

HIGHWAY STATISTICS 1952

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS



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BUREAU OF PUBLIC ROADS

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PREFACE

This pamphlet, the eighth of an annual series, presents the 1952 statistical and analytical tables of general interest on motor fuel, motor vehicles, highway-user taxation, financing of State and local highways, highway mileage, and Federal aid for highways.

The brief text is intended only to call attention to information of particular interest or significance, to supply definitions of the terms used in the tables, and to point out the limitations of the data presented.

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Cover: Hollywood Freeway, Calif.

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MOTOR FUEL

In 1952, 40.6 billion gallons of motor fuel were used on the highways—an increase of 6.4 percent over 1951. The average use per registered motor vehicle in 1952 was 762 gallons, as compared with 734 in 1951. This resulted in an average motor-fuel tax payment of approximately \$37 per vehicle in 1952.

The term "motor fuel" applies to gasoline and all other fuels coming under the purview of the State motor-fuel tax laws. The "special fuels" include diesel oil (by far the most widely used), liquified petroleum gases, and those known by such names as "tractor" and "power" fuel when they are used to operate vehicles on the highways. The use of liquified petroleum gases is increasing, and in some States considerable amounts are consumed. All States except Nebraska and Vermont taxed special fuels during 1952, and Nebraska enacted a gallonage tax on special fuels, effective May 10, 1953. Some States (including Nebraska and Vermont) levied additional fees, in the form of higher registration or "equalization" fees, on vehicles using these fuels.

Motor-fuel gallonage taxed, exempted, and refunded in 1952, without regard to the use to which the fuel was put, is shown in table G-2, which is intended primarily to give data for tax analyses. The amounts of motor fuel used for highway and nonhighway purposes are shown separately in tables G-21 through 24. These do not include purchases by the Federal Government for military use, nor fuel exported from the continental United States. The figures differ in some cases from those in table G-2, primarily because of adjustments made to show gallonage as nearly as possible for the period in which it was consumed rather than the period in which the tax was paid. Other adjustments have been made in tables G-21 through 24 to allow for losses from evaporation, spillage, etc.

Table G-25 gives the highway use of special fuels by months for 45 States and the District of Columbia (Nebraska and Vermont did not levy a gallonage tax on special fuels during 1952; Wisconsin taxes special fuels at the same rate as gasoline, and cannot make a segregation). Gallonage of special fuels taxed increased 18.4 percent in 1952 over 1951, probably in part as the result of increased effectiveness of the State authorities who administer the taxes. Special fuels constitute less than 2 percent of total motor-fuel consumption.

The word "exemption" applies where the State purposely does not collect the tax; "refund" applies where the State collects the tax and later returns it in whole or in part. Exemptions are most frequently granted on motor fuel purchased by the Federal Government, or in allowances for loss through evaporation, spillage, etc. Refunds are usually granted for nonhighway uses of motor fuel such as in agriculture, aviation, construction, and water and rail transportation.

Most States refund either all or part of the tax paid on motor fuel used for nonhighway purposes. Oklahoma is now the only State that grants general tax exemptions for such fuel. In all States that allow refunds or exemptions for nonhighway uses, the total gallonage claimed to be used for such purposes is known, and nearly all of these States keep records classified by type of use. For States that allow neither exemptions nor refunds, the gasoline used for nonhighway purposes as shown in the tables has been estimated by the Bureau of Public Roads on the basis of reports of adjoining States with similar economic characteristics. Table G-240 shows the proportion of total motor-fuel gallonage on which the tax is refunded or exempted for alleged nonhighway use.

The motor-fuel tax collections of all States are given in table G-1. The last figure column of the table gives the motor-fuel portion of State highway-user revenues. The tax on aviation gasoline is, in most States, refunded or placed in a special fund for aviation purposes. Some States retain all or part of the tax on fuel used by boats, and apply it to the improvement of marine facilities. Where the amounts of motor-fuel tax paid for these uses have been reported separately, the gross tax received is included in the collections shown in table G-1 and, if not paid out in the form of refunds, it is deducted in the next-to-last figure column of that table.

Tables G-101, 103, and 105 summarize the more important State provisions, effective January 1, 1954, for administering gasoline taxes. Tables G-107, 108, and 109 give the State licenses and fees imposed on wholesalers, dealers, and users of motor fuel as of January 1, 1954. Table G-205 gives the gasoline tax rates in effect for each year since 1933.

Disposition of motor-fuel tax revenues is given in table G-3, in the highway taxation section of this book.

NONHIGHWAY USE OF GASOLINE IN 1952 ^{1/}
 ANALYSIS OF GASOLINE USE FOR OTHER THAN HIGHWAY PURPOSES

Table G-24, 1952
 Issued July 1953

STATE	TOTAL HIGHWAY USE ^{2/}	UNCLAS- SIFIED	TOTAL	AGRICUL- TURE		TOTAL	OTHER USES							TOTAL	Percentage	Partial Totals ^{5/}	Percentage	Full Totals
				AVIATION	INDUSTRIAL AND COMMERCIAL		CONSTRUC- TION ^{3/}	DOMESTIC	MARINE	MISCELLANEOUS								
Alabama	39,183		39,183			39,183												
Arizona	31,056		31,056			31,056												
Arkansas	31,761		31,761			31,761												
California	304,642		304,642			304,642												
Colorado	78,992		78,992			78,992												
Connecticut	22,223		22,223			22,223												
Delaware	1,971		1,971			1,971												
Florida	128,556		128,556			128,556												
Georgia	54,934		54,934			54,934												
Iaho	29,137		29,137			29,137												
Illinois	339,824		339,824			339,824												
Indiana	145,010		145,010			145,010												
Iowa	219,847		219,847			219,847												
Kansas	198,903		198,903			198,903												
Kentucky	24,692		24,692			24,692												
Louisiana	36,666		36,666			36,666												
Maine	12,197		12,197			12,197												
Maryland	33,703		33,703			33,703												
Massachusetts	13,608		13,608			13,608												
Michigan	268,101		268,101			268,101												
Minnesota	184,108		184,108			184,108												
Mississippi	27,227		27,227			27,227												
Missouri	133,372		133,372			133,372												
Montana	56,313		56,313			56,313												
Nebraska	64,241		64,241			64,241												
New Hampshire	2,379		2,379			2,379												
New Jersey	42,344		42,344			42,344												
New Mexico	24,839		24,839			24,839												
New York	201,979		201,979			201,979												
North Carolina	67,509		67,509			67,509												
North Dakota	123,909		123,909			123,909												
Ohio	150,125		150,125			150,125												
Oklahoma	119,012		119,012			119,012												
Oregon	59,065		59,065			59,065												
Pennsylvania	101,505		101,505			101,505												
Rhode Island	700		700			700												
South Carolina	34,530		34,530			34,530												
South Dakota	116,680		116,680			116,680												
Tennessee	43,367		43,367			43,367												
Texas	353,673		353,673			353,673												
Utah	31,136		31,136			31,136												
Vermont	3,954		3,954			3,954												
Virginia	58,106		58,106			58,106												
Washington	58,147		58,147			58,147												
West Virginia	7,364		7,364			7,364												
Wisconsin	135,599		135,599			135,599												
Wyoming	14,399		14,399			14,399												
DIST. OF COL.	1,450		1,450			1,450												
Partial Totals ^{5/}	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percentage	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Full Totals	4,258,266	775,538	3,482,728	3,482,728	2,180,437	1,302,291	642,051	493,561	59,740	1,220	26,786	78,933	-	-	-	-	-	

^{1/} This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the separate highway and nonhighway use; Table G-22 gives total use by month; Table G-23 gives the separate highway and nonhighway use of special fuels by month; Table G-24 gives an analysis of motor-vehicle fuel use obtained by analysis of reported exemptions and refunds. A complete and uniform classification of nonhighway use is impossible because (1) there are considerable differences among the States in the definitions of fuel-consuming within the purview of the tax; (2) a few States do not allow exemptions or refunds for non-highway use of motor fuel; (3) some States allow exemptions or refunds for certain nonhighway uses.

^{2/} Data on private and commercial nonhighway use of motor-vehicle fuel were obtained by analysis of reported exemptions and refunds. A complete and uniform classification of nonhighway use is impossible because (1) there are considerable differences among the States in the definitions of fuel-consuming within the purview of the tax; (2) a few States do not allow exemptions or refunds for non-highway use of motor fuel; (3) some States allow exemptions or refunds for certain nonhighway uses.

^{3/} For the States for which some but not all nonhighway uses were reported separately, the entire nonhighway gallonage is given in the unclassified column. The known amounts of the respective non-highway uses are also given in the classified column in parentheses, but are not added to the column totals.

^{4/} "Commercial" is included with "industrial and commercial" in the classification of some States. Totals for 34 States for which complete classification of nonhighway use was reported.

RELATIVE AMOUNTS OF MOTOR FUEL EXEMPTED OR REFUNDED FOR ALLEGED NONHIGHWAY USE ^{1/}

Table G-240
Issued July 1953

EXEMPTED OR REFUNDED IN PERCENT OF TOTAL MOTOR FUEL CONSUMED DURING YEAR	STATES																								
	1941		1942		1943		1944		1945		1946		1947		1948		1949		1950		1951		1952		
0 - 4.9	ALA ARK FLA GA KY LA MAINE MASS MISS NEBR N H	N C PA R I S C TENN UTAH VT W VA WYO D C	ALA ARK FLA GA KY LA MAINE MASS MISS NEBR N H	PA R I S C UTAH VT W VA WYO D C	ALA ARK FLA GA KY LA MAINE MASS MISS NEBR N H	PA R I S C UTAH VT W VA WYO D C	ALA ARK FLA GA KY LA MAINE MASS MISS NEBR N H	N H PA R I S C TENN UTAH VT W VA WYO D C	ALA ARK FLA GA KY LA MAINE MASS MISS NEBR N H	N C PA R I S C TENN UTAH VT W VA WYO D C	ALA ARK FLA GA KY LA MAINE MASS MISS NEBR N H	PA R I S C UTAH VT W VA WYO D C	ALA ARK FLA GA KY LA MAINE MASS MISS NEBR N H	PA R I S C UTAH VT W VA WYO D C	ALA ARK FLA GA KY LA MAINE MASS MISS NEBR N H	R I S C UTAH VT W VA WYO D C	ALA ARK FLA GA KY LA MAINE MASS MISS NEBR N H	PA R I S C UTAH VT W VA WYO D C	ALA ARK FLA GA KY LA MAINE MASS MISS NEBR N H	PA R I S C UTAH VT W VA WYO D C	ALA ARK FLA GA KY LA MAINE MASS MISS NEBR N H	PA R I S C UTAH VT W VA WYO D C	ALA ARK FLA GA KY LA MAINE MASS MISS NEBR N H	PA R I S C UTAH VT W VA WYO D C	
5.0 - 9.9	CALIF CONN DEL IDARO ILL IND MD MICH	MO NEV N J OHIO VA WASH WIS	CONN DEL MAINE MD MASS MICH MO N H	N Y N C TENN VA WASH WIS D C	DEL MAINE MD MASS MICH MO	N H N C TENN VA WASH WIS D C	CONN DEL MAINE MD MASS MICH MO	N Y OHIO TENN VA WASH WIS D C	ARIZ DEL FLA IDARO ILL IND MD MICH	NEV N J OHIO OHIO OHIO WASH	ARIZ CALIF DEL FLA MD MASS MO	NEBR NEV N J OHIO OHIO VA WASH	ARIZ CALIF DEL FLA MD MASS MO NEBR	NEV N J OHIO OHIO VA WASH	ARIZ CALIF CONN DEL FLA MAINE MD MASS MO NEBR	NEV N J N MEK OHIO OHIO TENN VA WASH	ARIZ CALIF CONN DEL FLA MAINE MD MASS MO NEBR	NEV N J N MEK OHIO OHIO TENN VA WASH	ARIZ CALIF CONN DEL FLA MAINE MD MASS MO NEBR	N MEK N Y N C OHIO OHIO TENN VA WASH	ARIZ CALIF CONN DEL FLA MAINE MD MASS MO NEBR	N MEK N Y N C OHIO OHIO TENN VA WASH	ARIZ CALIF CONN DEL FLA MAINE MD MASS MO NEBR	N MEK N Y N C OHIO OHIO TENN VA WASH	
10.0 - 14.9	ARIZ COLO MINN N MEK	OKLA OREG TEXAS	ARIZ CALIF COLO IDARO ILL IND	NEV N J N MEK OHIO OHIO OREG	CALIF CONN IDARO ILL VA	MD N Y OHIO VA	ARIZ CALIF CONN IDARO IND MICH	N J N Y OHIO OHIO WIS	ARIZ CALIF IDARO IND	NEV N J N MEK OREG	CALIF ILL IND MICH	N MEK OREG WIS	IDARO ILL IND MICH	N MEK OREG WIS	IDARO ILL IND MICH	N MEK OREG WIS	IDARO ILL IND MICH	MICH TEXAS WIS	IDARO ILL IND MICH	NEBR NEV TEXAS WIS	IDARO ILL IND MICH	MO NEBR TEXAS WIS	IDARO ILL IND MICH	MO NEBR TEXAS WIS	
15.0 - 19.9	IOWA		IOWA MINN TEXAS		ARIZ COLO IND NEV N J	N MEK OREG TEXAS WIS	COLO ILL IND NEV	N MEK OREG TEXAS	COLO ILL MICH	TEXAS WIS	COLO MINN TEXAS		COLO MICH N DAK ^{2/} TEXAS		COLO TEXAS		COLO MINN OKLA TEXAS		COLO OKLA		COLO MINN OKLA		COLO MINN OKLA		COLO MINN OKLA
20.0 - 24.9	MONT S DAK		MONT OKLA S DAK		MINN OKLA		MINN OKLA		MINN OKLA		MONT OKLA		MINN MONT OKLA		MINN OKLA		MONT OKLA		IOWA MINN MONT		IOWA MINN MONT		IOWA KANS		IOWA KANS MONT
25.0 - 29.9	KANS				IOWA MONT		IOWA OKLA		IOWA MONT		IOWA		IOWA S DAK		IOWA MONT		IOWA		KANS		KANS S DAK		KANS		
30.0 - 34.9			KANS		S DAK		MONT S DAK				KANS S DAK		KANS		KANS S DAK		KANS		S DAK						
35.0 - 39.9					KANS				KANS S DAK								S DAK								S DAK
40.0 - 44.9	N DAK						KANS																		
45.0 - 49.9																	N DAK		N DAK		N DAK		N DAK		N DAK
50.0 - 54.9			N DAK																						
55.0 - 59.9					N DAK																				
60.0 - 64.9							N DAK		N DAK																

^{1/} Some States do not allow full refund or exemption for alleged nonhighway use. Gallonage on which partial refunds or exemptions were allowed is classified as refunded or exempted. This table does not include exempted or refunded use by Federal Government.

^{2/} North Dakota changed from exemptions to refunds effective January 1, 1947, but refund payments did not begin until May. The percentage of refunds for 1947 is therefore based on the taxed gallonage for the full year, and refunds for only part of a year.

STATE TAXATION OF GASOLINE

Based on Information Obtained from State Authorities
and on the Laws of the Several States

TABLE G-101
Status as of January 1, 1954
Sheet 1 of 2

STATE	TAX RATE IN CENTS PER GALLON	TAX PAID IN FIRST INSTANCE BY-	TAX COMPUTED ON BASIS OF-	TAX COLLECTED AND ADMINISTERED BY-	ADMINISTRATIVE ORGANIZATION EMPLOYED			
					OFFICE		FIELD	
					COLLECTION	REFUND	COLLECTION	REFUND
Alabama	6	Distributors, refiners, retailers, or storers	Quantities sold and used	State Department of Revenue	7	6	6	7
Arizona	5	Wholesale distributors and importers	Quantities imported	State Highway Department, Motor Vehicle Division	6	9	1/45	-
Arkansas	2/ 6.5	Wholesale distributors	Inshpments or quantities used	Commissioner of Revenue, Motor Vehicle Fuel Tax Division	10	4	5	1
California	6	Distributors	Quantities distributed	State Board of Equalization assesses and State Controller collects	12	28	44	10
Colorado	6	Distributors, refiners, and pipe line terminals	Refinery and pipe line terminal invoice gallonage	Department of Revenue, Motor Fuel Tax Division	14	15	-	-
Connecticut	4	Licensed distributors	Quantities sold and used	State Motor Vehicle Department, Gasoline Tax Division	2	1	(3/)	4
Delaware	5	Wholesale distributors	Quantities sold and used	State Highway Department, Motor Fuel Tax Division	1	1	2	1
Florida	7	Wholesale distributors	First sale or use in State	State Comptroller, Gasoline Tax Department	4/ 8	2	6	-
Georgia	6	First producer, refiner, user, or seller of gasoline in the State	Quantities distributed and used	Department of Revenue, Motor Fuel Tax Unit	5	8	13	20
Idaho	5/ 6	Importers, refiners, and producers	Quantities sold	State Tax Collector, Motor Fuels Division	4	4	3	1
Illinois	5	Wholesale distributors, or retail dealers who first handle fuel	Quantities sold and used	Department of Revenue, Motor Fuel Tax Division	32	25	6/ 4	6
Indiana	4	Distributors, refiners, and retailers	Quantities received	Department of State Revenue, Motor Fuel Tax Division	6	8	4	4
Iowa	5	Wholesale distributors	Invoiced gallonage	State Treasurer, Motor Vehicle Fuel Tax Division	9	28	17	4
Kansas	5	Wholesale distributors	Quantities received	Commissioner of Revenue and Taxation, Motor Fuel Tax Division	(7/)	(7/)	(7/)	(7/)
Kentucky	7	Wholesalers and refiners	Quantities received and withdrawn from storage terminals	Department of Revenue, Division of Motor Vehicles, Motor Fuel Tax Section	12	12	8	25
Louisiana	7	Manufacturers, refiners, and importers	Quantities sold and used	Department of Revenue, Petroleum Products Tax Division	7	10	34	14
Maine	6	Wholesale distributors	Quantities sold and used	Department of Finance and Administration, Bureau of Taxation	4	2	3	(8/)
Maryland	6	First person in State who handles fuel	Quantities sold and used	State Comptroller, Gasoline Tax Division	5	4	8	4
Massachusetts	5	Distributors	Quantities sold and used	State Tax Commission, Division of Excise Taxes	3	3	2	2
Michigan	5/ 4.5	Wholesale distributors	Quantities received	Secretary of State, Division of Administrative Services, Motor Fuel Tax Section Secretary of State, Division of Investigation	22 -	23 -	- 14	- 19
Minnesota	5	Wholesale distributors	Inshpments	Department of Taxation, Petroleum Division	9/ 18	20	9/ 17	5
Mississippi	7	Wholesale distributors and producers	Quantities invoiced	Motor Vehicle Comptroller	(7/)	(7/)	(7/)	(7/)
Missouri	3	Distributors	Quantities received	Department of Revenue, Motor Fuel Tax Division	11	8	11	-
Montana	6	Refiners and importers	Inshpments plus refinery distribution	State Board of Equalization, Gasoline Tax and Refund Department	2	5	1	2
Nebraska	6	Importers, producers, and refiners	Quantities imported	Department of Agriculture and Inspection, Division of Motor Fuels	21	12	82	3
Nevada	5/ 4.5	Distributors	Quantities distributed	State Tax Commission, Motor Vehicle Fuel Tax Division	3	1	-	-
New Hampshire	5/ 5	Importers, producers, or refiners	Receipts or sales; distributor's option	State Motor Vehicle Department, Road Toll Division	1	1	1	1
New Jersey	3	Importers, producers, or refiners	Quantities sold and used	Department of the Treasury, Motor Fuels Tax Bureau	23	14	27	39
New Mexico	6	Distributors	Imports plus production	Bureau of Revenue, Gasoline Tax Division	10	8	16	(3/)
New York	4	Distributors	Quantities sold and used	Department of Taxation and Finance, Miscellaneous Tax Bureau	(10/)	(10/)	(10/)	(10/)
North Carolina	7	First person in State who sells or uses the fuel (distributor)	Receipts or sales; distributor's option	Commissioner of Revenue, Gasoline Tax Unit	6	4	8	2
North Dakota	5	Wholesale distributors	Quantities sold and used	State Auditor, Gasoline Tax Division	3	24	2	(8/)

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Motor Fuel

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Based on Information Obtained from State Authorities
and on the Laws of the Several States

STATE TAXATION OF GASOLINE

TABLE G-101
Status as of January 1, 1954
Sheet 2 of 2

STATE	TAX RATE IN CENTS PER GALLON	TAX PAID IN FIRST INSTANCE BY-	TAX COMPUTED ON BASIS OF-	TAX COLLECTED AND ADMINISTERED BY-	ADMINISTRATIVE ORGANIZATION EMPLOYED			
					OFFICE		FIELD	
					COLLECTION	REFUND	COLLECTION	REFUND
Ohio	5	Distributors	Receipts	State Treasurer and Department of Taxation	9	30	24	7
Oklahoma	6.5	Distributors, manufacturers, and refiners	Quantities imported or sold and used	State Tax Commission, Motor Fuel Division	32	24	20	8
Oregon	6	Wholesale distributors	Quantities sold and used	Secretary of State, Division of Audits	2	9	4	3
Pennsylvania	5	Wholesale distributors	Quantities used, or sold and delivered	Department of Revenue, Bureau of Liquid Fuels Tax	40	<u>11</u> /6	40	2
Rhode Island	4	Distributors	Quantities sold and used	Division of Taxation, Motor Fuel Tax Section	3	4	1	1
South Carolina	7	Wholesale distributors	Quantities sold and used	State Tax Commission	3	2	2	1
South Dakota	<u>5</u> /5	Importers and distributors	Inshipments	Department of Finance, Motor Fuel Tax and Refund Section	5	8	7	(8/)
Tennessee	7	Wholesale distributors	Quantities received and stored	Department of Finance and Taxation, Gasoline Tax and Oil Inspection Division	5	12	28	2
Texas	4	Person making first sale of fuel in the State	Quantities sold	Comptroller of Public Accounts, Motor Fuel Tax Division	9	27	74	(8/)
Utah	<u>5</u> /5	Distributors	Quantities distributed	State Tax Commission, Auditing Department	<u>12</u> /9	-	-	-
Vermont	5	Wholesale distributors	Sales or receipts; distributor's option	State Motor Vehicle Department	1	-	1	-
Virginia	6	Importers, producers, and refiners	Quantities sold and used	Division of Motor Vehicles, Bureau of Gasoline Tax	9	9	11	-
Washington	6.5	Distributors	Quantities sold and used	State Department of Licenses, Liquid Fuel Tax Division	9	10	12	3
West Virginia	5	Producers, distributors, importers, and retailers	Inshipments plus production in-State	State Tax Commission, Gasoline Tax Department	2	4	2	-
Wisconsin	4	Wholesale distributors	Quantities received	Department of Taxation, Motor Fuel Tax Division	15	20	8	1
Wyoming	<u>5</u> /5	Wholesalers and refiners. Refiners pay tax on fuel sold directly to retailers	Quantities sold and used	State Highway Department	3	-	1	-
Dist. of Col.	5	Importers and distributors	Quantities sold and used	Department of Finance	3	1	<u>13</u> /2	<u>13</u> /1

1/ Employed at State border inspection stations. Gasoline tax collection is incidental to other duties.
 2/ Within 300 feet of the borders (2 miles for cities and towns) of Missouri and Texas gasoline sold and delivered to vehicle fuel tanks is taxed at the rates of those adjoining States.
 3/ Six employees do audit work but do not make collections.
 4/ Approximately 30 percent of time devoted to gasoline tax collection and administration.
 5/ Gasoline used in aircraft is taxed at the following rates per gallon: Idaho 2.5 cents; Michigan 3 cents; Nevada 5.5 cents; New Hampshire 4 cents; South Dakota 4 cents; Utah 4 cents; Wyoming 4 cents. In Michigan, marine use is taxed at 3 cents.
 6/ In addition, 42 field inspectors are employed in sampling and testing motor fuel to determine if it meets specifications.

7/ Information was not available at the time this table was prepared.
 8/ Included with collection personnel.
 9/ Does not include 32 gasoline inspectors.
 10/ Segregation of the number of employees working on motor-fuel tax is unavailable since all employees work as a unit on several tax classifications.
 11/ Includes 2 part-time employees of the Bureau of Liquid Fuels Tax and 4 full-time employees of the Board of Finance and Revenue.
 12/ Office force composed of 2 full-time and 7 part-time employees.
 13/ One part-time employee.

STATE MOTOR-FUEL TAX LOSS AND EXPENSE ALLOWANCES

STATE	ACTUAL LOSSES BY DESTRUCTION (FIRE, EXPLOSION, ETC.)			ACTUAL LOSSES IN STORAGE AND HANDLING				ACTUAL LOSSES IN COMBUSTION AND COLLECTION EXPENSES				ALLOWANCES FOR EXPENSES (LOSS IN COMBUSTION)	
	ALLOWED	EXEMPTION	REMOVED	ACTUAL LOSS NOT TO EXCEED A SPECIFIED PERCENTAGE	PERCENTAGE BASIS OF PERCENTAGE QUANTITY OVER	PERCENTAGE QUANTITY OVER	PERCENTAGE QUANTITY	PERCENTAGE QUANTITY	PERCENTAGE QUANTITY	PERCENTAGE QUANTITY	PERCENTAGE QUANTITY		
Alabama	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Arizona	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Arkansas	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
California	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Colorado	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Connecticut	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Delaware	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Florida	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Georgia	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Illinois	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Indiana	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Iowa	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Kansas	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Kentucky	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Louisiana	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Maine	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Massachusetts	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Michigan	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Minnesota	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Missouri	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Montana	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Nebraska	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Nevada	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
New Hampshire	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
New Jersey	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
New Mexico	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
New York	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
North Carolina	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
North Dakota	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Ohio	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Oklahoma	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Oregon	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pennsylvania	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Rhode Island	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
South Dakota	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Tennessee	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Texas	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Utah	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Virginia	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Washington	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
West Virginia	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Wisconsin	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Wyoming	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Dist. of Col.	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

These columns indicate the methods of allowing for destruction losses.

1 - Losses incurred at beginning or produced

2 - Losses quantity received or produced

3 - Losses occurring prior to first sale only; no allowance for those occurring after primary distribution.

4 - Substitution of assigned percentages of loss and of expenses is unavailable.

5 - Losses occurring prior to first sale only; no allowance for those occurring after primary distribution.

6 - Actual loss averages about 1/2 or 1 percent of quantity stored.

7 - It paid on or before the 30th day of the following month.

8 - Storage loss by distributor's storage plant estimated at 1 percent.

9 - Storage loss by distributor's storage plant estimated at 1 percent.

10 - Actual losses in storage and handling, after receipt in State, are allowed in addition to the 3 percent first per-centage allowance.

11 - Refund treated as an exemption in that a credit is provided for in the subsequent report.

12 - Allowance is made on the four-cent tax and the one-cent tax.

13 - No special provision for losses by destruction.

14 - No special provision for losses by destruction.

15 - Refund of 1 percent allowed on tax-paid fuel transferred within the State from one dealer to another.

16 - No statutory provisions for loss allowances.

17 - No statutory provisions for loss allowances.

18 - No statutory provisions for loss allowances.

19 - No statutory provisions for loss allowances.

20 - Administrative 2 percent allowance but any amount in excess of 2 percent requires evidence of loss.

21 - Based on collection of regular 3-cent tax.

22 - Properly inventoried losses are allowed.

23 - Losses by destruction, etc., allowed in excess of 500 gallons.

24 - Losses by destruction, etc., allowed in excess of 500 gallons.

25 - Inventory for their use in the State, are allowed 1 percent of gross receipts to cover loss.

26 - Inventory for their use in the State, are allowed 1 percent of gross receipts to cover loss.

27 - Inventory for their use in the State, are allowed 1 percent of gross receipts to cover loss.

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100 - Inventory for their use in the State, are allowed 1 percent of gross receipts to cover loss.

Based on Information Obtained from State Authorities and on the Laws of the Several States

EXEMPTION AND REFUND PROVISIONS OF STATE GASOLINE TAXATION

TABLE G-105
Status as of January 1, 1954
Sheet 1 of 2

STATE	PRIVATE AND COMMERCIAL USE ^{1/}							PUBLIC USE ^{1/}						
	GENERAL NONHIGHWAY	AVIATION		USE IN MOTOR VEHICLES			USE IN OTHER EQUIPMENT	SPECIAL PROVISIONS	OTHER SPECIFIC USES	FEDERAL ^{2/}	STATE		COUNTY AND LOCAL	
				INTERSTATE	INTRASTATE	ON PUBLIC HIGHWAYS					NOT ON PUBLIC HIGHWAYS	HIGHWAY USE	NONHIGHWAY USE	HIGHWAY USE
Alabama	Taxed <u>3/</u> Refunded	Taxed Refunded	Taxed Refunded	Taxed Taxed	Taxed Taxed	Taxed Refunded	-	Importations by railroads for their nonhighway uses are exempted.	Exempted ^{4/} Taxed ^{5/}	Taxed Taxed	Taxed Refunded	Taxed Taxed	Taxed Refunded	
Arizona	Taxed <u>3/</u> Refunded	Exempted Refunded	Exempted Refunded	Taxed Taxed	Taxed Refunded	Taxed Refunded	-	Closed portion of road under repair is not public highway, nor is a road on private land.	Exempted Taxed ^{5/}	Taxed Taxed	Taxed Refunded	Taxed Taxed	Taxed Refunded	
Arkansas	Taxed <u>3/</u> Refunded	Exempted Refunded	Exempted Refunded	Taxed Taxed	Taxed Refunded	Taxed Refunded	-	Sales for use by employees of U. S. Government in R.F.D. and Special Delivery mail are subject to refund.	Exempted Taxed ^{5/}	Taxed Taxed	Taxed Refunded	Taxed Taxed	Taxed Refunded	
California	Taxed <u>3/</u> Refunded	Exempted Refunded	Exempted Refunded	Taxed Taxed	Taxed Refunded	Taxed Refunded	-	Sales for use by employees of U. S. Government in R.F.D. and Special Delivery mail are subject to refund.	Exempted Taxed ^{5/}	Taxed Taxed	Taxed Refunded	Taxed Taxed	Taxed Refunded	
Colorado	Refunded Refunded	Refunded ^{6/} Exempted	Refunded ^{6/} Exempted	Taxed Taxed	Refunded Refunded	Refunded Refunded	-	Manufacturers licensed as distributors may import motor fuel tax-free for their own use in manufacturing processes.	Exempted ^{7/} Exempted and refunded	Taxed ^(8/)	Refunded Refunded	Taxed ^(9/) Taxed ^{10/}	Refunded Refunded	
Connecticut	Refunded Refunded	Refunded Exempted	Refunded Exempted	Taxed Taxed	Taxed Taxed	Refunded Taxed	-	Manufacturers licensed as distributors may import motor fuel tax-free for their own use in manufacturing processes.	Exempted Exempted ^{7/}	Refunded Taxed	Refunded Taxed	Refunded Taxed	Refunded Taxed	
Delaware	Refunded Taxed	Refunded Exempted	Refunded Exempted	Taxed Taxed	Taxed Taxed	Refunded Taxed	-	Manufacturers licensed as distributors may import motor fuel tax-free for their own use in manufacturing processes.	Exempted Exempted ^{7/}	Refunded Taxed	Refunded Taxed	Refunded Taxed	Refunded Taxed	
Florida	Refunded Taxed	Refunded Exempted	Refunded Exempted	Taxed Taxed	Taxed Taxed	Refunded Taxed	-	Manufacturers licensed as distributors may import motor fuel tax-free for their own use in manufacturing processes.	Exempted Exempted ^{7/}	Refunded Taxed	Refunded Taxed	Refunded Taxed	Refunded Taxed	
Georgia	Taxed <u>11/</u> Refunded	Exempted Taxed <u>12/</u>	Taxed <u>11/</u> Taxed <u>12/</u>	Taxed Taxed	Taxed Taxed	Taxed Refunded	-	Use in State highway construction work is taxed, but is subject to refund. Refunds must be returned to Department of Highways.	Exempted Taxed	Taxed Taxed	Taxed Refunded	Taxed Taxed	Taxed Refunded	
Idaho	Taxed <u>11/</u> Refunded	Exempted Taxed <u>12/</u>	Taxed <u>11/</u> Taxed <u>12/</u>	Taxed Taxed	Taxed Taxed	Taxed Refunded	-	Use in State highway construction work is taxed, but is subject to refund. Refunds must be returned to Department of Highways.	Exempted Taxed	Taxed Taxed	Taxed Refunded	Taxed Taxed	Taxed Refunded	
Illinois	Refunded	Refunded	Refunded	Taxed	Taxed	Refunded	-	Use in State highway construction work is taxed because of non-claiming clauses in job contracts.	Exempted	Taxed	Taxed	Taxed	Refunded	
Indiana	Refunded	Refunded <u>13/</u>	Refunded <u>13/</u>	Taxed	Refunded	Refunded	-	Nonhighway uses by dealers and distributors are exempted.	Exempted	Taxed	Refunded	Taxed	Refunded	
Iowa	Refunded	Refunded	Refunded	Taxed	Taxed	Taxed	-	No refunds paid on fuel used in public construction or maintenance.	Exempted	Exempted	Exempted	Taxed	Refunded	
Kansas	Refunded	Refunded	Refunded	Taxed	Taxed	Refunded	-	Exempted if used in trucks on closed portion of road under construction or if contractor holds a cost-plus-fixed-fee contract.	Exempted	Taxed	Refunded	Taxed	Refunded	
Kentucky	Taxed <u>14/</u> Taxed <u>15/</u>	Refunded <u>14/</u> Exempted <u>16/</u>	Refunded <u>14/</u> Refunded	Taxed Taxed	Taxed Taxed	Taxed Taxed	-	No refunds paid on fuel used in public construction or maintenance.	Exempted Exempted ^{7/}	Taxed Taxed	Taxed Taxed	Taxed Taxed	Taxed Taxed	
Louisiana	Taxed <u>14/</u> Taxed <u>15/</u>	Refunded <u>14/</u> Exempted <u>16/</u>	Refunded <u>14/</u> Refunded	Taxed Taxed	Taxed Taxed	Taxed Taxed	-	No refunds paid on fuel used in public construction or maintenance.	Exempted Exempted ^{7/}	Taxed Taxed	Taxed Taxed	Taxed Taxed	Taxed Taxed	
Maine	Refunded <u>17/</u> Refunded	Taxed <u>17/</u> Refunded <u>18/</u>	Taxed <u>17/</u> Refunded <u>18/</u>	Taxed Taxed	Taxed Taxed	Refunded <u>17/</u>	-	Use in equipment of volunteer fire companies subject to refund at full rate.	Exempted Exempted	Taxed Taxed	Refunded <u>17/</u>	Taxed Taxed	Refunded <u>17/</u>	
Maryland	Refunded <u>17/</u> Refunded	Taxed <u>17/</u> Refunded <u>18/</u>	Taxed <u>17/</u> Refunded <u>18/</u>	Taxed Taxed	Taxed Taxed	Refunded <u>17/</u>	-	Use in equipment of volunteer fire companies subject to refund at full rate.	Exempted Exempted	Taxed Taxed	Refunded <u>17/</u>	Taxed Taxed	Refunded <u>17/</u>	
Massachusetts	Refunded Refunded	Refunded <u>19/</u> Refunded <u>21/</u>	Refunded <u>19/</u> Taxed <u>21/</u>	Taxed Taxed	Taxed Refunded	Refunded	-	Tax paid on gasoline purchased for use in school buses owned and operated by parochial schools in the transportation of school children to and from school is refundable.	Refunded Exempted <u>22/</u>	Taxed Exempted <u>22/</u>	Refunded <u>20/</u> Exempted <u>22/</u>	Taxed Refunded <u>23/</u>	Refunded <u>20/</u> Refunded <u>23/</u>	
Michigan	Refunded Refunded	Refunded <u>19/</u> Refunded <u>21/</u>	Refunded <u>19/</u> Taxed <u>21/</u>	Taxed Taxed	Taxed Refunded	Refunded	-	Tax paid on gasoline purchased for use in school buses owned and operated by parochial schools in the transportation of school children to and from school is refundable.	Refunded Exempted <u>22/</u>	Taxed Exempted <u>22/</u>	Refunded <u>20/</u> Exempted <u>22/</u>	Taxed Refunded <u>23/</u>	Refunded <u>20/</u> Refunded <u>23/</u>	
Minnesota	Refunded	Refunded <u>24/</u>	Refunded <u>24/</u>	Taxed	Taxed	Refunded	-	Gasoline is taxed if used in highway construction or maintenance work.	Refunded	Taxed	Refunded	Taxed	Refunded	
Mississippi	Refunded <u>17/</u>	Refunded <u>17/</u>	Refunded <u>17/</u>	Taxed	Refunded	Refunded <u>17/</u>	-	Gasoline is taxed if used in highway construction or maintenance work.	Taxed ^{5/}	Taxed	Refunded <u>17/</u>	Taxed	Refunded <u>17/</u>	
Missouri	Refunded	Refunded	Refunded	Taxed	Taxed	Refunded	-	Gasoline is taxed if used in highway construction or maintenance work.	Exempted	Taxed	Refunded	Taxed	Refunded	
Montana	Refunded	Refunded <u>25/</u>	Refunded <u>25/</u>	Taxed	Refunded	Refunded	-	Gasoline is taxed if used in highway construction or maintenance work.	Taxed	Taxed	Taxed	Refunded	Refunded	
Nebraska	Taxed <u>3/</u>	Taxed <u>17/</u>	Taxed <u>17/</u>	Taxed	Taxed	Taxed	-	Gasoline is taxed if used in highway construction or maintenance work.	Refunded <u>26/</u>	Taxed	Taxed	Taxed	Taxed	
Nevada	Refunded <u>27/</u>	Refunded <u>28/</u>	Refunded <u>28/</u>	Taxed	Refunded	Refunded	-	Gasoline is taxed if used in highway construction or maintenance work.	Taxed ^{5/}	Taxed	Refunded	Taxed	Refunded	
New Hampshire	Refunded Refunded <u>30/</u>	Taxed <u>12/</u> Refunded	Taxed <u>12/</u> Refunded	Taxed Taxed	Refunded Taxed	Refunded	-	Use in construction work is subject to refund only when fuel is not used on public roads, including highways under construction.	Exempted Exempted	Taxed Refunded	Refunded <u>29/</u>	Taxed <u>29/</u> Refunded	Refunded Refunded	
New Jersey	Refunded Refunded <u>30/</u>	Taxed <u>12/</u> Refunded	Taxed <u>12/</u> Refunded	Taxed Taxed	Refunded Taxed	Refunded	-	Use in construction work is subject to refund only when fuel is not used on public roads, including highways under construction.	Exempted Exempted	Taxed Refunded	Refunded <u>29/</u>	Taxed <u>29/</u> Refunded	Refunded Refunded	
New Mexico	Refunded	Refunded	Refunded	Taxed	Refunded	Refunded	-	Use in construction work is subject to refund only when fuel is not used on public roads, including highways under construction.	Exempted	Taxed	Refunded <u>31/</u>	Taxed	Refunded <u>31/</u>	
New York	Refunded	Refunded	Refunded	Taxed	Refunded	Refunded	-	Use in construction work is subject to refund only when fuel is not used on public roads, including highways under construction.	Exempted	Exempted	Exempted	Exempted	Exempted	
North Carolina	Refunded <u>17/</u>	Exempted	Exempted	Taxed	Taxed	Refunded <u>17/</u>	-	Use in construction work is subject to refund only when fuel is not used on public roads, including highways under construction.	Exempted	Taxed <u>32/</u>	Refunded <u>17/</u>	Taxed <u>32/</u>	Refunded <u>17/</u>	

