

REPORT
OF THE
NATIONAL PETROLEUM COUNCIL'S
COMMITTEE ON TANK TRUCK TRANSPORTATION
January 24, 1956

CHAIRMAN OF THE COMMITTEE: S. F. Niness

NATIONAL PETROLEUM COUNCIL

OFFICERS

Walter S. Hallanan, Chairman R. G. Follis, Vice-Chairman
James V. Brown, Secretary-Treasurer

HEADQUARTERS OFFICE

601 Commonwealth Building
1625 K Street, N. W.
Washington 6, D. C.

Telephone:
EXecutive 3-5167

NATIONAL PETROLEUM COUNCIL
COMMITTEE ON TANK TRUCK TRANSPORTATION

CHAIRMAN: S. F. Niness
Leaman Transportation Co., Inc.
520 East Lancaster Avenue
Downingtown, Pennsylvania

SECRETARY: C. Austin Sutherland
National Tank Truck Carriers, Inc.
1424 - 16th Street, N. W.
Washington, D. C.

Fayette B. Dow
National Petroleum Association
958 Munsey Building
Washington 4, D. C.

John Harper
Harper Oil Company, Inc.
47 - 15 36th Street
Long Island City 1, New York

B. Brewster Jennings
Socony Mobil Oil Company, Inc.
26 Broadway
New York 4, New York

Charles S. Jones
Richfield Oil Corporation
555 South Flower Street
Los Angeles, California

W. W. Keeler
Military Petroleum Advisory Board
c/o Phillips Petroleum Corporation
Bartlesville, Oklahoma

P. C. Spencer
Sinclair Oil Corporation
600 Fifth Avenue
New York 20, New York

NATIONAL PETROLEUM COUNCIL
CENSUS SUBCOMMITTEE
OF
THE COMMITTEE ON TANK TRUCK TRANSPORTATION

CHAIRMAN: Lee R. Cowles
Standard Oil Company (Indiana)
910 South Michigan Avenue
Chicago, Illinois

SECRETARY: C. Austin Sutherland
National Tank Truck Carriers, Inc.
1424 - 16th Street, N.W.
Washington, D. C.

Andrew G. Anderson
Socony Mobil Oil Company
26 Broadway
New York, New York

H. A. McKim
Standard Oil Company of California
225 Bush Street
San Francisco, California

Frank Baird-Smith
Refiners Transport & Terminal Corp.
2111 Woodward Avenue
Detroit, Michigan

Matt E. Nuttilla
Cities Service Oil Company
60 Wall Street
New York, New York

K. W. Birkin
Sinclair Refining Company
600 Fifth Avenue
New York, New York

Frank C. Perry
Atlantic Refining Company
260 South Broad Street
Philadelphia, Pennsylvania

L. A. Carlson
Gulf Oil Corporation
Gulf Building
Pittsburgh, Pennsylvania

G. L. Swenson
Farmers Union Central Exchange
P. O. Box G
St. Paul, Minnesota

A. B. Gorman
Esso Standard Oil Company
15 West 51st Street
New York, New York

Calvin T. Thomas
General Petroleum Corporation
612 South Flower Street
Los Angeles, California

Don B. Hearin
National Tank Truck Carriers, Inc.
c/o Hearin Tank Lines, Inc.
P. O. Box 3096, Istrouma Branch
Baton Rouge, Louisiana

Charles H. Wager
Shell Oil Company
50 West 50th Street
New York, New York

LEAMAN TRANSPORTATION CO., INC.
520 East Lancaster Avenue
Downingtown, Pennsylvania

C
O
P
Y

January 19, 1956

Mr. Walter S. Hallanan
Chairman, National Petroleum Council
601 Commonwealth Building
1625 K Street, N. W.
Washington 6, D. C.

