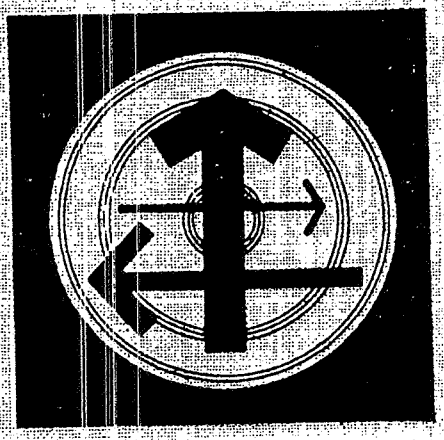
A UNITED STATES DEPARTMENT OF COMMERCE PUBLICATION

# 1967 CENSUS OF TRANSPORTATION

## Vol. II



## TRUCK INVENTORY AND USE SURVEY

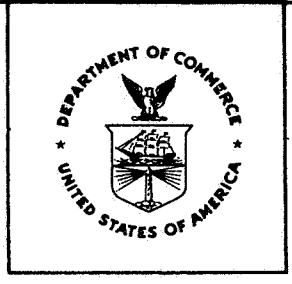
U.S. DEPARTMENT OF COMMERCE
Bureau of the Census

# 1967 CENSUS OF TRANSPORTATION

## Volume II

## TRUCK INVENTORY and USE SURVEY

July 1970

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# Preface

The census of transportation, together with the censuses of business, manufactures, and mineral industries, comprise the economic census program of the Bureau of the Census. This program is required by law under Title 13 of the United States Code, sections 131 and 224. The present economic census collects statistics for the year 1967. Future censuses are scheduled by law for 5-year intervals.

A large segment of transportation data is available from regulatory and other government agencies, and private organizations. For that reason, the statutory provisions concerning the census of transportation directed the Bureau to collect the kinds of data that were not publicly available from other sources. The objective was to avoid duplication and fill important gaps in transportation information.

The census of transportation was undertaken for the first time on a National basis in 1963. The 1967 census was taken under three separate surveys—National Travel, Truck Inventory and Use, and Commodity Transportation, each on a sample basis. The surveys are independent of each other and the results are published in three distinct series of reports.

# 1967 Census of Transportation Publication Program

The 1967 Census of Transportation is comprised of three major surveys. Each survey, described below, was conducted separately and independently.

### National Travel Survey

The National Travel Survey is concerned with the volume and characteristics of travel by residents of the United States during the year 1967. The survey consists of a nationwide probability sample of about 18,000 households who reported quarterly by mail. The data show the estimated number of households in which some one took one or more trips, persons who took at least one trip, person-trips, person-nights, and person-miles. Data are shown by such travel characteristics as means of transport, purpose of trip, duration of trip, distance, size of party, type of lodging, origin and destination regions, and by such household characteristics as family income level, occupation and education of household head, and age of traveler.

Final data are included in volume I of the 1967 Census of Transportation.

### Truck Inventory and Use Survey

This survey presents data on the Nation's truck resources, other than vehicles owned by Federal, State, and local government agencies. The survey consists of a probability sample of motor truck licenses in each of the 50 States and the District of Columbia. The data show the number of trucks and tractor-trailer combinations, truck-miles, and average miles per truck, by such characteristics as major use, body type, body size, vehicle-size class, year model, type of fuel, range of operation, vehicle type and axle arrangement, products carried, and maintenance.

Final data for each of the 50 States, the District of Columbia, the nine geographic divisions, and the United States as a whole, are contained in volume II of the 1967 Census of Transportation.

### Commodity Transportation Survey

This survey presents data on the transportation and geographic distribution of commodities shipped intercity by the industrial sector of the United States. A probability sample of about 1.4 million bills of lading or other shipping documents was selected from the files of approximately 13,000 manufacturers throughout the country representing the universe of about 100,000 plants with total employment of 20 or more employees. The data are classified by (1) shipper groups and shipper classes, (2) geographic areas, such as production areas, geographic divisions, and selected States, and (3) commodity groups. Data are shown for tons and ton-miles by means of transport, length of haul, commodity, weight, origin and destination areas, size of plant based on total employment, and availability of transport facilities. Percentage distributions of shipments by means of transport, distance shipped, and availability of transportation facilities are also presented for smaller manufacturing establishments.

Final data are presented in volume III of the 1967 Census of Transportation which includes separate sections for shipper groups, geographic areas, and commodity groups.

# Introduction

## SCOPE OF SURVEY

The Truck Inventory and Use Survey was undertaken specifically to obtain data on the characteristics and use of commercial and private trucks in the 50 States and the District of Columbia. The number of private and commercial truck registrations (or licenses) has long been a measure of the Nation's truck inventory and the growth of trucking resources. All vehicles must be licensed as a prerequisite for operation on public roads and truck registration data, issued annually by State motor vehicle authorities, have been compiled and published by the Bureau of Public Roads for many years.[1] However, since registration records do not supply essential information about the characteristics and uses of vehicles, the Bureau of the Census was authorized to obtain information needed to fill this gap. Truck registrations for 1967, as published by the Bureau of Public Roads, were adopted as the best measure of *Total* truck inventory--the "universe." The results of the Census Bureau survey, based on a sample of truck registrations, were used to distribute that universe by the various classifications shown in the tables of this report.

Some classes of property-carrying vehicles are not included in this survey. Probably the largest class of those excluded consists of vehicles owned by Federal, State, and local government agencies. Another class, usually called off-highway vehicles, includes vehicles such as logging trucks that operate solely on company property, farm trucks that are not driven off the farm, and material-handling equipment used around a factory. These off-highway vehicles are not required to be licensed. They were excluded principally because no feasible method has been found to locate and enumerate them. The remaining major class of vehicle not counted in this survey was the trailing unit (semitrailer or full trailer).

## "TRUCK" AS A UNIT OF MEASURE

The term "truck" in this report is used in its commonly accepted sense as being a property-carrying motor vehicle used on public highways and streets. In a technical sense, a truck may be a single-unit truck or it may be a combination. The latter consists of a power unit (a truck-tractor) and one or two trailing units (most commonly a semitrailer). The most frequently used combination is popularly referred to as a tractor-semitrailer or a tractor-trailer.

[1]See *Highway Statistics,* table MV-1, published annually by the Bureau of Public Roads. Because registration practices and the timing of reregistration cycles differ greatly among the States, the Bureau of Public Roads adjusts information obtained from the various State authorities to achieve maximum comparability among States.

## "TRUCK-MILES" AS A UNIT OF MEASURE

The owner of each truck in the sample was asked to report the total miles that the specified vehicle had been driven during the preceding 12 months. These estimated mileages are attributed to the *State of registration,* irrespective of the area in which the vehicle was actually operated. This assignment of aggregate miles to State of registration, doubtless, is one of the major causes of State-to-State differences in average miles per truck.

## SURVEY METHOD

The Truck Inventory and Use Survey at the national level was based on a stratified probability sample of about 120,000 trucks[2] drawn from roughly 15 million registrations on file with motor vehicle departments in the 50 States and the District of Columbia.

The first stratification of the national sample was at the State level, and consisted of three strata based on the total number of trucks registered annually. A sample of about 1,500 truck licenses or registrations was drawn in the small States, 3,000 in the intermediate, and 4,500 in the largest States. (See appendix A for a listing of States by sample size.)

The second stratification was based on vehicle size as shown by the motor vehicle registration record. Two vehicle size strata were used—"small" and "large."[3] The dividing line between small and large trucks differed from State to State, depending upon the basis used for indicating vehicle size in the registration records. Customary random sampling procedures were used to draw the sample from each of the two strata in each State. (See appendix A for further description of the second stratification.)

The samples were drawn shortly after the close of the annual reregistration data in each State in order to have a "live" list of license numbers and related mailing addresses. Since the timing of the reregistration cycle differs from State to State, two inventory dates were used--April 1 and July 1, 1967.

A copy of form TC-200 was mailed to the owner of each truck drawn in the sample. The vehicle was identified on the form, prior to mailing, by inserting in item 1 (vehicle identification), the vehicle make, year model, registered weight, and license number shown on the motor vehicle registration record. The owner was requested to reply only for the identified truck or combination irrespective or other vehicles he may have owned at the inventory date. The sample was expanded back to the State level by multiplying each truck by the reciprocal of the sampling rate used to select it from the universe of State vehicle registration records.