EXEMPTION AND REFUND PROVISIONS OF STATE GASOLINE TAXATION

TABLE G-105
Status as of January 1, 1954
Sheet 2 of 2

Based on Information Obtained from State Authorities
and on the Laws of the Several States

STATE	PRIVATE AND COMMERCIAL USE 1/							PUBLIC USE 1/					
	GENERAL NONHIGHWAY	AVIATION		USE IN MOTOR VEHICLES			USE IN OTHER EQUIPMENT	SPECIAL PROVISIONS	OTHER SPECIFIC USES	STATE		COUNTY AND LOCAL	
		INTERSTATE	INTRASTATE	ON PUBLIC HIGHWAYS	NOT ON PUBLIC HIGHWAYS	FEDERAL 2/				HIGHWAY USE	NONHIGHWAY USE	HIGHWAY USE	NONHIGHWAY USE
North Dakota	Taxed 33/	Refunded	Refunded	Taxed	Taxed	Taxed	Use on State or county highway construction and maintenance is taxed, whether in motor vehicles or other equipment.		Exempted	Taxed 34/	Taxed 34/	Taxed 34/	Taxed 34/
Ohio	Refunded	Exempted	Exempted	Taxed	Refunded	Refunded	-	Dealers' own nonhighway use is exempted.	Exempted	Taxed	Refunded	Taxed	Refunded
Oklahoma	Taxed 35/	Exempted	Exempted	Taxed	Taxed	Taxed	-	-	Exempted	Taxed 35/	Taxed	Taxed 35/	Taxed
Oregon	Refunded	Refunded 25/	Refunded 25/	Taxed	Refunded	Refunded	Use in State highway construction work is taxed because of non-claiming clause in job contracts.	Use in work on county roads and on Federal highways within Federal reservations is subject to refund.	Taxed 5/	Taxed	Refunded	Refunded (36/)	Taxed (36/)
Pennsylvania	Taxed 3/	Taxed	Taxed	Taxed	Taxed	Taxed	-	-	Exempted	Taxed	Taxed	Taxed	Taxed
Rhode Island	Refunded	Refunded	Refunded	Taxed	Taxed	Taxed	-	-	Exempted	Taxed	Taxed	Taxed	Taxed
South Carolina	Taxed 37/	Exempted	Exempted	Taxed	Taxed	Taxed	-	-	Refunded 36/	Taxed	Taxed	Taxed	Taxed
South Dakota	Refunded	Taxed 39/	Taxed 39/	Taxed	Taxed	Refunded	No refund of tax paid on fuel used in highway construction or maintenance paid from public funds.	-	Exempted	Taxed	Refunded	Taxed	Refunded
Tennessee	Taxed 40/	Exempted	Exempted	Taxed	Taxed	Taxed	-	-	Exempted 41/	Exempted 41/	Exempted 41/	Exempted 41/	Exempted 41/
Texas	Refunded	Refunded	Refunded	Taxed	Refunded	Refunded	-	-	Exempted	Taxed	Refunded	Taxed	Refunded
Utah	Taxed	Taxed 12/	Taxed 12/	Taxed	Taxed	Taxed	-	-	Exempted	Taxed	Taxed	Taxed	Taxed
Vermont	Taxed	Taxed	Taxed	Taxed	Taxed	Taxed	-	-	Exempted 7/	Taxed	Taxed	Taxed	Taxed
Virginia	Refunded	Refunded 42/	Refunded 42/	Taxed	Taxed	Refunded	Use in equipment of volunteer fire departments and in school buses owned and operated by county or school boards is subject to refund.	-	Exempted 7/	Taxed	Taxed	Refunded	Refunded
Washington	Refunded	Exempted	Exempted	Taxed	Taxed	Refunded 43/	-	-	Taxed 44/	Taxed	Refunded 43/	Taxed	Refunded 43/
West Virginia	Refunded	Refunded	Refunded	Taxed	Taxed	Refunded	-	-	Exempted	Taxed	Refunded	Taxed	Refunded
Wisconsin	Refunded	Refunded	Refunded	Taxed	Taxed	Refunded	-	-	Exempted	Taxed	Refunded	Taxed	Refunded
Wyoming	Taxed	Refunded 45/	Refunded 45/	Taxed	Taxed	Taxed	-	-	Exempted 7/	Taxed	Taxed	Taxed	Taxed
Dist. of Col.	Refunded	Refunded	Refunded	Taxed	Taxed	Refunded	-	-	Exempted	-	-	Exempted	Exempted

Motor Fuel

1/ Except when otherwise noted the term "Refunded", as used in this table, indicates that the full amount of the tax is refunded to the purchaser. In addition to the classes of refunds or exemptions listed, all States grant exemptions or refunds to distributors on export sales, purchases of tax-paid fuel, previous overpayments, etc., to avoid duplication of tax payment. See Table G-103 for procedure regarding allowances for losses in storage and handling, losses by destruction, and expense of collection.

2/ In most States which exempt motor fuel purchased by the Federal Government, there is also a provision for refund of the tax if tax-paid fuel is purchased.

3/ Agricultural use is refunded as follows: 5 cents of 6-cent tax for tractor use in Alabama; 4-1/2 cents of 6-1/2 cent tax in Arkansas; 5 cents of 6-cent tax in Nebraska; and 2-1/2 cents of 5-cent tax in Pennsylvania.

4/ Sales of taxable gasoline to the United States Government are exempted; sales of tax-paid gasoline are not exempted.

5/ In Arizona, California, and Oregon, quantities sold to the Armed Forces for use in aircraft or ships or for use outside of the State are exempted. In Mississippi and Nevada, sales for use in vehicles of the Armed Forces are exempted.

6/ Aviation use at airports in eleven cities and one county is exempted.

7/ Exempted if purchased in bulk lot deliveries of 300 gallons or more in Colorado and Wyoming; 500 gallons or more in Florida, Vermont, and Virginia; 5,000 gallons or more for United States Navy use in Louisiana; and 1,250 gallons or more in Utah. Contract sales to the United States Government are exempted in Massachusetts.

8/ All use by State Highway Department is subject to refund. Highway use by other State agencies is exempted.

9/ County and local use in highway work is subject to refund. Other county and local use is taxed if for highway purposes and subject to refund if for nonhighway purposes.

10/ County and local governments receive refunds for motor fuel used in fire engines, fire and police department apparatus, road scrapers, street sprinklers, and ambulances owned by municipalities and hospitals.

11/ Agricultural, watercraft, and intrastate aviation users are refunded 5 cents of the 6-cent tax.

12/ Aviation use is taxed at 2-1/2 cents per gallon in Idaho and 4 cents per gallon in New Hampshire and Utah.

13/ Aviation fuel sold by dealers who obtain an exemption permit is tax free.

14/ Refunds of 90 percent for use in tractors or stationary engines operated for agricultural purposes, 95 percent for use in aircraft, and full refunds for rural electric cooperatives.

15/ Full refunds are permitted on motor fuel used in farm machinery, school boats, and commercial fishing boats.

16/ Carriers certified with the Civil Aeronautics Board of the United States and bonded with the Department of Revenue of Louisiana are exempted from the fuel tax, provided they are engaged in interstate or foreign commerce.

17/ The following States have partial refunds for nonhighway use: Maine refunds 5 cents of 6-cent tax; Mississippi refunds 6 cents of 7-cent tax; North Carolina refunds 5 cents of 7-cent tax. In Mississippi aviation use is exempted as a substitute for regular refund procedure. Maine refunds 2 cents of 6-cent tax on aviation use and Nebraska refunds 2-1/2 cents of the 5-cent tax on aviation fuel purchased within the State.

18/ Airports registered with State Aviation Commission may sell motor fuel tax-free for aviation purposes and apply for refund of tax on all gasoline purchased by them and so used.

19/ Exempted if airline purchases all fuel from specific seller entirely for aviation purposes.

20/ Taxed if consumed in vehicles registered for use on the highways.

21/ Aviation use is taxed at 3 cents per gallon; 1-1/2 cents per gallon is refunded to airlines operating interstate on scheduled flights.

22/ Exempted when government tax exemption certificate is filed with tax report; otherwise refundable.

23/ Use by county and local governments is refunded. However, if unit of government is licensed as a wholesale distributor, motor fuel is exempted.

24/ Aviation refunds are on a sliding scale ranging up to 4-1/2 cents per gallon over 200,000 gallons.

25/ Aviation use is refunded 5 cents of the 6-cent tax.

26/ Retail dealer presents an exemption certificate in lieu of cash on subsequent payment.

27/ Except that sales for nonhighway uses when made to other licensed dealers and dealer's own nonhighway use are subject to exemption.

28/ Aviation fuel sold to licensed distributors and dealers is exempted.

29/ Use by State Highway Department is taxed. Use by cities and towns is refunded.

30/ Under special permits, exemptions rather than refunds are granted on use of motor fuel in the manufacture of non-fuel products.

31/ Refunds are permitted but few claims are made.

32/ Fuel used in public school transportation is exempted.

33/ Agricultural and industrial uses are refunded.

34/ Refunded if used by a State, county, or municipal agency in publicly owned vehicles on construction, reconstruction, and maintenance projects.

35/ Partial exemption of 4-1/2 cents is provided for use in agriculture and by State Board of Public Welfare. School districts operating buses have fuel exemption.

36/ All municipal use, county nonhighway use, and use in county highway work is subject to refund. Ordinary highway use by county vehicles is taxed.

37/ Refund of 6 cents of the 7-cent tax for agricultural and motor boat use.

38/ Bulk sales to United States Government by wholesalers are exempted. Local sales by retailers are refunded.

39/ Partial refunds by reduction in the 4-cent aviation gasoline tax are allowed as follows: Consumption over 50,000 gallons and less than 100,000 gallons, 1 cent per gallon; over 100,000 gallons, 2 cents per gallon.

40/ Full refund on industrial use and 6 cents of 7-cent tax refunded on agricultural use.

41/ Fuel imported and used by governmental units is exempted if purchased in tank car lots and purchases by State and local governments from distributors in quantities of 6,000 gallons or more are eligible for refund.

42/ Interstate aviation use is subject to full refund of 6 cents on fuel consumed outside the boundaries of the State as determined by the flight log; fuel consumed within boundaries, and all intrastate consumption, are subject to 2-cent refund of the 6-cent tax.

43/ Use in motor vehicles not licensed to operate upon the highways.

44/ Sales to the United States Government for exclusive use in aircraft are exempted and tax is refunded if fuel is consumed in vehicles owned by the United States Government and operated off the public highways.

45/ Full 4-cent tax on aviation gasoline is refunded to local units for gasoline used at county or municipal airfields. Counties or municipalities then refund 2 cents per gallon to consumers on gasoline used at such airports in excess of 10,000 gallons per month.

STATE LICENSES AND FEES IMPOSED ON WHOLESALE DISTRIBUTORS OF MOTOR FUEL 1/

Based on Information Obtained from State Authorities and on the Laws of the Several States

TABLE G-107
Sheet 1 of 2
Status as of January 1, 1954

STATE	KIND OF LICENSE OR FEE	TERM	BASIS AND RATE OF FEE	COLLECTION AGENCY	DISPOSITION OF REVENUE	REMARKS
Alabama	Bond Filing Fee	Continuous	\$5 per bond.	State Department of Revenue	State Public Road and Bridge Fund	Bond of \$1,000 minimum required.
Arizona	License of brands sold	Oct. 1-Sept. 30	\$1 for each brand of fuel sold.	Department of Agriculture and Industries	Agriculture and Industries Fund	Paid by distributors.
Arkansas	Operating License	Continuous	\$25 per license.	Highway Department	Highway Fund	Bond of \$1,000 minimum required.
California	Operating License	Continuous	\$1 per license; \$1 per filing.	Commissioner of Revenue	General Fund	Bond of \$1,000 minimum required.
	Brokers or Producers License	Calendar Year	No fee but minimum bond of \$1,000 is required.	-	-	-
			\$10 per license.	Board of Equalization	Motor-Vehicle Fuel Tax Fund	Assessed by Board of Equalization.
Colorado	Operating License	Continuous	No fee but minimum bond of \$3,000 is required.	Department of Revenue	-	-
Connecticut	Operating License	Oct. 1-Sept. 30	No fee but minimum bond of \$500 is required.	-	-	-
	Examination of location of stations and pumps on trunk or State-aid roads or in towns under 10,000 persons	-	\$25 per station, \$5 when sold, \$5 per pump added to station.	Motor Vehicle Commissioner	With other motor-vehicle receipts	Paid by distributors and retail dealers.
Delaware	Operating License	Calendar Year	\$5 per license.	State Highway Department	General Fund	Bond of \$5,000 minimum is required.
Florida	Operating License	Continuous	\$5 per license.	State Comptroller	Collection and Administration	Bond of \$3,000 minimum is required.
Georgia	Operating License	Continuous	\$5 per license.	Department of Revenue	General Fund	Bond of \$1,000 minimum, \$25,000 maximum is required.
Idaho	Operating License	Continuous	\$5 per license.	Department of Law Enforcement	Motor-Vehicle Fund	Bond of \$1,000 minimum is required.
Illinois	Operating License	Continuous	No fee but minimum bond of \$1,000 is required.	-	-	Blenders required to obtain permit.
Indiana	Operating License	Continuous	50 cents per license; 50 cents assessed upon change of trustee.	Department of State Revenue	Motor-Vehicle Fuel Fund	Bond of \$2,000 minimum is required.
Iowa	Distributors License	Continuous	\$1 per license.	State Treasurer	With other motor-fuel revenue	Bond of \$1,000 minimum is required; renewed annually.
	Public Scale License	Calendar Year	\$3 per scale.	Department of Agriculture	General Fund	-
	Gasoline Pump and Meter License	July 1-June 30	\$1.50 per pump or meter if paid before July 30; \$3 thereafter.	Department of Agriculture	General Fund	-
	Motor-Vehicle Fuel Transport License	Continuous	\$1 per vehicle.	State Treasurer	With other motor-fuel revenue	Paid by carrier.
Kansas	Distributors License	Continuous	\$5 per license for first location; 50-cent fee for each additional place.	Motor Fuel Tax Division	General Fund, 10 percent; Motor-Vehicle Fuel Department, 90 percent	Surety bond of \$1,000 minimum is required of all distributors.
	Manufacturers License	Continuous	\$25 per license.	Motor Fuel Tax Division	)	Surety bond of \$5,000 minimum is required.
	Importers License	Continuous	\$15 per license.	Motor Fuel Tax Division	)	Surety bond of \$5,000 minimum is required.
	Liquid-Fuel Carrier Permit	-	\$1 per truck per trip.	Motor Fuel Tax Division	)	Paid by distributor carriers.
	Ports of Entry Fees	-	50 cents per truck load of gasoline.	Motor Fuel Tax Division	Highway Fund	Paid by liquid-fuel carriers.
Kentucky	Operating License	Continuous	No fee but minimum bond of \$5,000 is required.	Department of Revenue	Road Fund	-
Louisiana	-	-	-	-	-	Bond of \$10,000 maximum for new gasoline dealers. Old dealers, bond not to exceed total of tax, penalty, and costs for last 3 months. \$2,000 bond for kerosene dealers.
Maine	Operating License	Continuous	No fee.	-	-	-
Maryland	Operating License	Continuous	No fee.	State Comptroller, Gasoline Tax Division	-	New bond required each year; minimum is \$1,000.
Massachusetts	Operating License	Continuous	No fee but bond is required.	-	-	If fuel purchased is entirely for export bond requirement is \$2,000.
Michigan	Operating License	Calendar Year	\$5 per license.	Secretary of State	General Fund	Bond required - minimum \$1,000, maximum \$25,000. Bond premium expense refunded by Secretary of State.
Minnesota	Operating License	Calendar Year	\$1 per license.	Department of Taxation, Petroleum Division	General Fund	An initial applicant must furnish minimum bond of \$3,000.
Mississippi	Operating License	Continuous	No fee but minimum bond of \$1,000 is required.	-	-	-
	Storage License	Calendar Year	Varies with storage capacity from \$50 to \$250.	City Tax Collector or County Sheriff	Collection expenses, county and city	-
Missouri	Operating License	Continuous	No fee but minimum bond of \$1,000 is required.	-	-	-
Montana	Operating License	Calendar Year	\$1 per license for each place of business.	Public Service Commission	Gasoline Inspection Fund	Bond required in amount determined by the Board of Equalization, but not to exceed the total of 2 consecutive months' tax payments.
	Pump and Vending Machine License	Calendar Year	\$1 for each pump in excess of one.	Public Service Commission	Gasoline Inspection Fund	Paid by wholesalers and retailers.
	Inspection Fee	Calendar Year	\$1 per petroleum pump (filling station, etc.); \$5 per vehicle tank and bulk meter, 2-1/2 inches and under; \$8 per petroleum bulk meter, over 2-1/2 inches.	Commissioner of Agriculture	General Fund	-
Nebraska	Operating License	Continuous	No fee but bond is required.	-	-	Bond based on quantity of gasoline handled; minimum required is \$1,000.
	Liquid-Fuel Carrier Permit	Continuous	\$10 per transport permit.	Department of Agriculture and Inspection	Administrative expenses	No fee if under 1,800 gallons per vehicle.
Nevada	Dealers License	July 1-June 30	\$5 per license.	State Tax Commission	Highway Fund	Bond of \$1,000 minimum is required.

Based on Information Obtained from State Authorities
and on the Laws of the Several States

STATE LICENSES AND FEES IMPOSED ON WHOLESALE DISTRIBUTORS OF MOTOR FUEL 1/

TABLE G-107
Sheet 2 of 2
Status as of January 1, 1954

STATE	KIND OF LICENSE OR FEE	TERM	BASIS AND RATE OF FEE	COLLECTION AGENCY	DISPOSITION OF REVENUE	REMARKS
New Hampshire	Distributors License	Continuous	No fee but bond is required.	-	-	Bond to equal twice monthly tax payments up to a maximum of \$10,000.
New Jersey	Distributors License, Special Licenses	Apr. 1-Mar. 31	No fee but bond is required.	-	-	Importers or producers who handle fuel in first instance. Bond of \$5,000 minimum is required. This also applies to special licenses.
	Wholesalers License	Apr. 1-Mar. 31	\$2 per license.	Department of the Treasury, Motor-Fuels Tax Bureau	General Fund	-
	Motor-Fuel Carrier Registration	Apr. 1-Mar. 31	\$2 per registration.	Department of the Treasury, Motor-Fuels Tax Bureau	General Fund	Land or water conveyances.
New Mexico	Operating License	July 1-June 30	\$25 per license and \$25 per each distributing station in excess of one within the State.	Bureau of Revenue, Gasoline Tax Division	Gasoline Tax Suspense Fund	License issued after filing of bond, minimum \$2,000, maximum \$50,000.
New York	Motor-Fuel Carrier Manifest	-	No fee except cost of forms.	Bureau of Revenue, Gasoline Tax Division	Gasoline Tax Suspense Fund	Paid by intrastate motor-fuel carriers. No license but distributor must be registered. Bond may be required.
North Carolina	Operating License	Continuous	No fee but bond is required.	-	-	Amount of bond (maximum \$20,000) is based on sales; wholesalers pay from \$4 to \$10 per pump used in retail distribution of motor fuel.
	Gross Sales Tax	July 1-June 30	\$2.50 plus 5 percent additional on gross sales if they exceed \$5,000.	Commissioner of Revenue	General Fund	If oil and gasoline dealers elect to pay 1/4 cent per gallon inspection fee, they are not subject to gross sales tax. Obtained by carriers of liquid fuels.
North Dakota	Liquid-Fuel Carrier Permit	Continuous	No fee.	-	-	Bond of \$2,000 minimum required of dealers.
	Operating License	July 1-June 30 (odd years)	\$2 per license.	State Auditor	General Fund	-
Ohio	Operating License	Continuous	\$5 per license.	Department of Taxation	General Revenue Fund	Bond of \$5,000 required, but amount may be increased by Department of Taxation.
Oklahoma	Distributors License	Continuous	No fee but minimum bond of \$250 is required.	-	-	-
Oregon	Operating License	Continuous	No fee but minimum bond of \$1,000 is required.	-	-	-
Pennsylvania	Distributors Permit	June 1-May 31	No fee but minimum bond of \$2,500 is required.	-	-	Expires May 31 regardless of the issuance date.
Rhode Island	Operating License	Calendar Year	No fee but bond of \$25,000 is required.	Division of Taxation	General Fund	Financial statement showing net worth of \$75,000, with real assets located within State may be accepted in lieu of bond.
South Carolina	Operating License	Continuous	No fee but bond is required in amount determined by Tax Commissioner.	-	-	-
South Dakota	Operating License	Continuous	No fee but minimum bond of \$4,000 is required.	-	-	License continuous. Bond renewal April 1 each year.
Tennessee	Operating License	Continuous	No fee but bond must accompany application.	-	-	Minimum bond requirement is \$1,000.
	Oil Depot License	Calendar Year	\$50 to \$700 according to distribution or storage.	County Court Clerk	General Fund	State license only. Each county and incorporated place may levy similar license.
Texas	Operating License	Calendar Year	No fee but minimum bond of \$1,000 is required.	-	-	-
Utah	Operating License	Quarterly	\$1 per place of business.	State Tax Commission	Highway Maintenance and Construction Fund	Bond of \$2,000 minimum is required.
Vermont	Distributors License	Continuous	No fee but bond not to exceed \$10,000 is required.	-	-	-
Virginia	Dealers License	Calendar Year	\$5 per original license; no fee for renewal.	Division of Motor Vehicles	Highway Fund	Bond required in the sum of 3 times the anticipated average monthly tax due during the next succeeding three calendar months, with a maximum of \$20,000.
	Supplier License (Special Fuels)	Continuous	No fee.	Division of Motor Vehicles	-	-
	Transport License	Calendar Year	\$2 per license.	Division of Motor Vehicles	Highway Fund	Paid by common or contract carriers of motor fuels.
Washington	Distributors License	Calendar Year	\$10 per license.	Department of Licenses	Motor-Vehicle Fund	Bond of \$5,000 minimum is required.
West Virginia	Motor-Vehicle Fuel Conveyors License	Calendar Year	\$1 per set of 2 plates, 75 cents per single replacement.	Department of Licenses	Motor-Vehicle Fund	Paid by carriers of motor fuel.
	Operating License	Calendar Year	\$5 per place of business.	State Tax Commission	Primary Road Fund	Tax Commissioner may require surety bond. Amount of required bond as fixed by the State shall not exceed amount of highest monthly tax.
Wisconsin	Operating License	Continuous	No fee but bond must be furnished.	-	-	-
Wyoming	Operating License	Calendar Year	\$10 per license.	State Highway Department	State Highway Department	Bond required to equal 10 percent of previous year's tax remittance but not less than \$500 or more than \$10,000.
Dist. of Col.	Operating License	July 1-June 30	\$5 per license.	Collector of Taxes	Highway Fund	Bond of \$5,000 minimum is required.

1/ The licenses and fees given in this table are in most cases for the purpose of defraying the costs of regulating the distribution of motor fuel and allied products. Chain store and general merchandising taxes imposed on general business are not included.

Motor Fuel

STATE LICENSES AND FEES IMPOSED ON RETAIL DEALERS IN MOTOR FUEL 1/

Based on Information Obtained from State Authorities
and on the Laws of the Several StatesTABLE G-108
Sheet 1 of 2
Status as of January 1, 1954

STATE	KIND OF LICENSE OR FEE	TERM	BASIS AND RATE OF FEE	COLLECTION AGENCY	DISPOSITION OF REVENUE	REMARKS
Alabama	Bond Filing Fee Pump License	Continuous Oct. 1-Sept. 30	\$5 per bond. Varies with population from \$2.50 to \$28 per pump and from \$2.50 to \$21 per additional pump.	State Department of Revenue County probate Judges	Public Road and Bridge Fund Collection expenses 2-1/2 percent; re- mainder, State 2/3, counties 1/3	- Probate Judges are permitted a 50-cent fee for each license issued.
Arizona Arkansas California	Pump License	- - Calendar Year	- - \$2 per pump.	- - Department of Agriculture, Bureau of Weights and Measures	- - Department of Agriculture, Bureau of Weights and Measures, for admin- istration and enforcement	- No license is required. No license is required.
Colorado Connecticut	Special-Fuel Dealers License Pump License	Continuous Oct. 1-Sept. 30	No fee. \$5 for first pump and \$2 for each ad- ditional pump at any one station.	Department of Revenue Motor Vehicle Department	State Highway Fund	- -
	Sellers License (Special-Fuels) Examination of location of stations and pumps on trunk or State-aid roads or in towns under 10,000 persons	Continuous -	No fee. \$25 per station, \$5 when sold, \$5 per pump added to station.	Motor Vehicle Commissioner	With other motor-vehicle receipts	Paid by distributors and retail dealers.
Delaware Florida	Operating License Operating License	Calendar Year Calendar Year	\$2 per license. \$5 per license.	State Highway Department State Comptroller	General Fund Collection and administration, State Road License Fund	- -
	Special-Fuel User-Dealer Permit	Continuous	\$1 per license.	State Comptroller	With motor-fuel receipts	-
Georgia Idaho	Vendees Refund Permit Vehicle Tank, Pump, and Meter License	Calendar Year -	No fee. 75 cents for each retailing device; tanks less than 500 gallons capacity \$7.50, and if more, 1.5 cents per gallon.	Department of Agriculture	General Fund	- -
	Special-Fuel Dealers License	Continuous	No fee but bond is required.	-	-	Bond equal to twice estimated monthly tax payment (minimum \$500). No license is required.
Illinois Indiana	- -	- -	- -	- -	- -	- -
Iowa	Operating License Gasoline Pump and Meter License	Continuous July 1-June 30	No fee. \$1.50 per pump or meter if paid before July 30; \$3 thereafter.	Department of Agriculture	General Fund	- -
Kansas Kentucky Louisiana	Dealers License -	Continuous -	No fee but minimum bond of \$500 is required. -	Department of Revenue -	- -	No license is required. No license is required.
Maine Maryland Massachusetts	Special-Fuel Dealers License Operating License	Continuous Calendar Year	No fee. \$7 per license.	- Department of Labor and Industries	- Administration and enforcement (any balance is returned to General Fund)	No license is required. -
Michigan	Retail Dealer Certificate Marine-Fuel Dealer License Diesel-Fuel Dealer and Dealer- User License Liquefied Petroleum Dealer License Liquefied Petroleum Dealer Registration	Continuous Calendar Year Calendar Year Calendar Year Continuous	No fee. \$1 per license. \$1 per license plus bond. \$1 per license plus bond. No fee.	- Secretary of State Secretary of State Secretary of State -	General Fund General Fund General Fund -	Bond premium expense refunded by Secretary of State. Bond premium expense refunded by Secretary of State.
Minnesota	Registration of Dealer Special-Fuel Dealers License	Continuous Calendar Year	No fee. \$1 per license.	Department of Taxation, Petroleum Div- ision	General Fund	- Obtained by sellers of special fuel.
	Special-Fuel Bulk Purchasers License	Calendar Year	\$1 per license.	Department of Taxation, Petroleum Div- ision	General Fund	Obtained by bulk purchasers of special fuel.
Mississippi	Operating Permit Pump License	Calendar Year Calendar Year	No fee. Varies with population from \$1 to \$8 per pump.	- City Tax Collectors or county sheriffs	- Collection expenses, county and city	- Storage capacity of 250 gallons or less is a pump.
Missouri	Special-Fuel Dealers License	Continuous	No fee but bond of at least \$100 is re- quired.	Oil Inspection Department and Department of Revenue	Highway Fund	-
Montana	Operating License	Calendar Year	\$1 per license for each place of business.	Public Service Commission	Gasoline Inspection Fund	Bond required in amount determined by the Board of Equalization; but not to exceed 2 months' tax payments.
	Pump and Vending Machine License Inspection Fee	Calendar Year Calendar Year	\$1 for each pump in excess of one. \$1 per petroleum pump (filling station, etc.); \$5 per vehicle tank and bulk meter, 2-1/2 inches and under; \$8 per petroleum bulk meter, over 2-1/2 inches.	Public Service Commission Commissioner of Agriculture	Gasoline Inspection Fund General Fund	Paid by wholesalers and retailers. -
Nebraska	Refund Dealers License Special-Fuel Dealers License	Calendar Year Continuous	No fee. \$1 for each place of business.	Department of Agriculture and Inspection	Administration	License to sell "Refund Tax Gasoline". License to sell special fuels.
Nevada New Hampshire New Jersey	- Operating License	- Apr. 1-Mar. 31	- \$5 per license.	- Department of the Treasury, Motor Fuels Tax Bureau	- General Fund	No license is required. No license is required.