Dear Mr. Hallanan:

In your letter of November 18, 1954, you requested that the Committee on Tank Truck Transportation undertake a study of over-the-road tank truck transportation in compliance with a request from Mr. Hugh A. Stewart, Director, Oil and Gas Division, Department of the Interior, in his letter of October 18, 1954 (copy attached) which had received the approval of the Council's Agenda Committee and the Council.

The study of over-the-road tank truck transportation which includes a census and analysis of the nation's private and for-hire fleets in several categories, was assigned to a Census Subcommittee of which Mr. Lee R. Cowles is Chairman. The roster of membership of the Census Subcommittee is attached.

It was recognized that a census of the nation's private carrier tank trucks presented a distinct and separate problem from that of the nation's for-hire tank truck fleet because of the many thousands of companies and individuals engaged in the marketing and distribution of petroleum products. As a result of several informal meetings with the Oil and Gas Division and the Department of Commerce, the Committee followed the general lines of procedure set out below in obtaining the required information:

1. Private Carrier Trucks (Petroleum, Liquefied Petroleum Gas)

The basic data made available by the Bureau of Census in its 1954 Census of Business was used in the analysis of the nation's fleet of private carriers implemented by the questionnaires returned on the for-hire census and known operating conditions.

2. Private Carrier Trucks (Chemical)

The census of private trucks in chemical service was conducted by the Traffic Committee of the Manufacturing Chemists Association.

3. For-Hire Trucks (Common and Contract Carriers in Petroleum, Liquefied Petroleum Gas and Chemicals)

The census of all for-hire trucks in these services was handled by a questionnaire to all for-hire carriers which was patterned after the form used by the Bureau of Census. This work was conducted through the facilities of the National Petroleum Council with the assistance of the National Tank Truck Carriers, Inc.

The report of the Census Subcommittee is enclosed herewith. The Committee on Tank Truck Transportation accepts the report as responsive to the request of the Oil and Gas Division, Department of the Interior.

The Committee believes that this report is the most accurate and complete census of the nation's tank truck equipment that has yet been developed.

Grateful acknowledgement is made to the Chairman and members of the Census Subcommittee and to the Bureau of Census; the Office of Oil and Gas, Department of the Interior; the Manufacturing Chemists' Association and the National Tank Truck Carriers, Inc., for their assistance and cooperation.

Respectfully submitted,

S. F. Niness

S. F. Niness, Chairman
National Petroleum Council's Committee on
Tank Truck Transportation

Enc.

THE TANK TRUCK CENSUS REPORT OF THE
CENSUS SUBCOMMITTEE OF THE NATIONAL
PETROLEUM COUNCIL'S COMMITTEE ON
TANK TRUCK TRANSPORTATION

On October 18, 1954, Mr. H. A. Stewart, Director of the Oil and Gas Division of the Department of the Interior, directed a letter to the National Petroleum Council requesting that the tank truck census reported to that Department on January 29, 1952, be brought up to date. He also suggested that the following additional data be included:

1. An estimate of the maximum increase of carrying capacity of the tank truck fleet that could be developed through emergency operating procedures.
2. With respect to private carriers, an estimate of the number and capacity of semi-trailer tanks that could be used in over-the-road service.

The Agenda Committee of the National Petroleum Council recommended to the Council the appointment or reactivation of a committee to conduct the study as requested by Mr. Stewart in his letter of October 18, 1954, and to report to the Council.

The National Petroleum Council approved the Agenda Committee's recommendation and the Chairman of the Council appointed a Committee on Tank Truck Transportation under the chairmanship of S. F. Niness. The Committee appointed a subcommittee to conduct a census and develop the information requested.

When this assignment was given the subcommittee, it considered the circulation of questionnaires to both the for-hire and private carrier industries. Preliminary investigation revealed that the Bureau of Census, Department of Commerce, in conducting their 1954

Census of Business, included a census of private tank trucks, semi-trailers and trains in petroleum service. Inasmuch as this Business Census was already underway, the Committee concluded that the census of the for-hire industry via questionnaires direct to the operators should follow the same pattern as that used by the Bureau of Census. Therefore, the information which we received from the Bureau of Census and the information received via direct questionnaires to the for-hire carriers was on a comparable basis.