## COMPARISONS WITH 1963 REPORT

Although the basic purpose and scope of the 1963 and 1967 surveys were essentially identical, some changes were introduced in 1967 that unavoidably make comparisons difficult.

[2]Technically, the licenses or registrations sampled were those for single-unit trucks and for truck-tractors. Registrations for trailers or other nonpowered property-carrying highway vehicles were either not sampled, or (if not recognized in advance) were treated as "out of scope" in the subsequent processing.

[3]The terms "small" and "large" were used only in connection with stratification and should not be confused with the vehicle size classes shown in the tabulations.

Some questions asked in 1963 were dropped in 1967, and a few new items were added. On the basis of the 1963 experience, it was also found that many of the types of facts needed for large trucks were not needed for small trucks, such as pickups and panels. Furthermore, the wording or sequence of a few questions in 1963 appeared to have been misleading, especially with regard to occupational use and number of axles. In order to simplify and reduce the reporting effort and clarify the intent of several questions, substantial modifications were made in the sequence of items, appearance of the form, and the precise wording of some questions.

Analyses indicate that many of the differences between 1963 and 1967 appear to be attributable to technical factors of the type mentioned above, although some may reflect significant changes in the "real world." Some of the differences also may be explained by sampling variability, discussed below.

A special study will be undertaken to analyze more deeply the major significant changes from 1963 to 1967, based on special retabulations of the 1963 tapes to achieve comparability, insofar as feasible, with 1967 published data.

A new series of tables was introduced in 1967 based on truck-miles and since 1963 data were not tabulated for truck-miles, comparisons between the two years for this item cannot be made.

## DEFINITIONS OF MAJOR TERMS

Most of the terms shown in the tables are self-explanatory; however, some require further definition as follows:

*Size class* is the standard classification used for all States and consists of the following:

Light.--Gross vehicle weight of 10,000 pounds or less,
Medium.--Gross vehicle weight of 10,001 to 20,000 pounds,
Light-heavy.--Gross vehicle weight of 20,001 to 26,000 pounds,
Heavy-heavy.--Gross vehicle weight of 26,001 pounds or more.

Trucks in States that require motor vehicle registration by gross vehicle weight (that is, the sum of the total weight of the vehicle and the maximum weight it is designed to carry) were assigned to a size-class category on that basis. Trucks in States that require motor vehicle registration on any other basis, such as empty weight, tons-rated capacity, or axle weight, or on more than one basis, were assigned to a size-class category on the basis of the characteristics of the truck as reported by the truck owner. See appendix A for a list of States showing registration requirements and the method used for classifying trucks in non-GVW States into one of the four size-class categories.

*Major use* is based on the answer to the question, "How was the vehicle mostly used during the past 12 months?" Each of the 10 use categories (see item 7 of the survey form, appendix B) conforms with the generally accepted meaning of the terms, although two of them were defined in detail. Those two were "personal transportation" and "for-hire transportation." Since "short-term lease" (see item 6 of the survey form) could not be assigned to any single one of the 10 major use categories, it was treated as an additional use category.

*Truck fleet size* is based on the number of trucks (single-unit trucks plus truck-tractors) operated by a truck owner from a *single* base of operation as reported in items 4 and 5 of the survey form in appendix B. The fleet is an *operational* unit and is necessarily smaller than the total fleet that an owner has, if he operates from more than one base. The data shown in the fleet section of tables are based on the number of trucks found in fleets of specified size and *not the number of fleets.*

*Range of operation* is classified into three categories:

Local.—Range is the local area (in or around the city and suburbs, or within a short distance of the farm, factory, mine, or place the vehicle is stationed).

Short range.—Range is mostly beyond the local area, over the road, but usually not more than 200 miles one way to the most distant stop from the place the vehicle is stationed.

Long range.—Range is mostly over-the-road trips that usually are more than 200 miles one way to the most distant stop from the place the vehicle is stationed.

*Truck-miles* are based on the answer to item 10a of the survey form in appendix B, "What were the total miles this vehicle was driven during the past 12 months (if less than 12 months, estimate probable miles for year)." Mileage was reported for about 90 percent of the total vehicles. A computer program was used to estimate and assign a reasonable annual mileage to each of the vehicles for which this item was not reported. The imputed figure for each of these vehicles was based on the average miles reported for similar vehicles in the same State of registration. The similarity was based on the following combination of characteristics: Major use class, type of vehicle, area of operation, and age (based on year model).

## SAMPLING VARIABILITY

**Definition.**—The percentage distributions shown in this report are based on a sample and are, therefore, subject to sampling variability. The term "sampling variability" refers to the differences that would be expected between results of a sample survey and the results that would have been obtained from a complete enumeration of all vehicles. The chances are about 2 out of 3 that the reported figures (column 1 in the illustration below) will not differ from the figures that would have been obtained from a complete count by more than the sampling variability (column 2).

| Item | Percent of total trucks (1) | Sampling variability (percent) (2) |
|---|---|---|
| MAJOR USE | | |
| Personal transportation..... | 33.6 | 0.3 |
| Agriculture..... | 24.1 | .2 |
| Construction..... | 9.3 | .2 |

For example, 33.6 percent of all trucks in the illustration above (column 1) are used for personal transportation. This figure is based on the sample. Column 2 shows that the estimated sampling variability for that item is 0.3 percent. Therefore, if a complete count (rather than a sample) had been taken, the chances are about 2 out of 3 that the figure would not have been larger than 33.9 or smaller than 33.3 (that is, 33.6 $\pm$ 0.3) in a complete enumeration.

The chances are about 19 out of 20 that the results of a complete enumeration would not differ from the sample by more than twice the estimated sampling variability shown. Again taking "personal transportation" as an example, the chances are 19 out of 20 that the figure (33.6) would not be more than 34.2 or less than 33.0 ($33.6 \pm 0.6$) in a complete enumeration.

Sampling variability tables are shown for the United States, each geographic division, and each State preceding the general tables for each area.

**Difference between two items.**—The question sometimes arises about the sampling variability of the difference between two specified percentages. The variability of the difference, for most pairs of percentages, will be close to the square root of the sum of squares of the sampling variability of the two items. (When the two percentages are negatively correlated, the variability of the difference will be larger; and when positively correlated, will be smaller.)

To illustrate by a simple example: Assume that item "A" is 10.2 percent and item "B" is 7.1 percent of the total, and the question is raised as to what the difference would have been if a complete count had been taken. Assume that the sampling variability for item "A" was 0.4 and for item "B" was 0.8. The square root of the sum of the squared sampling variabilities of the two items would be $\sqrt{(0.4)^2 + (0.8)^2}$ which is $\pm 0.9$.

As indicated in the example, the difference shown by the sample was 3.1 percent and the variability was 0.9. This would be interpreted to mean that the chances are about 2 out of 3 that the difference between "A" and "B" as shown by a complete enumeration would be between 2.2 percent and 4.0 percent ($3.1 \pm 0.9$); and the chances are 19 out 20 that the difference would be between 1.3 percent and 4.9 percent ($3.1 \pm 1.8$).

This procedure applies equally to differences between items within a single division as well as to differences between similar items in different divisions.

**Variability for items not shown.**—The sampling variability tables in this report are confined to selected major items covered in the survey with respect to estimates of the percentage distributions of *number of trucks.* The sampling variability of subitems tends to be substantially larger than for the major items with which they are associated. Sampling variability of estimates of truck-miles was not computed, but would be larger than the variability shown for the corresponding estimate of the number of trucks.

## NON-SAMPLING ERRORS

Systematic quality-control techniques were used to minimize processing errors, and the rate of response was high. Replies were received for 96 percent of the trucks drawn in the sample. The response rate was almost as high for most of the major questions. The general quality of response also was good, as judged by the consistency among answers to various items on the form and the apparent reasonableness of replies.

However, the classification of vehicles into major occupational uses apparently proved to be difficult for owners of pickup trucks and other general-purpose vehicles. For example, pickup trucks often are used concurrently for two or more purposes and may not have any single major purpose: A farmer may use a pickup truck in place of an automobile (i.e., personal transportation) and to do odd hauling or chores around the farm (i.e., agriculture); or an electrician may use it to go from home to shop or to job site (i.e., personal transportation) and to transport tools and supplies needed at the site (i.e., services).

