

GROSS CARRYING-CAPACITIES.—The following schedule gives an analysis of goods-service vehicles on the basis of heavy traffic licence groups:—

Heavy Traffic Classification.		Gross Weight (Tons).	Percentage of Trucks.
A		2 -2½	1.4
B		2½ -3	2.2
C		3 -3½	1.0
D		3½ -4	1.5
E		4 -4½	1.5
F		4½ -5	1.4
G		5 -5½	2.9
H		5½ -6	1.9
I		6 -6½	8.7
J		6½ -7	11.4
K		7 -7½	8.4
L		7½ -8	31.7
M		8 -8½	5.7
N		8½ -9	3.9
O		9 -9½	2.9
P		9½ -10	6.2
Q		Over 10	7.3

GOODS-SERVICE VEHICLES: AXLE TYPES.—The different types of vehicles operated on licensed goods-services are shown below:—

Type of Vehicle.	Number.
Two-axle vehicles	9,539
Three-axle rigid-frame vehicle with trailing axle ..	247
Three-axle rigid-frame vehicle with double axle drive	160
Multi-axle articulated vehicle	143
Trailers	210

CONDITION OF VEHICLES.—From a comparison of the tables shown under sub-headings “Vehicles condemned” and “New Vehicles” it will be noted that, with the exception of omnibuses, service coaches, and school buses, more vehicles were withdrawn from service than were replaced by new ones. In view, however, of the fact that the total number of vehicles in operation has increased during the year (with the exception of service cars) it is clear that, owing to the shortage of new vehicles, operators are faced with the alternatives of either purchasing second-hand vehicles or rebuilding old ones, which normally would have been scrapped as having reached the end of their economic life. The demand for spare parts is therefore still acute.