In analyzing these returns, which were separated into broad categories with relation to size, and arriving at total capacity, the Committee took into consideration:

1. Operating conditions.
2. The type of units that could be operated in the respective territories.
3. Size and weight laws.
4. Relative capacities of similar units operated by the private carriers as that operated by the for-hire carriers.

In taking the census of the for-hire tank truck industry for the January 1952 report, the Committee had availed itself of the facilities of the Defense Transport Administration in circulating and securing replies to detailed questionnaires. In conducting the 1955 census these facilities were not available.

Through the facilities of the office of the National Petroleum Council this questionnaire was circulated to the for-hire tank truck operators, with several follow-ups, with the cooperation of the National Tank Truck Carriers, Inc.

To secure the inventory of the private tank trucks in chemical service the Committee availed itself of the services of the Manufacturing Chemists' Association, Inc.

The Bureau of Census inventory of private tank trucks reported all tank trucks, including those of less than 3,000 gallons capacity. However, this report deals only with tank trucks in both for-hire and private carrier service with a capacity greater than 3,000 gallons. This, we believe, to include all equipment suitable for intercity or over-the-road transportation, and to that extent differs from the January 1952 report which used 2,000 gallons capacity as the arbitrary minimum.

The details on the census are included in the attached appendices. We believe that some observations and comments are appropriate.

THE FOR-HIRE CARRIER CENSUS

The for-hire carrier census was conducted by circulating a questionnaire to all known for-hire tank truck operators in the Continental United States. This was a total of 1,215 known carriers, from whom we received 1,072 replies, or 88.2%. An analysis, however, of these replies convinced the Committee that the latter represent at least 95% of the tank truck equipment owned and operated by the for-hire segment of the industry. Each of the individual returns were analyzed and where necessary personal contacts were made with the carriers to assure the accuracy of our report.

The returns were separated by P.A.D. Districts, 1 through 5, and equipment was separated as between that which is commonly known as General Purpose; namely, that which is used for the hauling of the general line of petroleum products, such as gasoline, kerosene, fuel oil, etc; and that used in the transportation of Liquefied Petroleum Gas and the equipment used in the transportation of various chemicals.

Our census reveals that there are in operation by the for-hire industry at the present time 16,046 General Purpose tank trucks, semi-trailers and trains with a total capacity of 96,735,600 gallons, or an average capacity per unit of 6,029 gallons. This is an increase from 13,488 General Purpose units with a total capacity of 73,024,635 gallons and an average unit capacity of 5,414 gallons as reported in 1952.

It is interesting to note that each of the P.A.D. Districts had a substantial increase in total capacity and average size. The percentage of increase in the total capacity is greater than the corresponding percentage increase in the number of units, which clearly reflects the increase in the state size and weight laws and the improvement in equipment design.

The equipment used in the transportation of chemicals revealed a total of 1,671 tank trucks, semi-trailers and trains in for-hire service as compared to the 171 revealed in the 1952 report.

The equipment used in the transportation of Liquefied Petroleum Gas in operation by the for-hire industry totalled 977 tank trucks, semi-trailers or trains as compared to 506 in the previous report.

The specific details of each of these types of equipment are shown in the attached appendices.

PRIVATE CARRIER CENSUS

Inasmuch as the private carrier census is based on data secured by the Bureau of Census in their inventory of petroleum bulk plants throughout the United States, the Committee believes this to be the most accurate report on the private equipment now being operated by the petroleum industry. The information furnished us by the Bureau of Census was analyzed as explained in the prior part of this report and reveals that the private carrier fleet of general purpose tank truck equipment which could be used in intercity or over-the-road service totals 14,966 units with a total capacity of 77,539,950 gallons or an average unit capacity of 5,181 gallons. These totals compare with the 1952 report of 9,665 units, having a total capacity of 47,954,000 gallons, which represented an average capacity of 4,962 gallons per unit.