# Missouri

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## SUMMARY OF FINDINGS

Pickup and panel trucks constitute almost two-thirds of the trucks in Missouri. These vehicles account for 66 percent of the trucks used for agricultural purposes, 55 percent of those used for utilities and services, and 55 percent of those used for construction. Platforms (including cattle racks) are the next largest class of trucks, accounting for 19 percent of the total. Vans represent the largest class of trucks in the "for hire" category—53 percent of the total.

With respect to annual vehicle miles, about 60 percent of the trucks in Missouri were driven less than 10,000 miles while only 7 percent were driven 30,000 miles or more. The heavier trucks tended to be in the greater annual mileage class—36 percent of the heavy-heavy trucks were driven 30,000 miles or more as compared with 2 percent of the light trucks.

## SAMPLING VARIABILITY OF DATA

Data are based on a probability sample and are subject to sampling variability. The term "sampling variability" refers to the differences that would be expected between results of a sample survey and results that would have been obtained from a complete enumeration of all vehicles. A more complete description of sampling variability is included in the "Introduction" to this report. Estimates of sampling variability for this State are as follows:

| Item | Percent of total trucks[1] (1) | Sampling variability[2] (2) | Item | Percent of total trucks[1] (1) | Sampling variability[2] (2) |
|---|---|---|---|---|---|
| MAJOR USE | | | ACQUISITION | | |
| Personal transportation | 27.2 | 1.1 | Purchased new | 47.3 | 1.3 |
| Agriculture | 36.2 | 1.4 | Purchased used | 50.8 | 1.2 |
| Construction | 8.1 | .7 | Leased and not reported | 1.9 | - |
| Manufacturing | 1.5 | .2 | | | |
| Wholesale and retail | 10.1 | .7 | TRUCK FLEET SIZE | | |
| Utilities and services | 6.1 | .5 | 1 truck | 56.2 | 1.2 |
| For hire | 4.8 | .3 | 2 to 5 trucks | 18.9 | .8 |
| All other | 6.0 | - | 6 to 19 trucks | 6.6 | .6 |
| | | | 20 trucks or more | 7.5 | .5 |
| BODY TYPE | | | Not reported | 10.8 | - |
| Pickup and panel | 64.7 | .8 | | | |
| Platform and cattle rack | 18.9 | .4 | VEHICLE TYPE[3] | | |
| Vans | 5.4 | .3 | Single-unit trucks | 84.5 | - |
| Dump | 2.4 | .2 | 2 axle | 73.8 | 1.0 |
| Tank | 1.7 | .1 | 3 axle | 10.7 | .6 |
| All other | 6.9 | - | Combinations | 15.5 | - |
| | | | 3 axle | 3.4 | .4 |
| SIZE CLASS | | | 4 or more axles | 12.1 | .7 |
| Light | 52.5 | .9 | | | |
| Medium | 27.3 | 1.1 | RANGE OF OPERATION[3] | | |
| Light-heavy | 11.1 | .5 | Local | 79.2 | 1.2 |
| Heavy-heavy | 9.1 | .3 | Short range | 11.4 | 1.1 |
| | | | Long range | 5.6 | .5 |
| ANNUAL MILES | | | Not reported | 3.8 | - |
| Less than 6,000 miles | 38.9 | 1.2 | | | |
| 6,000 to 9,999 miles | 20.9 | 1.1 | TYPE OF FUEL[3] | | |
| 10,000 to 19,999 miles | 27.3 | 1.2 | Gasoline | 89.5 | .6 |
| 20,000 to 29,999 miles | 6.1 | .6 | Diesel and LPG | 7.6 | .5 |
| 30,000 miles and over | 6.8 | .4 | Not reported | 2.9 | - |
| YEAR MODEL | | | MAINTENANCE[3] | | |
| 1966 and 1967 | 17.0 | .7 | Self or own repair shop | 38.7 | 1.3 |
| 1964 and 1965 | 19.0 | 1.1 | Dealer or factory branch | 21.9 | 1.1 |
| 1960 to 1963 | 21.9 | 1.1 | Independent garage | 34.4 | 1.6 |
| Pre-1960 | 42.1 | 1.0 | All others and not reported | 5.0 | - |

[1]As estimated from the sample.
[2]See "Introduction" for discussion of sampling variability.
[3]"Percent of total trucks" is based on percent of total trucks except pickups and panels; all other percentages are based on total trucks including pickups and panels.

# TABLE 1. ALL TRUCKS: Percent Distribution of Major Use Classes, by Vehicle and Operational Characteristics: 1967

| Vehicle and operational characteristics | Total | Major use class[1] | | | | | |
|---|---|---|---|---|---|---|---|
| | | Personal transportation | Agriculture | Construction | Wholesale and retail trade | Utilities and services | For hire |
| *Total trucks* | *100.0* | *100.0* | *100.0* | *100.0* | *100.0* | *100.0* | *100.0* |
| BODY TYPE | | | | | | | |
| Pickup and panel | 64.7 | 95.7 | 66.0 | 55.2 | 39.1 | 54.8 | 6.2 |
| Platform and cattle rack | 18.9 | 3.0 | 31.5 | 20.8 | 18.7 | 9.5 | 13.9 |
| All vans | 5.4 | - | .2 | 1.3 | 17.2 | 2.0 | 53.0 |
| Dump trucks | 2.4 | - | .7 | 14.7 | 1.2 | 1.2 | 3.8 |
| Tank trucks | 1.7 | - | .3 | .7 | 11.3 | 1.6 | 3.5 |
| All other | 6.9 | 1.3 | 1.3 | 7.3 | 12.5 | 30.9 | 19.6 |
| SIZE CLASS | | | | | | | |
| Light | 52.5 | 86.6 | 46.2 | 43.9 | 26.4 | 54.4 | 3.6 |
| Medium | 27.3 | 12.5 | 35.4 | 30.7 | 33.1 | 33.6 | 17.6 |
| Light-heavy | 11.1 | .4 | 15.4 | 10.5 | 23.4 | 5.4 | 13.7 |
| Heavy-heavy | 9.1 | .5 | 3.0 | 14.9 | 17.1 | 6.6 | 65.1 |
| ANNUAL MILES | | | | | | | |
| Less than 6,000 miles | 38.9 | 43.8 | 46.7 | 29.3 | 21.0 | 37.3 | 11.7 |
| 6,000 to 9,999 miles | 20.9 | 22.3 | 23.7 | 19.6 | 17.8 | 9.7 | 15.5 |
| 10,000 to 19,999 miles | 27.3 | 26.0 | 23.2 | 37.1 | 31.9 | 40.4 | 25.2 |
| 20,000 to 29,999 miles | 6.1 | 4.5 | 3.3 | 9.3 | 14.4 | 7.9 | 12.0 |
| 30,000 miles or more | 6.8 | 3.4 | 3.1 | 4.7 | 14.9 | 4.7 | 35.6 |
| TRUCK FLEET SIZE | | | | | | | |
| 1 truck | 56.2 | 81.5 | 65.8 | 33.5 | 27.2 | 27.3 | 7.9 |
| 2 to 5 trucks | 18.9 | 4.3 | 20.7 | 33.0 | 31.4 | 35.1 | 16.0 |
| 6 to 19 trucks | 6.6 | .3 | 1.2 | 19.2 | 17.4 | 17.3 | 20.8 |
| 20 trucks or more | 7.5 | - | - | 9.7 | 20.7 | 16.8 | 53.7 |
| Not reported[2] | 10.8 | 13.9 | 12.3 | 4.6 | 3.3 | 3.5 | 1.6 |
| YEAR MODEL | | | | | | | |
| 1966 and 1967 | 17.0 | 16.3 | 15.6 | 17.6 | 22.2 | 19.4 | 23.2 |
| 1964 and 1965 | 19.0 | 18.6 | 15.1 | 28.3 | 23.0 | 29.2 | 20.3 |
| 1962 and 1963 | 11.8 | 13.4 | 8.5 | 13.3 | 17.2 | 12.4 | 14.2 |
| 1960 and 1961 | 9.9 | 8.5 | 7.9 | 11.7 | 11.6 | 9.2 | 14.8 |
| 1958 and 1959 | 9.4 | 9.5 | 10.7 | 11.6 | 7.6 | 5.3 | 8.6 |
| Pre-1958 | 32.9 | 33.7 | 42.2 | 17.5 | 18.4 | 24.5 | 18.9 |
| ACQUISITION | | | | | | | |
| Purchased new | 47.3 | 38.5 | 42.3 | 58.7 | 66.9 | 58.5 | 64.3 |
| Purchased used | 50.8 | 60.7 | 57.3 | 39.5 | 27.9 | 40.0 | 25.2 |
| Leased or not reported | 1.9 | .8 | .4 | 1.8 | 5.2 | 1.5 | 10.5 |

