to Carload Traffic

Year	All Traffic, Carloads (I. C. C. Statistics)	Automotive Freight Carloads*	Automotive Freight Per Cent of Total Carloads	Revenue From Automotive Freight
1929 .....	36,821,868	3,667,792	10.0%	\$563,411,000
1930 .....	31,479,071	3,330,583	10.6%	478,466,000
1931 .....	24,631,961	3,106,645	12.6%	396,738,000
1932 .....	18,067,496	2,543,833	14.1%	325,000,000
1933 .....	19,278,087	2,640,910	13.7%	324,320,000
1934 .....	21,223,443	3,064,805	14.4%	365,021,000
<b>Total .....</b>	<b>151,501,926</b>	<b>18,354,568</b>	<b>12.1%</b>	<b>\$2,452,956,000</b>

\*Includes freight produced by motor vehicle manufacture and use and highway construction.

Washington  
Transportation Building

Detroit  
General Motors Building

# AUTOMOBILE MANUFACTURERS ASSOCIATION

366 MADISON AVENUE AT 46TH STREET, NEW YORK

Motor Truck Assoc.  
Bulletin No. 126  
Oct. 25, 1935.

## MOTOR TRUCKS SERVE 48,000 COMMUNITIES NOT REACHED BY RAILROADS

"Motor Truck Facts" Contains First By-State Study of Communities

Served Almost Exclusively by Motor Trucks

Rail Taxes for Highways Are Negligible

**TO MOTOR TRUCK ASSOCIATIONS:**

1. Attached is copy of the 1935 edition of "Motor Truck Facts" containing statistical data and charts pertinent to production and use of motor trucks. The statistics therein are based on governmental studies and research by the Association.

2. In the booklet is a by-state tabulation of the number of communities without rail service, indicating that 48,000, or 40% of the 122,473 communities in the United States are almost entirely dependent on motor truck transportation. These "highway communities" embrace 6.3% of the total population of the country.

3. The booklet also contains data relating to production, registrations, the movement of various commodities, average loads hauled, truck fast service advantage, the amount of tonnage and ton-miles of freight hauled by highway facilities as compared with rail and waterway, a by-state and by-year picture of motor truck taxation, a synopsis of the Federal Motor Carrier Act, and other information covering motor truck operation.

4. While they are available, copies of this booklet will be supplied on request.

**AUTOMOBILE MANUFACTURERS ASSOCIATION,**

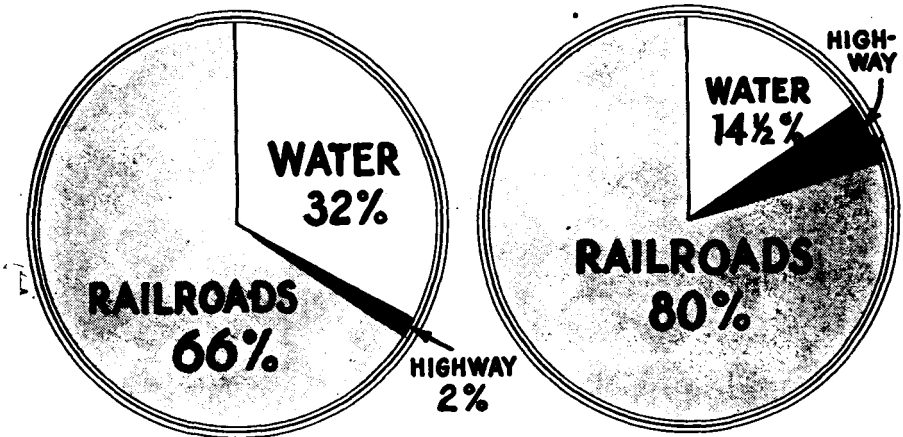
**ARTHUR C. BUTLER, SECRETARY,**

**A. J. BROSSEAU, CHAIRMAN**

**MOTOR TRUCK COMMITTEE.**

# Motor Trucks Move 2% of Ton Miles and 5½% of Carload Tonnage

(Based on Volume III, Freight Traffic Report, Coordinator of Transportation)



## Ton-Miles By Agencies of Transportation (Carload Traffic)

(000,000 Omitted)

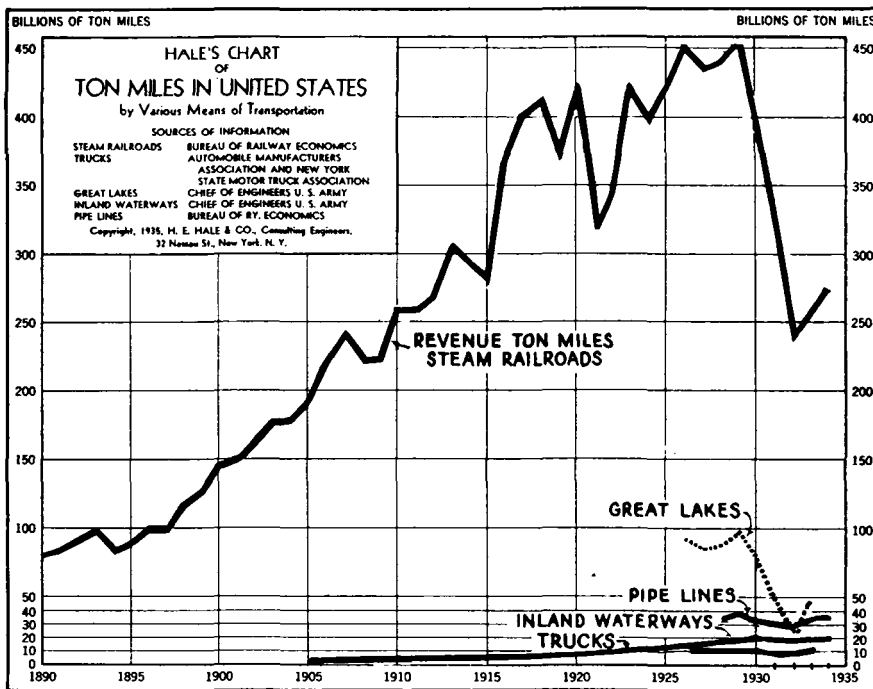
	Aggregate Ton-Miles	Railroad Ton-Miles	%	Water Ton-Miles	%	Highway Ton-Miles	%
Outbound . . .	66,928	46,180	69	19,409	29	1,339	2
Inbound . . . .	36,729	21,303	58	14,692	40	734	2
Inbound Fuel	9,101	6,917	76	2,093	23	91	1
<b>Total . . . .</b>	<b>112,758</b>	<b>74,400</b>	<b>66</b>	<b>36,194</b>	<b>32</b>	<b>2,164</b>	<b>2</b>

## Tonnage By Agencies of Transportation (Carload Traffic)

(000 Omitted)

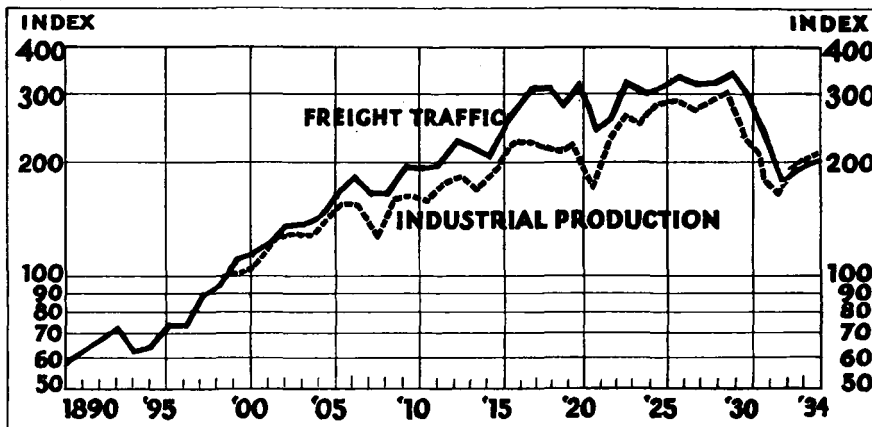
	Aggregate Tons	Railroad Tons	%	Water Tons	%	Highway Tons	%
Outbound . . .	160,792	131,849	82	19,295	12	9,648	6
Inbound . . . .	87,167	67,119	77	14,818	17	5,230	6
Inbound Fuel	42,244	32,950	78	8,027	19	1,267	3
<b>Total . . . .</b>	<b>290,203</b>	<b>231,918</b>	<b>80</b>	<b>42,140</b>	<b>15</b>	<b>16,145</b>	<b>5</b>