The private carrier figures like the for-hire carriers' also indicate an increase in the units and total capacity in each of the five P.A. D. Districts.

The report submitted to the Council in 1952 did not include figures on the private tank truck equipment transporting liquefied

petroleum gas, but this current census reveals that there are now in operation in this service 2,100 units throughout the Continental United States with a total capacity of 5,070,675 gallons, an average capacity of 2,415 gallons per unit, of which 1,485 are straight tank trucks and 615 are semi-trailers or trailer type.

The private equipment engaged in the hauling of chemicals totals 316 units of which 92 are straight tank trucks and 224 are the semi-trailer and trailer type.

CONCLUSION

A summation of the General Purpose tank truck equipment in the United States shows that with respect to the number of units in operation there has been an increase of 18.3% in the number operated by private carriers and 14.4% increase in the number operated by the for-hire industry, or an average of 16.1% increase in the total number of units, over those reported in 1952.

In terms of total capacities, the private carrier capacity has increased 38.3% and the for-hire capacity 29.8%, or a total weighted average increase of 33.2% over the 1952 report. This indicates an increase of 14.8% in the average capacity per unit.

The Committee's conclusion with respect to the questions raised in Mr. Stewart's letter of October 18, based on data obtained through its for-hire census and an analysis of the information obtained from the Bureau of Census are as follows:

1. The total capacity of the Nation's General Purpose tank truck fleet is 174,275,550 gallons and if emergency measures were adopted, such as 24 hour per day operation, seven days per week, reciprocity as to various state laws and regulations and the fleet maintained in its present size and kept in good operating condition, the utilization of the entire fleet could be increased approximately 30%.
2. With respect to the private carriers an estimate of the number and capacity of tank trucks, semi-trailers and trains that are suitable for, and could be used in over-the-road service is 14,966 units with a total capacity of 77,539,950 gallons. It is recognized that many of these units are now engaged in both local and over-the-road service.

Respectfully submitted,

Lee R. Cowles

Lee R. Cowles, Chairman
Census Subcommittee of the National
Petroleum Council's Committee on Tank
Truck Transportation

APPENDIX A

NATIONAL PETROLEUM COUNCIL
 CENSUS OF FOR-HIRE TANK TRUCKS IN U. S. (1955)
ALL TANK & TRAILER EQUIPMENT - HAULING PETROLEUM PRODUCTS

Type of Equipment by PAD Districts	Number of Units	Total Capacity (Gallons)	Average Capacity Per Unit
<u>PAD DISTRICT No. 1</u>			
(a) Unit Tank Trucks	289	924,800	3,200
(b) Unit Tractor-Semitrailers	5,156	28,873,600	5,600
(c) Unit Trains	-	--	--
TOTAL EQUIPMENT - DISTRICT #1	5,445	29,798,400	5,473
<u>PAD DISTRICT No. 2</u>			
(a) Unit Tank Trucks	163	505,300	3,100
(b) Unit Tractor - Semitrailers	4,444	27,330,600	6,150
(c) Unit Trains	978	7,188,300	7,350
TOTAL EQUIPMENT-DISTRICT #2	5,585	35,024,200	6,271
<u>PAD DISTRICT No. 3</u>			
(a) Unit Tank Trucks	73	233,600	3,200
(b) Unit Tractor - Semitrailers	2,208	13,248,000	6,000
(c) Unit Trains	15	111,000	7,400
TOTAL EQUIPMENT-DISTRICT #3	2,296	13,592,600	5,920
<u>PAD DISTRICT No. 4</u>			
(a) Unit Tank Trucks	26	88,400	3,400
(b) Unit Tractor - Semitrailers	343	1,920,800	5,600
(c) Unit Trains	557	3,899,000	7,000
TOTAL EQUIPMENT-DISTRICT #4	926	5,908,200	6,380
<u>PAD DISTRICT No. 5</u>			
(a) Unit Tank Trucks	58	191,400	3,300
(b) Unit Tractor - Semitrailers	232	1,392,000	6,000
(c) Unit Trains	1,504	10,828,800	7,200
TOTAL EQUIPMENT-DISTRICT #5	1,794	12,412,200	6,919
<u>TOTAL UNITED STATES</u>			
(a) Unit Tank Trucks	609	1,943,500	3,191
(b) Unit Tractor-Semitrailers	12,383	72,765,000	5,876
(c) Unit Trains	3,054	22,027,100	7,212
TOTAL EQUIPMENT-UNITED STATES	16,046	96,735,600	6,029