STATE LICENSES AND FEES IMPOSED ON RETAIL DEALERS IN MOTOR FUEL ^{1/}

TABLE G-108
Sheet 2 of 2
Status as of January 1, 1954

Based on Information Obtained from State Authorities
and on the Laws of the Several States

STATE	KIND OF LICENSE OR FEE	TERM	BASIS AND RATE OF FEE	COLLECTION AGENCY	DISPOSITION OF REVENUE	REMARKS
New Mexico	Operating License	Calendar Year	\$5 for each place of business.	Bureau of Revenue, Gasoline Tax Division	Gasoline Tax Suspense Fund	-
New York	Operating License	Calendar Year	\$2 per license.	Department of Taxation and Finance	General Fund	-
North Carolina	Pump License	June 1-May 31	\$4 to \$10 per pump.	Commissioner of Revenue	General Fund	Paid only by wholesalers on their retail outlets.
	Automobile, Motorcycle Dealers, and Service Station License	June 1-May 31	\$5 per pump in rural areas and from \$10 to \$50 in cities and towns.	Commissioner of Revenue	General Fund	Total amount assessed cannot average less than \$5 per pump.
	Gross Sales Tax	July 1-June 30	\$2.50 plus 5 percent additional on gross sales if they exceed \$5,000.	Commissioner of Revenue	General Fund	If oil and gasoline dealers elect to pay 1/4-cent per gallon inspection fee, they are not subject to gross sales tax.
North Dakota	Pump License	July 1-June 30	\$1 per pump.	Public Service Commission	State Inspection Fund	-
	Pump Inspection	July 1-June 30	75 cents per pump.	Public Service Commission	State Inspection Fund	-
Ohio	-	-	-	-	-	No license is required.
Oklahoma	Operating License	Continuous	No fee.	-	-	-
	Special-Fuel Dealers License	Continuous	No fee but must file bond.	-	-	-
Oregon	-	-	-	-	-	No license is required.
Pennsylvania	Special Dealer-User License	Continuous	No fee but minimum bond of \$500 is required.	Department of Revenue	Motor License Fund 90 percent, Liquid Fuels Tax Fund 10 percent	No license is required of gasoline dealers.
Rhode Island	Operating License	Continuous	\$1 per license.	Division of Taxation	General Fund	-
South Carolina	Operating License (Gasoline)	Continuous	No fee.	-	-	-
	Operating License (Special Fuel)	Nov. 1-Oct. 31	\$1 per license.	Tax Commission	General Fund	-
South Dakota	Special-Fuel Dealers License	Continuous	No fee but minimum bond of \$1,000 is required.	-	-	Bond must be renewed July 1 each year.
Tennessee	Operating License	Calendar Year	\$15 to \$60 according to number of employees.	County court clerk	General Fund	-
Texas	Refund Dealers License	Calendar Year	No fee.	-	-	Obtained by dealers selling refund gasoline.
	Special-Fuel User-Dealer Permit	Calendar Year	No fee but minimum bond of \$100 is required.	Comptroller of Public Accounts	-	-
Utah	Pump License	Continuous	No fee for original but \$1 is charged if original is lost, destroyed, or revoked.	State Road Commission	State Highway Fund	-
Vermont	-	-	-	-	-	No license is required.
Virginia	User-Seller or Peddler License	Calendar Year	\$5 per original license; no fee for renewal.	Division of Motor Vehicles	Highway Fund	-
Washington	-	-	-	-	-	No license is required.
West Virginia	Operating License	Calendar Year	\$1 per place of business.	State Tax Commission	Primary Road Fund	-
Wisconsin	Special-Fuel Dealers License	Continuous	No fee, but bond is required.	Department of Taxation	-	Minimum bond \$500, maximum \$25,000.
Wyoming	Operating License	Calendar Year	\$1 per station or store.	State Highway Department	State Highway Department	-
Dist. of Col.	Pump License	Nov. 1-Oct. 31	\$3 per pump or filler.	Collector of Taxes	General Fund	-

^{1/} The licenses and fees given in this table are in most cases for the purpose of defraying the costs of regulating the distribution of motor fuel and allied products. Chain store and general merchandising taxes imposed on general business are not included.

STATE LICENSES AND FEES IMPOSED ON USERS OF MOTOR FUEL 1/

Based on Information Obtained from State Authorities
and on the Laws of the Several StatesTABLE G-109
Sheet 1 of 2
Status as of January 1, 1954

STATE	KIND OF LICENSE OR FEE	TERM	BASIS AND RATE OF FEE	COLLECTION AGENCY	DISPOSITION	REMARKS
Alabama	-	-	-	-	-	See G-102 for optional license.
Arizona	Special-Fuel Users Permit	Continuous	No fee but bond must be filed for each vehicle.	-	-	-
Arkansas	Special-Fuel Users Permit	Continuous	No fee but \$500 bond is required.	Department of Revenue	-	-
California	Special-Fuel Users Permit	Continuous	No fee but bond is required.	-	-	\$200 bond for each piece of out-of-State equipment operated in California.
Colorado	Special-Fuel Users License	Continuous	No fee but bond is required.	Department of Revenue	-	Minimum bond \$100; maximum \$3,000.
Connecticut	Special-Fuel Users License	Continuous	No fee.	-	-	Also required of retail sellers of special fuel.
Delaware	-	-	-	-	-	No license is required.
Florida	-	-	-	-	-	See Table G-102 for optional license.
Georgia	-	-	-	-	-	No license is required.
Idaho	Permit for vehicles using special fuel	Continuous	No fee.	-	-	-
Illinois	-	-	-	-	-	See G-102 for optional users license.
Indiana	Special-Fuel Users License	Continuous	\$1 per license.	Department of State Revenue	With motor-fuel receipts	No license is required.
Iowa	Registration of vehicles using liquefied petroleum gas	Calendar Year	No fee.	State Treasurer	-	Bond is required; minimum \$100, maximum \$1,000.
Kansas	Refund Permit	Calendar Year	50 cents per permit.	County clerks	General Fund of each county, 30 cents; State Revenue Administration Fee Fund, 20 cents.	Paid by purchasers of refund fuel.
	Special-Fuel Users License	Calendar Year	\$1 per license.	Motor Fuel Tax Division	Highway Fund	Bond of \$250 minimum is required.
Kentucky	Users License	Continuous	No fee but minimum bond of \$500 is required.	Department of Revenue	-	-
Louisiana	Special-Fuel Users License	Continuous	No fee.	-	-	-
Maine	Special-Fuel Users License	Continuous	\$1 per license.	Bureau of Taxation, Excise Tax Division	-	Bond is required; minimum \$200, maximum \$10,000.
Maryland	-	-	-	-	-	See G-102 for optional license.
Massachusetts	-	-	-	-	-	No license is required.
Michigan	Diesel-Fuel User License	Calendar Year	\$1 per license.	Secretary of State	General Fund	-
Minnesota	Special-Fuel Bulk Purchasers License	Calendar Year	\$1 per license.	Department of Taxation, Petroleum Division	General Fund	Obtained by bulk purchasers of special fuel.
Mississippi	Motor-Vehicle Registration Permit for vehicles consuming special fuels	Calendar Year	See Table G-102.	-	-	This permit is in addition to regular registration by Privilege Tax Division.
Missouri	Special-Fuel Users License	Continuous	No fee but bond is required.	Oil Inspection Department and Department of Revenue	Highway Fund	Bond equal to twice estimated tax due.
Montana	Pump and Vending Machine License	Calendar Year	\$1 for each pump in excess of one.	Commissioner of Agriculture	General Fund	-
	Inspection Fee	Calendar Year	\$1 per petroleum pump (filling station, etc.); \$5 per vehicle tank and bulk meter, 2-1/2 inches and under; \$8 per petroleum bulk meter, over 2-1/2 inches.	Commissioner of Agriculture	General Fund	-
Nebraska	License to buy refund gasoline	Calendar Year	\$1 per license.	Department of Agriculture and Inspection	Administrative expenses	-
	Special-Fuel Users Permit	Continuous	\$1 per vehicle.	Department of Agriculture and Inspection	Administrative expenses	-
Nevada	Special-Fuel Users Permit	Continuous	No fee.	State Tax Commission	-	-
New Hampshire	Special-Fuel Users License	Continuous	No fee.	-	-	-
New Jersey	Motor-Fuel Carrier Registration	Apr. 1-Mar. 31	\$2 per registration.	Department of the Treasury, Motor Fuels Tax Bureau	General Fund	Land or water conveyances.

STATE LICENSES AND FEES IMPOSED ON USERS OF MOTOR FUEL 1/

Based on information obtained from State Authorities and on the Laws of the Several States

STATE	KIND OF LICENSE OR PERM	TERM	ISSUE AND RENEWAL PERMITS	COLLECTION AGENCY	DISPOSITION	REMARKS
New Mexico	Special-Fuel Users License	Continuous	\$1 per license.	Bureau of Revenue, Gasoline Tax Division	Gasoline Tax Suspense Fund	\$100 bond is required for each vehicle.
New York	Registration of owners of vehicles using fuels other than gasoline	Continuous	25 cents for each diesel certificate of registration.	Department of Taxation and Finance	General Fund	No charge for registration of owner. If owner requests certificate to be carried in vehicle, charge is 25 cents per certificate.
North Carolina	Special-Fuel Users Permit	July 1-June 30 Calendar Year	\$1 per refund permit. No fee but minimum bond of \$250 is required.	Commissioner of Revenue	State Highway Fund	Paid by purchasers of refund fuel.
North Dakota	Special-Fuel Users License	July 1-June 30 (odd years)	\$1 per license per unit listed plus bond.	State Auditor	State General Fund	If more than one vehicle, a license is required for each vehicle.
Ohio	Special-Fuel Users License	Continuous	No fee but must file bond.	-	-	No license is required.
Oklahoma	Special-Fuel Users License	Continuous	No fee but must file bond.	-	-	-
Oregon	Special-Fuel Users License	Continuous	No fee.	Department of Revenue	-	-
Pennsylvania	Special Dealer-User License	Continuous	No fee but minimum bond of \$500 is required.	-	Motor License Fund 50 percent; Liquid Fuels Tax Fund 10 percent	No license is required of gasoline dealers.
Rhode Island	Special-Fuel Users License	Nov. 1-Oct. 31	No fee. No fee but bond is required in amount determined by Tax Commissioner.	-	-	No license is required.
South Carolina	Special-Fuel Users License	Continuous	\$1 per license plus bond of at least \$100.	Department of Finance	General Fund	License continuous. Bond renewed July 1st each year.
South Dakota	Special-Fuel Users License	Continuous	\$5 per license plus \$1 for each motor-vehicle	Department of Finance and Taxation	With Motor-Fuel receipts	Bond of at least \$500 or three times monthly tax liability is required.
Tennessee	Special-Fuel Users License	Continuous	50 cents per refund claim.	Comptroller of Public Accounts	State Treasury	Deducted from amount of refund claim.
Texas	Special-Fuel Users Permit	Calendar Year	No fee but bond may be demanded at the discretion of the Tax Commission.	State Tax Commission	-	-
Texas	Special-Fuel Users Permit	Calendar Year	\$5 per original license; no fee for re-newal.	Division of Motor Vehicles	Highway Fund	-
Virginia	User-Seller License	Calendar Year	No fee but minimum bond of \$500 is required.	Department of Licenses	Motor-Vehicle Fund	Paid by owners claiming refunds.
Washington	Special-Fuel Users Permit	Continuous	No fee but minimum bond of \$500 is required.	-	-	-
West Virginia	Refund Permit Fee	Calendar Year	50 cents per refund permit.	-	-	No license is required.
Wisconsin	Special-Fuel Users License	Continuous	No fee but bond is required.	Department of Taxation	-	Minimum bond \$500; maximum \$25,000.
Wyoming	-	-	-	-	-	No license is required.
Dist. of Col.	-	-	-	-	-	No license is required.

1/ The licenses and fees given in this table are in most cases for the purpose of defraying the costs of regulating the distribution of motor fuel and allied products.

STATE LIQUID-FUELS INSPECTION FEES 1/

Based on Information Obtained from State Authorities
and on the Laws of the Several StatesTABLE G-110
Sheet 1 of 2
Status as of January 1, 1954

STATE	AMOUNT FOR INSPECTION OF-		INSPECTION AGENCY	COLLECTION AGENCY	DISPOSITION
	MOTOR FUEL ONLY	OTHER PETROLEUM PRODUCTS			
Alabama	1/40 cent per gallon of gasoline, benzene, and naphtha.	1/2 cent per gallon of kerosene.	Department of Agriculture and Industries	Department of Agriculture and Industries	Agriculture and Industries Fund.
Arizona	No charge.	No charge.	State Highway Department	-	-
Arkansas	10 cents per barrel or smaller package; 1/20 cent per gallon in bulk or quantities larger than a barrel.	10 cents per barrel or smaller package; 1/20 cent per gallon in bulk or quantities larger than a barrel.	State Revenue Department, Oil Inspection Department	State Revenue Department	First \$100,000 to County Aid Fund and balance to County Revenue Fund.
California	Gasoline - no fee.	Lubricating oil - no fee.	Department of Agriculture, Bureau of Weights and Measures	-	-
Colorado	No charge.	No charge.	State Inspector of Oils	-	-
Connecticut	No charge.	Lubricating oil - no charge.	Gasoline Tax Division	-	-
Delaware	-	-	-	-	-
Florida	1/8 cent per gallon of gasoline.	1/8 cent per gallon of kerosene and signal oil.	Department of Agriculture	Department of Agriculture	General Inspection Fund; all used by Department of Agriculture.
Georgia	No charge.	No charge.	Department of Revenue	-	-
Idaho	No charge.	No charge.	Department of Agriculture	-	-
Illinois	3 cents per 100 gallons of gasoline.	3 cents per 100 gallons of kerosene.	Department of Revenue	Department of Revenue	General Fund. 2/
Indiana	4 cents per 50-gallon barrel.	4 cents per 50-gallon barrel. Lubricating oil is not inspected.	Division of Oil Inspection	Division of Oil Inspection	Petroleum Inspection Fund for inspection costs; balance to General Fund.
Iowa	\$2 analysis fee per sample tested. 3/	3 cents per 50-gallon barrel of illuminating oil.	State Chemist	Department of Agriculture	General Revenue Fund.
Kansas	1/2 cent per 50-gallon barrel of gasoline.	1/2 cent per 50-gallon barrel of kerosene.	Commission of Revenue and Taxation	Commission of Revenue and Taxation	90 percent to the Motor Fuel Division; remainder to General Fund.
Kentucky	-	-	-	-	-
Louisiana	1/32 cent per gallon of gasoline.	1/32 cent per gallon of kerosene.	Department of Revenue	Collector of Revenue	Costs of inspection.
Maine	No charge. 4/	Lubricating oils - no fee.	Bureau of Taxation, Excise Tax Division	-	-
Maryland	-	-	-	-	-
Massachusetts	No charge. 5/	Lubricating oil - no charge. 5/	Department of Labor and Industries	-	-
Michigan	-	-	-	-	-
Minnesota	1-1/4 cents per 50-gallon barrel. 6/	1-1/4 cents per 50-gallon barrel.	Department of Taxation, Petroleum Division	Department of Taxation, Petroleum Division	General Revenue Fund. 2/
Mississippi	No charge.	No charge.	Motor Vehicle Comptroller 7/	-	-
Missouri	Minimum of 1/2 cent per barrel to maximum of 1-1/2 cents per barrel. Rate is discretionary with Collector of Revenue.	Minimum of 1/2 cent to maximum of 1-1/2 cents per barrel. Rate is discretionary with Collector of Revenue.	Oil Inspection Department	Department of Revenue	General Revenue Fund.
Montana	No charge.	No charge.	Public Service Commission	-	-
Nebraska	25 cents per barrel for less than 10 barrels; 1/2 cent per barrel for 10 barrels or more of gasoline.	25 cents per barrel for less than 10 barrels; 1/2 cent per barrel for 10 barrels or more. 8/	Department of Agriculture and Inspection	Department of Agriculture and Inspection	Administration expenses.
Nevada	1/20 cent per gallon.	1/20 cent per gallon of distillate and lubricating oil.	State Sealer	State Sealer	Petroleum Products Inspection Fund for administration costs; balance to General Fund.
New Hampshire	-	-	-	-	-
New Jersey	-	-	-	-	-
New Mexico	Any liquid believed to be motor fuel may be analyzed but no fee is imposed.	-	Bureau of Revenue, Gasoline Tax Division	-	-
New York	No charge.	-	Miscellaneous Tax Bureau	-	-
North Carolina	1/4 cent per gallon.	1/4 cent per gallon of kerosene used for illuminating or heating purposes.	Commissioner of Agriculture	Commissioner of Revenue	Costs of inspection, remainder to State General Fund.
North Dakota	1/20 cent per gallon of gasoline, tractor fuels, and diesel fuel.	1/20 cent per gallon of kerosene and heating oil.	State Laboratories Department 9/	State Laboratories Department	State General Fund.

TABLE 6-110
Sheet 2 of 2
Status as of January 1, 1954

STATE LIQUID-FUELS INSPECTION FEES

Based on Information Obtained from State Authorities
and on the Laws of the Several States

STATE	AMOUNT FOR INSPECTION OF-		INSPECTION AGENCY	COLLECTION AGENCY	DISPOSITION
	MOTOR FUEL ONLY	OTHER PETROLEUM PRODUCTS			
Ohio	8/100 cent per gallon of gasoline, and 10/100 cent per gallon of kerosene.	8/100 cent per gallon of burning oil and kerosene.	Corporation Commission	Tax Commission	General Revenue Fund. 2/
Oklahoma	50 cents per bag indicating quality of fuel and attached to container outlet.	-	Department of Agriculture, or State or local police	Department of Agriculture	Department of Agriculture Account.
Oregon	-	-	-	-	-
Pennsylvania	-	-	-	-	-
Rhode Island	Inspection performed to determine suitability of motor-vehicle fuel but no fee is imposed.	No charge.	Department of Taxation	-	-
South Carolina	1/8 cent per gallon.	1/8 cent per gallon.	Department of Agriculture	Department of Agriculture	State General Fund. 2/
South Dakota	1-1/4 cents per 50-gallon barrel.	1-1/4 cents per 50-gallon barrel. No charge for crude oil, lubricating oil, and No. 5 and No. 6 burner oil.	Department of Finance	Department of Finance	\$20,000 annually to General Fund for cost of inspection; remainder to State Highway Fund.
Tennessee	20 cents per 50-gallon barrel.	20 cents per 50-gallon barrel.	Department of Finance and Taxation	Department of Finance and Taxation	Costs of inspection; balance to General Fund.
Texas	No charge.	-	Comptroller of Public Accounts	-	-
Utah	No charge.	-	State Road Commission	-	-
Vermont	-	Illuminating oils but no fees are imposed.	Local officers appoint an inspector	-	-
Virginia	No charge.	No charge.	Commissioner of Agriculture and Immigration	-	-
Washington	-	-	-	-	-
West Virginia	-	-	-	-	-
Wisconsin	1-1/2 cents per 50-gallon barrel.	1-1/2 cents per 50-gallon barrel.	Department of Taxation	Department of Taxation	State General Fund. 2/
Wyoming	No charge.	Illuminating oils and tractor fuels - no fee.	State Commissioner of Agriculture	-	-
Dist. of Col.	-	-	-	-	-

1/ In the States for which no entry appears petroleum products are not inspected.
 2/ Costs of inspection are paid by appropriation from State General Fund.
 3/ Voluntary, but Department of Agriculture can make inspection whenever it desires.
 4/ Fees for analysis are paid from annual appropriation of the Division of Gas Tax.
 5/ Inspection made at discretion of Department of Labor and Industries and financed from Retail Dealer's license receipts.
 6/ An octane rating (anti-knock) test is made upon request of distributor. Cost of test is \$5.00 regardless of size of shipment sampled.
 7/ Inspection performed at discretion of Motor Vehicle Comptroller or duly appointed agent.
 8/ Kerosene and related products. Lubricating oils are not inspected.
 9/ Administrative authority is vested in the State Food Commissioner and Chemist. Enforcement and field supervision under State Laboratories Department. The two offices function jointly in supervising the Oil Inspection Department.
 10/ Levied as an excise tax and collected in same manner as other taxes on motor fuels.
 11/ Mine lamp oil, paraffine wax, and fuel for industrial heating or gas manufacture are not inspected; generally the inspection laws are not enforced.

MOTOR VEHICLES

Although shortages of materials that had curtailed motor-vehicle production in 1951 continued into the first half of 1952, registrations for the year increased nearly 1.5 millions over 1951. The 53,265,406 motor vehicles registered in 1952 included 649,494 vehicles owned by Federal, State, and local governments. The total does not include any automotive equipment owned by the military forces.

The further expansion of suburban areas has not only resulted in additional families joining the ranks of one-car owners, but is a factor in the trend toward ownership of more than one car per family. These factors, together with greater marginal ownership, is evidenced by the change in the number of persons per vehicle from 2.95 in 1951 to 2.92 in 1952.

The motor-vehicle registration years of the States vary considerably, but most begin either January 1 or April 1. In order to obtain uniformity, the registration data given in table MV-1 are for the calendar year. Registration practices vary widely among the States: several register busses with trucks or automobiles; some register tractor-semitrailers as one unit; others register tractors and semitrailers separately. Many States are unable to segregate house trailers or other light trailers from heavy commercial trailers and semitrailers, and others do not register these private utility trailers at all. There are numerous variations among the States in the registration of taxicabs, station wagons, and special-type vehicles. It is therefore necessary in many cases to supplement data supplied by the State with information available from other sources.

The motor-vehicle registrations reported do not

include transfers or reregistrations. Insofar as possible, these and all other items that might cause duplications have been removed.

Tables MV-7, 9, and 10 provide information on publicly owned vehicles and on busses and trucks in more detail than is given in table MV-1, and table MV-11 gives trailer and semitrailer data. The numbers of motor-vehicle operators' licenses issued in 1952 and an estimate by the Bureau of Public Roads of the number in force during the year are given in table MV-12.

Taxes and fees connected with State motor-vehicle registrations are given in table MV-2, and special taxes on motor-carriers are given in table MC-1. The diversity of the numerous taxes and fees collected makes it necessary to group them into broad, general classes, the most important being registration fees. All amounts reported are from taxes or fees levied only upon motor-vehicle users. Taxes applicable to the general public, and collected from motor-vehicle owners as well as others, are not included. The total receipts shown in tables MV-2 and MC-1 are motor-vehicle and motor-carrier portions, respectively, of total State highway-user revenues. Some of these revenues are later used for nonhighway purposes, but it is their source, rather than the purpose for which they are expended, that determines their inclusion here.

The disposition of motor-vehicle revenues is given in the section on highway taxation, page 63.

Data on truck weight and capacity classifications, with a brief discussion, are given on pages 43-56. Traffic characteristics are reported and discussed on pages 57-60.

NUMBER AND CLASSIFICATION OF TRUCKS AND TRACTOR TRUCKS REGISTERED IN 1952 1/

Compiled for the calendar year

TABLE MV-9, 1952
Revised September, 1953

STATE	PRIVATE AND COMMERCIAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL	TOTAL TRUCKS REGISTERED, 1952	COMPARISON OF TOTAL TRUCK REGISTRATIONS, 1951-1952			PARTIAL CLASSIFICATION OF PRIVATE AND COMMERCIAL TRUCKS REGISTERED IN 1952 <u>2/</u>			STATE
					TOTAL 1951 TRUCK REGISTRATIONS	INCREASE OR DECREASE, 1952	PERCENTAGE CHANGE	TRACTOR TRUCKS	DIESEL, BUTANE, AND OTHER	FARM TRUCKS <u>3/</u>	
Alabama	166,598	1,063	5,922	173,583	174,780	-1,197	-0.7	-	-	-	Alabama
Arizona	72,058	2,110	2,524	76,692	68,943	7,749	11.2	-	3,132	-	Arizona
Arkansas	160,162	862	2,701	163,725	163,886	-161	-0.1	-	935	-	Arkansas
California	686,051	5,145	33,391	724,587	692,843	31,744	4.6	26,861	11,783	-	California
Colorado	136,285	2,317	5,143	143,745	138,901	4,844	3.5	4,983	856	-	Colorado
Connecticut	91,033	434	3,931	95,398	93,419	1,979	2.1	3,665	254	-	Connecticut
Delaware	23,502	104	661	24,267	22,982	1,285	5.6	-	-	2,673	Delaware
Florida	190,033	1,041	8,296	199,370	192,177	7,193	3.7	-	-	-	Florida
Georgia	207,792	1,340	5,957	215,089	209,484	5,605	2.7	-	-	-	Georgia
Idaho	76,046	1,285	2,562	79,893	79,215	678	0.9	-	-	59,308	Idaho
Illinois	361,236	2,186	10,061	373,483	373,825	-342	-0.1	22,199	886	-	Illinois
Indiana	253,473	713	6,506	260,692	256,470	4,222	1.6	18,476	-	-	Indiana
Iowa	193,581	737	6,673	200,991	198,235	2,756	1.4	-	-	-	Iowa
Kansas	215,345	755	6,998	223,098	213,932	9,166	4.3	-	1,184	-	Kansas
Kentucky	181,705	1,254	4,002	186,961	179,203	7,758	4.3	-	-	68,719	Kentucky
Louisiana	160,705	728	4,125	165,558	161,962	3,596	2.2	-	-	65,125	Louisiana
Maine	62,578	238	2,720	65,536	64,372	1,164	1.8	-	134	-	Maine
Maryland	111,727	870	2,307	114,904	109,943	4,961	4.5	5,952	-	9,600	Maryland
Massachusetts	164,003	1,116	8,667	173,786	175,381	-1,595	-0.9	-	723	-	Massachusetts
Michigan	309,691	1,240	15,184	326,115	321,875	4,240	1.3	-	1,656	76,496	Michigan
Minnesota	208,240	981	6,440	215,661	208,896	6,765	3.2	-	-	79,239	Minnesota
Mississippi	157,181	807	4,247	162,235	158,987	3,248	2.0	270	1,450	116,025	Mississippi
Missouri	274,359	1,194	5,380	280,933	276,759	4,174	1.5	14,559	572	-	Missouri
Montana	83,371	1,527	2,597	87,495	86,587	908	1.0	758	655	50,307	Montana
Nebraska	139,927	787	4,069	144,783	138,692	6,091	4.4	-	1,016	76,125	Nebraska
Nevada	20,894	684	1,230	22,808	20,416	2,392	11.7	-	-	-	Nevada
New Hampshire	31,509	176	2,878	34,563	35,891	-1,328	-3.7	-	77	1,845	New Hampshire
New Jersey	213,900	883	9,985	224,768	222,614	2,154	1.0	-	746	18,751	New Jersey
New Mexico	68,388	2,183	1,370	71,941	69,383	2,558	3.7	-	1,174	-	New Mexico
New York	443,178	3,063	21,651	467,892	475,792	-7,900	-1.7	-	-	-	New York
North Carolina	227,769	780	8,395	236,944	227,308	9,636	4.2	-	2,936	19,782	North Carolina
North Dakota	89,071	503	1,466	91,040	88,425	2,615	3.0	-	195	-	North Dakota
Ohio	358,066	1,688	13,011	372,765	366,661	6,104	1.7	-	1,075	76,163	Ohio
Oklahoma	219,754	1,069	5,760	226,583	217,982	8,601	3.9	-	2,548	111,369	Oklahoma
Oregon <u>4/</u>	73,250	1,332	4,145	78,727	77,714	1,013	1.3	-	-	29,809	Oregon <u>4/</u>
Pennsylvania	469,440	1,807	20,558	491,805	480,751	11,054	2.3	-	4,734	-	Pennsylvania
Rhode Island	32,482	133	1,312	33,927	33,099	828	2.5	-	-	-	Rhode Island
South Carolina	123,807	2,331	5,591	131,729	119,890	11,839	9.9	-	644	-	South Carolina
South Dakota	77,764	672	2,020	80,456	77,651	2,805	3.6	-	292	-	South Dakota
Tennessee	194,084	3,285	8,460	205,829	193,863	11,966	6.2	-	906	76,243	Tennessee
Texas	661,210	3,183	20,874	685,267	682,638	2,629	3.9	33,126	-	227,414	Texas
Utah	51,957	929	2,042	54,928	51,592	3,336	6.5	-	1,037	-	Utah
Vermont <u>4/</u>	14,498	129	752	15,379	15,399	-20	-0.1	-	44	-	Vermont <u>4/</u>
Virginia	184,779	1,568	6,270	192,617	185,766	6,851	3.7	-	-	-	Virginia
Washington	168,931	4,251	9,848	183,030	177,291	5,739	3.2	-	1,734	55,460	Washington
West Virginia	115,172	435	2,481	118,088	114,476	3,612	3.2	-	-	-	West Virginia
Wisconsin	227,245	843	11,568	239,656	239,784	-128	-0.1	8,998	-	87,590	Wisconsin
Wyoming	44,779	1,048	1,454	47,281	43,725	3,556	8.1	2,343	-	-	Wyoming
Dist. of Col.	18,531	1,238	969	20,738	21,053	-315	-1.5	-	-	-	Dist. of Col.
Total	8,817,140	65,047	325,154	9,207,341	9,000,913	206,428	2.3	142,190	43,378	1,308,043	Total

1/ The registrations given in this table are as reported by the States in most instances, but have been supplemented in some cases by estimates based on data from other sources.

2/ Data for many States are incomplete. In this partial classification, a vehicle may be included more than once; for instance, a diesel tractor-truck in farm use could appear in all three columns.

3/ The following farm trucks, registered at a nominal fee and restricted to use in the vicinity of the owner's farm, are not

included in this table: Connecticut 5,661; New Hampshire 3,873; New Jersey 10,480; New York 13,965; Rhode Island 1,944.

4/ In Oregon, trucks with gross weights of 4,500 pounds or less, and in Vermont, trucks under 1,500 pounds capacity, are not segregated from automobiles. In most States for which truck weight data are available, similar light trucks comprise approximately half of all trucks registered.

NUMBER AND CLASSIFICATION OF BUSES REGISTERED IN 1952 L

Compiled for calendar year

TABLE MV-10, 1952
Revised September, 1953

STATE	PRIVATELY OWNED				PUBLICLY OWNED			TOTAL BUSES			STATE
	COMMERCIAL BUSES		SCHOOL BUSES ^{2/}	TOTAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL (SCHOOL) ^{4/}	TOTAL	TOTAL SCHOOL	TOTAL COMMERCIAL AND OTHER	GRAND TOTAL	
	GASOLINE ^{2/}	DIESEL, BUTANE, AND OTHER ^{3/}									
Alabama	1,556	-	948	2,504	7	3,400	3,407	4,348	1,563	5,911	Alabama
Arizona	958	-	-	958	99	541	640	541	1,057	1,598	Arizona
Arkansas	792	32	199	1,023	3	2,840	2,843	3,039	827	3,866	Arkansas
California	4,134	2,787	400	7,321	70	5,224	5,294	5,624	6,991	12,615	California
Colorado	732	230	563	1,525	15	918	933	1,481	977	2,458	Colorado
Connecticut	968	499	1,559	3,026	1	149	150	1,708	1,468	3,176	Connecticut
Delaware	196	-	269	465	1	22	23	291	197	488	Delaware
Florida	1,655	-	279	1,934	4	3,555	3,559	3,834	1,659	5,493	Florida
Georgia	1,643	-	2,062	3,705	16	2,449	2,465	4,511	1,659	6,170	Georgia
Idaho	298	-	-	298	36	503	539	503	334	837	Idaho
Illinois	4,228	1,856	1,354	7,438	45	3,105	3,150	4,459	6,129	10,588	Illinois
Indiana	2,545	-	4,946	7,491	7	1,051	1,058	5,997	2,552	8,549	Indiana
Iowa	472	-	528	1,000	3	2,872	2,875	3,400	475	3,875	Iowa
Kansas	861	132	-	993	13	1,012	1,025	1,012	1,006	2,018	Kansas
Kentucky	1,763	-	1,056	2,819	10	1,625	1,635	2,681	1,773	4,454	Kentucky
Louisiana	929	-	3,072	4,001	7	526	533	3,598	936	4,534	Louisiana
Maine	313	57	694	1,064	2	357	359	1,051	372	1,423	Maine
Maryland	2,509	-	2,040	4,549	6	326	332	2,366	2,515	4,881	Maryland
Massachusetts	6,677	457	804	7,938	10	50	60	854	7,144	7,998	Massachusetts
Michigan	4,361	901	1,861	7,123	12	3,603	3,615	5,464	5,274	10,738	Michigan
Minnesota	1,604	322	1,888	3,814	6	2,316	2,322	4,204	1,932	6,136	Minnesota
Mississippi	1,023	67	1,314	2,404	16	2,594	2,610	3,908	1,106	5,014	Mississippi
Missouri	2,439	1,080	1,100	4,619	8	1,300	1,308	2,400	3,527	5,927	Missouri
Montana	199	48	444	691	16	267	283	711	263	974	Montana
Nebraska	525	298	-	823	4	348	352	348	827	1,175	Nebraska
Nevada	202	-	-	202	38	111	149	111	240	351	Nevada
New Hampshire	523	19	345	887	2	50	52	395	544	939	New Hampshire
New Jersey	2,639	2,837	1,630	7,106	6	350	356	1,980	5,482	7,462	New Jersey
New Mexico	637	65	1,168	1,870	69	77	146	1,245	771	2,016	New Mexico
New York	11,443	-	-	11,443	37	6,327	6,364	6,327	11,480	17,807	New York
North Carolina	2,545	183	-	2,728	33	7,850	7,883	7,850	2,761	10,611	North Carolina
North Dakota	146	33	-	179	38	117	155	117	217	334	North Dakota
Ohio	3,923	1,176	-	5,099	15	6,979	6,994	6,979	5,114	12,093	Ohio
Oklahoma	991	213	420	1,624	25	4,333	4,358	4,753	1,229	5,982	Oklahoma
Oregon	1,404	-	-	1,404	6	1,560	1,566	1,410	1,410	2,970	Oregon
Pennsylvania	5,036	1,464	4,060	10,560	24	773	797	4,833	6,524	11,357	Pennsylvania
Rhode Island	460	-	119	579	-	89	89	208	460	668	Rhode Island
South Carolina	1,995	46	-	2,041	15	3,368	3,383	3,368	2,056	5,424	South Carolina
South Dakota	279	21	-	300	69	263	332	263	369	632	South Dakota
Tennessee	1,836	403	-	2,239	156	1,886	2,042	1,886	2,395	4,281	Tennessee
Texas	5,227	-	-	5,227	48	9,987	10,035	9,987	5,275	15,262	Texas
Utah	308	124	-	432	10	553	563	553	442	995	Utah
Vermont	105	27	444	576	-	145	145	589	132	721	Vermont
Virginia	2,555	-	742	3,297	18	2,444	2,462	3,186	2,573	5,759	Virginia
Washington	885	251	-	1,136	338	2,115	2,453	2,115	1,474	3,589	Washington
West Virginia	1,284	-	46	1,330	7	1,610	1,617	1,656	1,291	2,947	West Virginia
Wisconsin	1,595	-	1,066	2,661	11	1,624	1,635	2,690	1,606	4,296	Wisconsin
Wyoming	314	-	390	704	4	286	290	676	318	994	Wyoming
Dist. of Col.	1,563	514	-	2,077	22	-	22	-	2,099	2,099	Dist. of Col.
Total	91,275	16,142	37,810	145,227	1,408	93,850	95,258	131,660	108,825	240,485	Total

^{1/} This table gives bus registrations reported by the States, supplemented where possible by Bureau of Public Roads estimates based on other data. Some of the figures are inconsistent or are otherwise questionable, but are the best currently available and are presented for such informational value as they may have.

^{2/} In a few instances privately owned school busses are included with commercial busses or with publicly owned school busses.

^{3/} Many States were unable to report separately the busses

powered by fuels other than gasoline. Where no figure is given in this column busses powered by fuels other than gasoline are included with gasoline busses.

^{4/} This column consists primarily of publicly owned school busses but includes a few privately owned school, institutional, and industrial busses registered free or at a reduced rate. Municipally owned transit busses are included with commercial busses.