[1]The distribution of trucks by major use class is--

| | (thousands) | (percent) | | (thousands) | (percent) |
|---|---|---|---|---|---|
| Total trucks | 436 | 100.0 | Wholesale and retail trade | 44 | 10.1 |
| Personal transportation | 119 | 27.2 | Utilities and services | 27 | 6.2 |
| Agriculture | 158 | 36.2 | For hire | 21 | 4.8 |
| Construction | 35 | 8.1 | All other | 26 | 5.9 |
| Manufacturing | 6 | 1.5 | | | |

[2]The bulk of these trucks probably belong to owners of single trucks; some fleet owners were not able to provide easily the information about size of fleet at the "home base."

# TABLE 2. ALL TRUCKS: Percent Distribution of Size Classes, by Vehicle and Operational Characteristics: 1967

| Vehicle and operational characteristics | Total | Vehicle size class[1] | | | |
|---|---|---|---|---|---|
| | | Light | Medium | Light-heavy | Heavy-heavy |
| *Total trucks* | *100.0* | *100.0* | *100.0* | *100.0* | *100.0* |
| MAJOR USE | | | | | |
| Personal transportation | 27.2 | 44.9 | 12.5 | 1.0 | 1.1 |
| Agriculture | 36.2 | 31.8 | 46.9 | 50.2 | 11.6 |
| Construction | 8.1 | 6.7 | 9.1 | 7.7 | 13.4 |
| Manufacturing | 1.5 | 1.0 | 1.1 | 1.7 | 5.8 |
| Wholesale and retail trade | 10.1 | 5.0 | 12.2 | 21.3 | 19.1 |
| Utilities and services | 6.1 | 6.4 | 7.5 | 3.0 | 4.4 |
| For hire | 4.8 | .3 | 3.1 | 6.0 | 35.6 |
| All other | 6.0 | 3.9 | 7.6 | 9.1 | 9.0 |
| BODY TYPE | | | | | |
| Pickup and panel | 64.7 | 96.3 | 51.0 | .5 | 1.2 |
| Platform and cattle rack | 18.9 | 2.3 | 30.2 | 64.9 | 25.2 |
| All vans | 5.4 | - | 5.4 | 9.8 | 33.1 |
| Dump trucks | 2.4 | - | 1.2 | 7.7 | 12.4 |
| Tank trucks | 1.7 | - | 1.9 | 5.9 | 6.5 |
| All other | 6.9 | 1.4 | 10.3 | 11.2 | 21.6 |
| ANNUAL MILES | | | | | |
| Less than 6,000 miles | 38.9 | 40.5 | 39.7 | 47.9 | 16.2 |
| 6,000 to 9,999 miles | 20.9 | 23.3 | 20.3 | 16.4 | 14.4 |
| 10,000 to 19,999 miles | 27.3 | 28.4 | 29.1 | 21.0 | 23.2 |
| 20,000 to 29,999 miles | 6.1 | 5.5 | 5.2 | 7.8 | 10.2 |
| 30,000 miles or more | 6.8 | 2.3 | 5.7 | 6.9 | 36.0 |
| YEAR MODEL | | | | | |
| 1966 and 1967 | 17.0 | 16.5 | 16.8 | 13.3 | 24.8 |
| 1964 and 1965 | 19.0 | 18.5 | 20.5 | 13.0 | 24.4 |
| 1962 and 1963 | 11.8 | 11.6 | 11.2 | 10.8 | 16.4 |
| 1960 and 1961 | 9.9 | 9.5 | 9.0 | 12.6 | 11.1 |
| 1958 and 1959 | 9.4 | 10.1 | 6.9 | 12.5 | 8.7 |
| Pre-1958 | 32.9 | 33.8 | 35.6 | 37.8 | 14.6 |
| ACQUISITION | | | | | |
| Purchased new | 47.3 | 42.7 | 51.6 | 47.6 | 61.6 |
| Purchased used | 50.8 | 56.2 | 47.4 | 51.1 | 28.5 |
| Leased or not reported | 1.9 | 1.1 | 1.0 | 1.3 | 9.9 |

[1]The distribution of trucks by vehicle size class is--

| | (thousands) | (percent) | | (thousands) | (percent) |
|---|---|---|---|---|---|
| Total trucks | 436 | 100.0 | Light-heavy | 48 | 11.1 |
| Light | 229 | 52.5 | Heavy-heavy | 40 | 9.1 |
| Medium | 119 | 27.3 | | | |

# TABLE 3. ALL TRUCKS: Percent Distribution of Annual Mileage Classes, by Vehicle and Operational Characteristics: 1967

| Vehicle and operational characteristics | Total | Annual mileage class[1] | | | | |
|---|---|---|---|---|---|---|
| | | Less than 6,000 miles | 6,000 to 9,999 miles | 10,000 to 19,999 miles | 20,000 to 29,999 miles | 30,000 miles or more |
| *Total trucks* | *100.0* | *100.0* | *100.0* | *100.0* | *100.0* | *100.0* |
| MAJOR USE | | | | | | |
| Personal transportation | 27.2 | 30.6 | 28.9 | 25.9 | 20.2 | 13.6 |
| Agriculture | 36.2 | 43.4 | 41.0 | 30.7 | 19.9 | 16.1 |
| Construction | 8.1 | 6.1 | 7.5 | 11.0 | 12.3 | 5.6 |
| Manufacturing | 1.5 | 1.4 | 1.3 | 1.0 | 2.4 | 4.2 |
| Wholesale and retail trade | 10.1 | 5.4 | 8.5 | 11.7 | 23.6 | 22.8 |
| Utilities and services | 6.1 | 5.9 | 2.8 | 9.1 | 7.9 | 4.3 |
| For hire | 4.8 | 1.4 | 3.6 | 4.5 | 9.5 | 26.5 |
| All other | 6.0 | 5.8 | 6.4 | 6.1 | 4.2 | 6.9 |
| BODY TYPE | | | | | | |
| Pickup and panel | 64.7 | 62.6 | 74.5 | 71.6 | 58.7 | 23.2 |
| Platform and cattle rack | 18.9 | 26.9 | 13.8 | 13.0 | 11.5 | 20.4 |
| All vans | 5.4 | 1.5 | 3.4 | 4.5 | 10.5 | 33.0 |
| Dump trucks | 2.4 | 2.3 | 1.6 | 2.3 | 4.4 | 3.8 |
| Tank trucks | 1.7 | .8 | 1.4 | 1.6 | 4.0 | 5.9 |
| All other | 6.9 | 5.9 | 5.3 | 7.0 | 10.9 | 13.7 |
| SIZE CLASS | | | | | | |
| Light | 52.5 | 54.7 | 58.5 | 54.7 | 47.8 | 16.4 |
| Medium | 27.3 | 27.9 | 26.5 | 29.1 | 23.2 | 23.3 |
| Light-heavy | 11.1 | 13.6 | 8.7 | 8.5 | 14.1 | 11.2 |
| Heavy-heavy | 9.1 | 3.8 | 6.3 | 7.7 | 14.9 | 49.1 |
| YEAR MODEL | | | | | | |
| 1966 and 1967 | 17.0 | 3.3 | 11.8 | 30.1 | 45.6 | 32.7 |
| 1964 and 1965 | 19.0 | 6.5 | 20.0 | 29.8 | 29.1 | 35.8 |
| 1962 and 1963 | 11.8 | 5.8 | 16.0 | 17.2 | 11.3 | 12.3 |
| 1960 and 1961 | 9.9 | 11.4 | 9.8 | 9.5 | 7.3 | 5.5 |
| 1958 and 1959 | 9.4 | 13.4 | 11.4 | 4.7 | 2.4 | 5.2 |
| Pre-1958 | 32.9 | 59.6 | 31.0 | 8.7 | 4.3 | 8.5 |
| ACQUISITION | | | | | | |
| Purchased new | 47.3 | 26.1 | 41.5 | 70.1 | 77.4 | 69.2 |
| Purchased used | 50.8 | 72.5 | 57.5 | 29.1 | 18.2 | 21.0 |
| Leased or not reported | 1.9 | 1.4 | 1.0 | .8 | 4.4 | 9.8 |