APPENDIX B

NATIONAL PETROLEUM COUNCIL
 CENSUS OF PRIVATE TANK TRUCKS IN U. S.
 ALL TANK & TRAILER EQUIPMENT - HAULING PETROLEUM PRODUCTS
 (Based on Analysis of Figures Reported By Bureau
 of Census-1954 Business Census)

Type of Equipment by PAD Districts	Number of Units	Total Capacity (Gallons)	Average Capacity Per Unit
<u>PAD DISTRICT No. 1</u>			
(a) Unit Tank Trucks	1,023	3,273,600	3,200
(b) Tank Semitrailers & Trains	4,758	25,217,400	5,300
TOTAL EQUIPMENT-DISTRICT #1	5,781	28,491,000	4,928
<u>PAD DISTRICT No. 2</u>			
(a) Unit Tank Trucks	1,662	5,152,200	3,100
(b) Tank Semitrailers & Trains	3,968	23,808,000	6,000
TOTAL EQUIPMENT-DISTRICT #2	5,630	28,960,200	5,144
<u>PAD DISTRICT No. 3</u>			
(a) Unit Tank Trucks	232	742,400	3,200
(b) Tank Semitrailers & Trains	1,227	7,116,600	5,800
TOTAL EQUIPMENT-DISTRICT #3	1,459	7,859,000	5,387
<u>PAD DISTRICT No. 4</u>			
(a) Unit Tank Trucks	28	95,200	3,400
(b) Tank Semitrailers & Trains	231	1,443,750	6,250
TOTAL EQUIPMENT-DISTRICT #4	259	1,538,950	5,942
<u>PAD DISTRICT No. 5</u>			
(a) Unit Tank Trucks	586	1,933,800	3,300
(b) Tank Semitrailers & Trains	1,251	8,757,000	7,000
TOTAL EQUIPMENT-DISTRICT #5	1,837	10,690,800	5,820
<u>TOTAL UNITED STATES</u>			
(a) Unit Tank Trucks	3,531	11,197,200	3,171
(b) Tank Semitrailers & Trains	11,435	66,342,750	5,802
TOTAL EQUIPMENT-UNITED STATES	14,966	77,539,950	5,181

APPENDIX C

NATIONAL PETROLEUM COUNCIL
 TOTAL CENSUS OF TANK TRUCKS IN U. S. - PRIVATE AND FOR-HIRE (1955)
 ALL TANK & TRAILER EQUIPMENT - HAULING PETROLEUM PRODUCTS
 (DOES NOT INCLUDE LPG, CHEMICAL OR OTHER TYPE EQUIPMENT)