NUMBER AND CLASSIFICATION OF TRAILERS AND SEMITRAILERS REGISTERED IN 1952 ^{1/}

Compiled for calendar year from reports of State authorities

TABLE MV-11, 1952
ISSUED MAY 1953

STATE	PRIVATE AND COMMERCIAL							PUBLICLY OWNED			GRAND TOTAL	STATE
	COMMERCIAL TRAILERS			LIGHT FARM TRAILERS, CAR TRAILERS, ETC. ^{3/}	HOUSE TRAILERS ^{4/}	UNSEGMEN- TATED	TOTAL	BY FEDERAL GOVERN- MENT	BY STATE, COUNTY, AND MUNICIPAL GOVERN- MENTS	TOTAL		
	TRAILERS AND SEMI- TRAILERS ^{2/}	FULL TRAILERS	SEMI- TRAILERS									
Alabama	-	-	14,374	450	-	-	14,824	34	165	199	15,023	Alabama
Arizona	12,681	-	-	-	14,107	-	26,788	16	288	304	27,092	Arizona
Arkansas	-	-	-	-	-	27,037	27,037	5	82	87	27,124	Arkansas
California	-	-	-	-	98,869	313,880	412,749	48	4,182	4,230	416,979	California
Colorado	-	2,697	3,698	16,849	5,830	-	29,074	30	382	412	29,486	Colorado
Connecticut	-	-	4,968	19,430	-	-	24,398	-	493	493	24,891	Connecticut
Delaware	-	-	-	-	-	5,107	5,107	2	124	126	5,233	Delaware
Florida	10,678	-	-	50,417	32,725	-	93,820	14	405	419	94,239	Florida
Georgia	11,062	-	-	19,386	3,810	-	34,258	7	261	268	34,526	Georgia
Idaho	2,564	-	-	36,494	-	-	39,058	21	233	254	39,312	Idaho
Illinois	-	-	-	-	-	67,524	67,524	5	455	460	67,984	Illinois
Indiana	-	-	-	-	7,753	120,133	127,886	4	504	508	128,394	Indiana
Iowa	-	-	-	54,306	-	57,977	112,283	1	905	906	113,189	Iowa
Kansas	-	-	-	-	-	17,564	17,564	6	-	6	17,570	Kansas
Kentucky	-	-	-	-	-	(5/)	(5/)	19	-	19	19	Kentucky
Louisiana	-	-	-	-	2,011	32,097	34,108	7	149	156	34,264	Louisiana
Maine	-	-	-	-	-	22,303	22,303	-	335	335	22,638	Maine
Maryland	-	-	-	-	-	18,084	18,084	15	135	150	18,234	Maryland
Massachusetts	-	-	-	-	-	58,800	58,800	3	-	3	58,803	Massachusetts
Michigan	-	-	-	-	16,299	230,325	246,624	2	1,836	1,838	248,462	Michigan
Minnesota	17,417	-	-	87,837	5,999	-	111,253	17	657	674	111,927	Minnesota
Mississippi	-	-	-	-	-	25,432	25,432	24	68	92	25,524	Mississippi
Missouri	-	-	-	-	-	86,412	86,412	2	128	130	86,542	Missouri
Montana	-	1,165	975	4,803	4,393	-	11,336	9	284	293	11,629	Montana
Nebraska	-	1,114	8,029	45,915	4,518	-	59,576	11	785	796	60,372	Nebraska
Nevada	-	-	-	-	-	5,874	5,874	30	159	189	6,063	Nevada
New Hampshire	-	-	-	-	-	11,168	11,168	-	258	258	11,426	New Hampshire
New Jersey	-	-	-	-	-	29,802	29,802	15	16	31	29,833	New Jersey
New Mexico	-	-	-	-	-	9,674	9,674	25	38	63	9,737	New Mexico
New York	-	-	-	-	-	117,545	117,545	4	1,743	1,747	119,292	New York
North Carolina	18,390	-	-	62,345	-	-	80,735	11	1,753	1,764	82,499	North Carolina
North Dakota	285	-	-	693	2,030	-	3,008	5	-	5	3,013	North Dakota
Ohio	-	-	-	-	-	196,724	196,724	10	1,758	1,768	198,492	Ohio
Oklahoma	12,414	-	-	-	2,571	-	14,985	20	317	337	15,322	Oklahoma
Oregon	-	-	-	-	-	25,422	25,422	30	489	519	25,941	Oregon
Pennsylvania	-	-	-	-	-	97,573	97,573	5	1,191	1,196	98,769	Pennsylvania
Rhode Island	-	-	-	-	-	6,424	6,424	3	37	40	6,464	Rhode Island
South Carolina	10,520	-	-	-	2,355	-	12,875	7	-	7	12,882	South Carolina
South Dakota	-	-	-	-	-	32,365	32,365	9	220	229	32,594	South Dakota
Tennessee	-	-	-	-	-	-	(5/)	104	-	104	104	Tennessee
Texas	-	-	-	-	25,601	140,234	165,835	37	1,184	1,221	167,056	Texas
Utah	-	171	2,009	-	-	-	2,180	35	25	60	2,240	Utah
Vermont	-	-	-	-	-	6,976	6,976	3	-	3	6,979	Vermont
Virginia	-	-	-	26,024	-	13,762	39,786	13	465	478	40,264	Virginia
Washington	-	-	-	-	2,490	53,265	55,755	53	450	503	56,258	Washington
West Virginia	5,095	-	-	7,724	1,040	-	13,859	1	742	743	14,602	West Virginia
Wisconsin	11,955	-	-	-	6,668	-	18,623	1	365	366	18,989	Wisconsin
Wyoming	1,854	-	-	11,435	3,033	-	16,322	5	199	204	16,526	Wyoming
Dist. of Col.	-	-	-	-	-	1,573	1,573	6	172	178	1,751	Dist. of Col.
Total	114,915	5,147	34,053	444,108	242,102	1,831,056	2,671,381	734	24,437	25,171	2,696,552	Total

1/ The amount and significance of data on trailer registrations vary greatly. Data are reported to the extent available.

2/ Several States register tractor-semitrailer combinations as one unit. Semitrailers registered as parts of such units are not included in this table.

3/ Several States do not require the registration of light farm or

automobile trailers.

4/ House trailers are classified as light car trailers in many States, and in others they are not required to be registered.

5/ Heavy semitrailers are registered with the tractor as one unit. Automobile trailers are not required to be registered.

Motor Vehicles

MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES - 1952 1/

Compiled For Calendar Year From Reports Of State Authorities

Table MV-12, 1952 Issued July 1953

STATE	LICENSES ISSUED DURING 1952					ESTIMATED TOTAL LICENSES IN FORCE DURING 1952 3/	PRIVATE AND COMMERCIAL MOTOR VEHICLES REGISTERED IN 1952	LICENSED OPERATORS PER REGISTERED MOTOR VEHICLE	STATE
	LEARNERS PERMITS	OPERATORS LICENSES		CHAUFFEURS LICENSES 2/					
		PERIOD FOR WHICH ISSUED	NUMBER ISSUED DURING 1952	PERIOD FOR WHICH ISSUED	NUMBER ISSUED DURING 1952				
Alabama	28,345	2 Years	115,545	Not Required	-	1,146,065	764,665	1.50	Alabama
Arizona	-	3 Years	104,071	2 Years	30,649	416,341	322,745	1.29	Arizona
Arkansas	-	1 Year	641,919	1 Year	18,552	660,471	498,112	1.33	Arkansas
California	-	4 Years	1,314,714	4 Years	139,414	5,803,946	5,090,616	1.14	California
Colorado	-	3 Years	240,260	1 Year	71,034	802,919	611,151	1.31	Colorado
Connecticut	-	1 Year	934,181	1 Year	8,214	*934,181	781,555	1.20	Connecticut
Delaware	-	(4/)	94,100	(4/)	23,075	160,636	120,779	1.33	Delaware
Florida	23,783	1 Year	1,273,461	1 Year	257,507	1,530,968	1,162,547	1.32	Florida
Georgia	34,435	Indefinite	125,613	Indefinite	13,376	1,353,844	1,010,331	1.34	Georgia
Idaho	2,929	2 Years	117,601	2 Years	15,273	346,035	285,233	1.21	Idaho
Illinois	-	3 Years	1,509,353	1 Year	267,150	3,969,700	2,819,618	1.41	Illinois
Indiana	115,390	2 Years	1,225,315	1 Year	248,080	1,909,608	1,518,426	1.26	Indiana
Iowa	-	2 Years	575,090	1 Year	144,245	1,313,307	1,077,879	1.22	Iowa
Kansas	-	2 Years	130,702	2 Years	23,405	1,187,913	910,001	1.31	Kansas
Kentucky	-	1 & 2 Years	1,000,200	1 Year	28,692	*1,000,200	847,122	1.18	Kentucky
Louisiana	-	1 Year	222,307	1 Year	82,659	890,015	747,762	1.19	Louisiana
Maine	-	1 Year	357,859	Not Required	-	357,859	283,253	1.26	Maine
Maryland	159,885	Indefinite	84,861	2 Years	54,169	*1,012,770	773,107	1.31	Maryland
Massachusetts	-	2 Years	302,495	1 Year	(5/)	*1,876,446	1,361,074	1.38	Massachusetts
Michigan	103,457	3 Years	997,943	1 Year	200,618	3,161,880	2,540,556	1.24	Michigan
Minnesota	99,359	4 Years	575,927	1 Year	147,006	1,654,019	1,205,497	1.37	Minnesota
Mississippi	-	2 Years	197,855	2 Years	13,319	564,735	515,737	1.10	Mississippi
Missouri	-	3 Years	650,157	1 Year	131,436	1,910,818	1,322,666	1.44	Missouri
Montana	-	2 Years	(6/)	2 Years	(6/)	285,178	276,872	1.03	Montana
Nebraska	-	2 Years	57,737	Not Required	-	715,627	613,123	1.17	Nebraska
Nevada	600	2 Years	18,046	1 Year	9,462	107,348	91,431	1.17	Nevada
New Hampshire	-	1 Year	153,314	1 Year	80,521	233,835	177,458	1.32	New Hampshire
New Jersey	379,744	1 Year	2,082,495	Not Required	-	2,082,495	1,729,773	1.20	New Jersey
New Mexico	-	(7/)	209,388	(7/)	44,423	344,460	266,847	1.29	New Mexico
New York	280,649	3 Years	2,447,280	3 Years	731,527	5,633,721	3,935,906	1.43	New York
North Carolina	-	4 Years	365,440	1 Year	37,582	1,504,822	1,150,738	1.31	North Carolina
North Dakota	-	2 Years	37,761	Not Required	-	315,542	282,334	1.12	North Dakota
Ohio	631,314	3 Years	272,102	3 Years	14,640	3,801,967	2,993,675	1.27	Ohio
Oklahoma	-	2 Years	406,417	2 Years	59,385	945,131	877,841	1.08	Oklahoma
Oregon	36,462	2 Years	415,417	1 Year	50,850	*821,878	698,745	1.18	Oregon
Pennsylvania	401,272	1 Year	4,170,937	Not Required	-	4,170,937	3,233,058	1.29	Pennsylvania
Rhode Island	19,669	1 Year	321,477	1 Year	14,875	321,477	268,289	1.20	Rhode Island
South Carolina	-	4 Years	74,998	1 Year	3,847	835,022	672,700	1.24	South Carolina
South Dakota	-	(8/)	-	(8/)	-	340,438	296,033	1.15	South Dakota
Tennessee	10,615	2 Years	113,003	2 Years	7,643	1,225,034	915,507	1.34	Tennessee
Texas	-	2 Years	1,544,399	1 Year	658,324	3,357,522	3,113,687	1.08	Texas
Utah	-	5 Years	(6/)	5 Years	(6/)	343,904	268,675	1.28	Utah
Vermont	-	1 Year	151,642	Not Required	-	151,642	124,532	1.22	Vermont
Virginia	-	3 Years	367,041	1 Year	63,288	1,313,222	1,018,792	1.29	Virginia
Washington	37,724	2 Years	560,069	Not Required	-	1,130,533	966,574	1.17	Washington
West Virginia	79,995	4 Years	263,322	1 Year	45,838	738,974	490,817	1.51	West Virginia
Wisconsin	98,500	4 Years	398,550	Not Required	-	1,619,646	1,233,058	1.31	Wisconsin
Wyoming	-	3 Years	30,776	1 Year	11,764	196,625	152,526	1.29	Wyoming
Dist. of Col.	38,335	3 Years	109,305	Not Required	-	324,173	188,971	1.72	Dist. of Col.
Total	-	-	-	-	-	66,825,829	52,608,394	1.27	Total

1/ Complete data for all States were not available.
 2/ Includes public service and other special licenses that are issued to operators of vehicles for hire.
 3/ Estimated by the Bureau of Public Roads from data reported by the States for current and previous years. No allowance was made for deaths, emigration, or revocations. Chauffeurs' licenses have not been added to operators' licenses in the States that require an operator's license in addition to the chauffeur's license. Such States are indicated with an asterisk (*). (The figure for South Dakota is an estimate by the Bureau of Public Roads of the number of motor-vehicle operators in that State. See footnote 8.)
 4/ Licenses are issued for a two-year period but drivers meeting certain requirements and having a motor-vehicle operation record showing no previous arrest or conviction may obtain licenses for an indefinite period. Licenses were issued as follows:

	Two Years	Indefinite	Total
Operators	88,581	5,519	94,100
Chauffeurs	21,480	1,595	23,075

 5/ The amount received from bus operators' licenses, duplicates, etc., was \$6,656, but a segregation of the licenses was not available.
 6/ The amounts received from operators' and chauffeurs' licenses were \$925,724 in Montana and \$149,357 in Utah, but segregations were not available either in amounts or numbers.
 7/ Licenses are issued for a one-year, two-year, or three-year period at the option of the applicant. Licenses were issued as follows:

	One Year	Two Years	Three Years	Total
Operators	126,652	40,045	42,691	209,388
Chauffeurs	34,428	6,485	3,510	44,423

 8/ South Dakota did not require a license for operators or chauffeurs during 1952. Under a 1953 law, however, a driver's license will be required beginning January 1, 1954.

Motor Vehicles

STATE MOTOR-CARRIER TAX RECEIPTS - 1952 \downarrow

Compiled For Calendar Year From Reports Of State Authorities

TABLE MC-1, 1952
REVISED SEPTEMBER 1953

STATE	PROCEEDS OF STATE IMPOSTS ON MOTOR VEHICLES OPERATED FOR HIRE, AND OTHER MOTOR CARRIERS $\frac{2}{}$						TOTAL	STATE
	GROSS RECEIPTS TAXES $\frac{3}{}$	MILEAGE, TON-MILE, AND PASSENGER-MILE TAXES	SPECIAL LICENSE FEES AND FRANCHISE TAXES $\frac{4}{}$		CERTIFICATE OR PERMIT FEES $\frac{4}{}$	MISCELLANEOUS RECEIPTS		
			ON WEIGHT OR CAPACITY BASIS	ON FLAT RATE BASIS				
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	
Alabama	-	1,112	-	-	33	-	1,145	Alabama
Arizona	1,351	-	-	-	-	-	1,351	Arizona
Arkansas	-	-	-	-	4	-	4	Arkansas
California	13,352	-	-	-	392	-	13,744	California
Colorado	-	2,673	-	-	63	-	2,736	Colorado
Connecticut	513	-	-	153	-	-	666	Connecticut
Delaware $\frac{5}{}$	-	-	-	-	-	-	-	Delaware $\frac{5}{}$
Florida	-	614	-	41	18	-	673	Florida
Georgia	-	-	-	149	2	-	151	Georgia
Idaho	15	-	-	-	13	125	153	Idaho
Illinois $\frac{5}{}$	-	-	-	-	-	-	-	Illinois $\frac{5}{}$
Indiana	-	-	-	330	7	-	337	Indiana
Iowa	-	-	339	85	-	-	424	Iowa
Kansas	-	3,273	-	-	13	-	3,286	Kansas
Kentucky	-	294	1,042	-	180	$\frac{6}{}$ 49	1,565	Kentucky
Louisiana	-	-	-	-	29	34	63	Louisiana
Maine	-	15	-	50	25	9	99	Maine
Maryland	-	29	-	-	-	-	29	Maryland
Massachusetts	-	56	-	160	14	$\frac{5}{}$ 7	237	Massachusetts
Michigan	-	1,155	-	1	23	-	1,179	Michigan
Minnesota	-	-	-	-	80	-	80	Minnesota
Mississippi	-	-	-	169	3	-	172	Mississippi
Missouri	-	-	1,031	-	-	-	1,031	Missouri
Montana	152	-	-	52	1	2	207	Montana
Nebraska	-	-	-	57	12	-	69	Nebraska
Nevada	-	-	1,139	108	-	50	1,297	Nevada
New Hampshire	-	30	-	7	-	-	37	New Hampshire
New Jersey	-	109	-	-	-	-	109	New Jersey
New Mexico	-	1,365	-	-	12	-	1,377	New Mexico
New York	-	8,989	-	456	7	10	9,462	New York
North Carolina	-	-	-	-	8	-	8	North Carolina
North Dakota	-	31	342	18	42	-	433	North Dakota
Ohio	-	-	1,438	-	-	-	1,438	Ohio
Oklahoma	-	391	-	18	7	-	416	Oklahoma
Oregon	-	5,641	1,896	150	4	89	7,780	Oregon
Pennsylvania $\frac{5}{}$	-	-	-	-	-	-	-	Pennsylvania $\frac{5}{}$
Rhode Island	-	-	-	50	1	-	51	Rhode Island
South Carolina	-	588	67	-	-	$\frac{6}{}$ 8	663	South Carolina
South Dakota	-	76	1,485	-	42	2	1,605	South Dakota
Tennessee	-	-	232	-	3	-	235	Tennessee
Texas	-	-	67	263	23	-	353	Texas
Utah	-	212	-	-	-	186	398	Utah
Vermont	-	-	-	-	-	40	40	Vermont
Virginia	1,716	222	-	-	48	17	2,003	Virginia
Washington	40	31	402	73	34	31	611	Washington
West Virginia	-	312	-	-	-	-	312	West Virginia
Wisconsin	-	-	$\frac{7}{}$ 3,802	365	-	-	4,167	Wisconsin
Wyoming	-	1,149	-	100	-	93	1,342	Wyoming
Dist. of Col.	-	180	-	257	61	-	498	Dist. of Col.
Total	17,139	28,547	13,282	3,112	1,204	752	64,036	Total

$\frac{1}{}$ Road-user revenues consist primarily of the motor-vehicle registration fees and motor-fuel taxes shown in Tables MV-2 and G-1, respectively. In most States, however, operators of for-hire vehicles, and in some instances other commercial vehicles, are required to pay additional fees for use of the highways or for regulation of motor-carrier operations. It is the revenue from these additional imposts that is included in Table MC-1. In a few cases the amounts for some classes of vehicles are in lieu of, rather than in addition to, the registration and/or fuel taxes.

$\frac{2}{}$ Complete classification of motor-carrier tax receipts is not available in all States. The classified receipts, in some cases, include miscellaneous small receipts not classified.

$\frac{3}{}$ Numerous States impose taxes on the gross receipts of motor carriers in connection with general State sales taxes or taxes on all transportation companies or public utilities. This column includes only the proceeds of gross receipts taxes reported by the

States as special taxes on motor carriers.

$\frac{4}{}$ It is sometimes difficult to make a distinction between the three classes of receipts listed in the third, fourth, and fifth columns. In general, the proceeds of special weight or capacity taxes and taxes imposed at a flat rate per vehicle are included under special license fees and franchise taxes. Application or filing fees required for the issuance of certificates of convenience and necessity to common carriers, and corresponding permits to contract and other motor carriers, are included under certificate or permit fees.

$\frac{5}{}$ There are no special taxes on motor carriers.

$\frac{6}{}$ Motor-carrier drivers licenses.

$\frac{7}{}$ Includes receipts from mileage taxes that can be paid in lieu of weight taxes at option of carrier. Amount not reported.

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES 1/

TABLE WF-103
Sheet 1 of 6
2/ Status as of January 1, 1954

STATE	1. AUTOMOBILES		APPROXIMATE FEE RANGE 3/		FEE FOR TYPICAL VEHICLE 1/	FEE BASIS	2. SINGLE-UNIT TRUCKS		APPROXIMATE FEE RANGE 5/		FEE FOR TYPICAL VEHICLE 1/	
	FEE BASIS		FROM	TO			REGULAR REGISTRATION	SPECIAL RATES FOR FARM TRUCKS 6/	NON-FARM	FARM		
	FEE BASIS											
Alabama	Flat fee.		\$ 3.00	\$ 3.00	\$ 3.00	Manufacturers rated capacity.	\$15.00 for less than 1 ton to \$400.00 for 5 to 6 tons.	-	\$ 22.50	\$ 22.50		
Arizona	Flat fee.		3-50	3-50	3-50	Flat fee plus empty weight and axles.	\$3.50, plus weight fee of \$2.00 for vehicles under 2,900 pounds and from 35 cents per cwt. for 2-axle trucks weighing 2,900 pounds to \$1.60 per cwt. for 3-axle trucks weighing 12,000 pounds and over.	-	30.00	30.00		
Arkansas	Horsepower and gross weight: 6-1/4 cents per horsepower plus 27-1/2 cents to 36-1/2 cents per cwt.		9-00	21-00	13-00	Gross weight groups.	\$12.00 for less than 5,000 pounds to \$450.00 over 60,000 pounds. \$12.00 for trucks having rated capacity of 1/2 ton or less, regardless of weight.	\$12.00 for less than 5,000 pounds to \$50.00 for 17,000 pounds and over.	42.00	42.00	\$6.00	
California	Flat fee.		8-00	8-00	8-00	Flat fee plus empty weight groups and axles.	\$6.00 flat fee plus \$14.00 for 3,000-4,000 pounds for two axles to \$267.00 over 15,000 pounds for three axles.	-	48.00	48.00	48.00	
Colorado	Empty weight: \$5.00 for 2,600 pounds or less and \$1.00 for each additional 500 pounds, plus 60 cents per cwt. over 4,500 pounds.		5-00	10-25	5-50	Manufacturers rated capacity.	\$10.00 for 1 ton to \$50.00 for 5 tons plus \$25.00 each additional ton.	-	17-50	17-50	17-50	
Connecticut	Empty weight groups: \$7.00 for 3,500 pounds or less to \$11.00 over 4,500 pounds.		7-00	11-00	7-00	Gross weight.	30 cents per cwt. for 20,000 pounds or less to 50 cents per cwt. over 30,000 pounds. Minimum \$10.00.	-	37-50	37-50	37-50	
Delaware	Empty weight groups: \$10.00 per 4,000 pounds or less and \$15.00 over 4,000 pounds.		10-00	16-00	10-00	Gross weight.	\$1.75 per 500 pounds for first 5,000 pounds and \$2.30 for each additional 500 pounds.	One half of regular fee. Minimum \$11.50.	26.00	26.00	26.00	
Florida	Empty weight groups: \$5.00 for 2,000 pounds or less to \$25.00 for 4,500 pounds and over.		10-00	25-00	15-00	Empty weight.	50 cents per cwt. for 2,000 pounds or less to \$11.00 per cwt. over 5,000 pounds.	-	26.00	26.00	26.00	
Georgia	Empty weight: \$1.50 first 2,500 pounds, plus \$1.00 for each additional 500 pounds.		1-50	6-50	3-50	Manufacturers rated capacity.	\$2.50 for less than 1 ton to \$1,000.00 for 10 tons and over.	-	10.00	10.00	10.00	
Idaho	Flat fee.		5-00	5-00	5-00	Gross weight groups. 5/	\$10.00 for 6,000 pounds or less to \$310.00 over 40,000 pounds.	(B)	30.00	30.00	30.00	
Illinois	Horsepower groups: \$6.50 for 25 horsepower or less to \$22.00 over 90 horsepower.		6-50	17-00	10-50	Flat fee, plus either gross weight groups or mileage.	\$5.00 flat fee; plus either \$5.00 for 3,000 pounds or less to \$635.00 for 36,000-41,000 pounds, or graduated mileage tax.	-	86.00	86.00	86.00	
Indiana	Empty weight and horsepower groups: \$7.00 for less than 2,500 pounds, and less than 25 horsepower; \$12.00 for 3,500 pounds or more, and 25 horsepower or more.		7-00	12-00	11-00	Gross weight groups.	\$9.00 for 4,000 pounds or less to \$200.00 over 34,000 pounds.	-	35.00	35.00	35.00	
Iowa	Empty weight and value, 40 cents per cwt. plus one percent of value fixed by Department of Public Safety. Minimum \$10.00.		11-00	71-00	27-00	Gross weight groups.	\$25.00 for 3 tons or less to \$255.00 for 12 tons, plus \$25.00 for each additional ton.	-	95.00	95.00	95.00	
Kansas	Gross weight: \$6.50 first 2,000 pounds plus 35 cents per cwt. over 2,000 pounds.		9-65	19-80	13-50	Owner declared capacity (not less than manufacturers rated capacity or more than 200 percent of manufacturers rated capacity).	\$7.50 for 1/2 ton or less to \$100.00 for 3 tons, plus \$50.00 each additional ton.	-	100.00	100.00	100.00	
Kentucky	Flat fee.		4-50	4-50	4-50	Gross weight groups.	\$10.00 for 5,000 pounds or less to \$150.00 for 42,000 pounds. Trucks over 15,000 pounds \$67.00 to \$200.00 additional.	\$4.50 for 22,000 pounds or less. Regular fee over 22,000 pounds.	36.00	36.00	4.50	
Louisiana	Flat fee.		3-00	3-00	3-00	Gross weight groups per load-carrying axle.	\$10.00 for 3,500 pounds or less to \$140.00 for 18,000 pounds.	\$3.00 for 3,500 pounds or less to \$10.00 for 18,000 pounds.	60.00	60.00	10.00	
Maine	Horsepower groups: \$10.00 for 17 horsepower or less to \$16.00 for 31 horsepower and over.		12-00	16-00	14-00	Gross weight groups.	\$15.00 for 6,000 pounds or less to \$350.00 for 50,000 pounds.	-	60.00	60.00	60.00	
Maryland	Empty weight groups: \$10.00 for 3,700 pounds or less to \$17.00 over 3,700 pounds.		10-00	17-00	10-00	Chassis weight groups, with gross weight limits, or manufacturers rated capacity.	\$12.00 for three-quarter ton or less manufacturers rated capacity. Others, \$15.00 for 2,500 pounds chassis weight (maximum gross weight 10,000 pounds) to \$200.00 over 9,000 pounds chassis weight (maximum gross weight 55,000 pounds).	\$12.00 for over three-quarter ton and not over 2,500 pounds chassis weight (maximum gross weight 10,000 pounds); \$10.00 for 2,501 pounds to 5,000 pounds chassis weight (maximum gross weight 17,000 pounds). Over 5,000 pounds chassis weight, regular fee.	35.00	35.00	10.00	
Massachusetts	Horsepower groups: \$4.50 for less than 30 horsepower to \$11.25 for 50 horsepower and over.		4-50	9-00	4-50	Gross weight.	\$3.00 per 1,000 pounds. Minimum \$12.00.	\$12.00 for vehicles used within 10 mile radius of owner's farm. Other farm trucks, same fee as non-farm.	39.00	39.00	12.00	
Michigan	Empty weight: 35 cents per cwt.		8-40	17-15	10-85	Empty weight.	65 cents per cwt. under 2,500 pounds to \$2.00 per cwt. over 15,000 pounds.	50 cents per cwt.	53.00	53.00	26.50	

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES 1/

TABLE MV-103
Sheet 2 of 6
2/ Status as of January 1, 1954

Based on Reports of State Authorities

STATE	1. AUTOMOBILES				2. SINGLE-UNIT TRUCKS				
	FEE BASIS	APPROXIMATE FEE RANGE 3/		FEE FOR TYPICAL VEHICLE 4/	FEE BASIS	APPROXIMATE FEE RANGE 5/		FEE FOR TYPICAL VEHICLE 7/	
		FROM	TO			REGULAR REGISTRATIONS	SPECIAL RATES FOR FARM TRUCKS 6/	NON-FARM	FARM
Minnesota	Shipping weight and age groups: \$15.20 for less than 2,000 pounds to \$75.00 for over 5,000 pounds. Fee reduced with age, with minimum fee for each weight and age group.	\$10.00	\$73.50	\$18.60	Gross weight and age groups.	\$25.00 for 7,000 pounds or less to \$170.00 for 29,000 pounds, plus \$30.00 per ton over 29,000 pounds. Fee reduced with age, with minimum fee for each weight and age group.	60 cents per cwt of empty weight, minimum \$20.00. Fee reduced with age, with minimum fee for each weight and age group.	\$ 40.00	\$ 25.92
Mississippi	Tag fee, horsepower, gross weight, and age: \$1.00 plus 10 cents per horsepower, plus 30 cents per 100 pounds gross weight. Fee reduced with vehicle age.	5.71	23.05	9.30	Flat fee plus gross weight groups.	\$1.00 tag fee plus \$9.00 for 5,000 pounds or less to \$333.00 for 52,650 pounds.	\$1.00 tag fee plus \$6.00 for 5,000 pounds or less to \$204.00 for 52,650 pounds.	37.00	21.40
Missouri	Horsepower groups: \$5.00 for less than 12 horsepower to \$37.50 for 72 horsepower and over.	8.50	20.00	11.00	Gross weight groups.	\$20.00 for 6,000 pounds or less to \$600.00 over 54,000 pounds. Operation within 25 miles of residence, \$15.00 for 6,000 pounds or less to \$200.00 over 54,000 pounds.	-	50.00	50.00
Montana	Empty weight groups: \$5.00 for 2,890 pounds or less and \$10.00 for 2,851 pounds and over.	5.00	10.00	10.00	Flat fee plus gross weight groups with mileage limit.	\$10.00 plus \$6.00 for 6,000 pounds or less to \$320.00 for 42,000 pounds. 125 percent of gross weight fee if vehicle travels over 24,000 miles per calendar year.	\$10.00 plus 20 percent of gross weight fee schedule (minimum \$4.00) for private not-for-hire vehicles. 125 percent of gross weight if vehicle travels over 24,000 miles per calendar year.	28.00	14.00
Nebraska	Shipping weight groups: \$6.00 for less than 3,000 pounds and \$8.00 for 3,000 pounds and over.	6.00	8.00	8.00	Load to be hauled.	\$10.00 for one-half ton to \$770.00 for 25 tons.	\$8.00 for three-quarter ton or less to \$130.00 for 7 tons, manufacturers rated capacity.	80.00	12.00
Nevada	Flat fee.	5.00	5.00	5.00	Empty weight.	\$5.00 for 3,500 pounds or less; 45 cents per cwt for vehicles over 3,500 pounds.	-	23.85	23.85
New Hampshire	Gross weight groups: \$12.00 for 3,500 pounds or less to \$25.00 for 6,000 pounds; 50 cents per cwt for 6,001-8,000 pounds and 60 cents per cwt over 8,000 pounds. 2/	12.00	25.00	15.50	Gross weight.	35 cents per cwt for 4,000 pounds or less to 60 cents per cwt over 8,000 pounds. Minimum \$15.00.	\$25.00 for 16,000 pounds or less. Regular fee over 15,000 pounds.	75.00	25.00
New Jersey	Horsepower: 40 cents per horsepower for 29 horsepower or less; 50 cents per horsepower for 30 horsepower or more.	8.80	23.50	10.00	Gross weight groups.	\$10.00 for 1,000 pounds or less to \$240.00 for 40,000 pounds.	One-half regular fee.	60.00	30.00
New Mexico	Empty weight and age: \$18.00 for 2,400 pounds plus \$2.00 per cwt over 2,400 pounds, if registered less than one year to \$5.00 for 2,400 pounds plus 50 cents per cwt over 2,400 pounds if registered at least 4 years.	5.00	22.50	14.00	Chassis weight and age.	When registered less than 2 years, \$18.00 for 1,600 pounds to \$26.00 for 2,400 pounds plus \$2.00 per cwt over 2,400 pounds. When registered at least 2 years, \$10.00 for 1,600 pounds to \$18.00 for 2,400 pounds plus \$1.50 per cwt over 2,400 pounds.	-	43.50	43.50
New York	Shipping weight: 50 cents per cwt for 3,500 pounds or less plus 75 cents per cwt over 3,500 pounds. Minimum \$8.00.	12.00	28.00	15.50	Gross weight. 10/	\$2.50 per 500 pounds.	\$1.75 per 500 pounds.	62.50	43.75
North Carolina	Empty weight groups: \$10.00 for 3,500 pounds or less to \$15.00 over 4,500 pounds.	10.00	15.00	10.00	Gross weight.	30 cents per cwt for 4,500 pounds or less to 80 cents per cwt over 16,500 pounds. Minimum \$12.00.	One-half regular fee. Minimum \$10.00.	62.50	31.25
North Dakota	Empty weight groups and age: \$15.00 for 2,399 pounds or less to \$185.00 for 9,000 pounds and over (schedule also applies to busses). Fee reduced with age.	8.00	60.00	20.00	Gross weight groups and age.	\$15.00 for 4,000 pounds or less to \$950.00 for 60,000 pounds. Fee reduced with age of vehicle.	-	32.00	32.00
Ohio	Flat fee.	10.00	10.00	10.00	Empty weight. 11/	85 cents per cwt for first 2,000 pounds, \$1.40 per cwt next 1,000 pounds, etc., to \$3.25 per cwt over 12,000 pounds. Minimum \$9.00.	50 cents per cwt for 3,000 pounds to \$2.25 per cwt over 10,000 pounds. Minimum \$10.00.	81.60	34.60
Oklahoma	Value and age: \$19.00 for factory delivered price of \$600.00 or less, plus \$1.50 per \$100.00 over \$600.00. Fee for second through tenth year, 50 percent of previous year's fee. Over ten years, \$5.00 for factory delivered price of \$649.99 or less to \$24.23 for \$3,549.99 plus 60 cents per \$100.00 over \$3,549.99.	7.95	84.60	24.79	Gross weight groups and age.	\$20.00 for 5,500 pounds or less to \$445.00 for 60,000 pounds. Fee reduced after fifth year on vehicles of 15,000 pounds or less. Minimum \$10.00.	\$15.00 for less than one ton manufacturers rated capacity to \$50.00 for two tons. Fee reduced with age of vehicle. Regular fee over two tons.	95.00	17.92
Oregon	Flat fee.	10.00	10.00	10.00	Flat fee or empty weight. 12/	\$10.00 for vehicles 6,000 pounds or less gross weight. Vehicles over 6,000 pounds gross weight, 50 cents per 100 pounds of empty weight for 3,000 pounds or less to 70 cents per cwt over 4,500 pounds.	\$10.00 for vehicles 6,000 pounds or less gross weight. Vehicles over 6,000 pounds gross weight, 30 cents per 100 pounds of empty weight for 3,000 pounds or less to 50 cents per cwt over 4,500 pounds.	37.80	26.50
Pennsylvania	Flat fee.	10.00	10.00	10.00	Chassis weight and axle groups.	\$16.50 for less than 2,000 pounds for two axles, to \$250.00 for 12,000 pounds and over for three axles.	-	45.00	45.00