[1]The distribution of trucks by annual mileage class is--

| | (thousands) | (percent) | | (thousands) | (percent) |
|---|---|---|---|---|---|
| Total trucks | 436 | 100.0 | 10,000 to 19,999 miles | 118 | 27.3 |
| Less than 6,000 miles | 170 | 38.9 | 20,000 to 29,999 miles | 26 | 6.1 |
| 6,000 to 9,999 miles | 91 | 20.9 | 30,000 miles or more | 31 | 6.8 |

# TABLE 4. TRUCKS EXCEPT PICKUP AND PANEL: Percent Distribution of Ranges of Operation, by Vehicle and Operational Characteristics: 1967

| Vehicle and operational characteristics | Total | Range of operation[1] | | |
|---|---|---|---|---|
| | | Local | Short range | Long range |
| *Total trucks* | *100.0* | *100.0* | *100.0* | *100.0* |
| MAJOR USE | | | | |
| Agriculture | 34.9 | 39.9 | 11.7 | 6.4 |
| Construction | 10.3 | 11.1 | 8.4 | 1.2 |
| Manufacturing | 2.6 | 2.2 | 4.0 | 7.5 |
| Wholesale and retail trade | 17.4 | 15.5 | 34.7 | 15.1 |
| Utilities and services | 7.9 | 8.2 | 9.3 | 4.5 |
| For hire | 13.0 | 9.6 | 18.8 | 54.3 |
| Forestry and lumbering | 1.9 | 2.0 | 2.7 | .6 |
| All other | 12.0 | 11.5 | 10.4 | 10.4 |
| BODY TYPE | | | | |
| Platform and cattle rack | 53.9 | 57.4 | 42.4 | 19.7 |
| All vans | 15.7 | 10.9 | 28.6 | 61.7 |
| Utility trucks | 3.3 | 3.3 | 5.3 | - |
| Multistop and walk-in | 2.7 | 2.8 | 2.2 | .6 |
| Beverage trucks | 1.8 | 1.9 | 2.4 | - |
| Dump trucks | 6.8 | 7.8 | 3.0 | - |
| Tank trucks | 5.0 | 4.8 | 5.5 | 4.4 |
| All other | 10.8 | 11.1 | 10.6 | 13.6 |
| ANNUAL MILES | | | | |
| Less than 6,000 miles | 41.3 | 48.0 | 9.9 | 1.8 |
| 6,000 to 9,999 miles | 15.1 | 17.2 | 4.6 | 2.5 |
| 10,000 to 19,999 miles | 22.0 | 23.6 | 17.7 | 14.7 |
| 20,000 to 29,999 miles | 7.2 | 5.7 | 17.7 | 5.6 |
| 30,000 miles or more | 14.4 | 5.5 | 50.1 | 75.4 |
| YEAR MODEL | | | | |
| 1966 and 1967 | 14.7 | 11.2 | 33.2 | 34.8 |
| 1964 and 1965 | 16.9 | 14.4 | 27.9 | 37.9 |
| 1962 and 1963 | 11.1 | 10.8 | 11.0 | 13.8 |
| 1960 and 1961 | 11.2 | 11.4 | 9.5 | 9.3 |
| 1958 and 1959 | 8.3 | 8.8 | 7.6 | 2.5 |
| Pre-1958 | 37.8 | 43.4 | 10.8 | 1.7 |
| ACQUISITION | | | | |
| Purchased new | 49.4 | 45.9 | 67.9 | 71.5 |
| Purchased used | 47.0 | 52.2 | 25.4 | 6.3 |
| Leased or not reported | 3.6 | 1.9 | 6.7 | 22.2 |
| TYPE OF FUEL | | | | |
| Gasoline | 89.5 | 96.3 | 82.6 | 36.8 |
| Diesel and LPG | 7.6 | 2.8 | 16.6 | 60.6 |
| Not reported | 2.9 | .9 | .8 | 2.6 |

See footnote at end of table.

## TABLE 4. TRUCKS EXCEPT PICKUP AND PANEL: Percent Distribution of Ranges of Operation, by Vehicle and Operational Characteristics: 1967--Continued

| Vehicle and operational characteristics | Total | Range of operation[1] | | |
|---|---|---|---|---|
| | | Local | Short range | Long range |
| MAINTENANCE | | | | |
| Self or own repair shop | 38.7 | 40.8 | 32.2 | 43.5 |
| Dealer or factory branch | 21.9 | 19.1 | 38.5 | 32.4 |
| Independent garage | 34.4 | 37.0 | 26.7 | 18.3 |
| All others and not reported | 5.0 | 3.1 | 2.6 | 5.8 |
| AREA OF OPERATION | | | | |
| Only in one State | 86.1 | 92.5 | 80.1 | 13.8 |
| In more than one State | 8.1 | 1.8 | 15.1 | 81.6 |
| Not reported | 5.8 | 5.7 | 4.8 | 4.6 |

[1]The distribution of trucks (excluding pickups and panels) by range of operation is--

| | (thousands) | (percent) | | (thousands) | (percent) |
|---|---|---|---|---|---|
| Total trucks | 154 | 100.0 | Long range | 9 | 5.6 |
| Local | 122 | 79.2 | Not reported | 6 | 3.8 |
| Short range | 17 | 11.4 | | | |

## TABLE 5. TRUCKS EXCEPT PICKUP AND PANEL: Percent Distribution of Truck Types and Axle Arrangements, by Vehicle and Operational Characteristics: 1967

| Vehicle and operational characteristics | Total | Vehicle type and axle arrangement[1] | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | Single-unit trucks | | | Combinations | | | |
| | | Total | 2-axle | 3-axle | Total[2] | 3-axle | 4-axle | 5-axle |
| *Total trucks* | *100.0* | *100.0* | *100.0* | *100.0* | *100.0* | *100.0* | *100.0* | *100.0* |
| MAJOR USE | | | | | | | | |
| Agriculture | 34.9 | 40.5 | 42.9 | 23.1 | 5.0 | 5.1 | 5.1 | 4.6 |
| Construction | 10.3 | 10.7 | 8.9 | 22.5 | 8.3 | 13.5 | 10.2 | 3.9 |
| Manufacturing | 2.6 | 2.1 | 1.3 | 7.2 | 5.5 | 5.1 | 6.3 | 5.2 |
| Wholesale and retail trade | 17.4 | 17.2 | 16.6 | 20.5 | 19.0 | 15.4 | 21.2 | 20.3 |
| Utilities and services | 7.9 | 9.0 | 9.4 | 5.9 | 2.1 | 6.0 | .6 | .6 |
| For hire | 13.0 | 5.8 | 5.5 | 7.2 | 52.6 | 51.4 | 44.1 | 60.5 |
| Forestry and lumbering | 1.9 | 2.3 | 2.1 | 3.3 | .2 | - | - | .6 |
| All other | 12.0 | 12.4 | 13.3 | 10.3 | 7.3 | 3.5 | 12.5 | 4.3 |
| BODY TYPE | | | | | | | | |
| Platform and cattle rack | 53.9 | 59.9 | 63.0 | 37.3 | 22.2 | 17.4 | 31.5 | 17.0 |
| All vans | 15.7 | 9.8 | 9.8 | 8.4 | 49.4 | 46.1 | 47.7 | 55.0 |
| Utility trucks | 3.3 | 3.9 | 4.3 | .9 | - | - | - | - |
| Multistop and walk-in | 2.7 | 3.1 | 3.5 | .3 | .7 | - | 1.2 | - |
| Beverage trucks | 1.8 | 1.9 | 1.9 | 1.6 | 1.4 | - | .6 | 2.6 |
| Dump trucks | 6.8 | 7.6 | 5.2 | 23.8 | 2.7 | - | 1.2 | 4.6 |
| Tank trucks | 5.0 | 4.9 | 4.4 | 6.9 | 6.2 | 2.0 | 5.1 | 10.4 |
| All other | 10.8 | 8.9 | 7.9 | 20.8 | 17.4 | 34.5 | 12.7 | 10.4 |

See footnotes at end of table.