Type of Equipment by PAD Districts	Number of Units	Total Capacity (Gallons)	Average Capacity Per Unit
<u>PAD DISTRICT No. 1</u>			
(a) Unit Tank Trucks	1,312	4,198,400	3,200
(b) Tank Semitrailers & Trains	<u>9,914</u>	<u>54,091,000</u>	<u>5,456</u>
TOTAL PRIVATE & FOR-HIRE EQUIPMENT-DISTRICT #1	11,226	58,289,400	5,192
<u>PAD DISTRICT No. 2</u>			
(a) Unit Tank Trucks	1,825	5,657,500	3,100
(b) Tank Semitrailers & Trains	<u>9,390</u>	<u>58,326,900</u>	<u>6,212</u>
TOTAL PRIVATE & FOR-HIRE EQUIPMENT-DISTRICT #2	11,215	63,984,400	5,705
<u>PAD DISTRICT No. 3</u>			
(a) Unit Tank Trucks	305	976,000	3,200
(b) Tank Semitrailers & Trains	<u>3,450</u>	<u>20,475,600</u>	<u>5,935</u>
TOTAL PRIVATE & FOR-HIRE EQUIPMENT-DISTRICT #3	3,755	21,451,600	5,713
<u>PAD DISTRICT No. 4</u>			
(a) Unit Tank Trucks	54	183,600	3,400
(b) Tank Semitrailers & Trains	<u>1,131</u>	<u>7,263,550</u>	<u>6,422</u>
TOTAL PRIVATE & FOR-HIRE EQUIPMENT-DISTRICT #4	1,185	7,447,150	6,285
<u>PAD DISTRICT No. 5</u>			
(a) Unit Tank Trucks	644	2,125,200	3,300
(b) Tank Semitrailers & Trains	<u>2,987</u>	<u>20,977,800</u>	<u>7,023</u>
TOTAL PRIVATE & FOR-HIRE EQUIPMENT-DISTRICT #5	3,631	23,103,000	6,363
<u>TOTAL UNITED STATES</u>			
(a) Unit Tank Trucks	4,140	13,140,700	3,174
(b) Tank Semitrailers & Trains	<u>26,872</u>	<u>161,134,850</u>	<u>5,996</u>
TOTAL PRIVATE & FOR-HIRE EQUIPMENT-UNITED STATES	31,012	174,275,550	5,620

COMPARATIVE ANALYSIS OF DATA
 1955 CENSUS V. NPC 1951 CENSUS OF
 TANK TRAILER AND SEMI-TRAILER EQUIPMENT IN U. S. *
 PRIVATE AND FOR-HIRE CARRIERS

APPENDIX D

Number of Units		Total Capacity (Gallons)			Average Capacity Per Unit (Gals.)		
1955 Census	% Increase 1955 Over 1951	1951 Census	1955 Census	% Increase 1955 Over 1951	1951 Census	1955 Census	% Increase 1955 Over 1951
4,758	26.1	17,741,000	25,217,400	42.1	4,701	5,300	12.7
<u>5,156</u>	<u>4.0</u>	<u>23,333,257</u>	<u>28,873,600</u>	<u>23.7</u>	<u>4,707</u>	<u>5,600</u>	<u>19.0</u>
9,914	13.5	41,074,257	54,091,000	31.7	4,704	5,456	16.0
3,968	17.2	16,988,000	23,808,000	40.1	5,017	6,000	19.6
<u>5,422</u>	<u>23.0</u>	<u>25,362,124</u>	<u>34,518,900</u>	<u>36.1</u>	<u>5,752</u>	<u>6,366</u>	<u>10.7</u>
9,390	20.5	42,350,124	58,326,900	37.7	5,433	6,212	14.3
1,227	2.2	5,575,000	7,116,600	27.7	4,642	5,800	24.9
<u>2,223</u>	<u>38.0</u>	<u>7,969,223</u>	<u>13,359,000</u>	<u>67.6</u>	<u>4,947</u>	<u>6,009</u>	<u>21.5</u>
3,450	22.7	13,544,223	20,475,600	51.2	4,817	5,935	23.2
231	17.9	1,164,000	1,443,750	24.0	5,939	6,250	5.2
<u>900</u>	<u>20.5</u>	<u>4,694,374</u>	<u>5,819,800</u>	<u>24.0</u>	<u>6,284</u>	<u>6,466</u>	<u>2.9</u>
1,131	19.9	5,858,374	7,263,550	24.0	6,212	6,422	3.4
1,251	12.9	6,486,000	8,757,000	35.0	5,854	7,000	19.6
<u>1,736</u>	<u>-(1.6)</u>	<u>11,665,657</u>	<u>12,220,800</u>	<u>4.8</u>	<u>6,613</u>	<u>7,040</u>	<u>6.5</u>
2,987	4.0	18,151,657	20,977,800	15.6	6,320	7,023	11.1
1,435	18.3	47,954,000	66,342,750	38.3	4,962	5,802	16.9
<u>5,437</u>	<u>14.4</u>	<u>73,024,635</u>	<u>94,792,100</u>	<u>29.8</u>	<u>5,414</u>	<u>6,140</u>	<u>13.4</u>
6,872	16.1	120,978,635	161,134,850	33.2	5,225	5,996	14.8