Motor Vehicles

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES 1/

TABLE MF-103

Sheet 3 of 6

2/ Status as of January 1, 1954

Based on Reports of State Authorities

STATE	1. AUTOMOBILES				2. SINGLE-UNIT TRUCKS 14/				
	FEE BASIS 14/	APPROXIMATE FEE RANGE 3/		FEE FOR TYPICAL VEHICLE 4/	FEE BASIS 14/	APPROXIMATE FEE RANGE 3/		FEE FOR TYPICAL VEHICLE 7/	
		FROM	TO			REGULAR REGISTRATIONS	SPECIAL RATES FOR FARM TRUCKS 6/	NON-FARM	FARM
Rhode Island	Gross weight groups: \$8.00 for 2,500 pounds or less to \$23.00 over 6,000 pounds.	\$ 9.00	\$20.00	\$14.00	Gross weight groups.	\$12.50 for 3,000 pounds or less to \$147.00 for 48,000 pounds plus \$6.00 per 2,000 pounds over 48,000 pounds.	-	\$ 39.00	\$ 39.00
South Carolina	Flat fee plus shipping weight: \$1.00 "safety fee" plus \$1.00 first 2,000 pounds and \$1.00 each 500 pounds additional.	3.00	8.00	5.00	Flat fee plus load hauled.	\$1.00 "safety fee", plus weight fee of \$5.00 for one ton or less to \$300.00 for 10 tons plus \$50.00 for each additional ton.	-	66.00	66.00
South Dakota	Empty weight groups and age: \$13.00 for 2,000 pounds or less to \$75.00 over 6,000 pounds. Fee reduced 50 percent when vehicle is 5 or more years old. Additional fee: \$5.00 for 1,501-3,500 pounds to \$10.00 over 4,000 pounds.	13.50	55.00	25.00	Chassis weight groups and age.	\$7.50 for 1,500 pounds or less to \$112.50 for 7,000 pounds plus \$50.00 for each additional 1,000 pounds. Fee reduced 50 percent after 5 years. In addition, regardless of vehicle age, \$7.00 for 2,200 pounds or less to \$15.00 for 6,000 pounds, plus \$5.00 for each additional 1,000 pounds.	-	52.50	52.50
Tennessee	Empty weight groups: \$7.50 for 3,500 pounds or less and \$10.00 over 3,500 pounds.	7.50	10.00	7.50	Gross weight groups.	\$15.00 for 8,000 pounds or less to \$350.00 for 55,980 pounds.	One-half of regular fee.	25.00	12.50
Texas	Empty weight: 28 cents per cwt for 2,000 pounds or less to 50 cents per cwt over 4,500 pounds.	9.36	25.00	11.88	Gross weight.	40 cents per cwt for 6,000 pounds or less to 90 cents per cwt over 31,000 pounds.	One-half of regular fee.	81.25	40.63
Utah	Flat fee.	5.00	5.00	5.00	Empty weight groups.	\$7.50 for 3,500 pounds or less to \$440.00 for 24,001 pounds and over.	-	25.00	25.00
Vermont	Flat fee. 13/	26.00	26.00	26.00	Gross weight.	70 cents per cwt for 8,000 pounds or less to \$1.05 per cwt over 18,000 pounds. Minimum \$32.00. (Light trucks of less than 1,500 pounds capacity may be registered for passenger car fee.)	\$32.00 for 16,000 pounds or less. Regular fee over 16,000 pounds.	118.75	32.00
Virginia	Flat fee.	10.00	10.00	10.00	Gross weight.	\$1.20 per 1,000 pounds for 10,000 pounds or less to \$6.00 per 1,000 pounds for 50,000 pounds. Minimum \$12.00.	-	19.50	19.50
Washington	Flat fee.	5.00	5.00	5.00	Flat fee plus gross weight groups.	\$5.00 flat fee plus \$4.50 for less than 4,000 pounds to \$370.00 for 36,000 pounds.	\$5.00 plus half of weight fee for vehicles weighing less than 10 tons. Regular fee 10 tons and over.	30.00	17.50
West Virginia	Empty weight: \$11.00 first 2,000 pounds plus 60 cents per cwt over 2,000 pounds.	14.00	28.40	18.20	Gross weight groups.	\$17.50 for 4,000 pounds or less to \$62.00 for 16,001 pounds, plus 75 cents per cwt over 16,000 pounds.	-	38.00	38.00
Wisconsin	Flat fee.	16.00	16.00	16.00	Gross weight groups.	\$16.00 for 3,000 pounds or less to \$875.00 for 68,000 pounds.	\$10.00 for 5 tons or less. One-third regular fee over 5 tons.	140.00	46.67
Wyoming	Flat fee.	5.00	5.00	5.00	Empty weight groups. 11/	\$1.00 for 1,000 pounds or less to \$20.00 for 6,000 pounds plus \$10.00 each additional 1,000 pounds.	-	15.00	15.00
Dist. of Col.	Empty weight groups: \$5.00 for 3,500 pounds or less to \$12.00 over 4,500 pounds.	5.00	12.00	5.00	Empty weight groups.	\$15.00 for 2,000 pounds or less to \$150.00 over 16,000 pounds.	-	35.00	35.00

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES 1/

TABLE MF-103
Sheet 4 of 6
2/ Status as of January 1, 1954

Based on Reports of State Authorities

STATE	3. TRACTOR TRUCKS		4. SEMITRAILERS 15/		TYPICAL VEHICLE 16/		
	FEE BASIS	APPROXIMATE FEE RANGE	FEE BASIS	APPROXIMATE FEE RANGE	TRACTOR TRUCK 17/	SEMI-TRAILER	COMBINATION
Alabama	Manufacturers rated capacity.	\$15.00 for less than one ton to \$400.00 for five to six tons.	-	50 percent of fee of drawing vehicle.	\$100.00	\$ 50.00	\$150.00
Arizona	Flat fee plus empty weight and axles.	\$3.50 plus weight fee of \$2.00 for vehicles under 2,900 pounds and from 35 cents per cwt for 2-axle trucks weighing 2,900 pounds to \$1.60 per cwt for 3-axle trucks weighing 12,000 pounds and over.	Flat fee plus empty weight and axles.	Same schedule as for tractor trucks.	69.50	50.95	120.45
Arkansas	Gross weight of combination.	\$12.00 for less than 5,000 pounds to \$450.00 over 60,000 pounds.	-	Registered with tractor, plus \$5.00 flat fee.	200.00	5.00	205.00
California	Flat fee plus empty weight and axle groups.	\$8.00 flat fee plus \$14.00 for 3,000-4,000 pounds for two axles to \$267.00 over 15,000 pounds for three axles.	Flat fee plus empty weight groups.	\$8.00 flat fee, plus \$11.00 for 2,000-3,000 pounds to \$267.00 over 15,000 pounds.	88.00	108.00	196.00
Colorado	Manufacturers rated capacity.	\$25.00 for 5-ton class; \$50.00 for 10-ton class.	Manufacturers rated capacity.	\$2.00 for less than one-half ton to \$10.00 for one ton plus \$10.00 each additional ton.	25.00	20.00	45.00
Connecticut	Gross weight of combination.	30 cents per cwt for 20,000 pounds or less to 50 cents per cwt over 30,000 pounds. Minimum \$10.00.	-	Registered with tractor. Additional semitrailer \$5.00 flat fee.	200.00	-	200.00
Delaware	Gross weight.	\$1.75 per 500 pounds for first 5,000 pounds and \$2.30 for each additional 500 pounds.	Gross weight.	Same schedule as for tractor trucks.	95.70	77.30	173.00
Florida	Empty weight.	50 cents per cwt for 2,050 pounds or less to \$1.10 per cwt over 5,050 pounds.	Empty weight.	\$2.50 for vehicles weighing 500 pounds or less; 75 cents per cwt for vehicles weighing 501 to 4,050 pounds; \$1.50 per cwt over 4,050 pounds.	96.80	109.50	206.30
Georgia	Manufacturers rated capacity.	\$2.50 for less than one ton to \$1,000.00 for ten tons and over.	Empty weight groups.	\$2.50 for 1,000 pounds or less to \$1,000.00 over 14,000 pounds.	50.00	100.00	150.00
Idaho	Gross weight groups. 8/	\$10.00 for 6,000 pounds or less to \$310.00 over 40,000 pounds.	Gross weight groups. 8/	Same schedule as for tractor trucks.	50.00	40.00	90.00
Illinois	Flat fee, plus either gross weight groups or mileage.	\$5.00 flat fee, plus either \$62.00 for 10,001 pounds to \$1,134.00 for 59,001-72,000 pounds or graduated mileage tax.	-	Registered with tractor. Additional semitrailer \$10.00 flat fee.	640.00	-	640.00
Indiana	Gross weight of combination.	\$65.00 for 14,000 pounds or less to \$300.00 for 52,000 pounds or more.	-	Registered with tractor. Additional semitrailer \$25.00 flat fee.	215.00	-	215.00
Iowa	Gross weight of combination.	\$40.00 for six tons or less to \$235.00 for twelve tons, plus \$25.00 for each additional ton.	-	Registered with tractor, plus \$30.00 if gross weight of combination is twelve tons or less and \$60.00 over twelve tons.	435.00	60.00	495.00
Kansas	Owner declared rated capacity (not less than manufacturers rated capacity or more than 200 percent of manufacturers rated capacity).	\$7.50 for one-half ton or less to \$100.00 for three tons, plus \$50.00 each additional ton.	Owner declared rated capacity (not less than manufacturers rated capacity or more than 200 percent of manufacturers rated capacity).	\$10.00 for over one-half and less than one ton to \$300.00 for twelve tons plus \$50.00 each additional ton. No fee for one-half ton or less.	250.00	125.00	375.00
Kentucky	Gross weight of combination.	\$10.00 for 5,000 pounds or less to \$150.00 for 42,000 pounds. Combinations over 18,000 pounds \$67.00 to \$200.00 additional.	-	Registered with tractor.	350.00	-	350.00
Louisiana	Gross weight groups per load-carrying axle.	\$10.00 for 3,500 pounds or less to \$140.00 for 18,000 pounds.	Gross weight groups per load-carrying axle.	Same schedule as for tractor trucks.	140.00	100.00	240.00
Maine	Gross weight of combination.	\$15.00 for 6,000 pounds or less to \$350.00 for 50,000 pounds.	-	Registered with tractor, plus \$5.00 flat fee.	300.00	5.00	305.00
Maryland	Flat fee.	\$35.00.	Chassis weight groups with gross weight limits. 18/	\$5.00 for 300 pounds chassis weight (maximum gross weight 3,000 pounds) to \$200.00 over 3,500 pounds chassis weight (maximum gross weight 55,000 pounds). One additional semitrailer free and another at half fee for each two tractor trucks operated in shuttle or relay service.	35.00	100.00	135.00
Massachusetts	Gross weight of combination.	\$3.00 per 1,000 pounds; minimum \$24.00, maximum \$180.00. Non-gasoline, \$10.00 per 1,000 pounds; minimum \$80.00, maximum \$600.00.	-	Registered with tractor, plus \$2.00 flat fee.	120.00	2.00	122.00
Michigan	Empty weight.	65 cents per cwt under 2,500 pounds to \$2.00 per cwt over 10,000 pounds.	Empty weight.	50 cents per cwt under 1,000 pounds to \$2.00 per cwt over 10,000 pounds.	154.00	127.75	281.75
Minnesota	Gross weight of combination and age.	\$25.00 for 7,000 pounds or less to \$170.00 for 29,000 pounds, plus \$30.00 per ton over 29,000 pounds. Fee reduced with age, with minimum fee for each weight and age group.	-	Registered with tractor, plus \$10.00 flat fee.	280.00	10.00	290.00
Mississippi	Flat fee plus gross weight of combination.	\$1.00 tag fee plus \$9.00 for 5,000 pounds or less to \$333.00 for 52,650 pounds.	-	Registered with tractor, plus \$1.00 tag fee and \$10.00 flat fee. No fee for private trailers less than 8,000 pounds capacity.	271.00	11.00	282.00
Missouri	Gross weight of combination.	\$20.00 for 6,000 pounds or less to \$600.00 over 54,000 pounds. Operation within 25 miles of residence, \$15.00 for 6,000 pounds or less to \$200.00 over 54,000 pounds.	-	Registered with tractor, plus \$7.00 flat fee.	300.00	7.00	307.00
Montana	Flat fee plus gross weight groups with mileage limit.	\$10.00 plus \$6.00 for 6,000 pounds or less to \$320.00 for 42,000 pounds. 125 percent of gross weight fee if vehicle travels over 24,000 miles per calendar year.	Flat fee plus gross weight groups with mileage limit.	\$10.00 plus \$3.50 for 2,500 pounds or less to \$240.00 for 42,000 pounds. No additional fee for under 2,500 pounds for personal use. 125 percent of gross weight fee if vehicle travels over 24,000 miles per calendar year.	60.00	32.50	92.50

Motor Vehicles

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES 1/

TABLE MF-103

Sheet 5 of 6

2/ Status as of January 1, 1954

Based on Reports of State Authorities

STATE	3. TRACTOR TRUCKS		4. SEMITRAILERS 15/		TYPICAL VEHICLES 16/		
	FEE BASIS	APPROXIMATE FEE RANGE	FEE BASIS	APPROXIMATE FEE RANGE	TRACTOR TRUCK 17/	SEMI-TRAILER	COMBINATION
Nebraska	Load to be hauled by combination.	\$10.00 for one-half ton to \$770.00 for 25 tons.	-	Registered with tractor, plus \$1.00 flat fee.	\$380.00	\$ 1.00	\$381.00
Nevada	Empty weight.	\$5.00 for 3,500 pounds or less; 45 cents per cwt for vehicles over 3,500 pounds.	Empty weight.	\$2.00 for vehicles weighing 2,000 pounds or less; \$5.00 for vehicles weighing 1,001-3,500 pounds; 45 cents per cwt for vehicles over 3,500 pounds.	39.60	32.85	72.45
New Hampshire	Gross weight of combination.	35 cents per cwt for 4,000 pounds or less to 60 cents per cwt over 8,000 pounds. Minimum \$15.00.	-	Registered with tractor. Additional semitrailer \$25.00 flat fee.	240.00	-	240.00
New Jersey	Gross weight groups.	\$10.00 for 1,000 pounds or less to \$240.00 for 40,000 pounds.	Gross weight groups.	Same schedule as for tractor trucks.	110.00	90.00	200.00
New Mexico	Chassis weight and age.	When registered less than two years, \$18.00 for 1,600 pounds to \$25.00 for 2,400 pounds plus \$2.00 per cwt over 2,400 pounds. When registered at least two years, \$10.00 for 1,600 pounds to \$18.00 for 2,400 pounds plus \$1.50 per cwt over 2,400 pounds.	Empty weight.	\$1.00 per cwt. Minimum \$5.00.	99.00	74.00	173.00
New York	Empty weight. 10/	\$1.00 per cwt.	Gross weight. 10/ 18/	\$2.50 per 500 pounds.	88.00	157.50	245.50
North Carolina	Gross weight.	30 cents per cwt for 4,500 pounds or less to 80 cents per cwt over 16,500 pounds. Minimum \$12.00.	Gross weight.	Same schedule as for tractor trucks.	160.00	160.00	320.00
North Dakota	Gross weight of combination and age.	\$15.00 for 4,000 pounds or less to \$950.00 for 60,000 pounds. Fee reduced with age of vehicle.	-	Registered with tractor.	350.00	-	350.00
Ohio	Empty weight. 11/	85 cents per cwt for first 2,000 pounds, \$1.40 per cwt next 1,000 pounds, etc., to \$3.25 per cwt over 12,000 pounds. Minimum \$9.00.	Empty weight. 11/	Same schedule as for tractor trucks. Minimum \$5.00.	177.20	135.20	312.40
Oklahoma	Empty weight groups and age.	\$20.00 for 5,500 pounds or less to \$445.00 for 60,000 pounds. Fee reduced after fifth year on vehicles of 15,000 pounds or less. Minimum \$10.00.	Gross weight groups. 18/	\$20.00 for 5,500 pounds to \$445.00 for 60,000 pounds.	65.00	295.00	360.00
Oregon	Flat fee or empty weight. 12/	\$10.00 for vehicles 4,500 pounds or less gross weight. Vehicles over 4,500 pounds gross weight, 50 cents per 100 pounds empty weight for 3,000 pounds or less to 70 cents per cwt over 4,500 pounds.	Flat fee or empty weight. 12/	Same schedule as for tractor trucks. 2-wheel trailers with pneumatic tires up to 750 pounds empty weight and carrying less than 1,000 pounds, no fee.	62.30	51.80	114.10
Pennsylvania	Chassis weight and axle groups.	\$16.50 for less than 2,000 pounds for two axles, to \$275.00 for 13,500 pounds and over for three axles (2-axle tractors used in combinations having four axles pay 3-axle fee).	Empty weight groups.	\$5.00 for less than 1,000 pounds to \$75.00 for 6,000 pounds and over.	120.00	75.00	195.00
Rhode Island	Gross weight of combination.	\$12.50 for 3,000 pounds or less to \$147.00 for 48,000 pounds plus \$6.00 per 2,000 pounds over 48,000 pounds.	-	Registered with tractor, plus \$2.00 flat fee. If no tractor, 15 cents per 100 pounds gross weight.	127.00	2.00	129.00
South Carolina	Flat fee plus load hauled.	\$1.00 "safety fee", plus weight fee of \$5.00 for one ton or less to \$300.00 for ten tons plus \$50.00 for each additional ton.	Flat fee plus load hauled.	\$1.00 "safety fee" plus weight fee of \$6.00 for one ton or less to \$135.00 for ten tons plus \$20.00 for each additional ton.	66.00	96.00	162.00
South Dakota	Chassis weight groups and age.	\$7.50 for 1,500 pounds or less to \$112.50 for 7,000 pounds plus \$50.00 for each additional 1,000 pounds. Fee reduced 50 percent after five years. In addition, regardless of vehicle age, \$7.00 for 2,200 pounds or less to \$15.00 for 6,000 pounds plus \$5.00 for each additional 1,000 pounds.	Empty weight groups and age.	\$1.00 for 1,200 pounds or less to \$40.00 for 5,000 pounds plus \$10.00 for each additional 1,000 pounds. Fee reduced 50 percent after five years. In addition, regardless of vehicle age, \$5.00 for 2,000 pounds or less to \$15.00 for 5,000 pounds plus \$5.00 for each additional 1,000 pounds.	187.50	81.00	268.50
Tennessee	Gross weight of combination.	\$15.00 for 8,000 pounds or less to \$350.00 for 55,980 pounds.	-	Registered with tractor.	275.00	-	275.00
Texas	Gross weight.	40 cents per cwt for 6,000 pounds or less to 90 cents per cwt over 31,000 pounds. Diesel, 10 percent additional.	Gross weight.	30 cents per cwt for 6,000 pounds or less to 65 cents over 17,000 pounds.	154.00	117.00	271.00
Utah	Empty weight groups.	\$7.50 for 3,500 pounds or less to \$440.00 for 24,001 pounds and over.	Empty weight groups.	\$11.25 for 3,500 pounds or less to \$660.00 for 24,001 pounds and over.	60.00	90.00	150.00
Vermont	Gross weight of combination.	70 cents per cwt for 8,000 pounds or less to \$1.05 per cwt over 18,000 pounds. Minimum \$32.00. Non-gasoline, double regular fee.	-	Registered with tractor, plus \$15.00 flat fee.	420.00	15.00	435.00
Virginia	Flat fee.	\$30.00.	Gross weight of combination.	\$1.20 per 1,000 pounds for 10,000 pounds or less to \$6.00 per 1,000 pounds for 50,000 pounds, less \$30.00 tractor-truck fee. Minimum \$12.00.	30.00	150.00	180.00
Washington	Flat fee plus gross weight groups.	\$5.00 flat fee plus \$4.50 for less than 4,000 pounds to \$370.00 for 36,000 pounds. Non-gasoline, 25 percent additional gross weight fee.	Flat fee plus gross weight groups.	\$5.00 flat fee plus \$9.50 for 4,000-6,000 pounds to \$370.00 for 36,000 pounds. No weight fee under 4,000 pounds.	105.00	55.00	160.00
West Virginia	Gross weight of combination.	\$17.50 for 4,000 pounds or less to \$62.00 for 16,001 pounds, plus 75 cents per cwt over 16,000 pounds combined gross weight, less \$15.00 semitrailer fee.	Flat fee.	\$15.00.	227.00	15.00	242.00
Wisconsin	Gross weight of combination.	\$16.00 for 3,000 pounds or less to \$275.00 for 68,000 pounds.	-	Registered with tractor, plus \$10.00 flat fee.	475.00	10.00	485.00

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES 1/

TABLE MV-103

Sheet 6 of 6

2/ Status as of January 1, 1954

Based on Reports of State Authorities

STATE	3. TRACTOR TRUCKS 14/		4. SEMITRAILERS 15/		TYPICAL VEHICLE 16/		
	FEE BASIS 14/	APPROXIMATE FEE RANGE	FEE BASIS 14/	APPROXIMATE FEE RANGE	TRACTOR TRUCK 17/	SEMI-TRAILER	COMBINATION
Wyoming	Empty weight groups. 14/	\$1.00 for 1,000 pounds or less to \$20.00 for 6,000 pounds plus \$10.00 each additional 1,000 pounds.	Empty weight groups. 14/	Same schedule as for tractor trucks.	\$ 50.00	\$ 40.00	\$ 90.00
Dist. of Col.	Empty weight groups.	\$15.00 for 2,000 pounds or less to \$150.00 over 16,000 pounds. Non-gasoline, double regular fee.	Empty weight groups.	\$5.00 for 500 pounds or less to \$150.00 over 16,000 pounds.	65.00	50.00	115.00

1/ This summary is based on fee schedules in effect January 1, 1954, and covers vehicles in private operation. Property taxes, and taxes levied only at the time of first registration, have been excluded.

2/ This summary includes the provisions of laws enacted through September 1953.

3/ To illustrate the practical fee range on a basis that is comparable for all States, the fee for a light 1942 coupe is given as the minimum, and the fee for a large 1953 model 4-door sedan is given as the maximum. It is not intended to show the absolute minimum and maximum for every State.

4/ A 1951 model 4-door sedan weighing 3,104 pounds was used as a "typical" passenger car.

5/ The fee schedules of some States apply to combinations as well as to single-unit trucks. The maximum fee given in this table for those States is therefore much greater than in others. In general, single-unit trucks are seldom licensed for more than 26,000 pounds gross vehicle weight, or its equivalent under a State's registration system.

6/ In addition to the twenty-four States for which farm truck rates are shown, five States impose nominal fees for farmers' trucks restricted to use on or near owner's farms. In a few of the twenty-four States shown, the reduced rates also apply to natural resources vehicles.

7/ A 1951 stake body truck of 5,320 pounds empty weight, and 12,500 pounds gross vehicle weight, was used as a "typical" single-unit truck.

8/ In addition to registration fees, there is levied a use fee of \$30.00 for 24,001 pounds to \$160.00 over 40,000 pounds for gasoline-powered trucks and tractor trucks and for trailers and semitrailers, and \$40.00 for 24,001 pounds to \$200.00 over 40,000 pounds for trucks and tractor trucks using fuel other than gasoline. On travel in excess of 30,000 miles during the year, there is an additional use fee per 1,000 miles of \$10.45 for 24,001 pounds to \$13.30 for 40,000 pounds, plus 45 cents per 2,000 pounds over 40,000 pounds. In lieu of registration and use fees, natural resources vehicles over 24,000 pounds may pay from \$10.45 per 1,000 miles to \$13.30 per 1,000 miles for 40,000 pounds, plus 45 cents for each additional 2,000 pounds, with a minimum fee of \$70.00.

9/ Effective April 1, 1954.

10/ In addition to weight fee, vehicles or combinations over 18,000 pounds gross weight are assessed a \$5.00 permit fee and a mileage tax ranging from 6 to 24 mills per mile based on the maximum gross weight of the vehicle or combination.

11/ In addition to registration fees, all vehicles having three or more axles pay an application fee of \$2.00 plus the following mileage tax: 1/2 cent per mile for single-unit trucks having three axles; 1 cent per mile for three axles to 2 cents per mile for five or more axles for tractor-semitrailers; and 2-1/2 cents per mile for truck-full trailer combinations having four or more axles. Semitrailers and full trailers having an unladen weight of less than 3,000 pounds are not subject to axle-mile tax.

12/ In addition to the empty weight fee given, vehicles or combinations over 4,500 pounds gross weight are assessed a mileage tax. Vehicles under 18,000 pounds gross weight may elect to pay a flat fee based on the gross weight of the vehicle, in lieu of the mileage tax. Separate mileage fee schedules are provided for diesel-propelled vehicles.

13/ Fee for models earlier than 1937 weighing 2,500 pounds or less, \$18.00; all others, \$26.00.

14/ In addition to the weight fee, all property carrying vehicles are required to pay compensatory fees as follows: gasoline-powered vehicles having unladen weights of 4,000 pounds or less, \$5.00 per year or \$.50 per month; over 4,000 pounds, 1 mill per ton mile on unladen weight; semitrailers, 1-1/4 mills per ton mile and trailers, 2 mills per ton mile on unladen weight.

15/ In some States full trailers are taxed on the bases given for semitrailers, but in many, separate schedules are used. The separate schedules for full trailers are not included in these columns.

16/ A tractor of 8,825 pounds empty weight and a semitrailer of 7,320 pounds empty weight, registered for 40,000 pounds gross vehicle weight, were selected as a "typical" combination.

17/ For States registering the tractor and semitrailer as a unit, the fee for the combination is given in the "tractor" column.

18/ In Maryland, New York, and Oklahoma, gross weight of semitrailer is gross weight of combination less empty weight of tractor.

Motor Vehicles

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES

TABLE MV-104
Sheet 1 of 3
Status as of January 1, 1954

Based on Reports of State Authorities

ADMINISTRATION AND FEES

STATE	CLASS OF LICENSE 2/	STATE AGENCY ADMINISTERING LAW	APPLICATION MADE TO:	EXAMINATION CONDUCTED BY:	LICENSE ISSUED BY:	INSTRUCTION OR LEARNERS PERMITS 3/	FEES						TERM FOR WHICH ISSUED	
							LICENSES			SERVICE CHARGE BY LOCAL OR COUNTY AGENCIES			NUMBER OF YEARS	RENEWAL DATE
							NEW	RENEWAL	DUPLICATE	AMOUNT	DEDUCTED FROM REGULAR FEE	ADDED TO REGULAR FEE		
Alabama	Operator	Department of Public Safety, Drivers License Division	County Probate Judge	Highway Patrol	Drivers License Division	\$.35	\$2.00	\$2.00	\$.25	\$.25	-	Yes	2	October 1, Odd Year
Arizona	Operator Chauffeur	Highway Department, Motor Vehicle Division	Motor Vehicle Division	Motor Vehicle Division	Motor Vehicle Division	*4/ 2.00	2.00	2.00	.50	-	-	-	3	Birthday Birthday
Arkansas	Operator Chauffeur	Revenue Department, Motor Vehicle Division	Motor Vehicle Division	State Police	Motor Vehicle Division	No Fee	1.00	1.00	1.00	-	-	-	1	January 1 January 1
California	Operator Chauffeur	Department of Motor Vehicles, Division of Drivers Licenses	Division of Field Office Operation	Division of Field Office Operation or Highway Patrol	Division of Drivers Licenses	No Fee	3.00	3.00	1.00	-	-	-	4	Issuance Issuance
Colorado	Operator Chauffeur	Revenue Department, Motor Vehicle Division	County Clerk or Representative of Motor Vehicle Division	County Clerk or Representative of Motor Vehicle Division	Motor Vehicle Division	4/ 1.00	1.00	1.00	1.00	5/ .75 2/ 1.00	Yes	-	3	Birthday January 1
Connecticut 6/	Operator Public service operator	Department of Motor Vehicles, Division of Registry	Department of Motor Vehicles	Division of Engineering and Inspection	Division of Registry	-	7/ 5.00	3.00	.50	-	-	-	1	May 1
Delaware	Operator Chauffeur	Highway Department, Motor Vehicle Division	Motor Vehicle Division	Motor Vehicle Division	Motor Vehicle Division	4/ 4.00	4.00	4.00	1.00	-	-	-	8/ 2 8/ 2	Birthday Birthday
Florida	Operator Chauffeur	Department of Public Safety, Drivers License Division	Drivers License Division	Highway Patrol	County Judges	1.00 1.00	1.00 2.00	1.00 2.00	.25 .25	(9/) (9/)	Yes Yes	-	1	October 1 October 1
Georgia	Operator Chauffeur	Department of Public Safety, Drivers License Bureau	Drivers License Bureau	Drivers License Bureau	Drivers License Bureau	.25	10/ 1.00 2.00	-	-	-	-	-	Indefinite Indefinite	-
Idaho	Operator Chauffeur	Department of Law Enforcement, Motor Vehicle Bureau	County Sheriffs	County Sheriffs or Other Appointed Examiners	Motor Vehicle Bureau	1.00	2.00	2.00	1.00	(11/) (11/)	Yes Yes	-	2	Birthday Birthday
Illinois	Operator Chauffeur	Secretary of State, Automobile Department	Secretary of State, Automobile Department	Secretary of State, Automobile Department	Secretary of State, Automobile Department	1.00	1.00	1.00	1.00	-	-	-	3	Issuance Issuance
Indiana	Operator Registered chauffeur Public passenger chauffeur	Secretary of State, Bureau of Motor Vehicles	Branch Offices	Bureau of Motor Vehicles	Bureau of Motor Vehicles	* .50	1.25	1.25	-	.25	Yes	-	2	Birthday month March 1
Iowa	Operator Chauffeur	Department of Public Safety, Drivers License Division	Drivers License Division	Drivers License Division or Highway Patrol	Drivers License Division	1.50	1.50	1.50	.25	-	-	-	2	Birthday Birthday
Kansas	Operator Chauffeur	Highway Commission, Motor Vehicle Department	Local Agents	Highway Patrol	Motor Vehicle Department	1.00	1.00	1.00	.50	.20	Yes	-	2	July 1, odd year July 1, odd year
Kentucky	Operator Chauffeur	Department of Revenue, Division of Local Relations Department of Motor Transportation	County Circuit Court Clerks	State Police	County Circuit Court Clerks	.25	2.00	2.00	.25	.50	Yes	-	1	August 1
Louisiana	Operator Chauffeur	Department of Public Safety, Drivers License Division	Drivers License Division	Drivers License Division	Drivers License Division	No Fee	1.00	1.00	.50	-	-	-	1	Issuance Issuance
Maine	Operator	Department of State, Motor Vehicle Division	Motor Vehicle Division	Motor Vehicle Division	Motor Vehicle Division	-	7/ 3.00	2.00	.25	-	-	-	1	January 1
Maryland	Operator Chauffeur Special chauffeur	Department of Motor Vehicles	Department of Motor Vehicles	Department of Motor Vehicles	Department of Motor Vehicles	* 1.00 * 1.00	2.00 3.00	- 3.00	.50 .50	.50 .50	- Yes	Yes	Indefinite 2	- Issuance
Massachusetts	Operator Public service operator	Registry of Motor Vehicles	Registry of Motor Vehicles	Registrar of Motor Vehicles	Registrar of Motor Vehicles	-	7/ 8.00	5.00	1.50	-	-	-	2	Issuance
Michigan	Operator Chauffeur	Department of Public Utilities	Department of Public Utilities	-	Department of Public Utilities	-	1.00	1.00	.50	-	-	-	1	January 1
		Secretary of State, Division of Driver and Vehicle Services	County Sheriffs, City Police, and Members of Driver and Vehicle Service Division	County Sheriffs, City Police, and Members of Driver and Vehicle Service Division	Division of Driver and Vehicle Services	4/ 3.00 5/ 3.00	3.00 3.00	1.50 2.00	1.00 1.00	(12/) (12/)	Yes Yes	-	3 1	Birthday Issuance

Highway Statistics, 1952

STATE MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES

TABLE MV-104
Sheet 2 of 3
1/ Status as of January 1, 1954

Based on Reports of State Authorities

ADMINISTRATION AND FEES

STATE	CLASS OF LICENSE 2/	STATE AGENCY ADMINISTERING LAW	APPLICATION MADE TO:	EXAMINATION CONDUCTED BY:	LICENSE ISSUED BY:	INSTRUCTION OR LEARNERS PERMITS 3/	FEES						TERM FOR WHICH ISSUED	
							LICENSES			SERVICE CHARGE BY LOCAL OR COUNTY AGENTS			NUMBER OF YEARS	RENEWAL DATE
							NEW	RENEWAL	DUPLICATE	AMOUNT	DEDUCTED FROM REGULAR FEE	ADDED TO REGULAR FEE		
Minnesota	Operator Chauffeur	Department of Highways, Drivers License Division Secretary of State, Motor Vehicle Division	Drivers License Division Or District Court Clerks Motor Vehicle Division	Drivers License Division Deputy Registrars or Motor Vehicle Division	Department of Highways Motor Vehicle Division	\$.35 No Fee	\$1.00 1.50	\$1.00 1.50	\$.35 1.00	(13/) 14/ .50	Yes Yes	- -	4 1	Birthday January 1
Mississippi	Operator Chauffeur	Commissioner of Public Safety,	Drivers License Division	Highway Patrol	Drivers License Division	4/ 2.00 -	2.00 5.00	2.00 5.00	2.00 5.00	15/ .15 15/ .15	- -	Yes Yes	2 2	Quarter of issuance
Missouri	Operator Chauffeur	Department of Revenue, Drivers License Division	Notary Public or Agent or Branch of Motor Vehicle Unit	Highway Patrol, School Instructor, or Other Designated Agent	Drivers License Division	.25 -	1.00 3.00	1.00 3.00	.25 .25	.25 -	- -	Yes Yes	3 1	Issuance Issuance
Montana	Operator Chauffeur	Highway Patrol	County Treasurer	Highway Patrol	Highway Patrol	3.00 3.00	3.00 3.00	3.00 3.00	.50 .50	- -	- -	- -	2 2	Birthday Birthday
Nebraska	Operator	Department of Roads and Irrigation, Motor Vehicle Division	Safety Patrol	Safety Patrol	County Treasurer	No Fee	2.00	2.00	.50	.10	Yes	-	2	September 1, odd year
Nevada	Operator Chauffeur	Public Service Commission, Drivers License Division	Drivers License Division	Drivers License Division	Drivers License Division	4/ 1.00 -	1.00 2.00	1.00 2.00	.50 .50	- -	- -	- -	2 1	Birthday, odd year July 1
New Hampshire	Operator Chauffeur	Motor Vehicle Department	Motor Vehicle Department	Motor Vehicle Department	Motor Vehicle Department	- -	5.00 7.00	4.00 4.00	.50 .50	- -	- -	- -	2 2	Birthday Birthday
New Jersey	Operator Bus operator	Department of Law and Public Safety, Division of Motor Vehicles	Division of Motor Vehicles	Division of Motor Vehicles	Division of Motor Vehicles	* 1.00 -	3.00 3.00	3.00 3.00	1.00 1.00	- -	- -	- -	1 1	April 1 April 1
New Mexico	Operator Chauffeur	Bureau of Revenue, Drivers License Division	Drivers License Division, State Police, or City Clerks	State Police	Drivers License Division	No Fee -	16/ 1.00 15/ 2.00	1.00 2.00	.50 1.00	- -	- -	- -	1, 2, or 3 1, 2, or 3	January 1 January 1
New York	Operator Chauffeur	Department of Taxation and Finance, Bureau of Motor Vehicles	Bureau of Motor Vehicles or County Clerks	Bureau of Motor Vehicles	Bureau of Motor Vehicles or County Clerks	.10 -	7/ 5.00 7/ 8.00	3.00 6.00	1.00 1.00	.20 .20	Yes Yes	- -	3 3	October 1 June 1
North Carolina	Operator Chauffeur	Department of Motor Vehicles	Department of Motor Vehicles	Department of Motor Vehicles	Department of Motor Vehicles	No Fee No Fee	2.00 2.00	2.00 2.00	.50 .50	- -	- -	- -	4 1	Birthday Birthday
North Dakota	Operator	Highway Patrol	Selected Notaries	Highway Patrol	Highway Department	No Fee	2.00	2.00	.25	.10	-	Yes	2	July 1, odd year
Ohio	Operator Chauffeur	Bureau of Motor Vehicles	Bureau of Motor Vehicles	Highway Patrol	Bureau of Motor Vehicles	* .50 -	.75 .75	.75 .75	.25 .25	.25 .25	- -	Yes Yes	3 3	Birthday Birthday
Oklahoma	Operator Chauffeur Commercial chauffeur	Tax Commission, Department of Public Safety	Tax Commission	License Examiners of the Department of Public Safety	Department of Public Safety	No Fee -	3.00 6.00	3.00 6.00	1.00 1.00	(17/) (17/)	Yes Yes	- -	2 2	Birthday month Birthday month
Oregon	Operator Chauffeur	Secretary of State, Drivers License Division	Secretary of State	Drivers License Division	Drivers License Division	.50 -	(18/) 1.00	1.50 1.00	.25 .25	- -	- -	- -	2 1	Birthday January 1
Pennsylvania	Operator	Department of Revenue, Bureau of Motor Vehicles	Bureau of Motor Vehicles	State Police	Bureau of Motor Vehicles	*4/ 4.00	1.00	1.00	.50	-	-	-	1	February 1
Rhode Island	Operator Chauffeur	Registry of Motor Vehicles	Registry of Motor Vehicles	License Examining Division	Registry of Motor Vehicles	No Fee -	7/ 4.00 4.00	2.00 2.00	1.00 1.00	- -	- -	- -	1 1	October 1 October 1
South Carolina	Operator Common carrier operator	Highway Department, Motor Vehicle Division Public Service Commission	Motor Vehicle Division Public Service Commission	Highway Patrol Public Service Commission	Motor Vehicle Division Public Service Commission	No Fee -	.50 2.00	.50 2.00	.50 2.00	- -	- -	- -	4 1	July 1 January 1
South Dakota	Operator School bus operator	Secretary of State, Motor Vehicle Department State Motor Patrol	County Treasurer of Applicant's Residence County Superintendent of Schools	None required State Motor Patrol	County Treasurer County Superintendent of Schools	- -	.50 No Fee	.50 No Fee	1.00 No Fee	.375 -	Yes -	- -	2 1	Issuance Issuance