# Ton-Miles of Freight by Methods of Transportation

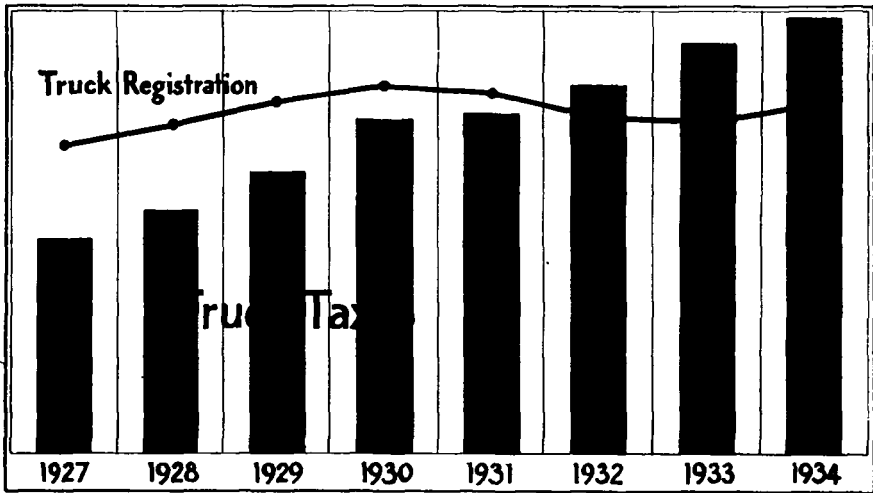


If all the ton-milage hauled by motor trucks, shown by the curve second from the bottom on the chart, were transferred to the steam railroads, it would increase the rail ton-milage by only a negligible amount.

## Rail Traffic Fluctuates with General Industrial Activity (Indexes from "The Annalist")



# Motor Truck Taxes Climb

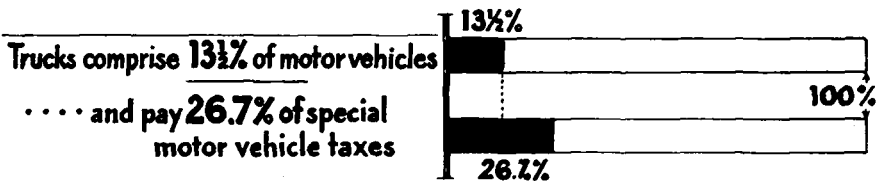


## 1934 Special Truck Taxes \$308,828,000

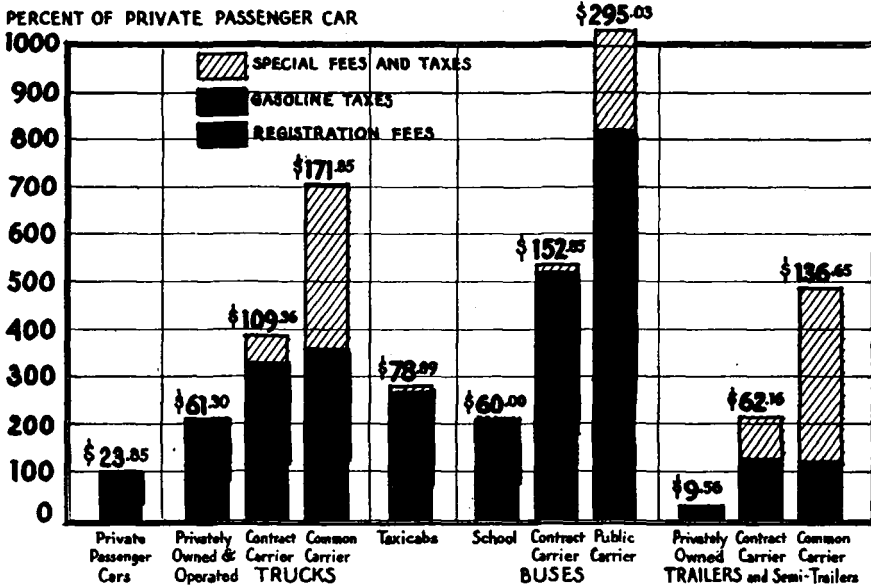
Personal property taxes on trucks in operation, income and property taxes on garages, terminals, repair shops, and trucking companies are not included.

	1929	1930	1931	1932	1933	1934
Registration fees (state).....	\$72,823,000	\$78,789,000	\$76,616,000	\$74,046,000	\$68,659,000	\$71,852,000
Gasoline tax (state).....	108,506,000	138,055,000	144,756,000	139,376,000	142,287,000	154,170,000
Federal excise taxes.....	0	0	0	23,537,000 <sup>1</sup>	61,936,000	63,038,000
Special city and county license fees, gas taxes, tolls, etc....	6,800,000	7,200,000	7,600,000	8,000,000	8,750,000	9,000,000
Miscellaneous state taxes.....	6,352,000	7,042,000	7,724,000	7,360,000	8,525,000	10,768,000
<b>Total Special Taxes (excluding property tax).....</b>	<b>194,481,000</b>	<b>231,086,000</b>	<b>236,696,000</b>	<b>252,319,000</b>	<b>290,157,000</b>	<b>308,828,000</b>
Average per truck registered..	\$57.50	\$66.40	\$68.50	\$78.25	\$90.31	\$90.92

<sup>1</sup>—Federal excise taxes effective June 21, 1932.



# Taxes on Privately Operated Trucks 2<sup>1</sup>/<sub>5</sub> Times Taxes on Private Passenger Cars



## Taxes on Common Carrier Trucks Six Times Average Passenger Car Tax

(Figures from "Taxation of Motor Vehicles", a special survey by the U. S. Bureau of Public Roads, calendar year 1932)

	Regis- tration Fees	Gasoline Taxes	Special Fees and Taxes	Total	Per Cent of Tax on Pass. Car
Private Passenger Cars.....	\$10.28	\$18.07	.....	\$28.35	100.0
Private Trucks.....	22.05	39.19	.56	61.80	218.0
Trucks, contract-carrier.....	62.59	31.09	15.68	109.36	386.0
Trucks, common-carrier.....	74.42	31.80	65.63	171.85	605.0
Taxicabs.....	17.72	60.64	1.53	79.89	282.0
Buses, school.....	21.30	38.70	.....	60.00	212.0
Buses, contract.....	47.49	100.12	5.24	152.85	538.0
Buses, public carrier.....	83.90	148.17	62.96	295.03	1,040.0
Trailers, private.....	9.56	.....	.....	9.56	34.0
Trailers, contract-carrier.....	35.74	.....	26.42	62.16	219.0
Trailers, common-carrier.....	34.15	.....	102.50	136.65	482.0