## TABLE 5. TRUCKS EXCEPT PICKUP AND PANEL: Percent Distribution of Truck Types and Axle Arrangements, by Vehicle and Operational Characteristics: 1967--Continued

| Vehicle and operational characteristics | Total | Vehicle type and axle arrangement[1] | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | Single-unit trucks | | | Combinations | | | |
| | | Total | 2-axle | 3-axle | Total[2] | 3-axle | 4-axle | 5-axle |
| ANNUAL MILES | | | | | | | | |
| Less than 6,000 miles | 41.3 | 46.1 | 48.4 | 30.1 | 15.1 | 21.6 | 15.9 | 8.5 |
| 6,000 to 9.999 miles | 15.1 | 15.9 | 16.1 | 14.5 | 11.2 | 19.5 | 12.1 | 3.9 |
| 10,000 to 19,999 miles | 22.0 | 22.8 | 22.1 | 26.8 | 18.1 | 21.6 | 23.1 | 9.2 |
| 20,000 to 29,999 miles | 7.2 | 7.3 | 6.5 | 12.2 | 6.9 | 12.3 | 8.3 | 3.2 |
| 30,000 miles or more | 14.4 | 7.9 | 6.9 | 16.4 | 48.7 | 25.0 | 40.6 | 75.2 |
| YEAR MODEL | | | | | | | | |
| 1966 and 1967 | 14.7 | 13.5 | 12.7 | 17.8 | 22.2 | 13.3 | 23.7 | 27.6 |
| 1964 and 1965 | 16.9 | 16.1 | 15.6 | 18.8 | 21.7 | 15.4 | 14.6 | 34.2 |
| 1962 and 1963 | 11.1 | 10.5 | 9.9 | 14.4 | 14.6 | 14.3 | 13.3 | 13.7 |
| 1960 and 1961 | 11.2 | 11.1 | 10.4 | 15.1 | 12.6 | 13.2 | 15.3 | 9.1 |
| 1958 and 1959 | 8.3 | 8.2 | 7.8 | 9.8 | 10.1 | 12.3 | 10.1 | 7.8 |
| Pre-1958 | 37.8 | 40.6 | 43.6 | 24.1 | 18.8 | 31.5 | 23.0 | 7.6 |
| ACQUISITION | | | | | | | | |
| Purchased new | 49.4 | 48.4 | 47.0 | 57.6 | 55.1 | 49.4 | 49.2 | 64.4 |
| Purchased used | 47.0 | 49.9 | 51.2 | 40.0 | 31.8 | 45.4 | 35.2 | 19.0 |
| Leased or not reported | 3.6 | 1.7 | 1.8 | 2.4 | 13.1 | 5.2 | 15.6 | 16.6 |
| TYPE OF FUEL | | | | | | | | |
| Gasoline | 89.5 | 95.1 | 95.9 | 89.4 | 59.1 | 89.7 | 76.3 | 23.0 |
| Diesel and LPG | 7.6 | 2.1 | 1.2 | 6.9 | 38.6 | 9.2 | 21.1 | 74.3 |
| Not reported | 2.9 | 2.8 | 2.9 | 3.7 | 2.3 | 1.1 | 2.6 | 2.7 |
| MAINTENANCE | | | | | | | | |
| Self or own repair shop | 38.7 | 36.4 | 36.6 | 34.7 | 51.4 | 56.6 | 37.1 | 59.2 |
| Dealer or factory branch | 21.9 | 22.0 | 21.5 | 25.1 | 21.3 | 21.7 | 23.6 | 19.7 |
| Independent garage | 34.4 | 36.8 | 37.4 | 32.7 | 21.8 | 19.5 | 32.1 | 15.1 |
| All others and not reported | 5.0 | 4.8 | 4.5 | 7.5 | 5.5 | 2.2 | 7.2 | 6.0 |
| AREA OF OPERATION | | | | | | | | |
| Only in one State | 86.1 | 90.4 | 90.2 | 91.3 | 62.5 | 78.3 | 72.4 | 40.1 |
| In more than one State | 8.1 | 3.7 | 3.7 | 2.9 | 32.5 | 17.4 | 23.0 | 53.2 |
| Not reported | 5.8 | 5.9 | 6.1 | 5.8 | 5.0 | 4.3 | 4.6 | 6.7 |

[1]See illustrations of vehicle type and axle arrangement in item 15 of survey form (appendix B).
The distribution of trucks (excluding pickups and panels) by vehicle type and axle arrangement is--

| | (thousands) | (percent) |
|---|---|---|
| Total trucks | 154 | 100.0 |
| Single-unit | | |
| 2 axles (item 15-1) | 114 | 73.8 |
| 3 axles (item 15-2) | 16 | 10.7 |
| Combinations | | |
| 3 axles (item 15-3) | 6 | 3.4 |
| 4 axles (item 15-4) | 8 | 5.6 |
| 5 axles (item 15-6) | 8 | 5.4 |
| All other (item 15-5,7,8) | 2 | 1.1 |

[2]Includes combinations not shown separately.

# APPENDIXES

# Appendix A

## Survey Method and Classification by Vehicle Size

### Survey Method

The first stratification of the national sample was at the State level, and consisted of three strata based on the total number of trucks registered annually. The States assigned to each of the three strata are listed below.

About 1,500 truck registrations:

| | |
|---|---|
| Alabama | Montana |
| Alaska | Nebraska |
| Arizona | Nevada |
| Arkansas | New Hampshire |
| Colorado | New Mexico |
| Connecticut | North Dakota |
| Delaware | Oregon |
| Dist. of Columbia | Rhode Island |
| Hawaii | South Carolina |
| Idaho | South Dakota |
| Iowa | Tennessee |
| Kentucky | Utah |
| Louisiana | Vermont |
| Maine | Virginia |
| Maryland | West Virginia |
| Massachusetts | Wyoming |
| Mississippi | |

About 3,000 truck registrations:

| | |
|---|---|
| Florida | Montana |
| Georgia | New Jersey |
| Indiana | North Carolina |
| Kansas | Oklahoma |
| Michigan | Washington |
| Minnesota | Wisconsin |

About 4,500 truck registrations:

| | |
|---|---|
| California | Ohio |
| Illinois | Pennsylvania |
| New York | Texas |

The second stratificatior in each State was based on vehicle size as shown by the motor vehicle registration records, and consisted of two vehicle-size strata – "small" and "large." In the States where the sample size was about 1,500, roughly 400 registration records were drawn from the small-truck strata and 1,100 registration records from the large-truck strata. In States where the sample size was about 3,000, the small-truck strata consisted of about 800, and the large-truck strata about 2,200. In the States where the sample size was about 4,500, the small-truck strata consisted of about 1,200 and the large-truck strata about 3,300.

### Classification by Gross Vehicle Weight

Most of the trucks in the survey were classified on the basis of their gross vehicle weight. The standard size classes in gross vehicle weight are as follows:

| | |
|---|---|
| Light . . . . . | 10,000 pounds or less |
| Medium . . . . . | 10,001 to 20,000 pounds |
| Light-heavy . . . . . | 20,001 to 26,000 pounds |
| Heavy-heavy . . . . . | 26,001 pounds and over |

The following States require motor vehicle registration based on gross vehicle weight:

| | |
|---|---|
| Arkansas | Montana |
| Connecticut | New Hampshire |
| Delaware | New Jersey |
| Georgia | New York |
| Idaho | North Carolina |
| Illinois | North Dakota |
| Indiana | Pennsylvania |
| Iowa | Rhode Island |
| Kansas | Tennessee |
| Kentucky | Texas |
| Maine | Utah |
| Maryland | Vermont |
| Massachusetts | Virginia |
| Minnesota | West Virginia |
| Mississippi | Wisconsin |
| Missouri | |

The gross vehicle weight shown on the registration record for trucks in these States was used directly for classifying vehicles into the four size-class categories.