Motor Vehicles

STATE MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES

TABLE MV-104
Sheet 3 of 3
1/ Status as of January 1, 1954

Based on Reports of State Authorities

ADMINISTRATION AND FEES

STATE	CLASS OF LICENSE 2/	STATE AGENCY ADMINISTERING LAW	APPLICATION MADE TO:	EXAMINATION CONDUCTED BY:	LICENSE ISSUED BY:	INSTRUCTION OR LEARNERS PERMITS 3/	FEES						TERM FOR WHICH ISSUED	
							LICENSES			SERVICE CHARGE BY LOCAL OR COUNTY AGENCIES			NUMBER OF YEARS	RENEWAL DATE
							NEW	RENEWAL	DUPLICATE	AMOUNT	DEDUCTED FROM REGULAR FEE	ADDED TO REGULAR FEE		
Tennessee	Operator Chauffeur Special chauffeur	) Department of Safety	) Department of Safety	) Department of Safety	) County Court Clerks	4/ \$2.00 - -	\$2.00 3.00 3.00	\$2.00 3.00 3.00	\$1.00 1.00 1.00	\$.25 .25 .25	Yes Yes Yes	- - -	2 2 2	July 1, odd year July 1, odd year July 1, odd year
Texas	Operator Commercial operator Chauffeur	) Department of Public Safety, Drivers License Division	) Drivers License Division	) Drivers License Division	) Drivers License Division	1.00 - -	1.00 2.00 3.00	1.00 2.00 3.00	.25 .25 .25	- - -	- - -	- - -	2 1 1	Issuance Issuance Issuance
Utah	Operator Chauffeur	) Department of Public Safety	) Department of Public Safety	) Department of Public Safety	) Department of Public Safety	4/ 2.00 5/ 2.00	2.00 2.00	1.00 1.00	1.00 1.00	- -	- -	- -	5 5	Birthday Birthday
Vermont	Operator	) Motor Vehicle Department	) Motor Vehicle Department	) Motor Vehicle Department	) Motor Vehicle Department	-	7/ 4.50	2.50	.50	-	-	-	1	Birthday
Virginia	Operator Chauffeur	) Department of Finance, Division of Motor Vehicles	) Division of Motor Vehicles	) Division of Motor Vehicles	) Division of Motor Vehicles	No Fee -	.50 2.00	.50 2.00	.25 .25	- -	- -	- -	3 1	Birthday month Issuance
Washington	Operator	) Department of Licenses, Motor Vehicle Division	) State Patrol or Motor Vehicle Division	) State Patrol	) State Patrol or Motor Vehicle Division	.50	7/ 5.00	3.00	.50	-	-	-	2	Birthday
West Virginia	Operator Chauffeur	) Department of Motor Vehicles	) Department of Motor Vehicles	) Department of Public Safety	) Department of Motor Vehicles	1.00 -	1.00 3.00	1.00 3.00	1.00 1.00	- -	- -	- -	4 1	Issuance January 1
Wisconsin	Operator	) Motor Vehicle Department	) Motor Vehicle Department	) Motor Vehicle Department 20/	) Motor Vehicle Department	1.00	7/ 2.00	.50	.50	-	-	-	4	Issuance
Wyoming	Operator Chauffeur	) Highway Department, Drivers License Division	) Drivers License Division	) Drivers License Division	) Drivers License Division	No Fee -	1.00 1.00	1.00 1.00	.50 .50	- -	- -	- -	3 1	Birthday Issuance
Dist. of Col.	Operator	) Department of Vehicles and Traffic	) Department of Vehicles and Traffic	) Department of Vehicles and Traffic	) Department of Vehicles and Traffic	* 1.00	3.00	3.00	.50	-	-	-	3	Issuance

1/ This summary includes the provisions of laws enacted through September 1953.
 2/ Includes regular and special operators' and chauffeurs' licenses. Junior operator permits, which are issued in many States, are not included.
 3/ In many States, an instruction or learner's permit is provided but is not required except under certain circumstances. Only in the States indicated with an asterisk (*) is such a permit mandatory for applicants not possessing a valid operator's license. Instruction or learner's permit is not provided in the States for which a dash (-) appears.
 4/ Permit fee is credited to operator license fee.
 5/ When representative of Motor Vehicle Division conducts examination in the county, the county clerk retains only 25 cents.
 6/ Effective May 1, 1955, fee for operator's license will be 25 cents for each month through operator's birthday month. Renewal fee will be \$6.00 for each two years thereafter.
 7/ The difference between new and renewal license fees is the charge for an examination when one is required.
 8/ Permanent license may be obtained for \$10.00 if applicant meets certain requirements.
 9/ Twenty-five cents each for first 10,000 operator and chauffeur licenses issued and 10 cents for each additional license.

10/ A wife pays half fee. Veteran's honorary license, no charge.
 11/ County sheriffs or other appointed examiners retain 40 percent of the regular permit or license fee.
 12/ Two dollars for each original license and 50 cents for each renewal.
 13/ When application is made to district court clerk, he retains 10 cents for instruction permit or duplicate license and 20 cents for new or renewal license.
 14/ When deputy registrar conducts first examination, he retains 50 cents of the \$1.50 fee.
 15/ If county clerk or sheriff assists in renewal, he may charge 15-cent service fee.
 16/ Operators' and chauffeurs' licenses may be issued for 1, 2, or 3 years. Fee for operator, \$1.00 for each year; chauffeur, \$2.00 for each year.
 17/ Tag agents acting for Oklahoma Tax Commission receive 10 cents per application issued in counties under 65,000 population, and 6 cents per application issued in counties over 65,000 population.
 18/ Original license fees vary, \$1.00, \$1.50, or \$2.00, depending upon length of time from date of application to date of first renewal.
 19/ Two dollars if not renewed before expiration.
 20/ Traffic officials or local officers may be authorized to conduct examinations.

TRUCK WEIGHT AND CAPACITY

Some of the information in the following tables was supplied by States that summarize basic truck data annually; the rest is from States that have made special analyses for administrative or legislative purposes.

There are three major bases for registering trucks: manufacturer's rated capacity (3 States in 1952), empty weight of the vehicle, also known as net, unladen, or curb weight (10 States), and combined weight of vehicle and load, known as gross weight (28 States). Considerable variation among the States in the application of these bases makes it difficult to obtain uniform information. Several tabulations are presented in order to show the available data in as much detail as practical. In most cases the State tabulations by weight or by capacities are shown here with no adjustments, in order that the actual experience of the States in registering

their vehicles can be seen. In States registering on the basis of the gross weight of the vehicle and load, the data show that only a very small percentage of the trucks operate in the heavier weight groups.

The tabulations of trucks and trailers by body types and gross weight groups on pages 47 and 51 were extracted from special studies of commercial vehicles made by Kentucky and North Carolina. Cross-tabulations of vehicles showing the relation of gross weights to empty weights, and of gross weights to manufacturers' rated capacities, on pages 45, 49, and 52, were supplied by North Dakota, Montana, and Washington.

It is probable that increased need for truck registration data for legislative and administrative uses will eventually make it necessary for most States to compile data similar to that presented here.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT ^{1/}

1952

Table MV-23, 1952
Part 1 of 24

GROSS WEIGHT	ARKANSAS		ILLINOIS		INDIANA		IOWA		MISSISSIPPI		RHODE ISLAND		TENNESSEE	
	NUMBER OF VEHICLES ^{2/}	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT
6,000 lbs. and under	118,349	83.0	(3/)	-	(3/)	-	114,618	59.2	102,894	64.1	16,871	51.9	(3/)	-
6,001 to 8,000 lbs.	(3/)	-	205,800	57.0	(3/)	-	(3/)	-	16,295	10.2	3,354	10.3	133,146	68.6
8,001 to 10,000 lbs.	(3/)	-	26,299	7.3	(3/)	-	33,044	17.1	6,108	3.8	2,844	8.8	(3/)	-
10,001 to 12,000 lbs.	(3/)	-	21,838	6.1	(3/)	-	10,597	5.5	5,509	3.4	1,668	5.1	(3/)	-
12,001 to 14,000 lbs.	(3/)	-	20,701	5.7	210,158	82.8	6,506	3.4	4,876	3.0	1,206	3.7	35,598	18.3
14,001 to 16,000 lbs.	(3/)	-	19,130	5.3	12,814	5.1	6,814	3.5	5,050	3.2	1,179	3.6	(3/)	-
16,001 to 18,000 lbs.	(3/)	-	(3/)	-	(3/)	-	6,589	3.4	5,679	3.5	1,185	3.7	11,314	5.8
18,001 to 20,000 lbs.	19,328	13.6	23,816	6.6	6,789	2.7	4,844	2.5	4,111	2.6	801	2.5	(3/)	-
20,001 to 22,000 lbs.	(3/)	-	(3/)	-	(3/)	-	3,267	1.7	1,200	0.7	379	1.2	(3/)	-
22,001 to 24,000 lbs.	(3/)	-	17,600	4.8	(3/)	-	1,140	0.6	520	0.3	255	0.8	7,318	3.8
24,001 to 26,000 lbs.	(3/)	-	(3/)	-	6,242	2.4	291	0.1	238	0.1	241	0.7	(3/)	-
26,001 to 30,000 lbs.	(3/)	-	(3/)	-	1,289	0.5	599	0.3	899	0.6	349	1.1	1,273	0.7
30,001 to 36,000 lbs.	(3/)	-	(3/)	-	4,140	1.6	1,150	0.6	3,039	1.9	^{4/} 451	1.4	690	0.3
36,001 to 42,000 lbs.	^{5/} 3,041	2.1	^{5/} 14,348	4.0	^{5/} 1,092	0.5	1,304	0.7	2,013	1.3	^{5/} 240	0.7	4,785	2.5
42,001 lbs. and over	^{6/} 1,816	1.3	^{6/} 11,203	3.2	^{6/} 11,293	4.4	2,818	1.4	2,054	1.3	^{6/} 1,459	4.5	-	-
Total	142,534	100.0	360,735	100.0	253,817	100.0	193,581	100.0	160,485	100.0	32,482	100.0	194,084	100.0

^{1/} The States in this table register truck combinations (tractor-semitrailer) as a single vehicle, using the combined weight for registration purposes.

^{2/} Does not include 17,629 vehicles carrying farm and forest products and ores.

^{3/} Vehicles for these capacities are included with the number in the next greater capacity for which data are given.

^{4/} Includes vehicles with a gross weight of 30,001 to 35,000 pounds.

^{5/} Includes vehicles with gross weights as follows: 20,001 to 40,000 pounds in Arkansas; 24,001 to 41,000 pounds in Illinois; 36,001 to 40,000 pounds in Indiana; 35,001 to 40,000 in Rhode Island.

^{6/} Includes vehicles with gross weights as follows: 40,001 pounds and over in Arkansas, Indiana, and Rhode Island; 41,001 pounds and over in Illinois.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN IDAHO 1/

1952

Table MV-23, 1952
Part 2 of 24

GROSS WEIGHT	TRUCKS AND TRACTOR TRUCKS						TRAILERS AND SEMITRAILERS						
	COMMON CARRIERS	CONTRACT CARRIERS	GENERAL USE (NOT FOR HIRE)	LIMITED USE (FARM)	TOTAL		COMMON CARRIERS	CONTRACT CARRIERS	GENERAL USE (NOT FOR HIRE)	LIMITED USE (FARM)	OTHER USE	TOTAL	
					NUMBER	PERCENT						NUMBER	PERCENT
6,000 lbs. and under	140	6	3,298	36,442	39,886	52.5	4	-	140	3,671	31,666	35,481	90.9
6,001 to 8,000 lbs.	44	2	507	3,981	4,534	6.0	6	-	16	339	40	401	1.0
8,001 to 10,000 lbs.	96	8	980	4,405	5,489	7.2	8	-	97	210	4	319	0.8
10,001 to 12,000 lbs.	28	1	187	1,174	1,390	1.8	9	1	20	50	-	80	0.2
12,001 to 14,000 lbs.	88	8	352	1,747	2,195	2.9	30	3	13	63	-	109	0.3
14,001 to 16,000 lbs.	243	17	796	2,635	3,691	4.9	56	16	26	79	3	180	0.5
16,001 to 18,000 lbs.	55	12	306	979	1,352	1.8	145	8	81	216	6	456	1.2
18,001 to 20,000 lbs.	162	16	822	4,310	5,310	7.0	39	2	58	66	-	165	0.4
20,001 to 22,000 lbs.	77	8	187	1,055	1,327	1.7	12	3	4	11	-	30	0.1
22,001 to 24,000 lbs.	104	18	195	905	1,222	1.6	5	-	2	6	-	13	-
24,001 to 26,000 lbs.	319	15	439	1,694	2,467	3.3	29	-	23	66	-	118	0.3
26,001 to 30,000 lbs.	83	5	243	5,256	5,587	7.4	33	3	67	170	-	273	0.7
30,001 to 36,000 lbs.	120	3	127	331	581	0.8	659	9	204	473	-	1,345	3.5
Over 36,000 lbs.	256	5	239	377	877	1.1	30	-	10	12	-	52	0.1
Total	1,815	124	8,678	65,291	75,908	100.0	1,065	45	761	5,432	31,719	39,022	100.0

1/ Includes vehicles operating under the Ton-Mile Tax Law. Interstate vehicles have been omitted.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN NEW JERSEY

1952

Table MV-23, 1952
Part 3 of 24

GROSS WEIGHT	COMMERCIAL TRUCKS 1/		FARM TRUCKS		TOTAL TRUCKS		TRAILERS AND SEMITRAILERS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
4,000 lbs. and under	64,140	32.6	4,483	23.9	68,623	31.9	12,162	40.7
4,001 to 6,000 lbs.	46,596	23.7	4,978	26.5	51,574	24.0	639	2.1
6,001 to 8,000 lbs.	16,617	8.5	1,773	9.5	18,390	8.6	416	1.4
8,001 to 10,000 lbs.	11,200	5.7	1,516	8.1	12,716	5.9	408	1.4
10,001 to 12,000 lbs.	4,454	2.3	631	3.4	5,085	2.4	122	0.4
12,001 to 14,000 lbs.	9,768	5.0	1,270	6.8	11,038	5.1	501	1.7
14,001 to 16,000 lbs.	9,993	5.1	1,492	8.0	11,485	5.3	1,000	3.3
16,001 to 18,000 lbs.	3,037	1.5	472	2.5	3,509	1.6	239	0.8
18,001 to 20,000 lbs.	6,979	3.5	835	4.4	7,814	3.6	1,298	4.3
20,001 to 22,000 lbs.	4,886	2.5	638	3.4	5,524	2.6	2,260	7.6
22,001 to 24,000 lbs.	1,078	0.5	110	0.6	1,188	0.6	677	2.3
24,001 to 26,000 lbs.	3,850	2.0	249	1.3	4,099	1.9	1,641	5.5
26,001 to 30,000 lbs.	12,522	6.4	270	1.4	12,792	5.9	7,425	24.8
30,001 to 36,000 lbs.	618	0.3	22	0.1	640	0.3	1,092	3.7
36,001 to 42,000 lbs. 2/	698	0.4	13	0.1	711	0.3	-	-
Total	196,436	100.0	18,752	100.0	215,188	100.0	29,880	100.0

1/ Tractor trucks are registered separately from semitrailers and are included in this column according to the gross weight of the power unit only.

2/ The maximum practical gross weight permitted for a combination is 60,000 pounds.

Motor Vehicles

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN MONTANA								
1952								
Table MV-23, 1952 Part 4 Of 24								
GROSS WEIGHT	COMMERCIAL TRUCKS		TRACTOR TRUCKS ^{1/}		FARM TRUCKS		TOTAL TRUCKS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Under 6,000 lbs.	20,237	59.9	8	1.1	16,517	33.8	36,762	44.1
6,000 to 7,999 lbs.	2,117	6.3	7	1.0	6,940	14.2	9,064	10.9
8,000 to 9,999 lbs.	1,388	4.1	21	3.0	4,705	9.6	6,114	7.3
10,000 to 11,999 lbs.	963	2.8	26	3.6	2,295	4.7	3,284	3.9
12,000 to 13,999 lbs.	1,068	3.2	30	4.2	1,821	3.7	2,919	3.5
14,000 to 15,999 lbs.	1,419	4.2	19	2.7	2,801	5.7	4,239	5.1
16,000 to 17,999 lbs.	1,402	4.2	74	10.4	3,603	7.4	5,079	6.1
18,000 to 19,999 lbs.	1,215	3.6	46	6.5	4,169	8.5	5,430	6.5
20,000 to 21,999 lbs.	1,189	3.5	42	5.9	3,200	6.5	4,431	5.3
22,000 to 23,999 lbs.	858	2.5	53	7.4	1,732	3.5	2,643	3.2
24,000 to 25,999 lbs.	551	1.6	98	13.7	617	1.3	1,266	1.5
26,000 to 27,999 lbs.	403	1.2	61	8.6	282	0.6	746	0.9
28,000 to 29,999 lbs.	150	0.4	10	1.4	87	0.2	247	0.3
30,000 to 31,999 lbs.	108	0.3	10	1.4	20	0.1	138	0.2
32,000 to 33,999 lbs.	59	0.2	11	1.5	12	-	82	0.1
34,000 to 35,999 lbs.	147	0.4	38	5.3	39	0.1	224	0.3
36,000 to 37,999 lbs.	61	0.2	7	1.0	35	0.1	103	0.1
38,000 to 39,999 lbs.	93	0.3	34	4.8	1	-	128	0.1
40,000 to 41,999 lbs.	365	1.1	118	16.5	14	-	497	0.6
Total	33,793	100.0	713	100.0	48,890	100.0	83,396	100.0

^{1/} Tractor trucks and semitrailers are registered as separate units. Gross weights shown are for the power units only.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN MONTANA								
1952								
Table MV-23, 1952 Part 5 of 24								
GROSS WEIGHT	MANUFACTURERS RATED CAPACITY ^{1/}						TOTAL	PERCENT
	LESS THAN 1 TON	1 TO LESS THAN 2 TONS	2 TO LESS THAN 3 TONS	3 TO LESS THAN 4 TONS	4 TO LESS THAN 5 TONS	5 TONS AND OVER		
Under 6,000 lbs.	33,600	2,735	104	309	8	6	36,762	44.1
6,000 to 7,999 lbs.	6,557	2,376	34	87	7	3	9,064	10.9
8,000 to 9,999 lbs.	2,990	2,956	114	40	8	6	6,114	7.3
10,000 to 11,999 lbs.	602	2,510	144	14	7	7	3,284	3.9
12,000 to 13,999 lbs.	93	2,597	171	37	12	9	2,919	3.5
14,000 to 15,999 lbs.	58	3,747	402	25	5	2	4,239	5.1
16,000 to 17,999 lbs.	73	4,311	587	69	22	17	5,079	6.1
18,000 to 19,999 lbs.	82	4,444	798	74	16	16	5,430	6.5
20,000 to 21,999 lbs.	79	3,096	1,153	78	10	15	4,431	5.3
22,000 to 23,999 lbs.	58	1,564	884	104	18	15	2,643	3.2
24,000 to 25,999 lbs.	22	549	492	147	28	28	1,266	1.5
26,000 to 27,999 lbs.	13	245	311	117	28	32	746	0.9
28,000 to 29,999 lbs.	3	68	97	54	13	12	247	0.3
30,000 to 31,999 lbs.	1	47	42	24	15	9	138	0.2
32,000 to 33,999 lbs.	-	16	43	11	10	2	82	0.1
34,000 to 35,999 lbs.	75	26	39	23	28	33	224	0.3
36,000 to 37,999 lbs.	31	25	24	12	9	2	103	0.1
38,000 to 39,999 lbs.	1	33	41	17	25	11	128	0.1
40,000 to 41,999 lbs.	8	56	65	94	191	83	497	0.6
Total	44,346	31,401	5,545	1,336	460	308	83,396	-
Percent	53.2	37.6	6.6	1.6	0.6	0.4	-	100.0

^{1/} Obtained from a study of registration applications, which indicate manufacturer's rated capacity.

Highway Statistics, 1952

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN NEW YORK ^{1/}						
1952						
Table MV-23, 1952 Part 6 of 24						
GROSS WEIGHT	TRUCKS		TRACTOR TRUCKS (EMPTY WEIGHT)		COMMERCIAL TRAILERS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Under 2,000 lbs.	148	-	(2/)	-	75	0.2
2,000 to 3,999 lbs.	37,408	8.9	(2/)	-	744	2.4
4,000 to 5,999 lbs.	162,241	38.7	2,792	11.2	406	1.3
6,000 to 7,999 lbs.	44,608	10.6	4,036	16.2	256	0.8
8,000 to 9,999 lbs.	35,777	8.5	7,314	29.3	244	0.8
10,000 to 11,999 lbs.	26,059	6.2	6,791	27.3	487	1.5
12,000 to 13,999 lbs.	19,387	4.6	3,343	13.4	2,044	6.5
14,000 to 15,999 lbs.	19,270	4.6	494	2.0	519	1.6
16,000 to 17,999 lbs.	26,563	6.3	38	0.2	606	1.9
18,000 to 19,999 lbs.	10,869	2.6	57	0.2	794	2.5
20,000 to 21,999 lbs.	6,538	1.6	47	0.2	550	1.7
22,000 to 23,999 lbs.	5,997	1.4	9	-	1,181	3.7
24,000 to 25,999 lbs.	4,310	1.0	-	-	1,981	6.3
26,000 to 27,999 lbs.	3,131	0.7	-	-	1,744	5.5
28,000 to 29,999 lbs.	4,073	1.0	-	-	1,281	4.1
30,000 to 31,999 lbs.	2,417	0.6	-	-	806	2.5
32,000 to 33,999 lbs.	1,579	0.4	-	-	931	3.0
34,000 to 35,999 lbs.	4,424	1.1	-	-	1,119	3.5
36,000 to 37,999 lbs.	590	0.1	-	-	1,706	5.4
38,000 to 39,999 lbs.	597	0.2	-	-	3,944	12.5
40,000 to 41,999 lbs.	317	0.1	-	-	2,856	9.0
42,000 lbs. and over	3,331	0.8	-	-	7,350	23.3
Total	419,634	100.0	24,921	100.0	31,624	100.0

^{1/} Tractor trucks are registered separately from semitrailers. Weights shown for tractor trucks are unladen weights of power units; those for semitrailers are weights of semitrailers plus entire load carried.
^{2/} Vehicles for these capacities are included with the number in the next greater capacity for which data are given.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN TEXAS ^{1/}										
1952										
Table MV-23, 1952 Part 7 of 24										
GROSS WEIGHT	COMMERCIAL TRUCKS		FARM TRUCKS		TRACTOR TRUCKS ^{2/}		TOTAL TRUCKS		TRAILERS AND SEMITRAILERS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
4,000 lbs. and under	62,901	15.7	58,138	25.6	27	0.1	121,066	18.3	104,715	63.1
4,001 to 6,000 lbs.	190,771	47.6	126,977	55.8	102	0.3	317,850	48.1	5,045	3.0
6,001 to 8,000 lbs.	39,728	9.9	14,619	6.4	812	2.4	55,159	8.3	3,481	2.1
8,001 to 10,000 lbs.	43,636	10.9	14,686	6.5	2,228	6.7	60,550	9.2	3,620	2.2
10,001 to 12,000 lbs.	15,722	3.9	4,631	2.0	1,557	4.7	21,910	3.3	2,375	1.4
12,001 to 14,000 lbs.	9,909	2.4	2,031	0.9	1,424	4.3	13,364	2.0	2,747	1.7
14,001 to 16,000 lbs.	10,008	2.5	2,390	1.1	1,907	5.8	14,305	2.2	3,313	2.0
16,001 to 18,000 lbs.	8,280	2.1	1,341	0.6	2,529	7.6	12,150	1.8	16,842	10.2
18,001 to 20,000 lbs.	6,272	1.6	1,027	0.4	3,727	11.3	11,026	1.7	2,216	1.3
20,001 to 22,000 lbs.	4,741	1.2	914	0.4	7,253	21.9	12,908	1.9	1,075	0.6
22,001 to 24,000 lbs.	3,075	0.8	450	0.2	6,659	20.1	10,184	1.5	1,323	0.8
24,001 to 26,000 lbs.	1,625	0.4	75	-	2,025	6.1	3,725	0.6	1,249	0.8
26,001 to 30,000 lbs.	2,021	0.5	105	0.1	2,504	7.6	4,630	0.7	2,938	1.8
30,001 to 36,000 lbs.	860	0.2	30	-	315	0.9	1,205	0.2	14,697	8.9
36,001 to 42,000 lbs.	725	0.2	-	-	31	0.1	756	0.1	117	0.1
42,001 lbs. and over ^{3/}	396	0.1	-	-	26	0.1	422	0.1	82	-
Total	400,670	100.0	227,414	100.0	33,126	100.0	661,210	100.0	165,835	100.0

^{1/} Estimated distribution of truck and trailer registrations by gross weight groups is based on a sample taken by the Texas Highway Planning Survey.
^{2/} Tractor unit is registered separately from semitrailer. Gross weights shown are for the power units only.
^{3/} Maximum practical gross weight permitted for a combination is 58,420 pounds.

Motor Vehicles

SINGLE-UNIT TRUCKS REGISTERED ON THE BASIS OF GROSS WEIGHT IN NORTH CAROLINA ^{1/}									
1952									
Table MV-23, 1952 Part 8 of 24									
BODY TYPES	GROSS WEIGHT GROUPS (POUNDS)							TOTAL	
	4,500 OR LESS	4,501-8,500	8,501-12,500	12,501-16,500	16,501-20,500	20,501-32,500	32,501 AND OVER	NUMBER	PERCENT
Pickup	96,833	40,021	274	-	-	-	-	137,128	62.9
Panel	4,622	5,462	1,077	-	-	-	-	11,161	5.1
Van	112	1,230	3,630	5,240	2,908	918	111	14,149	6.5
Stake	186	3,708	10,397	9,010	3,937	1,722	111	29,071	13.3
Dump	38	158	848	1,345	1,452	2,572	62	6,475	3.0
Concrete Mixer	-	-	-	-	88	180	76	344	0.1
Bottle Rack	12	42	770	1,111	346	29	-	2,310	1.1
Tank	12	53	728	1,574	250	80	48	2,745	1.3
Log or Pole	-	11	11	189	111	-	13	335	0.1
Wrecker	-	143	111	33	-	-	-	287	0.1
Platform	62	524	3,430	2,989	1,936	888	138	9,967	4.6
Cargo	12	26	69	40	15	-	-	162	0.1
Utility	186	460	57	67	15	9	-	794	0.4
Maintenance	-	64	158	89	39	20	-	370	0.2
Refrigerator	-	26	100	223	-	-	-	349	0.1
Other	348	890	541	394	212	100	13	2,498	1.1
Total	102,423	52,818	22,201	22,304	11,309	6,518	572	218,145	-
Percent	47.0	24.2	10.2	10.2	5.2	3.0	0.2	-	100.0

^{1/} Tractor trucks are not included in this table.

SEMITRAILERS REGISTERED ON THE BASIS OF GROSS WEIGHT IN NORTH CAROLINA ^{1/}									
1952									
Table MV-23, 1952 Part 9 of 24									
BODY TYPES	GROSS WEIGHT GROUPS (POUNDS) ^{2/}							TOTAL	
	4,500 OR LESS	4,501-8,500	8,501-12,500	12,501-16,500	16,501-20,500	20,501-32,500	32,501 AND OVER	NUMBER	PERCENT
Van	-	87	290	879	3,105	4,225	4,610	13,196	72.1
Stake	-	117	29	39	488	120	51	844	4.6
Platform	229	117	14	137	603	380	155	1,635	8.9
Dump	-	56	-	-	7	7	5	75	0.4
Tank	-	-	-	14	72	40	268	394	2.2
Utility	-	56	-	-	-	-	-	56	0.3
Refrigerator	-	-	-	-	7	-	53	60	0.3
Low Boy	-	-	-	-	7	9	3	19	0.1
Log or Pole	352	290	108	433	372	4	-	1,559	8.5
Other	352	-	-	49	31	25	12	469	2.6
Total	933	723	441	1,551	4,692	4,810	5,157	18,307	100.0

^{1/} There are 62,321 light semitrailers registered for 2,500 pounds gross weight for which body types are not available. These semitrailers are not included in this table.
^{2/} Semitrailers are registered as separate units. Gross weights in this table are for semitrailers only.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN NORTH CAROLINA 1/

1952

Table MV-23, 1952
Part 10 of 24

GROSS WEIGHT	SINGLE UNIT TRUCKS						TRACTOR TRUCKS						TOTAL TRUCKS						SEMITRAILERS			
	PRIVATE USE	FARM USE	CONTRACT CARRIER	COMMON CARRIER	TOTAL		PRIVATE USE	CONTRACT CARRIER	COMMON CARRIER	TOTAL		PRIVATE USE	FARM USE	CONTRACT CARRIER	COMMON CARRIER	TOTAL		PRIVATE USE	CONTRACT CARRIER	COMMON CARRIER	TOTAL	
					NUMBER	PERCENT				NUMBER	PERCENT					NUMBER	PERCENT				NUMBER	PERCENT
4,500 lbs. or less	99,341	2,847	176	59	102,423	47.0	-	-	-	-	-	99,341	2,847	176	59	102,423	45.0	2/ 63,250	4	-	63,254	78.4
4,501 to 8,500 lbs.	42,834	9,545	363	76	52,818	24.2	40	-	1	41	0.4	42,874	9,545	363	77	52,859	23.2	719	4	-	723	0.9
8,501 to 12,500 lbs.	16,988	4,281	634	298	22,201	10.2	71	8	22	101	1.1	17,059	4,281	642	320	22,302	9.8	401	17	23	441	0.6
12,501 to 16,500 lbs.	18,051	2,596	871	786	22,304	10.2	332	53	218	603	6.4	18,383	2,596	924	1,004	22,907	10.1	1,311	85	155	1,551	1.9
16,501 to 20,500 lbs.	8,957	366	982	1,004	11,309	5.2	2,575	1,511	4,432	8,518	91.0	11,532	366	2,493	5,436	19,827	8.7	3,032	420	1,240	4,692	5.8
20,501 to 32,500 lbs.	4,729	136	1,390	263	6,518	3.0	9	12	76	97	1.1	4,738	136	1,402	339	6,615	2.9	1,721	430	2,659	4,810	6.0
32,501 lbs. and over	417	8	115	32	572	0.2	-	-	-	-	-	417	8	115	32	572	0.3	992	489	3,676	5,157	6.4
Total	191,317	19,779	4,531	2,518	218,145	100.0	3,027	1,584	4,749	9,360	100.0	194,344	19,779	6,115	7,267	227,505	100.0	71,426	1,449	7,753	80,628	100.0

1/ Tractor trucks and semitrailers are registered as separate units in North Carolina and the gross weights shown are for these separate units.