# Special Motor Truck Taxes by States

State Registration Fees and State and Federal Gasoline Taxes on Trucks Are Shown

	1933			1934		
	State License Fees*	Gasoline Tax	1933 Total	State License Fees*	Gasoline Tax	1934 Total
Alabama.....	\$617,609	\$2,595,906	\$3,213,515	\$730,476 <sup>†</sup>	\$2,864,484	\$3,594,960
Arizona.....	296,804	1,092,675	1,388,479	350,100	1,208,952	1,559,052
Arkansas.....	575,415	2,869,260	3,444,675	786,540	3,105,900	3,892,440
California.....	3,266,259	11,224,437	14,490,696	3,174,540	11,402,688	14,577,228
Colorado.....	404,709	1,728,279	2,132,988	449,100	1,872,057	2,321,157
Connecticut.....	1,794,025	2,049,996	3,844,021	1,820,300	2,011,608	3,831,908
Delaware.....	278,563	432,735	711,298	264,180	450,912	715,092
Florida.....	1,170,626	2,456,881	5,627,507	1,312,560	5,314,464	6,627,024
Georgia.....	175,274	4,455,444	4,630,718	212,440	5,062,008	5,274,448
Idaho.....	361,918	1,116,300	1,478,218	433,050	1,285,992	1,719,042
Illinois.....	4,051,568	9,409,086	13,460,654	4,284,720	8,906,536	13,191,256
Indiana.....	1,645,310	7,330,743	8,976,053	1,949,450	7,367,460	9,316,910
Iowa.....	1,749,339	2,543,990	4,293,329	2,136,890	3,616,800	5,753,690
Kansas.....	751,019	3,692,604	4,443,623	748,420	3,627,120	4,375,540
Kentucky.....	1,145,179	2,408,325	3,553,504	922,960	2,696,040	3,619,000
Louisiana.....	1,147,811	3,150,525	4,298,336	1,329,760	3,224,088	4,553,848
Maine.....	757,372	2,222,073	2,979,445	950,170	2,261,580	3,211,750
Maryland.....	588,311	2,188,864	2,777,175	707,200	2,721,060	3,428,260
Massachusetts.....	1,579,547	5,092,554	6,672,101	1,604,680	4,728,384	6,333,064
Michigan.....	4,266,503	6,202,589	10,469,092	4,870,500	5,923,440	10,793,940
Minnesota.....	1,595,952	5,055,630	6,651,582	1,956,000	4,986,336	6,942,336
Mississippi.....	527,134	2,864,388	3,391,522	732,701 <sup>†</sup>	2,865,660	3,598,361
Missouri.....	1,190,502	4,048,005	5,238,507	1,163,520	3,877,524	5,041,044
Montana.....	209,367	2,061,000	2,270,367	232,600	2,238,264	2,470,864
Nebraska.....	537,161	3,398,661	3,935,822	654,450	3,393,600	4,048,050
Nevada.....	94,825	373,401	468,226	109,900	383,460	493,360
New Hampshire.....	700,623	1,251,936	1,952,559	626,214 <sup>†</sup>	1,342,920	1,969,134
New Jersey.....	4,283,468	6,233,628	10,517,096	4,117,180	5,920,848	10,038,028
New Mexico.....	231,934	1,146,750	1,378,684	287,320	1,160,064	1,447,384
New York.....	12,338,375	15,223,908	27,562,283	10,948,990	14,322,192	25,271,182
North Carolina.....	1,137,514	4,320,420	5,457,934	1,483,520	4,600,344	6,083,864
North Dakota.....	320,754	1,292,442	1,613,196	303,180	1,263,120	1,566,300
Ohio.....	5,961,966	9,965,907	15,927,873	7,010,210	9,590,700	16,600,910
Oklahoma.....	663,570	4,155,276	4,818,846	1,017,400	4,435,680	5,453,080
Oregon.....	1,070,669	2,415,600	3,486,269	1,379,550	2,981,592	4,361,142
Pennsylvania.....	7,887,318	11,194,347	19,081,665	8,155,400	10,320,768	18,476,168
Rhode Island.....	423,754	700,635	1,124,389	504,720	659,952	1,164,672
South Carolina.....	491,804	1,548,165	2,039,969	524,900	1,753,668	2,278,568
South Dakota.....	182,503	1,434,132	1,616,635	174,760	1,429,920	1,604,680
Tennessee.....	509,244	3,349,952	3,859,196	811,257 <sup>†</sup>	3,624,480	4,435,737
Texas.....	3,938,149	11,886,588	15,824,737	4,838,470	13,576,560	18,415,030
Utah.....	208,044	885,924	1,093,968	295,320	1,026,180	1,321,500
Vermont.....	432,025	499,212	931,237	521,000	516,720	1,037,720
Virginia.....	1,130,923	4,258,350	5,389,273	1,225,900	4,123,296	5,349,196
Washington.....	875,438	3,691,100	4,566,538	1,297,550	4,631,112	5,928,662
West Virginia.....	851,735	2,105,145	2,956,880	386,120	1,635,180	2,021,300
Wisconsin.....	2,493,363	6,573,861	9,067,224	2,595,680	7,210,800	9,806,480
Wyoming.....	198,310	670,509	868,819	154,000	786,120	940,120
Dist. of Col.....	75,403	652,938	728,341	74,600	621,468	696,068
<b>U. S. Total..</b>	<b>\$77,183,988</b>	<b>\$189,521,076</b>	<b>\$266,705,064</b>	<b>\$82,620,448</b>	<b>\$194,930,101</b>	<b>\$277,550,549</b>

\*Includes trailer fees, proportion of dealers, operators, chauffeurs' permits and miscellaneous receipts.

<sup>†</sup> Estimated by multiplying U. S. average tax per truck, for those states segregating truck taxes, by the number of trucks registered.

It has been impossible to ascertain whether or not the special taxes on common and contract carriers, such as ton-mile, gross receipts, vehicle-mile, etc., have been included in the regular reports issued by the state motor vehicle bureaus and the U. S. Bureau of Public Roads. In some states the common and contract carrier taxes may have been included and in other states excluded.

No attempt has been made to estimate Federal excise taxes on new trucks (2% of wholesale value), parts and accessories (2%), lubricating oil (4 cts. a gallon), tires (2¼ cts. a lb.), inner tubes (4 cts. a lb.). Nor has an estimate been included for special municipal and county gasoline taxes and registration fees on trucks effective in many states.

Personal property taxes and general sales taxes have likewise not been included. The table represents state registration fees and state and Federal gasoline taxes only.

The gasoline tax paid by trucks has been estimated by multiplying the trucks registered in each state by a yearly average consumption of 1200 gallons per truck, times the gas tax rate effective in each state plus Federal excise of 1 cent.

# Rail Share of Highway Costs Negligible

Rails Contribute 1.34% for State and Local Road Expenditures

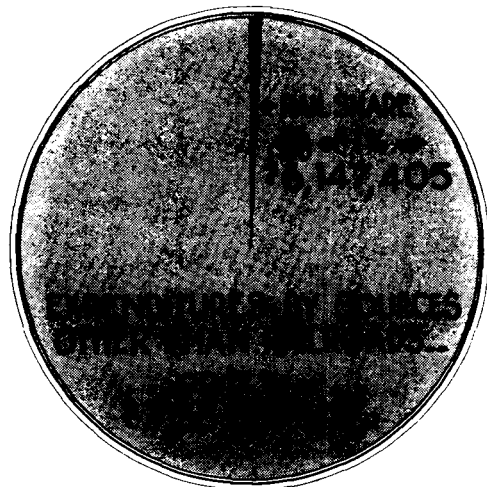


Included here are the costs of local or so-called feeder roads which are in constant service transporting freight to and from rail heads.

The figures are for 1930, the last year for which local road figures are available.

## $\frac{83}{100}$ of 1% Is Rail Share of State Road Costs

These figures are for 1933 and include Emergency Federal Aid.

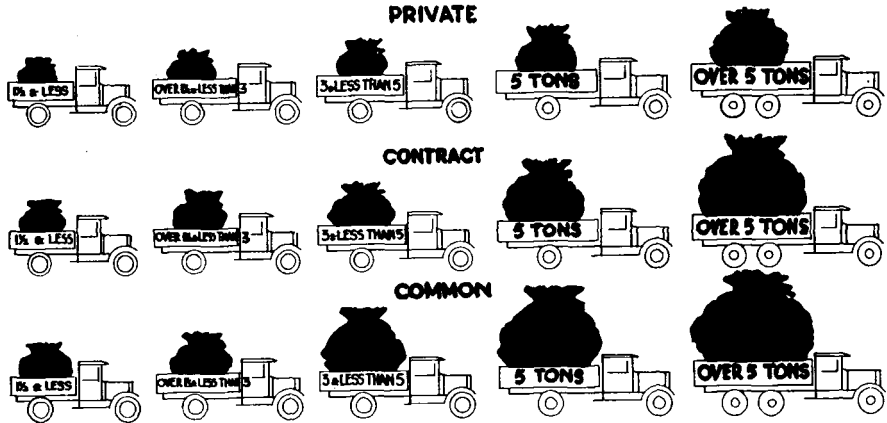


(Estimates are based on Highway Receipts and Expenditure tables compiled by the U. S. Bureau of Public Roads, and the Federal, state and local tax figures compiled by the National Industrial Conference Board in "Cost of Government," 1934.)

# Taxes on Trucks Above 5 Tons Nearly 4 Times Levy on Those of 1½ Tons or Less

Special Truck Tax Payments According to Class and Capacity

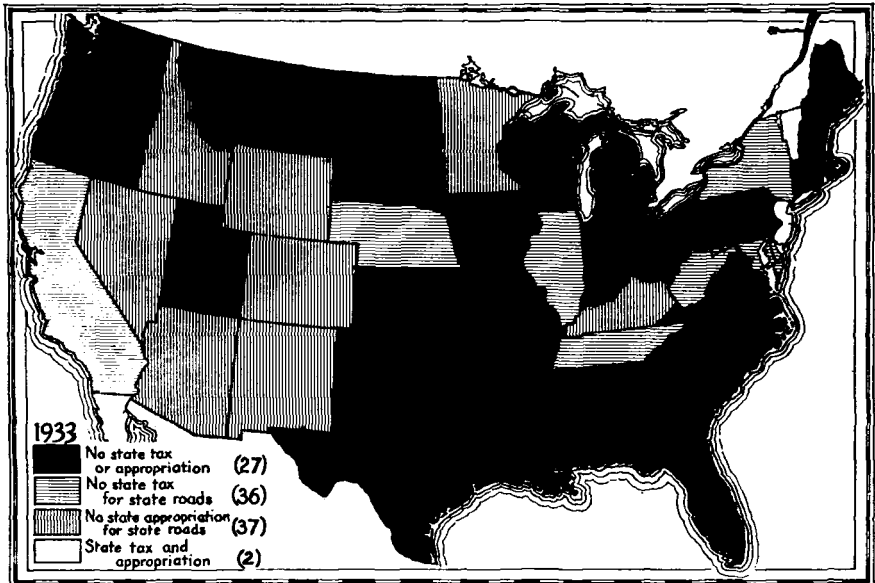
(From Special Analysis By United States Bureau of Public Roads)