Private Straight Tank Trucks. NPC 1951 Census Reported Only Tank Trailer Equipment.
 Included Through 1955 Census. See Appendices A, B, and C.

SPECIAL TANK TRUCK EQUIPMENT
TOTAL TANK & TRAILER EQUIPMENT - PRIVATE AND FOR-HIRE
HAULING - LIQUEFIED PETROLEUM GAS

Type of Equipment by PAD Districts	Unit Tank Trucks			Tank Semitrailers & Trailers			Total Equipment		
	Number of Units	Total Capacity (Gallons)	Average Capacity Per Unit	Number of Units	Total Capacity (Gallons)	Average Capacity Per Unit	Number of Units	Total Capacity (Gallons)	Average Capacity Per Unit
<u>PAD District No. 1</u>									
(a) Private Carrier	193	308,800	1,600	65	232,375	3,575	258	541,175	2,098
(b) For-Hire Carrier	8	12,000	1,500	152	680,200	4,475	160	692,200	4,326
Total Equipment- District #1	201	320,800	1,596	217	912,575	4,205	418	1,233,375	2,951
<u>PAD District No. 2</u>									
(a) Private Carrier	471	765,375	1,625	150	512,250	3,415	621	1,277,625	2,057
(b) For-Hire Carrier	28	42,000	1,500	173	795,800	4,600	201	837,800	4,168
Total Equipment- District #2	499	807,375	1,618	323	1,308,050	4,050	822	2,115,425	2,574
<u>PAD District No. 3</u>									
(a) Private Carrier	565	926,600	1,640	315	1,422,225	4,515	880	2,348,825	2,669
(b) For-Hire Carrier	11	16,500	1,500	147	735,000	5,000	158	751,500	4,756
Total Equipment- District #3	576	943,100	1,637	462	2,157,225	4,669	1,038	3,100,325	2,987
<u>PAD District No. 4</u>									
(a) Private Carrier	86	133,300	1,550	20	100,000	5,000	106	233,300	2,200
(b) For-Hire Carrier	12	18,000	1,500	42	231,000	5,500	54	249,000	4,611
Total Equipment- District #4	98	151,300	1,544	62	331,000	5,339	160	482,300	3,014
<u>PAD District No. 5</u>									
(a) Private Carrier	170	318,750	1,875	65	351,000	5,400	235	669,750	2,850
(b) For-Hire Carrier	187	479,655	2,565	217	1,345,400	6,200	404	1,825,055	4,517
Total Equipment- District #5	357	798,405	2,236	282	1,696,400	6,016	639	2,494,805	3,904
<u>Total United States</u>									
(a) Private Carrier	1,485	2,452,825	1,652	615	2,617,850	4,257	2,100	5,070,675	2,415
(b) For-Hire Carrier	246	568,155	2,310	731	3,787,400	5,181	977	4,355,555	4,458
Total Equipment- United States	1,731	3,020,980	1,745	1,346	6,405,250	4,759	3,077	9,426,230	3,063