2/ Includes 62,321 light semitrailers registered for 2,500 pounds gross weight.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN OKLAHOMA 1/

1952

Table MV-23, 1952
Part 11 of 24

GROSS WEIGHT	COMMERCIAL TRUCKS								TRACTOR TRUCKS (EMPTY WEIGHT) 2/	TRAILERS AND SEMITRAILERS 2/		TOTAL FEES, COMMERCIAL VEHICLES			
	PANEL AND PICK-UP TRUCKS		OTHER TRUCKS		TOTAL COMMERCIAL TRUCKS					REGISTRATIONS	FEES	REGISTRATIONS	FEES	AMOUNT	PERCENT
	REGISTRATIONS	FEES	REGISTRATIONS	FEES	NUMBER	PERCENT	AMOUNT	PERCENT							
5,500 lbs. and under	50,472	\$819,591	8,044	\$129,417	58,516	60.6	\$949,008	27.5	1,930	\$31,992	1,277	\$19,747	\$1,000,747	15.5	
5,501 to 7,000 lbs.	2,595	60,807	3,975	86,335	6,570	6.8	147,142	4.3	3,114	92,374	290	6,584	246,100	3.8	
7,001 to 8,000 lbs.	332	12,111	3,705	100,434	4,037	4.2	112,545	3.3	1,567	60,851	229	8,132	181,528	2.8	
8,001 to 10,000 lbs.	259	11,787	6,705	246,363	6,964	7.2	258,150	7.5	2,999	159,692	665	39,585	457,427	7.1	
10,001 to 12,000 lbs.	-	-	4,006	206,482	4,006	4.2	206,482	6.0	1,173	76,415	426	28,083	310,980	4.8	
12,001 to 15,000 lbs.	-	-	7,857	458,942	7,857	8.1	458,942	13.3	1,411	89,456	623	49,587	597,985	9.3	
15,001 to 18,000 lbs.	-	-	4,100	476,113	4,100	4.3	476,113	13.8	426	52,637	694	65,640	594,390	9.2	
18,001 to 20,000 lbs.	-	-	1,723	243,948	1,723	1.8	243,948	7.1	228	33,251	249	30,655	307,854	4.8	
20,001 to 22,000 lbs.	-	-	1,059	169,878	1,059	1.1	169,878	4.9	135	22,029	197	32,882	224,789	3.5	
22,001 to 24,000 lbs.	-	-	685	127,230	685	0.7	127,230	3.7	124	24,069	519	97,782	249,081	3.9	
24,001 to 26,000 lbs.	-	-	281	57,588	281	0.3	57,588	1.7	10	606	643	140,294	198,488	3.1	
26,001 to 28,000 lbs.	-	-	73	18,896	73	0.1	18,896	0.5	21	4,723	363	89,993	113,612	1.7	
28,001 to 30,000 lbs.	-	-	145	40,894	145	0.2	40,894	1.2	11	2,230	737	189,302	232,426	3.6	
30,001 to 32,000 lbs.	-	-	104	26,838	104	0.1	26,838	0.8	52	14,623	716	205,581	247,042	3.8	
32,001 to 34,000 lbs.	-	-	52	15,587	52	-	15,587	0.4	11	2,649	477	156,091	174,327	2.7	
34,001 to 36,000 lbs.	-	-	93	30,407	93	0.1	30,407	0.9	-	-	395	126,528	156,935	2.4	
36,001 to 38,000 lbs.	-	-	114	43,268	114	0.1	43,268	1.2	31	10,196	42	13,182	66,646	1.0	
38,001 to 40,000 lbs.	-	-	31	9,790	31	-	9,790	0.3	21	8,701	176	62,133	80,624	1.2	
40,001 to 42,000 lbs.	-	-	31	10,445	31	-	10,445	0.3	-	-	228	92,222	102,667	1.6	
42,001 lbs. and over	-	-	114	44,142	114	0.1	44,142	1.3	31	13,491	2,003	861,726	919,359	14.2	
Total	53,658	904,296	42,897	2,542,997	96,555	100.0	3,447,293	100.0	13,295	699,985	10,949	2,315,729	6,463,007	100.0	

1/ Based on a 10 percent sample of commercial vehicles. Does not include 111,369 farm trucks registered at reduced rates. These trucks comprise 50.7 percent of all Oklahoma trucks.

2/ In general, tractor trucks are registered separately from semitrailers. In such cases, the weights shown for tractor trucks are the unladen weights of the power units and those for semitrailers are the weights of the semitrailers plus the entire loads carried. In some special-purpose combinations, however, the weights shown for the tractor trucks include all or a portion of the carried load. The tractor trucks shown with weights in excess of 20,000 pounds are in this category.

Motor Vehicles

Table MV-23, 1952
Part 12 of 24

TRUCK REGISTRATIONS IN WASHINGTON CLASSIFIED ACCORDING TO LICENSED GROSS WEIGHT GROUPS AND SCALE WEIGHTS 1/

1952

SCALE WEIGHT (POUNDS)	LICENSED GROSS WEIGHT (POUNDS)																TOTAL	PERCENT	
	Under 4,000	4,000-5,999	6,000-7,999	8,000-9,999	10,000-11,999	12,000-13,999	14,000-15,999	16,000-17,999	18,000-19,999	20,000-21,999	22,000-23,999	24,000-25,999	26,000-27,999	28,000-29,999	30,000-31,999	32,000-33,999			34,000-35,999
Under 1,000	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	-
1,000 - 1,999	468	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	490	0.3
2,000 - 2,999	17,415	4,301	73	30	-	-	-	-	-	-	-	-	-	-	-	-	-	21,819	13.1
3,000 - 3,999	27,107	37,416	3,159	1,191	158	90	105	30	5	-	-	-	-	-	-	-	-	69,290	41.6
4,000 - 4,999	-	1,888	6,567	3,076	1,043	993	1,712	658	538	88	29	-	-	-	-	-	-	16,602	10.0
5,000 - 5,999	-	204	1,744	4,433	1,756	1,931	4,220	1,983	1,582	312	37	-	-	-	-	-	-	18,337	11.0
6,000 - 6,999	-	-	133	1,997	1,559	1,524	3,037	2,202	2,728	591	396	-	-	-	-	-	-	14,388	8.6
7,000 - 7,999	-	-	10	142	1,160	815	1,764	1,325	2,131	603	521	211	57	32	11	5	13	8,037	5.3
8,000 - 8,999	-	-	-	33	89	528	849	745	1,083	443	502	370	94	41	11	3	77	4,839	2.9
9,000 - 9,999	-	-	-	9	21	152	474	397	550	299	495	429	162	88	36	42	125	3,298	2.0
10,000 - 10,999	-	-	-	-	11	7	274	257	248	199	335	385	136	48	39	28	184	2,159	1.3
11,000 - 11,999	-	-	-	-	-	3	19	148	125	104	223	270	186	37	36	28	259	1,378	0.8
12,000 - 12,999	-	-	-	-	-	2	6	31	133	56	145	262	126	39	46	30	257	1,135	0.7
13,000 - 13,999	-	-	-	-	-	-	3	6	47	54	61	154	91	28	19	33	321	817	0.5
14,000 - 14,999	-	-	-	-	-	-	-	3	4	35	37	73	54	18	21	21	371	636	0.4
15,000 - 15,999	-	-	-	-	-	-	-	3	2	5	27	51	20	7	12	26	391	544	0.3
16,000 - 16,999	-	-	-	-	-	-	-	-	1	3	13	32	14	10	13	14	461	561	0.4
17,000 - 17,999	-	-	-	-	-	-	-	-	3	3	4	5	8	5	9	19	485	541	0.3
18,000 - 18,999	-	-	-	-	-	-	-	-	-	-	1	3	7	4	5	12	357	389	0.2
19,000 - 19,999	-	-	-	-	-	-	-	-	-	-	-	1	-	6	1	5	287	300	0.2
20,000 - 20,999	-	-	-	-	-	-	-	-	-	-	-	-	1	-	3	3	124	130	0.1
21,000 - 21,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	42	44	-
22,000 - 22,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	21	21	-
23,000 - 23,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	10	-
24,000 - 24,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	5	-
25,000 - 25,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
26,000 - 26,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1
27,000 - 27,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1
Total	45,013	43,831	11,686	10,913	5,797	6,045	12,485	7,788	9,120	2,824	2,931	2,383	930	368	307	298	3,816	2/ 166,735	-
Percent	27.0	26.3	7.0	6.5	3.5	3.6	7.5	4.7	5.5	1.7	1.8	1.4	0.6	0.2	0.2	0.2	2.3	-	100.0

1/ Tractor trucks are registered separately from semitrailers and are included in this table according to the gross weight of the power unit only.

2/ Does not include 2,596 trucks with fixed loads.

Highway Statistics, 1952

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN WASHINGTON								
1952								
Table MV-23, 1952 Part 13 of 24								
GROSS WEIGHT	TRUCKS AND TRACTOR TRUCKS						TRAILERS AND SEMITRAILERS	
	GASOLINE			DIESEL AND L. P. G. ^{1/}	TOTAL		NUMBER	PERCENT
	FARM	COMMERCIAL	TOTAL		NUMBER	PERCENT		
Under 4,000 lbs.	11,553	33,459	45,012	1	45,013	27.0	42,230	81.8
4,000 to 5,999 lbs.	15,763	28,056	43,819	12	43,831	26.3	557	1.1
6,000 to 7,999 lbs.	4,290	7,394	11,684	2	11,686	7.0	380	0.7
8,000 to 9,999 lbs.	4,725	6,184	10,909	4	10,913	6.5	392	0.8
10,000 to 11,999 lbs.	2,329	3,467	5,796	1	5,797	3.5	208	0.4
12,000 to 13,999 lbs.	2,401	3,639	6,040	5	6,045	3.6	295	0.6
14,000 to 15,999 lbs.	5,884	6,591	12,475	10	12,485	7.5	598	1.2
16,000 to 17,999 lbs.	3,607	4,165	7,772	16	7,788	4.7	1,459	2.8
18,000 to 19,999 lbs.	4,748	4,356	9,104	16	9,120	5.5	182	0.4
20,000 to 21,999 lbs.	48	2,764	2,812	12	2,824	1.7	186	0.4
22,000 to 23,999 lbs.	51	2,857	2,908	23	2,931	1.8	172	0.3
24,000 to 25,999 lbs.	24	2,270	2,294	89	2,383	1.4	157	0.3
26,000 to 27,999 lbs.	14	846	860	70	930	0.6	345	0.7
28,000 to 29,999 lbs.	1	361	362	6	368	0.2	176	0.3
30,000 to 31,999 lbs.	2	299	301	6	307	0.2	3,661	7.1
32,000 to 33,999 lbs.	3	279	282	16	298	0.2	13	-
34,000 to 35,999 lbs.	3	2,467	2,470	1,346	3,816	2.3	580	1.1
Total	55,446	109,454	164,900	1,635	^{2/} 166,535	100.0	^{3/} 51,591	100.0

^{1/} The 25 vehicles tabulated in the "under 4,000" gross weight group through the "12,000 - 13,999" group are all butane or propane propelled. Other weight groups also include some vehicles powered by liquefied petroleum gas.
^{2/} Does not include 2,396 trucks with fixed loads.
^{3/} Does not include 4,164 house trailers, circus trailers and others not classified by weight groups.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN WISCONSIN									
1952									
Table MV-23, 1952 Part 14 of 24									
GROSS WEIGHT	COMMERCIAL TRUCKS ^{1/}		FARM TRUCKS		TOTAL TRUCKS		TRAILERS AND SEMITRAILERS		
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	
4,500 lbs. and under	51,336	36.7	(^{2/})	-	51,336	22.6	465	4.0	
4,501 to 6,000 lbs.	22,868	16.4	(^{2/})	-	22,868	10.1	1,450	12.4	
6,001 to 8,000 lbs.	14,903	10.7	(^{2/})	-	14,903	6.6	328	2.8	
8,001 to 10,000 lbs.	10,043	7.2	81,816	93.4	91,859	40.4	325	2.8	
10,001 to 12,000 lbs.	8,389	6.0	727	0.8	9,116	4.0	173	1.5	
12,001 to 14,000 lbs.	7,749	5.5	1,429	1.6	9,178	4.0	297	2.5	
14,001 to 16,000 lbs.	6,757	4.8	1,510	1.7	8,267	3.6	312	2.7	
16,001 to 18,000 lbs.	4,869	3.5	975	1.1	5,844	2.6	263	2.2	
18,001 to 20,000 lbs.	4,400	3.1	675	0.8	5,075	2.2	378	3.2	
20,001 to 22,000 lbs.	3,060	2.2	271	0.3	3,331	1.5	245	2.1	
22,001 to 24,000 lbs.	2,710	1.9	126	0.2	2,836	1.3	535	4.6	
24,001 to 26,000 lbs.	943	0.7	32	0.1	975	0.4	399	3.4	
26,001 to 30,000 lbs.	494	0.4	29	-	523	0.2	1,017	8.7	
30,001 to 36,000 lbs.	395	0.3	-	-	395	0.2	1,979	17.0	
36,001 to 42,000 lbs.	663	0.5	-	-	663	0.3	1,134	9.7	
42,001 lbs. and over ^{3/}	76	0.1	-	-	76	-	2,376	20.4	
Total	139,655	100.0	87,590	100.0	227,245	100.0	11,676	100.0	

^{1/} Tractor trucks are registered separately from semitrailers and are included in this column according to the gross weight of the power unit only.
^{2/} Vehicles for these capacities are included with the number in the next greater capacity for which data are given.
^{3/} Maximum practical gross weight permitted for a combination is 68,000 pounds.

Motor Vehicles

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COMMERCIAL VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN KENTUCKY 1/

1952

Table MV-23, 1952
Part 15 of 24

GROSS WEIGHT	CLASSIFIED BODY TYPES							TOTAL		TRACTOR TRUCKS AND UNCLASSIFIED TRUCKS	TOTAL TRUCKS	
	PICKUP	PANEL	STAKE	VAN	DUMP	TANK	NUMBER	PERCENT	NUMBER		PERCENT	
							5,000 lbs. and under	36,016		8,909		2,999	183	166	25	48,298	69.6	14,364	62,662	58.0
5,001 to 8,000 lbs.	1,103	570	1,527	135	106	19	3,460	5.0	2,973	6,433	6.0	
8,001 to 10,000 lbs.	131	172	971	123	118	19	1,534	2.2	1,562	3,096	2.9	
10,001 to 12,000 lbs.	36	96	742	102	114	52	1,142	1.7	1,217	2,359	2.2	
12,001 to 14,000 lbs.	18	49	736	82	99	99	1,083	1.6	1,431	2,514	2.3	
14,001 to 16,000 lbs.	5	23	676	77	132	135	1,048	1.5	1,434	2,482	2.3	
16,001 to 18,000 lbs.	41	57	7,350	483	1,710	284	9,925	14.3	9,867	19,792	18.3	
18,001 to 21,000 lbs.	3	11	834	68	229	32	1,177	1.7	1,646	2,823	2.6	
21,001 to 24,000 lbs.	13	2	562	39	307	45	968	1.4	1,368	2,336	2.1	
24,001 to 27,000 lbs.	-	-	167	28	59	10	264	0.4	532	796	0.7	
27,001 to 30,000 lbs.	-	3	86	21	49	9	168	0.2	395	563	0.5	
30,001 to 33,000 lbs.	2	-	38	10	8	5	63	0.1	225	288	0.3	
33,001 to 36,000 lbs.	-	-	53	5	14	5	77	0.1	257	334	0.3	
36,001 to 39,000 lbs.	1	-	25	-	5	-	31	-	152	183	0.2	
39,001 to 42,000 lbs.	8	8	51	9	23	23	122	0.2	1,285	1,407	1.3	
Total	37,377	9,900	16,817	1,365	3,139	762	69,360	100.0	38,708	108,068	100.0	

1/ Kentucky registers truck combinations (tractor-semitrailer) as single vehicles using combined weight for registration purposes. This tabulation does not include 68,719 farm trucks registered at 22,000 pounds gross weight or less.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN VIRGINIA

1952

Table MV-23, 1952
Part 16 of 24

GROSS WEIGHT	TRUCKS		TRACTOR TRUCKS 1/		TRAILERS AND SEMITRAILERS 1/	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
10,000 lbs. and under	123,168	70.4	-	-	30,457	78.9
10,001 to 12,000 lbs.	4,586	2.6	-	-	23	0.1
12,001 to 14,000 lbs.	6,883	3.9	-	-	29	0.1
14,001 to 16,000 lbs.	11,285	6.4	-	-	41	0.1
16,001 to 18,000 lbs.	9,848	5.6	-	-	33	0.1
18,001 to 20,000 lbs.	9,054	5.2	-	-	125	0.3
20,001 to 22,000 lbs.	3,218	1.8	-	-	85	0.2
22,001 to 24,000 lbs.	3,063	1.8	-	-	172	0.5
24,001 to 26,000 lbs.	1,027	0.6	-	-	150	0.4
26,001 to 30,000 lbs.	1,016	0.6	2/ 254	3.4	490	1.3
30,001 to 36,000 lbs.	841	0.5	178	2.3	473	1.2
36,001 to 40,000 lbs.	1,013	0.6	3,060	40.5	3,451	8.9
40,001 lbs. and over	-	-	4,059	53.8	3,051	7.9
Total	175,002	100.0	7,551	100.0	38,580	100.0

1/ Commercial tractor trucks and semitrailers are classified according to the gross weights of the combinations.

2/ Vehicles shown in this group are for gross weights of 30,000 pounds or less.

Highway Statistics, 1952

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN NORTH DAKOTA 1/									
1952									
Table MV-23, 1952 Part 17 of 24									
GROSS WEIGHT	MANUFACTURERS RATED CAPACITY 2/							TOTAL	PERCENT
	UNKNOWN	LESS THAN 1 TON	1 TO LESS THAN 2 TONS	2 TO LESS THAN 3 TONS	3 TO LESS THAN 4 TONS	4 TO LESS THAN 5 TONS	5 TONS AND OVER		
6,000 lbs. and under	37	2,725	227	-	-	-	-	2,989	3.4
6,001 to 8,000 lbs.	264	27,322	3,414	9	19	1	-	31,029	34.8
8,001 to 10,000 lbs.	18	4,178	7,109	30	16	3	-	11,354	12.8
10,001 to 12,000 lbs.	13	363	6,763	168	6	-	1	7,314	8.2
12,001 to 14,000 lbs.	11	32	5,534	503	10	1	1	6,092	6.8
14,001 to 16,000 lbs.	-	35	7,814	1,324	24	2	4	9,203	10.3
16,001 to 18,000 lbs.	16	11	6,928	2,230	33	3	5	9,226	10.4
18,001 to 20,000 lbs.	10	15	3,299	2,386	62	4	4	5,780	6.5
20,001 to 22,000 lbs.	7	4	373	1,344	57	5	4	2,294	2.6
22,001 to 24,000 lbs.	-	5	517	1,798	259	20	20	2,619	2.9
24,001 to 26,000 lbs.	-	-	6	11	8	-	2	27	-
26,001 to 30,000 lbs.	3	-	28	90	85	9	14	229	0.3
30,001 to 36,000 lbs.	2	1	28	121	142	47	34	375	0.4
36,001 to 42,000 lbs.	1	-	2	33	46	30	29	141	0.2
42,001 lbs. and over 3/	9	-	13	24	95	72	186	399	0.4
Total	391	34,691	42,555	10,071	862	197	304	89,071	-
Percent	0.4	39.0	47.8	11.3	1.0	0.2	0.3	-	100.0

1/ North Dakota registers truck combinations (tractor-semitrailer) as a single vehicle, using the combined weight for registration purposes.
 2/ Obtained from study of registration applications, which indicate net weight.
 3/ The maximum practical gross weight of combinations permitted is 61,250 pounds.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN NORTH DAKOTA 1/																		
1952																		
Table MV-23, 1952 Part 18 of 24																		
GROSS WEIGHT	UNKNOWN	NET WEIGHT 2/														TOTAL	PERCENT	
		3,000 POUNDS AND UNDER	3,001 TO 4,000 POUNDS	4,001 TO 5,000 POUNDS	5,001 TO 6,000 POUNDS	6,001 TO 7,000 POUNDS	7,001 TO 8,000 POUNDS	8,001 TO 9,000 POUNDS	9,001 TO 10,000 POUNDS	10,001 TO 12,000 POUNDS	12,001 TO 14,000 POUNDS	14,001 TO 16,000 POUNDS	16,001 TO 18,000 POUNDS	18,001 TO 20,000 POUNDS	20,001 POUNDS AND OVER			
6,000 lbs. and under	32	2,957	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,989	3.4
6,001 to 8,000 lbs.	48	2,217	28,764	-	-	-	-	-	-	-	-	-	-	-	-	-	31,029	34.8
8,001 to 10,000 lbs.	14	123	5,443	5,774	-	-	-	-	-	-	-	-	-	-	-	-	11,354	12.8
10,001 to 12,000 lbs.	9	20	622	1,930	4,733	-	-	-	-	-	-	-	-	-	-	-	7,314	8.2
12,001 to 14,000 lbs.	18	15	169	1,048	3,112	1,730	-	-	-	-	-	-	-	-	-	-	6,092	6.8
14,001 to 16,000 lbs.	14	5	104	770	5,489	1,724	1,097	-	-	-	-	-	-	-	-	-	9,203	10.3
16,001 to 18,000 lbs.	14	1	83	429	4,882	2,618	798	401	-	-	-	-	-	-	-	-	9,226	10.4
18,001 to 20,000 lbs.	5	6	28	184	1,818	2,249	1,082	169	239	-	-	-	-	-	-	-	5,780	6.5
20,001 to 22,000 lbs.	3	2	8	78	472	846	629	124	54	78	-	-	-	-	-	-	2,294	2.6
22,001 to 24,000 lbs.	-	-	13	94	292	693	803	389	177	158	-	-	-	-	-	-	2,619	2.9
24,001 to 26,000 lbs.	-	1	-	-	1	7	3	2	3	3	7	-	-	-	-	-	27	-
26,001 to 30,000 lbs.	3	2	1	-	6	14	8	9	15	10	62	99	-	-	-	-	229	0.3
30,001 to 36,000 lbs.	1	1	2	5	11	11	20	20	18	31	45	86	124	-	-	-	375	0.4
36,001 to 42,000 lbs.	-	-	3	1	1	1	9	13	6	3	2	5	20	29	48	-	141	0.2
42,001 lbs. and over 3/	10	-	3	4	2	6	2	3	3	5	5	9	18	19	310	-	399	0.4
Total	171	5,350	35,243	10,317	20,819	9,899	4,451	1,130	515	288	121	199	162	48	358	-	89,071	-
Percent	0.2	6.0	39.5	11.6	23.4	11.1	5.0	1.3	0.6	0.3	0.1	0.2	0.2	0.1	0.4	-	-	100.0

1/ North Dakota registers truck combinations (tractor-semitrailer) as a single vehicle, using the combined weight for registration purposes.
 2/ Obtained from study of registration applications, which indicate net weight.
 3/ The maximum practical gross weight of combinations permitted is 61,250 pounds.

VEHICLES REGISTERED ON THE BASIS OF NET WEIGHT IN CALIFORNIA 1/

1952

Table MV-23, 1952
Part 19 of 24

NET WEIGHT 2/	TRUCKS AND TRACTOR TRUCKS						TRAILERS AND SEMITRAILERS					
	2-AXLE	3-AXLE	4-AXLE	UNCLASSIFIED	TOTAL	PERCENT	1-AXLE	2-AXLE	3-AXLE	UNCLASSIFIED	TOTAL	PERCENT
3,000 lbs. and under	113,900	57	-	605	114,562	16.7	234,214	26,632	376	1,451	262,673	83.6
3,001 to 4,000 lbs.	302,752	124	5	239	303,120	44.1	2,484	1,955	10	9	4,458	1.4
4,001 to 5,000 lbs.	63,894	183	2	67	64,146	9.3	1,758	1,930	17	10	3,715	1.2
5,001 to 6,000 lbs.	74,078	274	-	52	74,424	10.8	3,619	2,521	42	13	6,195	2.0
6,001 to 7,000 lbs.	39,043	269	-	41	39,353	5.7	3,558	2,560	61	14	6,193	2.0
7,001 to 8,000 lbs.	26,632	670	1	31	27,334	4.0	4,890	3,686	151	24	8,751	2.8
8,001 to 9,000 lbs.	14,249	1,273	2	19	15,543	2.3	2,409	3,537	244	6	6,196	2.0
9,001 to 10,000 lbs.	8,943	2,120	-	10	11,073	1.6	1,285	3,261	421	8	4,975	1.6
10,001 to 12,000 lbs.	8,407	3,592	7	9	12,015	1.8	1,031	4,450	1,064	11	6,556	2.1
12,001 to 14,000 lbs.	4,479	3,870	6	13	8,368	1.2	302	1,954	711	2	2,969	0.9
14,001 to 16,000 lbs.	2,082	3,458	2	4	5,546	0.8	100	468	198	6	772	0.2
16,001 to 18,000 lbs.	506	4,007	3	4	4,520	0.7	23	172	98	4	297	0.1
18,001 to 20,000 lbs.	233	3,028	1	4	3,266	0.5	15	83	32	6	136	-
20,001 lbs. and over	321	3,202	3	10	3,536	0.5	54	77	22	7	160	0.1
Total	659,539	26,127	32	1,108	686,806	100.0	255,742	53,286	3,447	1,571	314,046	100.0

1/ Tractor trucks and semitrailers are registered as separate units.
2/ The term "unladen weight" is used in California.

Motor Vehicles

VEHICLES REGISTERED ON THE BASIS OF AXLE LOAD IN LOUISIANA 1/
1952

Table MV-23, 1952
Part 20 of 24

GROSS WEIGHT PER LOAD CARRYING AXLE OR TANDEM AXLES 2/	USE OF VEHICLE					TOTAL			
	PRIVATE USE	FARM USE	FOREST PRODUCTS	CITY USE	FOR HIRE	SINGLE AXLE	TANDEM AXLES	TOTAL	PERCENT
6,000 lbs. and under	63,352	60,203	486	1,437	184	125,662	-	125,662	77.0
6,001 to 8,000 lbs.	3,823	3/ 5,650	359	999	86	10,917	-	10,917	6.7
8,001 to 10,000 lbs.	4,133	-	1,085	1,201	99	6,518	-	6,518	4.0
10,001 to 12,000 lbs.	2,939	-	602	573	104	4,218	-	4,218	2.6
12,001 to 14,000 lbs.	2,286	-	797	264	148	3,495	-	3,495	2.1
14,001 to 16,000 lbs.	2,054	-	544	183	200	2,971	10	2,981	1.8
16,001 to 18,000 lbs.	5,322	-	1,464	208	1,213	8,207	-	8,207	5.0
18,001 to 20,000 lbs.	113	-	17	47	9	-	186	186	0.1
20,001 to 24,000 lbs.	93	-	3	17	17	-	130	130	0.1
24,001 to 28,000 lbs.	75	-	12	15	6	-	108	108	0.1
28,001 to 32,000 lbs. 4/	479	-	55	118	154	-	806	806	0.5
Total	84,669	65,853	5,424	5,062	2,220	161,988	1,240	163,228	100.0

1/ Louisiana registers tractor units separately from semitrailers. This table includes the gross weight of the power unit only.
2/ The weights given are the gross weights of load carrying axles. They do not include the weight on the front axle. The maximum weight that can be carried on tandem axles is 32,000 pounds. Axles more than 8 feet apart are allowed 18,000 pounds each.
3/ Includes vehicles with a gross weight of 6,001 pounds and over.
4/ For combinations the practical maximum gross weight on load carrying axles is 68,000 pounds (32,000 pounds on tractor tandem axles plus 18,000 pounds each on full trailer axles).

Highway Statistics, 1952

VEHICLES REGISTERED ON THE BASIS OF UNLADEN WEIGHT ^{1/}

1952

TABLE MV-23, 1952
Part 21 of 24

UNLADEN WEIGHT ^{2/}	UTAH		WYOMING		ARIZONA			FLORIDA				
	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	UNLADEN WEIGHT ^{2/}	NUMBER OF VEHICLES	PERCENT	NET WEIGHT ^{2/}	NUMBER OF VEHICLES	PERCENT		
3,500 lbs. and under	25,346	48.8	20,876	46.6	3,000 lbs. and under	10,274	14.9	Not for hire:				
3,501 to 4,500 lbs.	7,361	14.2	8,388	18.7	3,001 to 4,000 lbs.	31,557	46.0					
4,501 to 5,500 lbs.	5,723	11.0	3,683	8.2	4,001 to 5,000 lbs.	4,949	7.2		2,050 lbs. and under	2,336	1.3	
5,501 to 6,000 lbs.	4,092	7.9	2,288	5.1	5,001 to 6,000 lbs.	6,714	9.8		2,051 to 3,050 lbs.	37,314	20.1	
6,001 to 7,000 lbs.	3,419	6.6	3,563	8.0	6,001 to 7,000 lbs.	4,036	5.9		3,051 to 5,050 lbs.	92,988	49.9	
7,001 to 8,000 lbs.	1,927	3.7	1,981	4.4	7,001 to 8,000 lbs.	2,807	4.1		5,051 lbs. and over	53,527	28.7	
8,001 to 9,000 lbs.	1,052	2.0	1,224	2.7	8,001 to 9,000 lbs.	1,904	2.8		Total not for hire	186,165	100.0	
9,001 to 10,000 lbs.	598	1.2	775	1.7	9,001 to 10,000 lbs.	1,636	2.4		For hire:			
10,001 to 12,000 lbs.	642	1.2	816	1.8	10,001 to 12,000 lbs.	1,547	2.2					
12,001 to 14,000 lbs.	337	0.6	480	1.1	12,001 to 14,000 lbs.	853	1.2			4,050 lbs. and under	136	3.3
14,001 to 16,000 lbs.	344	0.7	240	0.5	14,001 to 16,000 lbs.	754	1.1			4,051 lbs. and over	3,932	96.7
16,001 to 18,000 lbs.	565	1.1	199	0.5	16,001 to 18,000 lbs.	724	1.1			Total for hire	4,068	100.0
18,001 to 20,000 lbs.	320	0.6	113	0.4	18,001 to 20,000 lbs.	456	0.7					
20,001 lbs. and over	231	0.4	153	0.3	20,001 lbs. and over	377	0.6					
Total	51,957	100.0	44,779	100.0	Total	68,588	100.0					

^{1/} Tractor trucks and semitrailers are registered as separate units in these States.
^{2/} The term "unladen weight" is used in Arizona, Utah, and Wyoming and "net weight" in Florida.

VEHICLES REGISTERED ON THE BASIS OF MANUFACTURERS RATED CAPACITY ^{1/}

1952

Table MV-23, 1952
Part 22 of 24

MANUFACTURERS RATED CAPACITY	ALABAMA		GEORGIA		SOUTH CAROLINA		
	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	CARRYING CAPACITY ^{2/}	NUMBER OF VEHICLES	PERCENT
Less than 1 ton	101,114	60.7	128,794	62.0	1 ton or less	78,253	63.6
1 to less than 1 1/2 tons	(3/)	-	10,832	5.2	Over 1 to 1 1/2 tons	(3/)	-
1 1/2 to less than 2 tons	55,648	33.4	50,365	24.2	Over 1 1/2 to 2 tons	16,737	13.6
2 to less than 3 tons	8,730	5.2	16,256	7.8	Over 2 to 3 tons	7,612	6.2
3 to less than 4 tons	1,068	0.7	1,443	0.7	Over 3 to 4 tons	7,850	6.4
4 to less than 5 tons	28	-	61	0.1	Over 4 to 5 tons	6,934	5.6
5 tons and over	9	-	41	-	Over 5 tons	5,666	4.6
Total	166,597	100.0	207,792	100.0	Total	123,052	100.0

^{1/} Includes trucks and tractor trucks only. Semitrailers are registered as a separate unit in these States and are not included in this table.

^{2/} Carrying capacity or maximum load hauled; must not be less than manufacturers rated capacity.

^{3/} Vehicles for this capacity are included with the number in the next greater capacity for which data are given.

Motor Vehicles

55

COMMERCIAL VEHICLES REGISTERED ON THE BASIS OF LOAD TO BE HAULED IN NEBRASKA ^{1/}		
1952		
Table MV-23, 1952 Part 23 of 24		
LOAD TO BE HAULED	TRUCKS AND TRACTOR TRUCKS	
	NUMBER	PERCENT
1 ton or less	33,451	54.5
Over 1 to 1 1/2 tons	6,027	9.8
Over 1 1/2 to 2 tons	4,987	8.1
Over 2 to 3 tons	3,159	5.1
Over 3 to 4 tons	2,274	3.7
Over 4 to 5 tons	2,686	4.4
Over 5 to 6 tons	2,226	3.6
Over 6 to 7 tons	1,499	2.5
Over 7 to 8 tons	680	1.1
Over 8 to 10 tons	1,004	1.7
Over 10 to 12 tons	794	1.3
Over 12 to 14 tons	505	0.8
Over 14 to 16 tons	1,294	2.1
Over 16 to 18 tons	616	1.0
Over 18 to 20 tons	175	0.3
Over 20 tons	10	-
Total	61,387	100.0

^{1/} Not included in this table are 76,125 farm and local trucks registered in Nebraska at reduced registration rates. These trucks comprise 54.4 percent of all Nebraska trucks.

VEHICLES REGISTERED ON THE BASIS OF CHASSIS WEIGHT IN PENNSYLVANIA ^{1/}								
1952								
Table MV-23, 1952 Part 24 of 24								
CHASSIS WEIGHT	2-AXLE			3-AXLE			TOTAL	
	MAXIMUM GROSS WEIGHT	NUMBER OF VEHICLES	PERCENT	MAXIMUM GROSS WEIGHT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT
1,999 lbs. and under	5,000	158,228	34.1	-	-	-	158,228	33.8
2,000 to 2,999 lbs.	7,000	96,993	20.9	-	-	-	96,993	20.7
3,000 to 3,999 lbs.	11,000	35,300	7.6	-	-	-	35,300	7.6
4,000 to 4,999 lbs.	15,000	75,569	16.3	16,000	1	-	75,570	16.1
5,000 to 5,999 lbs.	19,000	41,696	9.0	24,000	47	1.1	41,743	8.9
6,000 to 6,999 lbs.	23,000	18,082	3.9	28,000	256	5.7	18,338	3.9
7,500 to 8,999 lbs.	27,000	25,543	5.5	32,000	1,061	23.7	26,604	5.7
9,000 lbs. and over	30,000	12,249	2.7	-	-	-	12,249	2.6
9,000 lbs. to 11,999 lbs.	-	-	-	36,000	495	11.1	495	0.1
12,000 lbs. and over	-	-	-	40,000	2,612	58.4	2,612	0.6
Total	-	463,660	100.0	-	4,472	100.0	468,132	100.0

^{1/} Includes private, commercial, and publicly owned trucks and tractor trucks and 4,060 school busses. Does not include 26,009 trucks of undetermined weights, permanently equipped with farm or industrial machinery. Gross weights of the tractor trucks are those of the power unit only.