## 36 States Levied No General Property Taxes for State Highways in 1933

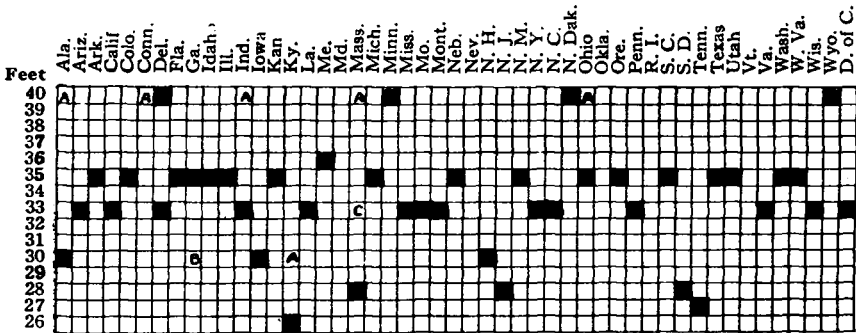
27 States Made No Special Appropriations or General Levies on Property  
for State Highways

(Data from Highway Income Tables Compiled by U. S. Bureau of Public Roads)



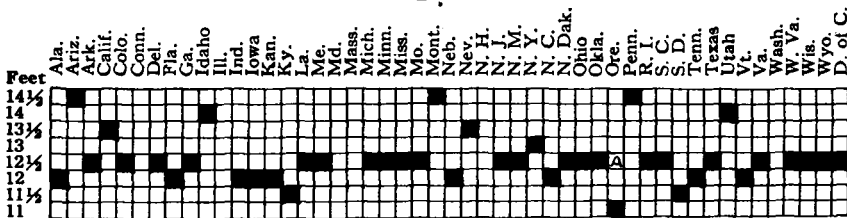
# State Restrictions on Motor Vehicle Dimensions

## Length, Single Unit



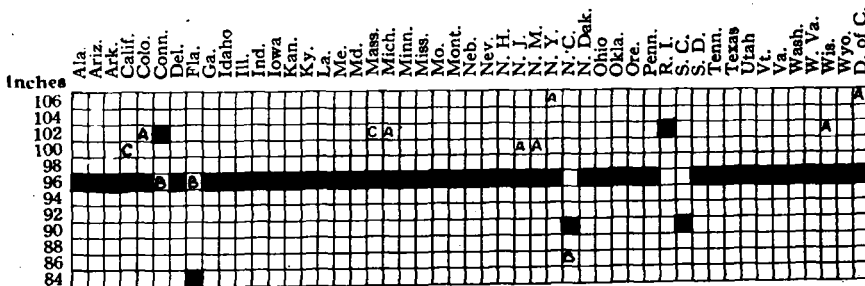
A—Tractor Semi-Trailer. B—Private Operator.  
 C—On Ways Designated by Dept. of Public Works.  
 IOWA—Buses under the Railroad Commission are permitted a length of 33 feet.  
 WASHINGTON—Although length restriction of 35 feet is now in effect, single units having more than two axles are permitted a length of 85 feet.

## Height



A—By Special Permit.

## Width



A—Change-Over from Solids to Pneumatics. B—Certificated Carriers.  
 C—Dual Pneumatic Tires.  
 ARKANSAS—Law provides that "vehicles now in operation which by reason of the substitution of tires" exceed 96 inches, may be operated.  
 NEBRASKA—The law now provides that width restriction of 96 inches may be exceeded in the case of change-overs from solids to pneumatics.

# Gross Weight, Dimensions and Speed For Vehicles Operating On The Highways

Recommended by  
American Association of State Highway Officials

## What Is Recommended\* (Maximums)

**Width**—8 feet.

**Height**—12 feet, 6 inches.

**Length**—Single vehicle†, 35 feet.

Combinations (only two units allowed), 45 feet.

**Speed**—Minimum: Not so slow as to impede or block normal and reasonable flow of traffic except when necessary for safety.

Maximum: no bus or truck greater than 45 miles an hour; passenger automobile speeds shall be consistent with safety and proper use of the roads.

Solid tire vehicles maximum speed set at 10 miles an hour.

### Axle and Wheel Loads

Axle load equipped with solid, cushion or high pressure pneumatics . . . . . 16,000 lbs.

Wheel load . . . . . 8,000 lbs.

Low pressure pneumatics, wheel load . . . . . 9,000 lbs.

### Gross Weights‡

Subject to the limitation imposed by the recommended axle loads no vehicle shall be operated whose total gross weight, with load, exceeds that given by the formula

$W = c (L \text{ plus } 40)$  where—

$W$  = total gross weight, with load, in pounds.

$c$  = a coefficient to be determined by the individual states.

$L$  = the distance between the first and last axles of a vehicle or combination of vehicles, in feet.

A value of 700 is recommended for "c" as the lowest which should be imposed but this should not be construed as inhibiting greater values.

### Why Recommended

- To establish one of the fundamental prerequisites of highway design.
- To promote efficiency in the interstate operation of the motor vehicle.
- To secure safety in highway operation.
- To remove from the highways undesirable equipment and operations.
- To stabilize on a definite basis the many relationships between the highway and the motor vehicle.

### Groups Which Have Approved Recommendations

American Automobile Association  
Automobile Manufacturers Association  
Detroit Board of Commerce  
National Association of Motor Bus Operators  
National Grange  
National Highway Users Conference  
National Transportation Committee

\*Special permits required for occasional movements of materials exceeding dimensions provided.

†Truck tractor and semi-trailer construed as single vehicle in determining lengths.

‡This gross weight recommendation is particularly applicable to bridges since axle loads and length limitations are determinative in their practical application.

## Present Regulations on Size and Weight Compared with Recommendations

### NUMBER OF STATES WITH MAXIMUM

	Larger				Smaller		
	Larger	Same	Smaller		Larger	Same	Smaller
Width . . . . .	2	44	3	Length, Single . . . . .	10	17	22
Height . . . . .	14	23	12	Length, Combination . . . . .	26	13	10
Axle Load . . . . .	18	13	18	Lgth., Trac. Semi-Trailer . . . . .	35	7	7

# Synopsis of the Federal Motor Carrier Act, 1935†

**Date Effective**—October 1, 1935.\* Becomes Part II of the Interstate Commerce Act.

**Administrative Body** is the INTERSTATE COMMERCE COMMISSION.

**Act Applies To** common and contract motor carrier transportation of passengers or property in interstate or foreign commerce; to broker arranging for such transportation; and to private carrier as to safety requirements and equipment standards, if need is found therefor.

**Exemptions**—No carrier for-hire is exempt from provisions relating to qualifications and maximum hours of service of employes, safety of operation and standards of equipment. Exemptions from other provisions of the Act are granted school buses; taxicabs with a capacity of not more than six passengers and not operated on regular routes; hotel buses; national park buses; motor vehicles controlled and operated by farmers for moving their commodities; trucks owned and operated by farm cooperatives as defined in the Agricultural Marketing Act, approved June 15, 1929; trolley buses; motor vehicles used exclusively to carry livestock, fish (including shell fish) or agricultural commodities (not including manufactured products thereof); and motor vehicles used exclusively in distribution of newspapers.

Unless and to the extent the Commission from time to time finds it necessary to apply provisions of the Act to them, the following types of operation are similarly exempt: transportation of persons or property in interstate or foreign commerce wholly within a municipality, between contiguous municipalities or within a zone adjacent to and commercially a part of such municipality or municipalities, except when such transportation is under a common control, management or arrangement for a continuous carriage or shipment to or from a point without such municipality, municipalities or zones; also, the casual, occasional or reciprocal transportation for compensation by person not engaged in transportation as a regular occupation.

**Common Carrier** must have certificate, supply safe, adequate and continuous service, file tariffs, make reports, keep records and uniform accounts, observe bills of lading provisions in Part I of the Interstate Commerce Act, and comply with regulations prescribed by the Commission concerning qualifications and maximum hours of service of employes and safety of operation and equipment.

**Contract Carrier** must have permit, at the discretion of the Commission file copies of contracts showing minimum charges, and is subject to provisions listed above for common carrier, except those relating to continuous and adequate service. (*See synopsis of rate regulations on page 38*).

**Private Carrier**, if need therefor is found after investigation by the Commission, will be subject to Commission regulations fixing maximum hours of service of employes, safety requirements and standards of equipment. If so, the Commission is given authority to inspect private carrier's property, accounts, records and correspondence.