APPENDIX F

SPECIAL TANK TRUCK EQUIPMENT
 TOTAL TANK & TRAILER EQUIPMENT - PRIVATE AND FOR-HIRE
 HAULING - CHEMICALS

Type of Equipment By Capacity Ranges	PRIVATE CARRIER (NO. OF UNITS)	FOR-HIRE CARRIER (NO. OF UNITS)	TOTAL EQUIPMENT (NO. OF UNITS)
<u>TANK TRUCKS</u>			
Less Than 2,000 Gallons (Shell or Water) Capacity:			
(a) MC-310-311 (Acid and Corrosive)	38	11	49
(b) Stainless Steel or Aluminum (MC-300)	7	2	9
(c) Standard Steel or Aluminum (MC-300)	16	4	20
TOTAL	<u>61</u>	<u>17</u>	<u>78</u>
2,000-2,999 Gallons (Shell or Water) Capacity:			
(a) MC-310-311 (Acid and Corrosive)	1	13	14
(b) Stainless Steel or Aluminum (MC-300)	2	8	10
(c) Standard Steel or Aluminum (MC-300)	6	5	11
TOTAL	<u>9</u>	<u>26</u>	<u>35</u>
3,000 Gallons or More (Shell or Water) Capacity:			
(a) MC-310-311 (Acid and Corrosive)	12	40	52
(b) Stainless Steel or Aluminum (MC-300)	7	64	71
(c) Standard Steel or Aluminum (MC-300)	3	94	97
TOTAL	<u>22</u>	<u>198</u>	<u>220</u>
<u>TOTAL TANK TRUCKS</u>	92	241	333
<u>SEMITRAILERS AND TRAILERS</u>			
Less Than 2,000 Gallons (Shell or Water) Capacity:			
(a) MC-310-311 (Acid and Corrosive)	22	50	72
(b) Stainless Steel or Aluminum (MC-300)	2	4	6
(c) Standard Steel or Aluminum (MC-300)	41	7	48
TOTAL	<u>65</u>	<u>61</u>	<u>126</u>
2,000-2,999 Gallons (Shell or Water) Capacity:			
(a) MC-310-311 (Acid and Corrosive)	41	170	211
(b) Stainless Steel or Aluminum (MC-300)	14	52	66
(c) Standard Steel or Aluminum (MC-300)	18	77	95
TOTAL	<u>73</u>	<u>299</u>	<u>372</u>
3,000 Gallons or More (Shell or Water) Capacity:			
(a) MC-310-311 (Acid and Corrosive)	16	204	220
(b) Stainless Steel or Aluminum (MC-300)	15	373	388
(c) Standard Steel or Aluminum (MC-300)	55	493	548
TOTAL	<u>86</u>	<u>1,070</u>	<u>1,156</u>
<u>TOTAL SEMITRAILERS & TRAILERS</u>	224	1,430	1,654
<u>TOTAL - ALL CHEMICAL EQUIPMENT</u>	316	1,671	1,987

UNITED STATES
DEPARTMENT OF THE INTERIOR
OIL AND GAS DIVISION
Washington 25, D. C.

C
O
P
Y

October 18, 1954

Mr. Walter S. Hallanan, Chairman
National Petroleum Council
1625 K Street, N. W.
Washington, D. C.

Dear Mr. Hallanan:

There has not been a complete census of tank trucks used in and by the petroleum industry since the Council submitted its report of January 29, 1952. It is necessary for the Government to keep this information on a reasonably current basis.

More timely and complete information in this field will be of significant help to the Oil and Gas Division in the analysis of estimated wartime problems and in supplying information and advice to other Government agencies.

Since there undoubtedly has been a large increase in the available equipment in use, it is requested that the National Petroleum Council undertake to make another study of over-the-road transportation as of the most recent date possible. It would be helpful if the following additional data could be included:

1. An estimate of the maximum increase of carrying capacity of the tank truck fleet that could be developed through emergency operating procedures.
2. With respect to private carriers, an estimate of the number and capacity of semi-trailer tanks that could be used in over-the-road service.

A report and recommendations which the Council deems appropriate will be of value to the Government.

Sincerely yours,

/s/ H. A. Stewart

H. A. Stewart
Director