### Classification by Other Bases

Some States require motor vehicle registration on a basis other than gross vehicle weight. The following States base registration on the empty weight of the vehicle:

| | |
|---|---|
| Alaska | Michigan |
| Arizona | Nevada |
| California | New Mexico |
| Colorado | Ohio |
| Dist. of Columbia | Washington |
| Florida | Wyoming |
| Hawaii | |

Other bases for motor-vehicle registration are as follows:

Alabama—For-hire vehicles were registered on gross vehicle weight; all others on tons-rated capacity which was converted by Census to gross vehicle weight in pounds.
Louisiana—Gross axle weight in pounds.
Nebraska—Commercial vehicles were registered on gross vehicle weight in pounds; all others in tons-rated capacity which was converted by Census to gross vehicle weight in pounds.
Oklahoma—Farm trucks registered in tons-rated capacity which was converted by Census to gross vehicle weight in pounds; all others registered in gross vehicle weight in pounds.
Oregon—Commercial vehicles registered on gross vehicle weight in pounds; all others on empty weight which was converted to gross vehicle weight in pounds.
South Carolina—Load capacity in tons which were converted to pounds.
South Dakota—Chassis weight in pounds.

For these States, the most feasible method of classifying trucks in terms of the four standard size classes was to use the characteristics of the trucks as reported by the truck owners in this survey. Following is the basis for classification.

| | |
|---|---|
| All combinations (i.e., truck-tractor-semi-trailer, and all other combinations) | Heavy-heavy |
| Two-axle single-unit trucks: | |
| All pickup or panel | Light |
| All concrete mixers and auto transport | Heavy-heavy |
| Multistop, platform, cattle rack, vans, and beverage trucks with body length of-- | |
| Under 10 feet | Light |
| 10 to 19 feet | Medium |
| 20 to 40 feet | Light-heavy |
| 41 feet and over | Heavy-heavy |
| Dump trucks with capacity of-- | |
| Under 7 cubic yards | Light-heavy |
| 7 cubic vards and over | Heavy-heavy |
| Tank trucks with capacity of-- | |
| Less than 1,000 gallons | Medium |
| 1,000 to 1,999 gallons | Light-heavy |
| 2,000 gallons or more | Heavy-heavy |
| Three-axle single-unit trucks with registered weight of-- | |
| Less than 11,501 pounds | Light-heavy |
| 11,501 pounds or more (Applied to States of Alaska, Arizona, California, Colorado, District of Columbia, Florida, Hawaii, Michigan, Nevada, New Mexico, Ohio, Washington, and Wyoming) | Heavy-heavy |
| Less than 24,000 pounds | Light-heavy |
| 24,000 pounds or more (Applied to Louisiana) | Heavy-heavy |
| Less than 6,000 pounds | Light-heavy |
| 6,000 pounds or more (Applied to South Dakota) | Heavy-heavy |
| Three-axle single-unit trucks with registered weight converted to gross vehicle weight in pounds: | |
| Less than 26,001 pounds | Light-heavy |
| 26,001 pounds or more (Applied to States of Alabama, Nebraska, Oklahoma, and Oregon) | Heavy-heavy |
| Three-axle single-unit trucks with registered weight in tons converted to pounds: | |
| Less than 4,501 pounds | Light-heavy |
| 4,501 pounds or more (Applied to South Carolina) | Heavy-heavy |

# Appendix B Census Reporting Form

Budget Bureau No. 41-66132; Approval Expires July 30, 1968

**NOTICE** – Response to this inquiry is required by law (Title 13 U.S. Code). By the same law, your report to the Census Bureau is confidential. It may be seen only by sworn Census employees and may be used only for statistical purposes. The law also provides that copies retained in your files are immune from legal process.

FORM TC-200A (10-14-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS

**1967 CENSUS OF TRANSPORTATION**
**TRUCK INVENTORY AND USE SURVEY**

**INSTRUCTIONS**

In correspondence pertaining to this report, please include State and license number.

Furnish make, year model, State, and weight of vehicle if not shown. If the license plates were on a vehicle other than the one described below give description of the vehicle currently registered.

Return the form to the Bureau of the Census, Washington, D.C., 20233, in the enclosed envelope which requires no postage, not later than **twenty (20) days** after receipt.

1 *Please correct if name or address has changed* 2

**1. VEHICLE IDENTIFICATION**

| Make | Year model | Registered weight or capacity | State | License No. |
|---|---|---|---|---|
| 3 | 4 | 5 | | |

**2. OWNERSHIP OF VEHICLE** 6

**On April 1, 1967, were you the owner (or license holder) of the vehicle identified in item 1 (even though you may have sold, traded or otherwise disposed of it after April 1, 1967)?**

1 ☐ Yes – *Go to Question 3*

2 ☐ No – Disposed of BEFORE April 1, 1967

↓

**When did you sell, trade, or otherwise dispose of the vehicle?**_____Month

*If "No," sign on page 4 and return questionnaire*

**3. ACQUISITION OF VEHICLE** 7

**How did you acquire this vehicle?**

1 ☐ Purchased new

2 ☐ Purchased used

3 ☐ Leased from someone else

**4. BASE OF OPERATION**

**a. What was the principal place from which the vehicle was operated?**

City or town

County | 8 | State | 9

**b. Was this vehicle operated almost entirely in the State named in 4a?** 10

1 ☐ Yes 2 ☐ No

**5. NUMBER OF TRUCKS, TRUCK-TRACTORS AND TRAILERS OPERATED FROM "BASE OF OPERATIONS"**

**How many trucks, truck-tractors, and trailers were you operating out of the city or town named in 4a as of April 1, 1967?** (Report total number including the vehicle which you have been describing on this questionnaire.)

| | Total | |
|---|---|---|
| Trucks . . . . . | | 11 |
| Truck-tractors . . . . . | | 12 |
| Trailers (semi- and full-trailers). . | | 13 |

14

**6. LEASED TO OTHERS WITHOUT DRIVER**

**During the past 12 months, did you use this vehicle MOSTLY for leasing or renting (without driver) to others?**

1 ☐ No – *Go to Q.7*

2 ☐ Yes – **Was this vehicle usually leased or rented for periods of:**

1 ☐ **Less than 30 days?** – *Go to Q.10*

2 ☐ **30 days or longer?** – *Go to Q.7*

15

## 7. MAJOR USE OF THE TRUCK OR COMBINATION *(Mark (X) one box)*

**How was the vehicle mostly used during the past 12 months?**

*(If the vehicle was leased to someone else (without driver) for periods of 30 days or more, mark (X) the box that describes the business of the person or company to whom you leased the vehicle the longest time.)*

16

- 01 ☐ For personal transportation – Used in place of an automobile to go from home to work; for outdoor recreation; camping; fishing; etc. – *Go to Q.10*
- 02 ☐ Own farm or ranch or other agricultural activity
- 03 ☐ In forestry or lumbering
- 04 ☐ In mining or quarrying
- 05 ☐ In construction
- 06 ☐ In manufacturing
- 07 ☐ In wholesale and/or retail

} *Go to Q.8*

- 08 ☐ In utilities – telephone, electric, gas, etc.
- 09 ☐ In services – hotel, automobile repair, laundry, etc.

} *Go to Q.10*

17

- 10 ☐ For-hire transportation – Includes trucking services known as drayage, local cartage, household goods movers, common or contract motor carriers, commercial motor carriers, leased with driver, "owner-operators" under lease or contract.