**Broker** is subject to regulation by Commission, which may prescribe reasonable requirements governing licensing, financial responsibility, accounts, records, reports, operations and practices.

**A Joint Board** shall be called upon by the Commission to assist in administering provisions of the Act when operations of motor carriers involve not more than three states, and may be so called upon when more than three states are involved. A Board is vested with the same duties and power as are Commission members or examiners in matters referred to them by the Commission for hearing. After holding hearing, Board shall file its recommended orders with Commission which may review same, whether or not exceptions are filed. If no exceptions are filed and no stay is granted, such recommended orders become orders of Commission.

A Joint Board shall consist of one member from each state within which the motor carrier or brokerage operations are proposed to be conducted.

Members of the Joint Board shall be appointed by the State Commission from its own membership or otherwise, or by the Governor of the State.

**Certificate of Convenience and Necessity** must be obtained by common carrier. Application must be in writing and verified under oath. Application must contain such information and be accompanied by proof of service upon such interested parties as Commission shall require.

A common carrier in bona fide operation on or before June 1, 1935, and since that time, over the route or routes designated in his application, shall be granted certificate without further proof that public convenience and necessity will be served by such operation, provided application for certificate is made within 120 days after the "certificate" section of the Act becomes effective. Pending determination of application such operation may be continued.

Common carrier in business on effective date of the Act, but not on June 1st, may operate without a certificate for a period of 120 days after the Act takes effect, and, if such carrier applies for certificate within that time, may continue operation until otherwise ordered by the Commission.

**Permit** must be obtained by contract carrier. Application must contain such information and be accompanied by proof of service upon such interested parties as Commission shall require. Application must be in writing and verified under oath.

A contract carrier in bona fide operation on or before July 1, 1935, and since that time, over route or routes or within territory designated in his application, will be granted a permit without further proceedings, if application is made within 120 days after effective date of the Act.

Contract carrier in business on effective date of the Act, but not on July 1st, may operate without a permit for a period of 120 days after the Act takes effect, and, if such carrier applies for permit within that time, may continue operation until otherwise ordered by the Commission.

**Dual Operation**—After January 1, 1936, no person shall at same time hold under this Act certificate as common carrier and permit as contract carrier authorizing operation for transportation of property by motor vehicle over same route or within same territory, unless Commission shall find for good cause shown that holding of such certificate and permit is consistent with public interest and policy declared in Act.

**Revocation and Suspension** of Certificates, Permits and Licenses—The Commission may upon complaint or upon its own initiative, after notice and hearing, suspend, change or revoke any certificate, permit or license for willful failure to

comply with any provision of the Act, rule or regulation of Commission, or condition or limitation provided in certificate, permit or license.

**Security for Protection of the Public**—In order to obtain or retain certificate or permit, common or contract carrier subject to Act must comply with Commission's rules and regulations relating to providing public liability and property damage insurance, and it is discretionary with the Commission to require any such common carrier to provide cargo insurance.

**Rates and Charges**—Common carrier must file and publish tariffs of reasonable and just rates and classifications and observe same. May establish through routes, and joint rates and classifications with other common carriers whether by motor, rail, express or water.

If the Commission, on its own initiative or after hearing, finds that individual or joint rates or classifications of common carrier are unjustly discriminatory or unreasonable, it may prescribe lawful rates or classifications to be observed.

The Commission is not empowered to prescribe or regulate rates or charges made for intrastate transportation or for any service connected therewith, as a means of removing discrimination against interstate commerce or for any other purpose.

Whenever any schedule stating new rates, charges or classifications is filed by common carrier, Commission is authorized on complaint, or on its own initiative, to hold hearing on lawfulness of same, upon reasonable notice, suspending its operation for 90 days or, if necessary to complete hearing, for period not aggregating more than 180 days.

No change can be made in rates until 30 days after tariff of proposed new rates has been filed and published. Commission may, upon good cause being shown, allow such change on less notice or modify requirements relating to filing and posting of tariffs.

Contract Carrier must file, publish and keep open for inspection, as prescribed by Commission, schedules, or, in discretion of Commission, copies of contracts showing minimum charges, and must observe same for transporting property in interstate or foreign commerce, and any rule, regulation or practice affecting same.

No reduction in charges shall be made except after 30 days notice thereof is filed and posted, unless the Commission allows change on less notice for good cause. If the Commission finds that minimum charges of contract carrier are not in the public interest, it may prescribe minimum charges which it finds to be reasonable. Minimum charges, so prescribed, shall give no advantage or preference to any contract carrier in competition with a motor vehicle common carrier, subject to the Act, which Commission may find to be undue or inconsistent with public interest.

In so fixing minimum charges, Commission shall give consideration to the cost of service and the effect of such minimum charges upon movement of traffic by such carriers. Commission is vested with the same power of suspension of contract carrier charges as over common carrier rates.

**Investigation of Motor Vehicle Sizes and Weights, Etc.**—Commission is authorized to investigate and report on need for Federal regulation of sizes and weights of motor vehicles and combinations, and of qualifications and maximum hours of service of employes of all motor carriers and private carriers of property by motor vehicle, and in such investigation the Commission shall avail itself of



assistance of all Governmental Departments and Bureaus, and of any organizations of motor carriers having special knowledge of any such matters.

**Identification of Interstate Carriers**—Commission may require the display by motor carriers, upon each motor vehicle operated under certificate or permit issued by it, of suitable identification plates and may require payment by such carriers of reasonable cost thereof.

**Other Provisions of the Act** relate in detail to General Powers and Duties of the Commission, Administration, Brokers' Licenses, Consolidations, Mergers and Acquisitions of Control, Issuance of Securities, Receipts or Bills of Lading, Orders, Notices and Service of Process, Collection of Rates and Charges, and Separability of Provisions of the Act.

#### **Definitions of Carriers—**

The term "*Common Carrier by Motor Vehicle*" means any person who or which undertakes, whether directly or by a lease or any other arrangement, to transport passengers or property, or any class or classes of property, for the general public in interstate or foreign commerce by motor vehicle for compensation, whether over regular or irregular routes, including such motor vehicle operations of carriers by rail or water, and of express or forwarding companies, except to the extent that these operations are subject to the provisions of Part I.

The term "*Contract Carrier by Motor Vehicle*" means any person, not included under paragraph (14) of this section (the preceding paragraph), who or which, under special and individual contracts or agreements, and whether directly or by a lease or any other arrangement, transports passengers or property in interstate or foreign commerce by motor vehicle for compensation.

The term "*Private Carrier of Property by Motor Vehicle*" means any person not included in the terms "common carrier by motor vehicle" or "contract carrier by motor vehicle," who or which transports in interstate or foreign commerce by motor vehicle property of which such person is the owner, lessee, or bailee, when such transportation is for the purpose of sale, lease, rent, or bailment, or in furtherance of any commercial enterprise.

The term "*Broker*" means any person not included in the term "motor carrier" and not a bona fide employe or agent of any such carrier, who or which, as principal or agent, sells or offers for sale any transportation subject to this part, or negotiates for, or holds himself or itself out by solicitation, advertisement, or otherwise as one who sells, provides, furnishes, contracts, or arranges for such transportation.

\*On September 19, 1935, the Interstate Commerce Commission ordered the postponement until December 1, 1935 of those sections of the Act which deal with regulation of rates, fares and charges of common carriers, the filing of tariffs of common carriers, the filing of schedules of contract carriers, receipts or bills of lading, and the collection of rates and charges of property carriers.

†This synopsis of salient provisions in the Federal Motor Carrier Act was prepared for the benefit of motor truck users, manufacturers and others. A study of the Act is recommended. Copy of same may be obtained at the Government Printing Office, Washington, D. C.

# Summary of State Laws and Commission Regulations on Hours of Service of Motor Truck Drivers

(Based on National Highway Users Conference Compilation as of September 6, 1935.)

State	Trucks Affected	Limit on Consecutive Hours on Duty	Hours on Duty Allowed When Not Consecutive		Minimum Off Duty Hours	Law or Commission Regulation
			Hours Allowed	Period (in Hours)		
Alabama	For-hire	8	8	in 12	8	1932 Laws
Arizona	All	10	..	.. <sup>1</sup>	8	1933 Laws
Arkansas	Freight	12	..	.. <sup>2</sup>	8	1931 Laws & Com. Reg.
California	For-hire	10	10	in 15	8	1935 Laws & Com. Reg.
Colorado	Common Car.	10	10	in 24	8	Comm. Reg.
Connecticut	All	12	16	in 24 <sup>3</sup>	8	1933 Laws
Delaware	All	8	16	in 24	2	Secy. of State Reg.
Florida	For-hire	12	..	..	8	1931 Laws
Georgia	Common Car.	10	..	..	10	1931 Laws
Idaho	For-hire	8	10	in 24	..	Comm. Reg.
Illinois	Common Car.	10	10	in 16	8	1933 Laws
Indiana	For-hire	8	16	in 24	..	1935 Laws
Iowa	For-hire	12	12	in 24 <sup>4</sup>	10	1933 Laws
Kansas	All	12	..	.. <sup>5</sup>	..	Comm. Reg.
Kentucky	For-hire	12	16	in 24 <sup>3</sup>	8	1932 Laws
Louisiana		None	..	..	..	..
Maine	For-hire	12	16	in 24 <sup>3</sup>	8	1933 Laws
Maryland		None	..	..	..	..
Massachusetts	For-hire	12	16	in 24 <sup>3</sup>	8	1934 Laws
Michigan	All	10	..	.. <sup>5</sup>	..	1931 Laws & Com. Reg.
Minnesota	For-hire	12	..	..	..	1933 Laws
Mississippi	All	12	16	in 24	..	1932 Laws
Missouri	All	10	10	in 20	..	Comm. Reg.
Montana	For-hire	10	10	in 24	8	Comm. Reg.
Nebraska	For-hire	12	16	in 24 <sup>4</sup>	8	1931 Laws
Nevada	For-hire	12	..	.. <sup>6</sup>	8	1933 Laws & Com. Reg.
New Hampshire	All	12	..	.. <sup>7</sup>	8 <sup>8</sup>	1933 Laws
New Jersey	Commercial	12	12	in 16	8	1935 Laws
New Mexico	For-hire	10	16	in 24	8	1933 Laws
New York	All	10	..	..	8	1932 Laws
North Carolina	For-hire	7	14	in 24	.. <sup>9</sup>	..
North Dakota	For-hire	10	..	..	8	Comm. Reg.
Ohio	For-hire	14	14	in 24	8	1933 Laws
Oklahoma	For-hire	14	..	..	10	Comm. Reg.
Oregon	For-hire	10	12	in 24 <sup>3</sup>	10	1933 Laws & Com. Reg.
Pennsylvania		None	..	..	..	..
Rhode Island	All	12	16	in 24 <sup>3</sup>	8	1933 Laws
South Carolina	For-hire	10	10	in 24	8	Comm. Reg.
South Dakota	For-hire	12	12	in 24 <sup>4</sup>	12 <sup>8</sup>	1933 Laws
Tennessee		None	..	..	..	..
Texas	For-hire	14	14	in 24 <sup>4</sup>	8	1931 Laws
Utah	For-hire	8	10	in 24 <sup>10</sup>	..	Comm. Reg.
Vermont		None	..	..	..	..
Virginia	All	13	13	in 24	..	1932 Laws
Washington	For-hire	10	10	in 24 <sup>4</sup>	8	1933 Laws
West Virginia		None	..	..	..	..
Wisconsin		None	..	..	..	..
Wyoming	For-hire	10	14	in 24 <sup>3</sup>	8	1935 Laws

<sup>1</sup>—After 10 hours must go off duty.

<sup>2</sup>—14 with 2 hours rest.

<sup>3</sup>—Must be followed by 10 consecutive hours off duty.

<sup>4</sup>—Must be followed by 8 consecutive hours off duty.

<sup>5</sup>—10 in 18 hour period; not more than 14 out of 24.

<sup>6</sup>—Where schedules permit 12 hours may be spread over 15 hour period.

<sup>7</sup>—After 12 hours service, 8 hours rest; after 16 hours, 10 hours rest.

<sup>8</sup>—No rest period less than 3 hours to break continuity of service.

<sup>9</sup>—9 hours at end of two 7 hour periods with 1 hour rest intervening.

<sup>10</sup>—Where schedule permits the 10 hours may be spread over 15 hour period.

# 3.11 Accidents per 100,000 Miles

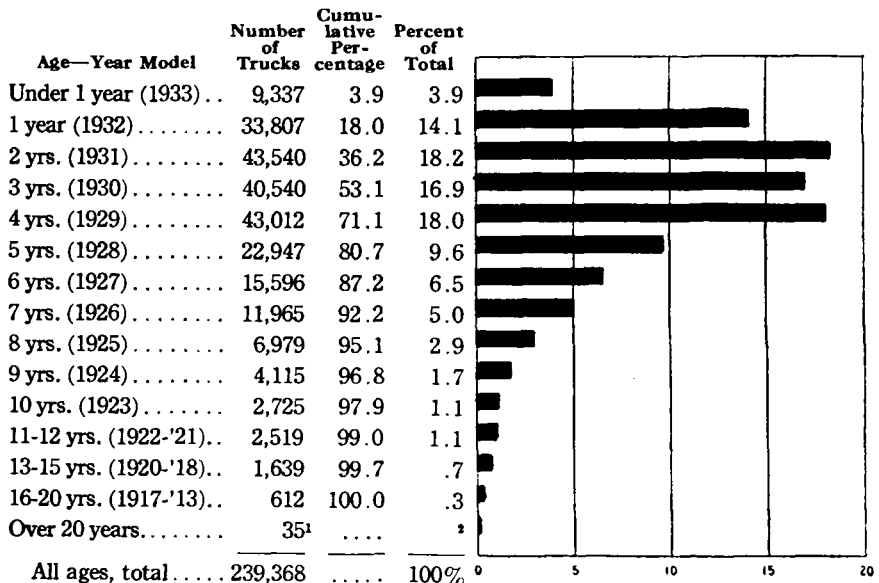
## Average for Motor Trucks

(Survey by National Safety Council, July 1, 1934 to May 31, 1935)

	Accidents Per 100,000 Miles		Accidents Per 100,000 Miles
Intercity Trucking . . . . .	1.01	Newspapers . . . . .	3.28
Dairies . . . . .	2.11	Petroleum . . . . .	3.34
City Trucking . . . . .	2.11	Coal and Ice . . . . .	4.85
Public Utilities . . . . .	2.51	Department Stores . . . . .	5.37
Bakeries . . . . .	2.78	Laundries . . . . .	6.62
Misc. Mfg. Plants . . . . .	3.16	Beverages . . . . .	6.87
<b>ALL TRUCKS . . . . .</b>		<b>3.11</b>	

## 20% of Motor Trucks in N. J. Over 5 Years Old

(Figures from April 1935 Issue of "Public Roads" by U. S. Bureau of Public Roads.  
The New Jersey Survey was conducted from August 1932 to August 1933)

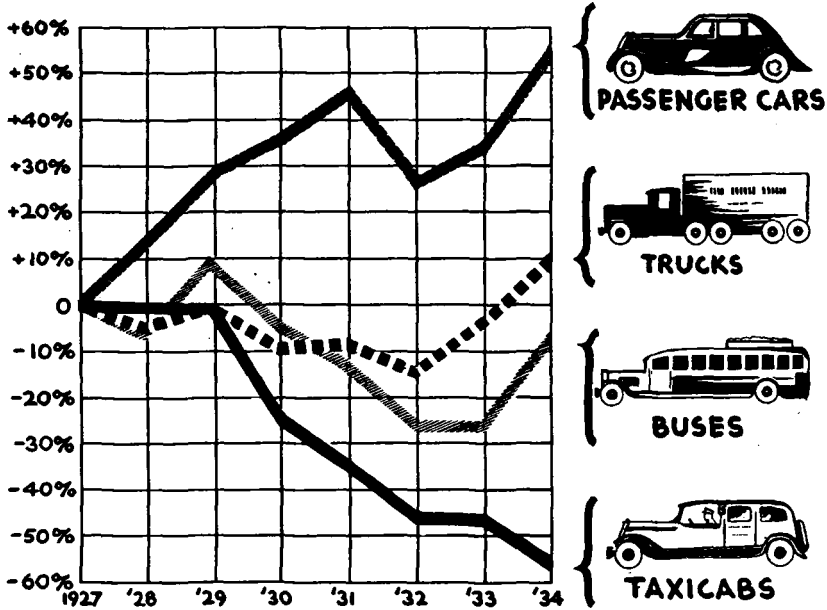


<sup>1</sup>10 of this number were models of years prior to 1910.

<sup>2</sup>Less than 1/10 of 1 percent.