  *If "For-hire" transportation has been checked, mark (X) one box below:*

  **Is this service under an Interstate Commerce Commission authorization (either granted or pending)?**

  1 ☐ Yes
  2 ☐ No

  } *Go to Q.8*

- 11 ☐ Other – *If none of the above applies to the use you make of the vehicle, describe the main use of the vehicle here. If a product is hauled, answer Q.8 next. If this is a service type vehicle, go to Q.10*

## 8. PRINCIPAL PRODUCTS CARRIED

18

*Please mark (X) box which indicates product usually carried by this vehicle.*

- 01 ☐ Farm products (fruit, grain, livestock, meat, poultry, dairy products, etc.)
- 02 ☐ Processed foods, beverages and tobacco
- 03 ☐ Primary metal products (ingot, billets, pipes, sheets, etc.)
- 04 ☐ Machinery or allied products
- 05 ☐ Transportation equipment (motor vehicles, trailers, boats, motorcycles, etc.)
- 06 ☐ Building materials (lumber, millwork, etc.)
- 07 ☐ Furniture, household appliances, or hardware
- 08 ☐ Chemicals, rubber, plastics or related products (including drugs, paints, fertilizers, etc.)
- 09 ☐ Petroleum or petroleum products
- 10 ☐ Scrap, refuse and garbage
- 11 ☐ Mixed cargos
- 12 ☐ No products (used for repair, cranes, compressors, etc.) – *Go to Q.10*
- 13 ☐ Other – *Describe* _____

## 9. ROUND-TRIP LOAD

19

**On a round-trip basis, how does the truck or combination usually move?** *(Mark (X) one box only)*

- 1 ☐ Loaded in one direction, but returns empty (or almost empty) in the other direction
- 2 ☐ Loaded in both directions
- 3 ☐ Other – *Describe* _____

## 10. VEHICLE MILES

20

*Please give speedometer (odometer) reading or if not indicated by speedometer, give your best estimate.*

**What were the total miles this vehicle was driven during the past 12 months and the total miles driven since new?**

*(If vehicle was idle for the year enter "None")*

| | Miles |
|---|---|
| a. Total miles driven during past 12 months *(If less than 12 months, estimate probable miles for year.)* . . | 21 |
| b. Total miles this vehicle has been driven since new . . . . . | 22 |

## 11. GROSS VEHICLE WEIGHT

23

*Mark (X) one box that is nearest the total weight of this truck or combination when loaded to full capacity (gross vehicle weight in pounds).*

- 01 ☐ Less than 6,000
- 02 ☐ 6,000 to 10,000
- 03 ☐ 10,001 to 19,500
- 04 ☐ 19,501 to 26,000
- 05 ☐ 26,001 to 32,000
- 06 ☐ 32,001 to 40,000
- 07 ☐ 40,001 to 50,000
- 08 ☐ 50,001 to 60,000
- 09 ☐ 60,001 to 70,000
- 10 ☐ 70,001 and over

## 12. BODY TYPE – PICKUP AND PANEL TRUCKS

**a. Does this truck have a pickup or panel body?** 24

1 ☐ No – *Go to Q.13*

2 ☐ Yes – *Mark (X) the box in front of illustration of type and answer "b" and "c"*

25

1 ☐ Pickup truck

2 ☐ Panel truck

**b. Does this pickup or panel truck have 4-wheel drive?** 26

1 ☐ Yes

2 ☐ No

**c. Is this pickup or panel truck equipped with a camper body or other special camping equipment?** 27

1 ☐ Yes } *Sign certification on page 4 and return questionnaire*

2 ☐ No }

## 13. TYPE AND SIZE OF BODY (other than pickup or panel)

*Mark (X) ONE box to describe the type of body of the truck or combination. If the power unit is a truck-tractor, report body type of the combination most frequently used with the power unit.*

28

**Body type**

01 ☐ Multi-stop or walk-in

02 ☐ Platform, stake, grain, flatbed or other platform type (with or without dumping device) including low bed and depressed center

03 ☐ Cattle rack (hogs, calves, and other livestock)

04 ☐ Insulated non-refrigerated van

05 ☐ Insulated refrigerated van

06 ☐ Furniture van

07 ☐ Open top van

08 ☐ All other enclosed vans

09 ☐ Beverage

*Mark (X) ONE box to indicate length of load space or capacity for all types except garbage or refuse collector, winch or crane, wrecker, pole or logging, auto transport and utility.*

29

**Body size**

Length of load space (feet)

01 ☐ Under 10

02 ☐ 10 and less than 13

03 ☐ 13 and less than 16

04 ☐ 16 and less than 20

05 ☐ 20 and less than 28

06 ☐ 28 and less than 36

07 ☐ 36 and less than 41

08 ☐ 41 or more

10 ☐ Garbage or refuse collector

11 ☐ Winch or crane, other than wrecker

12 ☐ Wrecker

13 ☐ Pole or logging

14 ☐ Auto transport

15 ☐ Utility (body equipped for mobile repair and service, e.g., telephone line truck, electrical utility, etc.)

*Do not specify body size for these types.*

20 ☐ Dump truck or combination . . . . . .

Capacity of dump (water level without side boards) (cubic yards)

09 ☐ Under 5 11 ☐ 7 to 9.9 13 ☐ 15 to 19.9

10 ☐ 5 to 6.9 12 ☐ 10 to 14.9 14 ☐ 20 or more

30 ☐ Tank truck or combination (for liquids) . . . . . .

Liquid capacity of tank (gallons)

15 ☐ Less than 1,000 19 ☐ 4,000 to 5,999

16 ☐ 1,000 to 1,999 20 ☐ 6,000 to 7,999

17 ☐ 2,000 to 2,999 21 ☐ 8,000 to 11,999

18 ☐ 3,000 to 3,999 22 ☐ 12,000 or more

40 ☐ Tank truck or combination (for dry bulk). . . . . .

Dry bulk capacity (cubic feet)

23 ☐ Less than 300 26 ☐ 900 to 1,199

24 ☐ 300 to 599 27 ☐ 1,200 to 1,499

25 ☐ 600 to 899 28 ☐ 1,500 or more

50 ☐ Concrete mixer. . . . . .

Capacity of mixer (cubic yards)

29 ☐ Less than 6 31 ☐ 7 to 7.9 33 ☐ 10 to 11.9

30 ☐ 6 to 6.9 32 ☐ 8 to 9.9 34 ☐ 12 or over

60 ☐ Other body types – *(If the above descriptions do not satisfactorily describe your vehicle, please enter identifying body type and size (or capacity).)*

## 14. VEHICLE TYPE 30

**Is this vehicle a single unit truck or is it a truck-tractor?**

1 ☐ Single unit truck  2 ☐ Truck-tractor

## 15. AXLE ARRANGEMENT 31

*Please mark (X) the box that illustrates the axle arrangement of this truck or truck-tractor with the trailing unit most frequently used with the power unit.*

1. ☐
2. ☐
3. ☐
4. ☐
5. ☐
6. ☐
7. ☐
8. ☐

*If none of the above applies, please indicate total number of axles on:*

| | Total axles | |
|---|---|---|
| Truck or truck-tractor . . . . . | | 32 |
| Trailing unit(s) . . . . . | | 33 |

## 16. POWERED AXLES 34

**How many driving (powered) axles does this vehicle have?** *(Report tandem axles as two axles.)*

1 ☐ One
2 ☐ Two
3 ☐ Three
4 ☐ Four or more

## 17. TYPE OF FUEL 35

**What type of fuel is used with this vehicle?**

1 ☐ Gasoline
2 ☐ Diesel
3 ☐ LPG

## 18. AREA OF OPERATION 36

**Where is vehicle mostly operated?**

*Mark (X) one box only*

1 ☐ Mostly in the local area (in or around the city and suburbs, or within a short distance of the farm, factory, mine, or place vehicle is stationed).

2 ☐ Mostly **over-the-road** (beyond the local area) but usually not more than 200 miles one way to the most distant stop from the place vehicle is stationed.

3 ☐ Mostly **over-the-road** trips that usually are more than 200 miles one way to the most distant stop from place the vehicle is stationed.

## 19. MAINTENANCE 37

**When major repairs are needed on this vehicle, are they usually done by:**

1 ☐ **Yourself?**
2 ☐ **Truck dealer or factory branch?**
3 ☐ **Own repair shop (set up specifically for maintenance)?**
4 ☐ **Independent garage?**
5 ☐ **Other?** – *Describe* _____

| Name of person to contact regarding this report | Address *(Number and street, city, State, ZIP code)* | Telephone *(Include area code, number, ext.)* |
|---|---|---|
| | | |

**CERTIFICATION** – This report is substantially accurate and has been prepared in accordance with instructions.

| Signature of authorized official | Title | Date |
|---|---|---|
| | | |