# Commercial Vehicle Accident Trend Better Than for Private Automobiles

(Chart from "Accident Facts," by National Safety Council)



## Motor Transportation Safest on Basis of Occupant Mileage

Kind of Transportation	Mileage	Deaths	Death Rate per 100,000,000 Miles
I. Occupant Mileage			
1. Motor vehicles . . . . .	350,900,000,000	17,660	5.0
2. Steam railways . . . . .	23,019,000,000	292	1.3
3. Airplanes (civil aviation only) . . . . .	415,000,000	324	78.1
4. <i>Scheduled</i> . . . . .	273,000,000	17	6.2
5. <i>Non-scheduled</i> . . . . .	142,000,000	307	216.1
II. Passengers Mileage Only			
6. Motor vehicles . . . . .	350,900,000,000	17,660	5.0
7. Steam railways . . . . .	16,368,000,000	45	0.3
8. Airplanes (scheduled flying only) . . . . .	198,800,079	8	4.0
III. All Deaths (Occupant Mileage)			
9. Motor vehicles . . . . .	350,900,000,000	31,363 <sup>1</sup>	8.9
10. Steam railways . . . . .	23,019,000,000	5,214	22.6
11. Airplanes . . . . .	415,000,000	336	81.0

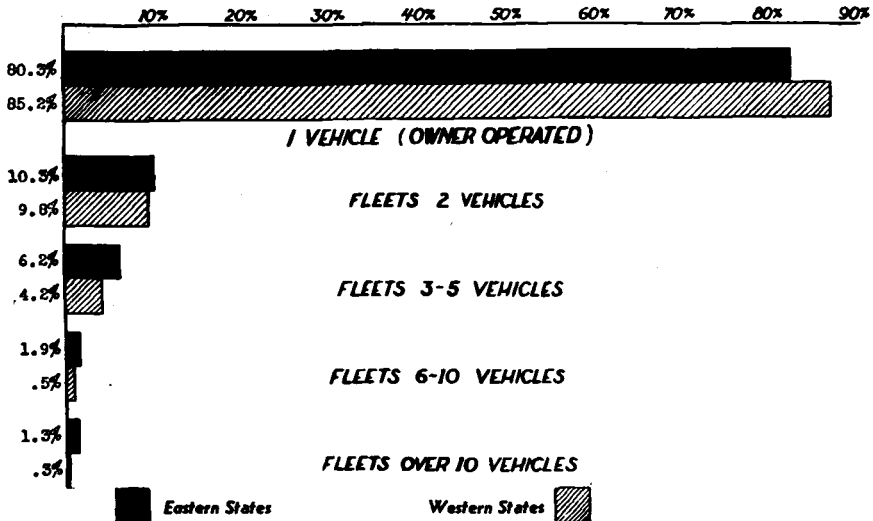
Explanatory Note: The above table is presented with a full realization that the available data are inadequate to measure exactly the relative safety of different kinds of transportation. Due to the great public interest in the question, however, the National Safety Council has used all facts obtainable in arriving at certain approximations which, it is believed, give a fairly adequate comparison. Changes will be made if and when more accurate data bearing on the question can be secured.

Source: Approximations of the National Safety Council, based on data from the U. S. Census Bureau, U. S. Bureau of Air Commerce, Interstate Commerce Commission, and other sources for 1933.

<sup>1</sup>Includes Non-occupants.

# For-Hire Trucking Enterprises According to Number of Vehicles

(\*Analysis of Certain Eastern and Western States By  
American Trucking Associations, Inc.)



\*Introduced as evidence at Congressional Committee Hearings, 1935.

## Sizes of Fleets, Eastern States\*

Number of Vehicles	COMMON CARRIERS		CONTRACT CARRIERS		OTHER CARRIERS		ALL FOR-HIRE CARRIERS	
	Number of Enterprises	Percentage	Number of Enterprises	Percentage	Number of Enterprises	Percentage	Number of Enterprises	Percentage
1	10,419	76.69	6,530	78.18	26,430	81.00	43,379	80.31
2	1,438	11.00	935	11.20	3,194	9.80	5,567	10.31
3 to 5	829	6.34	553	6.62	1,950	6.00	3,332	6.17
6 to 10	237	1.81	189	2.26	615	1.90	1,011	1.87
11 to 25	115	.88	99	1.19	327	1.00	541	1.00
26 to 50	24	.18	29	.35	77	.23	130	.24
51 to 75	5	.04	10	.12	16	.04	31	.05
76 to 100	4	.03	4	.05	4	.01	12	.02
Over 100	4	.03	3	.03	7	.02	14	.03
<b>Total</b>	<b>13,075</b>	<b>100.00</b>	<b>8,352</b>	<b>100.00</b>	<b>32,620</b>	<b>100.00</b>	<b>54,017</b>	<b>100.00</b>

\*Registration in New York, New Jersey, Pennsylvania, Ohio and Michigan was analyzed for this tabulation.

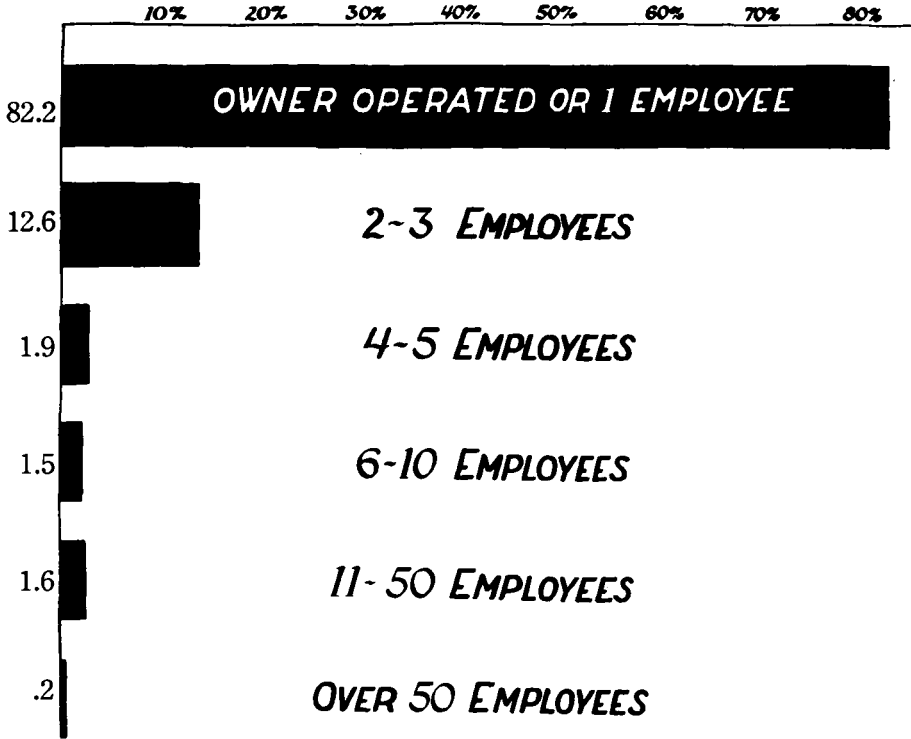
## Sizes of Fleets, Western States\*

Number of Vehicles	COMMON CARRIERS		CONTRACT CARRIERS		OTHER CARRIERS		ALL FOR-HIRE CARRIERS	
	Number of Enterprises	Percentage	Number of Enterprises	Percentage	Number of Enterprises	Percentage	Number of Enterprises	Percentage
1	2,196	85.72	2,597	84.40	14,947	85.30	19,740	85.23
2	256	9.99	325	10.56	1,699	9.70	2,280	9.84
3 to 5	91	3.55	124	4.03	749	4.28	964	4.16
6 to 10	9	.35	21	.68	83	.47	113	.49
11 to 25	8	.31	10	.33	32	.20	50	.22
26 to 50	1	.04	.....	.....	7	.04	8	.03
51 to 75	.....	.....	.....	.....	2	.01	2	.01
76 to 100	1	.04	.....	.....	1	.....	2	.01
Over 100	.....	.....	.....	.....	1	.....	1	.01
<b>Total</b>	<b>2,562</b>	<b>100.00</b>	<b>3,077</b>	<b>100.00</b>	<b>17,521</b>	<b>100.00</b>	<b>23,160</b>	<b>100.00</b>

\*Registration in Minnesota, Iowa, Missouri, Nebraska and Kansas was analyzed for this tabulation.

# 82% of For-Hire Trucking Enterprises Engage One Employee

(\* Analysis of Data from Certain States By American Trucking Associations, Inc.)



\* Introduced as evidence before Congressional Committees, 1935.

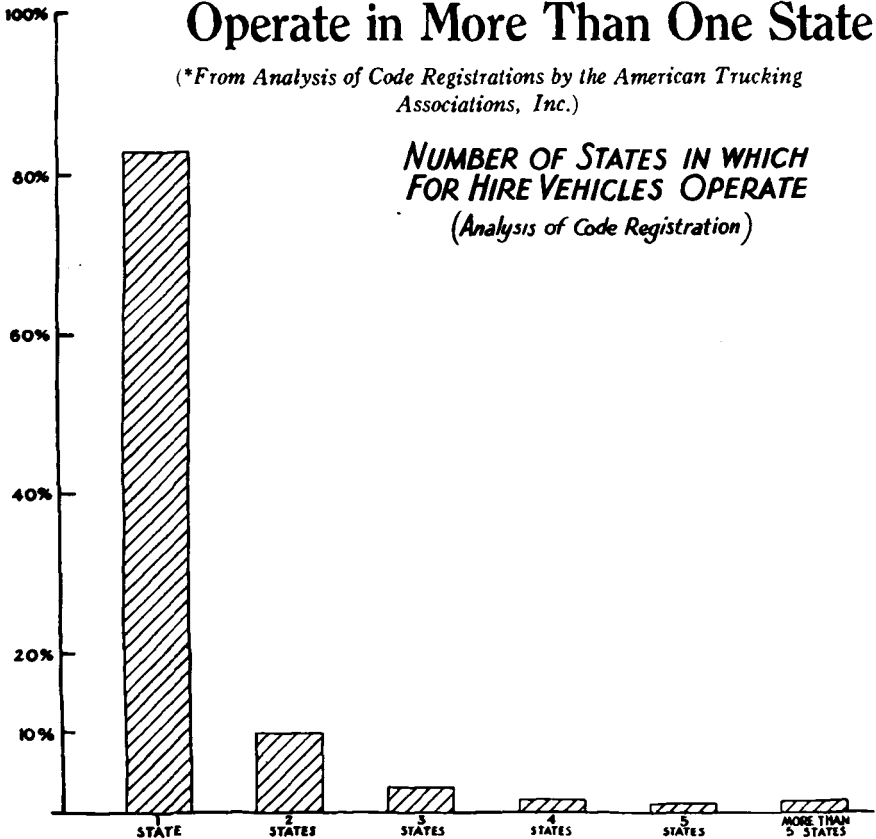
## According to Number of Employees Engaged

Number of Employees	COMMON CARRIERS		CONTRACT CARRIERS		OTHER CARRIERS		ALL FOR-HIRE CARRIERS	
	Number of Enterprises	Per-centage	Number of Enterprises	Per-centage	Number of Enterprises	Per-centage	Number of Enterprises	Per-centage
1.....	3,104	72.40	7,579	78.72	26,869	84.54	37,552	82.18
2 or 3.....	803	18.73	1,465	15.22	3,512	11.05	5,780	12.65
4 or 5.....	107	2.50	223	2.31	529	1.66	859	1.88
6 to 10.....	104	2.43	184	1.91	389	1.22	677	1.48
11 to 50.....	148	3.45	151	1.57	434	1.37	733	1.60
Over 50.....	21	.49	26	.27	49	.16	96	.21
<b>Total...</b>	<b>4,287</b>	<b>100.00</b>	<b>9,682</b>	<b>100.00</b>	<b>31,782</b>	<b>100.00</b>	<b>45,697</b>	<b>100.00</b>

Note—The area comprising the States of Ohio, Indiana, Illinois, Michigan and Wisconsin was analyzed to establish this tabulation.

# Only 15% of For-Hire Trucks Operate in More Than One State

(\*From Analysis of Code Registrations by the American Trucking Associations, Inc.)



\*Introduced as evidence before Congressional Committees, 1935.

## Explanatory Notes on Tabulation, Pages 24 and 25

Tabulation on pages 24 and 25 is the result of a by-state checkup of total communities in each state with those communities for which railroad service is listed.

The population of 15,017 non-railroad communities is unknown and therefore cannot be included.

5,492 of the communities are served by interurban electrics, by and large, used in passenger service.

A small proportion of the communities listed is accessible only by water. The remainder is served by highway transportation exclusively.

Population figures are from census estimate of July 1, 1932. Total communities as of 1933.

# Government Studies Containing Information on Truck Transportation

*U. S. Bureau of Public Roads*

**"Public Roads"**—A Journal of Highway Research. Published Monthly.

REPORTS CONTAINED IN VARIOUS ISSUES OF *"Public Roads"* —

**"Highway Transportation an Important Factor in Marketing Fruits and Vegetables,"** Vol. 9, No. 4, June, 1928.

**"Highway Traffic Analysis Methods and Results,"** Vol. 10, No. 1, March, 1929.

**"Highway Traffic Capacity,"** Vol. 13, No. 3, May, 1932.

**"The Problem of Motor Vehicle Regulation,"** Vol. 13, No. 10, December, 1932.

Traffic surveys in: Florida, Indiana, Maine, Michigan, New Hampshire, New Jersey, Ohio, Pennsylvania, Vermont.

Also other data on relationship between road construction and vehicular impact.

**"Report of a Survey of Traffic on the Federal-Aid Highway Systems of Eleven Western States, 1930."**

**"The Marketing and Distribution of Fruits and Vegetables by Motor Truck."**

**"Taxation of Motor Vehicles in 1932."**

*U. S. Department of Commerce*

**"Motor Truck Freight Transportation,"** Domestic Commerce Series No. 66.

**"Railway and Highway Transportation Abroad."**

*U. S. Federal Coordinator of Transportation*

**"Freight Traffic Report."**

**"Merchandise Traffic Report."**

**"Regulation of Transportation Agencies."**

*Other Governmental Agencies*

**"Coordination of Motor Transportation,"** Docket No. 23400. Interstate Commerce Commission.

**"Who Shall Use The Highways, And How?"** American Association of State Highway Officials, Washington, D. C.



# Motor Truck Transportation Publications

(Includes Truck Association Magazines)

- "Commercial Car Journal"**  
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- "The Motor Truck Red Book & Directory"**  
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- "Motor Freight"**  
Kenfield Davis Publishing Co., Chicago, Illinois
- "The Highway News"**  
25 South Sixth Street, Terre Haute, Indiana
- "Transport Topics"**  
American Trucking Associations, Investment Building, Washington, D. C.
- "California Truckman"**  
Truck Owners Assn. of California, 444 Market Street, San Francisco, California
- "The Colorado Motor Carrier"**  
Motor Traffic Protective Assn., 302 Flat Iron Bldg., Denver, Colo.
- "The Truckman"**  
Colorado Trucking Association, Longmont, Colo.
- "Motor Truck News"**  
Motor Truck Assn. of Connecticut, 410 Asylum Street, Hartford, Conn.
- "Associated Cartage Interests"**  
Cartage Exchange of Chicago, 343 So. Dearborn St., Chicago, Ill.
- "The Trucker"**  
210 Commerce Building, Sioux City, Iowa
- "Kansas Truckage"**  
Motor Transportation Assn. of Kansas, 202 W. Ash Street, El Dorado, Kansas
- "Kentucky Truck"**  
Motor Truck Club of Kentucky, 902 Market St., Louisville, Ky.
- "Louisiana Digest"**  
Louisiana Motor Transport Assn., 6831 W. End Blvd., New Orleans, La.
- "Modern Transportation"**  
Motor Truck Club of Mass., 80 Federal St., Boston, Mass.
- "Michigan Trucking News"**  
Michigan Trucking Association, Olds Tower Building, Lansing, Mich.
- "Commercial Motor News"**  
Commercial Motor Vehicle Assn., 239 Edwards Hotel, Jackson, Miss.
- "Power Wagon"**  
536 Lake Shore Drive, Chicago, Illinois
- "Western Truck Owner"**  
312 East 12th Street, Los Angeles, California
- "Official Motor Freight Guide"**  
Universal Guide Corporation, Chicago, Illinois
- "The Trucker"**  
The Trucker Publishing Co., 501 Washington Street, Buffalo, New York
- "The Fleet Owner"**  
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- "Team & Motor Truck Owners Magazine"**  
Team & Motor Truck Owners Assn., 1921 Central Avenue, Kansas City, Mo.
- "Motor Truck News"**  
New York State Motor Truck Assn., 1440 Broadway, New York City
- "Motor Transportation of North Carolina"**  
No. Carolina Truck Owners Assn., Lawyers Building, Charlotte, N. C.
- "The Ohio-Truk"**  
The Motor Truck Assn. of Ohio, 3812 Superior Avenue, Cleveland, Ohio
- "The Allied Truck Owner"**  
The Allied Truck Owners, Inc., 202 Fitzpatrick Bldg., Portland, Oregon
- "Penntruk"**  
Pennsylvania Motor Truck Assn., 5301 Germantown Avenue, Philadelphia, Pa.
- "Highway Transportation"**  
Rhode Island Truck Owners Assn., 11 W. Friendship Street, Providence, R. I.
- "Virginia Highway Users Magazine"**  
Virginia Highway Users Assn., P. O. Box 437, Richmond, Va.
- "W. Va. Motor Truck Assn. Bulletin"**  
W. Va. Motor Truck Association, 611 Peoples Exchange Bank Bldg., Charleston, W. Va.
- "Truck-O-News"**  
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