Highway Statistics, 1952

TRUCKS OWNED BY THE FEDERAL GOVERNMENT ^{1/}
CLASSIFIED BY WEIGHT GROUPS

Table MV-24, 1952

State	Manufacturers Authorized Maximum Gross Vehicle Weight Rating, in Pounds ^{2/}								Tractor Trucks	Total
	Less than 10,000 GVW (Under 1 ton)	10,000 to 12,499 GVW (1 ton)	12,500 to 14,999 GVW (1 1/2 tons)	15,000 to 16,999 GVW (2 tons)	17,000 to 20,499 GVW (3 tons)	20,500 to 24,499 GVW (4 tons)	24,500 to 28,499 GVW (5 tons)	28,500 and over GVW (Over 5 tons)		
Alabama	658	89	75	114	18	59	6	27	17	1,063
Arizona	1,199	240	307	162	90	14	34	16	48	2,110
Arkansas	731	37	65	22	6	1	-	-	-	862
California	3,060	640	977	136	236	8	23	29	36	5,145
Colorado	1,414	405	262	100	58	10	26	17	25	2,317
Connecticut	131	175	110	4	13	1	-	-	-	434
Delaware	42	38	15	3	5	-	-	-	1	104
Florida	529	262	181	24	21	-	11	1	12	1,041
Georgia	890	127	245	31	33	3	5	2	4	1,340
Idaho	814	125	201	51	29	3	17	22	23	1,285
Illinois	726	556	569	49	234	1	1	2	48	2,186
Indiana	305	191	144	27	25	5	3	5	8	713
Iowa	485	113	103	17	13	-	1	1	4	737
Kansas	542	69	108	18	13	-	3	1	1	755
Kentucky	651	203	143	31	51	59	84	2	30	1,254
Louisiana	455	111	106	20	30	-	-	-	6	728
Maine	130	61	30	11	4	-	1	-	1	238
Maryland	450	175	168	27	44	2	2	1	1	870
Massachusetts	292	476	269	9	62	4	2	-	2	1,116
Michigan	552	194	401	23	65	-	1	-	4	1,240
Minnesota	444	311	179	11	28	1	-	-	7	981
Mississippi	577	51	106	53	6	-	-	1	13	807
Missouri	570	257	261	26	59	5	5	-	11	1,194
Montana	969	136	278	71	22	5	25	9	12	1,527
Nebraska	553	71	124	14	16	2	2	1	4	787
Nevada	410	59	105	35	30	3	12	12	18	684
New Hampshire	80	61	30	2	3	-	-	-	-	176
New Jersey	231	379	203	8	50	1	2	2	7	883
New Mexico	1,558	114	207	130	73	8	19	25	49	2,183
New York	901	972	631	62	432	5	12	6	42	3,063
North Carolina	507	113	123	15	7	2	4	4	8	780
North Dakota	329	88	39	17	11	4	1	2	12	503
Ohio	674	451	414	38	80	1	19	1	10	1,688
Oklahoma	778	71	140	37	17	6	5	1	14	1,069
Oregon	847	121	238	66	27	9	5	3	16	1,332
Pennsylvania	566	632	438	23	129	4	3	-	12	1,807
Rhode Island	33	75	20	2	3	-	-	-	-	133
South Carolina	1,373	88	62	321	9	114	-	217	147	2,331
South Dakota	398	158	58	20	14	1	4	2	17	672
Tennessee	1,889	175	307	406	110	163	75	88	72	3,285
Texas	2,172	497	333	85	60	2	7	4	23	3,183
Utah	657	79	138	22	20	-	2	4	7	929
Vermont	94	23	8	2	1	1	-	-	-	129
Virginia	942	199	293	50	51	-	15	10	8	1,568
Washington	2,745	295	497	109	323	16	74	45	147	4,251
West Virginia	250	83	78	13	7	3	-	1	-	435
Wisconsin	397	286	102	19	29	-	2	-	8	843
Wyoming	648	83	161	48	52	8	15	18	15	1,048
Dist. of Col.	487	195	320	54	63	16	28	32	43	1,238
Total	36,135	10,410	10,372	2,638	2,782	550	553	614	993	65,047
Percent	55.55	16.00	15.94	4.06	4.28	0.85	0.85	0.94	1.53	100.00

^{1/} Only the vehicles of the civilian branches of the Federal Government are given in this table. Vehicles of the military services are not included.

^{2/} The equivalent manufacturers rated capacity ratings are given in parentheses for each gross vehicle weight group.

TRAFFIC CHARACTERISTICS

The assembly of information on a National basis on volumes and characteristics of traffic using highways began in 1936 when Federal-aid funds were first made available for engineering and economic investigations. The scope of these studies varies somewhat in each State depending on the local needs for information.

Traffic volume information is obtained from automatic traffic recorders operated continuously on rural roads of each State, totaling over 900 in number. These are generally supplemented with a program of manual classification counts conducted seasonally for determining the proportions of different vehicle types.

Weights of commercial vehicles using rural roads were first obtained in 1936 and have been obtained annually since 1942. This series of weighings has given information on the loadings of trucks and frequencies of heavy loads.

TRUCK OPERATIONS

The operation characteristics of trucks and truck combinations on main rural roads is summarized for the several regions in the United States on page 58. These vehicles hauled only 3 percent more ton-mileage of freight in 1952 than in 1951 although the increase over 1941 was almost 125 percent. The vehicle-mileage of travel by all types of freight-carrying vehicles increased about 6 percent; the percentage of such vehicles that were loaded, and the average carried load both decreased about 2 percent; while the proportion of all such vehicles that were combinations decreased about 5 percent.

The frequency of heavy gross loads, except those

in the heaviest class, decreased slightly in 1952 compared to the frequency in 1951. Loads of 30,000 pounds or more were about 6 percent less frequent and those of 40,000 pounds or more were about 1 percent less frequent, while those of 50,000 pounds or more were about 2 percent more frequent than in 1951.

As in the case of gross loads, the frequency of heavy axle loads generally decreased. Axle loads of 18,000 pounds or more per 1,000 vehicles were 13 percent less in 1952 than in 1951, though there was a 3-percent increase in frequency for those of 20,000 pounds or more. Axle loads of 22,000 pounds or more were 29 percent less frequent per 1,000 vehicles in 1952 than in 1951.

TRAFFIC SPEED TRENDS

The average speed of vehicles on main rural highways in 1952 was 49.6 miles per hour, the highest average speed recorded to date. The corresponding average speed in 1951 was 49.0 miles per hour. The gain seems to be general. Of the 28 States reporting the results of 705 speed studies, 17 of the 22 reporting for both 1951 and 1952 experienced an increase. Passenger cars, trucks, and busses all showed higher average speeds in 1952 than 1951. The average speed for each of the three vehicle types during 1952 was 50.9, 44.9, and 52.2 miles per hour, respectively, compared with 50.2, 44.2, and 51.3 in 1951.

Speeds in excess of 50 miles per hour were observed for 52 percent of the passenger cars, 23 percent of the trucks, and 61 percent of the busses. Fifteen percent of the passenger cars traveled over 60 miles per hour.

OPERATION OF TRUCKS AND COMBINATIONS ON MAIN RURAL ROADS - 1952 1/

CLASSIFICATION	EASTERN REGIONS 2/					CENTRAL REGIONS 2/						WESTERN REGIONS 2/				AVERAGE ALL REGIONS	TOTAL ALL REGIONS
	NEW ENGLAND	MIDDLE ATLANTIC	SOUTH ATLANTIC	REGIONAL AVERAGE	REGIONAL TOTAL	EAST NORTH CENTRAL	EAST SOUTH CENTRAL	WEST NORTH CENTRAL	WEST SOUTH CENTRAL	REGIONAL AVERAGE	REGIONAL TOTAL	MOUNTAIN	PACIFIC	REGIONAL AVERAGE	REGIONAL TOTAL		
	FREQUENCY OF HEAVY AXLE LOADS 3/																
18,000 pounds or more	153	157	79	116		76	46	33	60		57		52	58	55	75	
20,000 pounds or more	93	83	25	84		19	11	5	17		14		11	11	35		
22,000 pounds or more	49	46	7	26		4	2	1	4		3		3	2	10		
	FREQUENCY OF HEAVY LOADS 3/																
30,000 pounds or more	158	207	171	183		227	122	181	148		177		165	280	230	188	
40,000 pounds or more	97	120	104	110		140	49	115	92		105		110	216	169	118	
50,000 pounds or more	38	38	43	39		78	9	64	47		54		84	191	144	65	
	TRAVEL IN VEHICLE-MILES, LOADED AND EMPTY 4/																
All trucks and combinations	1,437	5,175	7,099		13,711	7,582	3,914	4,874	6,448		22,818		3,260	4,180	7,440	43,969	
Single-unit trucks	1,058	3,416	5,089		9,563	4,754	3,054	3,375	4,699		15,882		2,532	2,805	5,337	30,782	
Truck combinations	379	1,759	2,010		4,148	2,828	860	1,499	1,749		6,936		728	1,375	2,103	13,187	
	PERCENT CARRYING LOADS																
All trucks and combinations	55.8	50.1	48.0	49.6		61.8	41.1	59.7	47.5		53.7		55.7	68.8	63.1	54.0	
Single-unit trucks	52.2	44.3	40.8	43.3		57.7	36.4	56.7	41.4		48.6		51.0	61.1	56.3	48.3	
Truck combinations	66.1	61.5	66.1	64.1		68.6	58.0	66.4	63.7		65.6		72.0	84.7	80.3	67.5	
	AVERAGE CARRIED LOADS IN TONS																
All trucks and combinations	4.79	5.74	5.78	5.65		5.41	5.12	4.89	4.86		5.11		5.86	7.03	6.58	5.56	
Single-unit trucks	2.19	2.76	2.41	2.51		2.17	2.90	2.08	2.41		2.31		2.38	2.02	2.17	2.34	
Truck combinations	10.52	9.91	11.05	10.54		10.01	10.08	10.29	9.16		9.87		14.44	14.41	14.42	10.93	
	CARRIED LOADS IN TON-MILES 5/																
All trucks and combinations	3,842	14,889	19,690		38,421	25,360	8,241	14,214	14,895		62,710		10,644	20,234	30,878	132,009	
Single-unit trucks	1,206	4,176	5,000		10,382	5,941	3,217	3,974	4,690		17,822		3,071	3,459	6,530	34,734	
Truck combinations	2,636	10,713	14,690		28,039	19,419	5,024	10,240	10,205		44,888		7,573	16,775	24,348	97,275	

1/ Main rural roads consist of approximately 350,000 miles of roads of primary importance in the State highway systems.

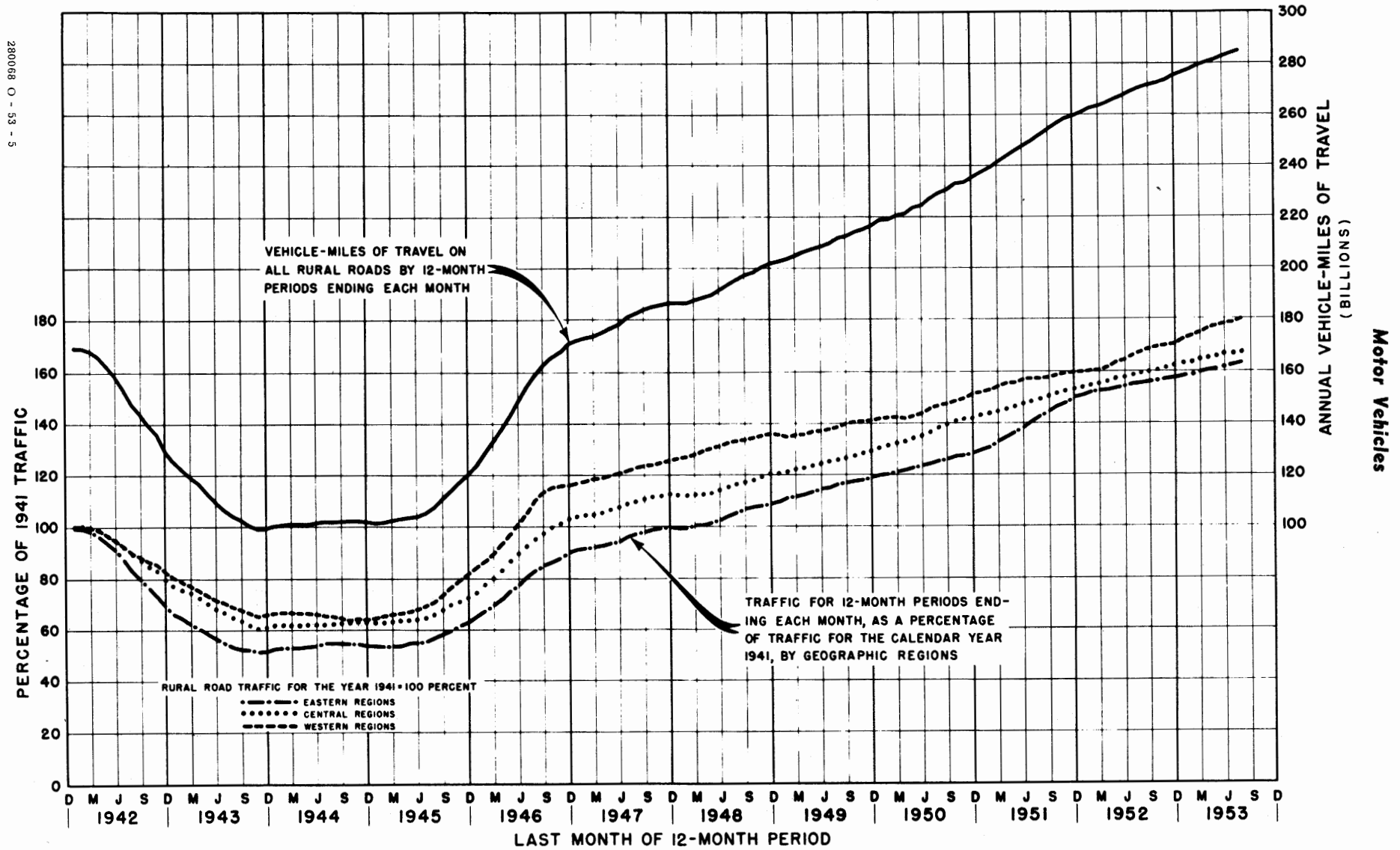
2/ Regions are those established by the U. S. Bureau of the Census.

3/ Number per 1,000 vehicles, loaded and empty trucks and combinations.

4/ Data given are in millions of vehicle-miles.

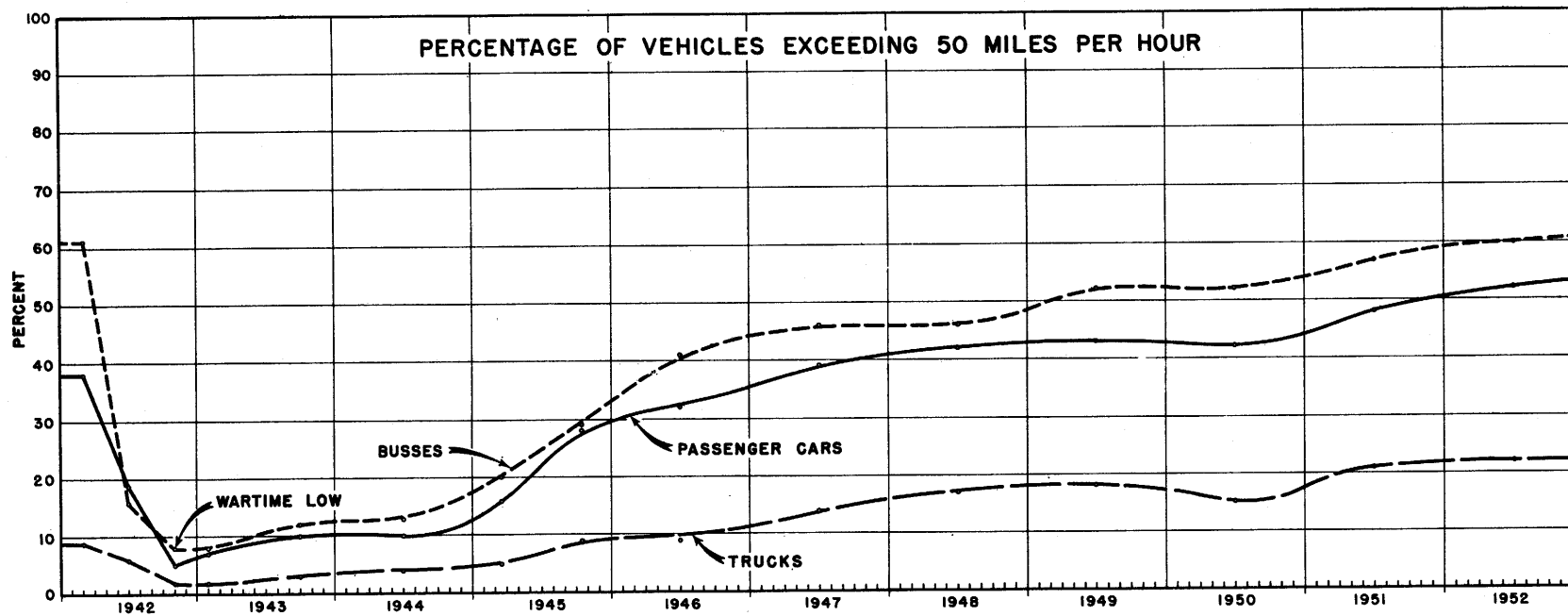
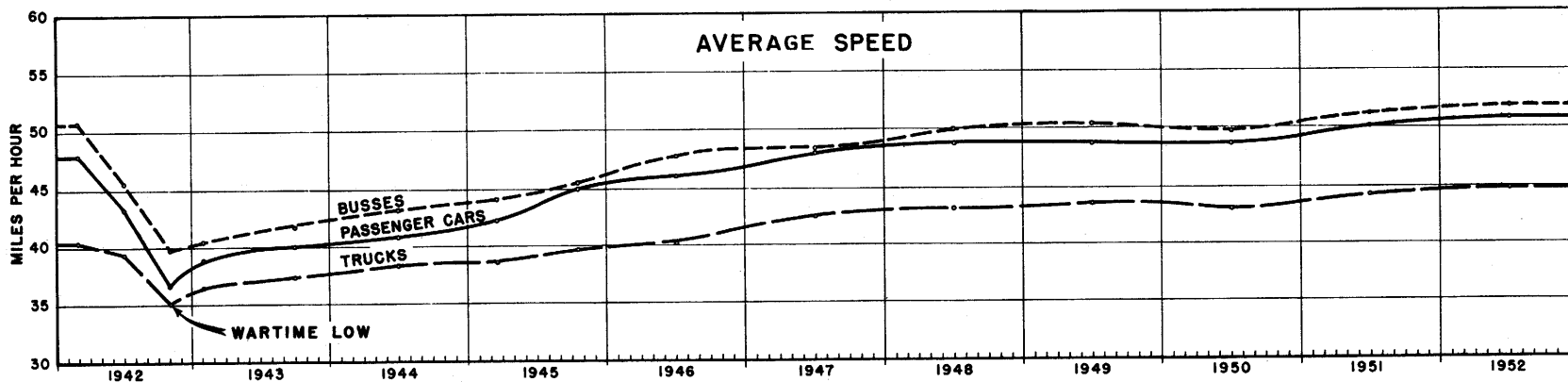
5/ Data given are in millions of ton-miles.

TRAVEL ON ALL RURAL ROADS BY 12-MONTH PERIODS ENDING EACH MONTH, IN VEHICLE-MILES AND AS A PERCENTAGE OF TRAFFIC IN THE CALENDAR YEAR 1941



280068 O - 53 - 5

SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE



HIGHWAY TAXATION

A highway-user tax is defined as a special tax or fee (other than a specific toll for use of a specific facility) paid by motor-vehicle users because of their use of the highways. These taxes include motor-fuel taxes, motor-vehicle registration and associated fees, and special taxes applicable only to motor-carriers. This group of taxes is in addition to, and does not include, property, sales, or other taxes paid by the general public.

The proceeds of special imposts on highway users comprise the principal source of State revenue for highways. They accounted for over \$3 billion of gross revenue in 1952. This was an increase of 8 percent over 1951 collections, and 113 percent over the prewar high of 1941, but only a 7-percent increase in terms of 1941 dollars. Only about half of this revenue was allotted for State highway improvements and maintenance. The remainder was allocated for general administration and other State highway purposes, for local roads and streets, for nonhighway purposes, and for costs of collecting the highway-user taxes. The distribution of net receipts (after deduction of collection costs) was as follows:

	<u>millions</u>
For State highway construction	\$1,037
For State highway maintenance and administration	682
For all other State highway purposes	232
For local roads and streets	820
For nonhighway purposes	203

Slightly more than 6 percent of net receipts from road-user tax revenue was allocated for nonhighway purposes. The use of substantial sums of road-user taxes for nonhighway purposes was concentrated in a very few States, and reallocation of all road-user revenues not now applied to highways would not have broad effect.

Disposition of the motor-fuel tax is reported in table G-3, that of motor-vehicle registration fees in table MV-3, and that of motor-carrier taxes in table MC-2. The purpose of these tables and of table DF, which is a summary of them, is to follow the proceeds of the individual highway-user taxes to their eventual allocation for specific purposes. The funds allocated for various purposes as shown on these four tables are in agreement with the highway-user revenues as reported in the State highway finance (SF) tables.

In many States, specific revenues or portions of revenues from each type of highway-user tax are ded-

icated to particular highway purposes. A number of States, however, place all highway-user revenues in a general highway fund, and a few have a general State fund into which go many types of revenues for general purposes, including highways. For the latter group of States, each appropriation or expenditure for highway purposes is considered to have been made from motor-fuel taxes, motor-vehicle registration fees, and motor-carrier taxes in proportion to the relative amounts of revenue received from each of these three sources.

In some States a portion of highway-user revenues has been allocated to the State general fund or for other nonhighway purposes. In a few of these States, there have been general-fund appropriations for highway purposes. In the Bureau of Public Roads analyses, such appropriations have been offset against the non-highway allocations of highway-user revenues.

Tables G-106, MV-106, and MC-106, which show the legal or administrative provisions for allocating the various highway-user revenues, are not published each year. They last appeared in "Highway Statistics, 1950," and will be revised when changes warrant it.

FEDERAL EXCISE TAXES

Federal excise taxes on motor vehicles, motor fuel, and other products closely associated with the use of motor vehicles are considered to be general excises, and have no legal connection with Federal aid for highways. A large amount of revenue, however, is collected from these taxes. The fact that it is derived primarily from highway users has made it a subject of close study by those interested in highway finance.

The total revenues from the Federal excise taxes on motor fuel and lubricating oil, and the estimated portions paid by highway users, are given in table E-5. Total revenues from the Federal excise taxes on motor vehicles, tires, tubes, and accessories, and the estimated portions paid by highway users, are given in table E-6. The amounts of these Federal excise revenues estimated to have been contributed in the final instance by highway users in each State are shown in tables E-7 and E-8. These estimated payments differ considerably from the actual collections in the various States by the Bureau of Internal Revenue, since the taxes on all of the automotive products except diesel fuel are collected in the first instance at the point of manufacture or production. The diesel tax is applied to the fuel that is placed in the supply tanks of highway vehicles.

Compiled for calendar year
from reports of State authorities

DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS - 1952

Table G-3, 1952
Issued September 1953

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR	ADJUSTMENTS DUE TO UNDIS-TRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAXES AND FEES			NET FUNDS DISTRIBUTED 2/	FOR STATE HIGHWAY PURPOSES					FOR LOCAL ROADS AND STREETS 4/				FOR NONHIGHWAY PURPOSES 5/									
				FROM MOTOR-FUEL TAXES 1/	FROM INSPEC-TION FEES, DEALERS LICENSES, ETC.	TOTAL		CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION		STATE POLICE HIGHWAY AND SAFETY	SERVICE OF OBLIGA-TIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND OTHER LOCAL ROADS 3/	CITY STREETS	SERVICE OF OBLIGA-TIONS FOR LOCAL ROADS	TOTAL	STATE GENERAL FUND			TOTAL						
								STATE HIGHWAY SYSTEMS 3/	PARK, FOREST, AND OTHER STATE ROADS								FROM INSPEC-TION FEES, DEALERS LICENSES, ETC.	FROM MOTOR-FUEL TAXES	COUNTY AND OTHER LOCAL GENERAL FUNDS		EDUCA-TION, NONHIGH-WAY DEBT, AND MISCEL-LANEOUS					
				1,000 Dollars	1,000 Dollars	1,000 Dollars		1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars		
Alabama	40,417	2	40,419	168	168	40,083	10,455	-	3	-	2,312	12,770	3/ 27,081	232	-	27,313	-	-	-	-	-	-	-	-	-	-
Arizona	14,144	-	14,144	255	-	13,889	8,986	-	-	634	-	9,620	2,855	1,414	-	4,269	-	-	-	-	-	-	-	-	-	-
Arkansas	27,494	1	27,495	1/ 77	-	27,411	13,924	-	-	49	7,395	21,368	4,897	262	-	5,159	103	781	-	-	-	-	-	-	884	
California	165,975	-2,686	163,289	776	-	162,513	93,618	-	-	-	-	93,618	47,357	21,538	-	68,895	-	-	-	-	-	-	-	-	-	-
Colorado	25,229	-	25,229	214	-	25,015	12,701	-	-	1,383	1,589	15,673	8,397	945	-	9,342	-	-	-	-	-	-	-	-	-	-
Connecticut	22,180	-	22,180	58	-	22,122	16,969	-	63	710	5	17,747	3,459	916	-	4,375	-	-	-	-	-	-	-	-	-	-
Delaware 6/	5,254	1	5,255	21	-	5,234	1,349	-	-	981	-	2,887	(3/)	5	-	2,173	-	-	-	-	-	-	169	-	2,342	
Florida	67,847	-	67,847	23	394	67,430	49,342	-	328	557	2,840	52,510	2,843	-	10,297	13,140	840	940	-	-	-	-	-	-	1,780	
Georgia 6/	53,094	-	53,094	274	-	52,820	35,895	-	-	2,262	-	38,157	14,663	-	-	14,663	-	-	-	-	-	-	-	-	-	-
Idaho	11,412	9	11,421	41	-	11,380	7,603	-	-	-	-	7,603	3,640	137	-	3,777	-	-	-	-	-	-	-	-	-	-
Illinois	86,515	491	87,006	305	397	86,304	25,409	-	-	332	-	25,741	32,003	27,524	-	59,527	275	-	-	-	-	-	-	761	1,036	
Indiana	49,129	-906	48,223	103	123	47,997	24,761	-	10	1,329	-	26,100	14,991	6,906	-	21,897	-	-	-	-	-	-	-	-	-	-
Iowa	30,837	581	31,418	241	32	31,145	12,997	-	-	84	-	13,081	15,332	2,732	-	18,064	-	-	-	-	-	-	-	-	-	-
Kansas	29,485	16	29,501	650	113	28,738	19,848	-	-	-	645	20,493	5,899	2,204	-	8,103	-	-	-	-	-	-	-	-	142	
Kentucky	41,702	310	42,012	255	-	41,757	35,822	-	-	2,085	-	37,907	3,950	-	-	3,950	-	-	-	-	-	-	-	-	-	-
Louisiana	48,495	828	49,323	197	177	48,949	29,481	-	-	1,230	8,346	39,057	8,583	1,309	-	9,992	-	-	-	-	-	-	-	-	-	-
Maine	14,308	-	14,308	39	-	14,269	11,436	-	6	858	694	12,994	1,148	127	-	1,275	-	-	-	-	-	-	-	-	-	-
Maryland	29,399	-	29,399	90	-	29,309	9,557	-	-	35	5,096	14,688	5,336	9,285	-	14,621	-	-	-	-	-	-	-	-	-	-
Massachusetts	41,954	1,287	43,241	150	63	43,028	21,688	-	7/ 4,061	1,583	8,718	36,050	3,824	2,781	373	6,978	-	-	-	-	-	-	-	-	-	-
Michigan	78,281	-	78,281	427	6	77,848	36,885	-	-	341	1,111	38,337	26,290	13,221	-	39,511	-	-	-	-	-	-	-	-	-	-
Minnesota	39,326	163	39,489	208	123	39,158	25,301	-	-	804	-	26,105	13,053	-	-	13,053	-	-	-	-	-	-	-	-	-	-
Mississippi	33,013	-	33,013	856	-	32,157	15,620	-	113	-	4,135	19,868	12,289	-	-	12,289	-	-	-	-	-	-	-	-	-	-
Missouri	28,098	7	28,105	78	110	27,917	23,974	-	1	1,193	2,740	27,908	9	-	-	9	-	-	-	-	-	-	-	-	-	-
Montana	11,923	171	12,094	69	6	12,019	10,417	-	22	89	1,422	11,950	69	-	-	69	-	-	-	-	-	-	-	-	-	-
Nebraska	22,078	-	22,078	174	77	21,827	10,765	-	-	79	-	10,844	10,233	750	-	10,983	-	-	-	-	-	-	-	-	-	-
Nevada	4,334	-	4,334	24	48	4,262	3,532	-	-	125	-	3,657	605	-	-	605	-	-	-	-	-	-	-	-	-	-
New Hampshire	7,260	-	7,260	(1/)	-	7,260	6,276	-	-	203	29	6,508	728	-	-	728	-	-	-	-	-	-	-	-	-	-
New Jersey 6/	39,993	-	39,993	468	-	39,525	18,636	-	545	1,131	22,480	3,968	2,920	950	-	7,838	-	-	-	-	-	-	8,896	-	311	9,207
New Mexico	15,727	-	15,727	334	-	15,393	12,630	-	-	2,623	-	15,253	-	-	-	-	-	-	-	-	-	-	-	-	-	140
New York 6/	110,681	-9,791	100,890	220	-	100,670	53,268	-	7,407	1,567	8,866	71,108	17,468	-	-	17,468	-	-	-	-	-	-	-	-	-	12,094
North Carolina	74,386	-	74,386	(1/)	187	74,199	50,933	-	-	2,860	12,901	66,694	(3/)	4,949	-	4,949	2,321	12,094	-	-	-	-	-	-	235	2,556
North Dakota	7,324	346	7,670	(1/)	142	7,478	5,997	-	-	13	-	6,010	1,468	-	-	1,468	-	-	-	-	-	-	-	-	-	-
Ohio	89,018	-328	88,690	285	-	88,405	49,592	-	136	-	-	49,728	22,101	16,576	-	38,677	-	-	-	-	-	-	-	-	-	-
Oklahoma	43,608	-91	43,517	283	115	43,119	25,737	-	-	907	-	25,737	16,141	1,241	-	17,382	-	-	-	-	-	-	-	-	-	-
Oregon	30,191	-87	30,104	105	-	29,999	18,681	-	96	850	-	20,534	6,040	3,016	-	9,056	-	-	-	-	-	-	-	-	-	409
Pennsylvania	126,105	-3	126,102	367	-	125,735	98,473	-	487	3,460	1,793	104,213	16,100	5,422	-	21,522	-	-	-	-	-	-	-	-	-	-
Rhode Island 6/	7,094	-	7,094	23	-	7,071	3,732	-	-	230	130	4,092	68	8	-	76	-	2,903	-	-	-	-	-	-	-	2,903
South Carolina	38,484	-	38,484	(1/)	92	38,392	22,349	-	77	1,071	8,999	32,496	5,310	-	-	5,310	586	-	-	-	-	-	-	-	-	586
South Dakota	9,045	-259	8,786	108	4	8,674	7,408	-	-	155	-	7,563	1,111	-	-	1,111	-	-	-	-	-	-	-	-	-	-
Tennessee	53,939	-296	53,643	195	117	53,331	23,737	-	12	-	4,882	28,631	24,148	10	-	24,158	-	-	-	-	-	-	-	-	-	542
Texas	106,800	549	107,349	671	-	106,678	70,276	-	-	2,431	-	72,707	3,896	3,404	-	7,300	-	-	-	-	-	-	-	-	-	26,671
Utah	11,427	5	11,427	82	22	11,323	10,656	-	-	193	-	11,146	177	-	-	1,177	-	-	-	-	-	-	-	-	-	-
Vermont	5,261	-	5,261	6	-	5,255	3,215	-	17	169	-	3,594	110	-	-	1,649	-	-	-	-	-	-	-	-	-	12
Virginia	52,326	-138	52,188	173	-	52,015	48,193	-	-	2,060	-	50,253	3/ 718	1,044	-	1,762	-	-	-	-	-	-	-	-	-	-
Washington	45,387	169	45,556	176	-	45,380	22,011	-	19	1,329	509	23,868	16,200	5,301	11	21,512	-	-	-	-	-	-	-	-	-	-
West Virginia	19,172	-	19,172	(1/)	-	19,172	13,778	-	-	110	-	5,284	19,172	(3/)	-	-	-	-	-	-	-	-	-	-	-	-
Wisconsin	36,144	-	36,144	189	315	35,640	19,091	-	311	-	23	19,425	9,393	3,947	-	13,340	-	-	-	-	-	-	-	-	-	2,875
Wyoming	7,522	-	7,522	19	-	7,503	4,762	-	-	215	-	4,987	1,981	-	-	2,516	-	-	-	-	-	-	-	-	-	-
Dist. of Col.	9,019	-	9,019	(1/)	7	9,012	-	-	-	-	-	-	-	9,012	-	9,012	-	-	-	-	-	-	-	-	-	-
Total	1,967,831	-9,649	1,958,182	9,527	2,845	1,945,810	1,157,766	13,714	35,224	96,228	1,302,932	417,084	146,556	15,035	578,675	4,125	28,611	2,875	28,							

DISPOSITION OF STATE MOTOR-VEHICLE RECEIPTS-1952

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR	ADJUSTMENTS DUE TO UNDISTRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR ADMINISTERING REGISTRATION LAWS, COLLECTING FEES, ETC. 1/	NET FUNDS DISTRIBUTED 2/	FOR STATE HIGHWAY PURPOSES					FOR LOCAL ROADS AND STREETS 4/				FOR NONHIGHWAY PURPOSES 5/					
						CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION			STATE HIGHWAY POLICE AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND OTHER LOCAL ROADS 3/	CITY STREETS	SERVICE OF OBLIGATIONS FOR LOCAL ROADS	TOTAL	STATE GENERAL FUND		COUNTY AND OTHER LOCAL GENERAL FUNDS 6/	EDUCATION, NONHIGHWAY DEBT, AND MISCELLANEOUS	TOTAL
						STATE HIGHWAY SYSTEMS 3/	PARK, FOREST, AND OTHER STATE ROADS	TOTAL								FROM DRIVERS LICENSE FEES, FINES, PENALTIES, ETC.	FROM MOTOR-VEHICLE REGISTRATION FEES			
									1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars			1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	7,784	223	8,007	957	7,050	1,187	-	1,537	1,163	3,887	203	508	-	711	-	-	2,452	-	2,452	
Arizona	4,914	-49	4,865	930	3,935	3,665	-	259	-	3,924	-	-	-	11	-	-	-	-	-	
Arkansas	9,863	-	9,863	298	9,565	6,015	-	438	-	1,780	11	113	-	830	501	-	-	-	501	
California	127,097	-35	127,062	14,711	112,351	29,572	-	11,875	2,701	44,248	8,745	405	-	9,150	-	-	58,953	-	7/ 58,953	
Colorado	6,090	101	6,191	1,593	4,598	2,105	-	-	263	2,368	2,230	-	-	2,230	-	-	-	-	-	
Connecticut	12,323	-17	12,306	1,990	10,316	7,677	29	628	3	8,337	1,565	414	-	1,979	-	-	-	-	-	
Delaware 8/	2,316	-	2,316	487	1,829	1,71	-	195	-	1,009	(3/)	1	-	1	-	760	-	59	819	
Florida	28,130	-	28,130	2,618	25,512	92	-	2,031	-	2,123	-	-	-	1	1,111	22,278	-	-	23,389	
Georgia 8/	5,914	-3	5,911	706	5,205	3,538	-	222	-	3,760	1,445	-	-	1,445	-	-	-	-	-	
Idaho	4,667	270	4,937	325	4,612	2,810	-	321	-	3,131	1,432	49	-	1,481	-	-	-	-	-	
Illinois	56,021	-2,636	53,385	4,696	48,689	29,478	-	4,579	8,040	42,097	5,933	452	-	6,385	207	-	-	-	207	
Indiana	27,196	45	27,241	2,724	24,517	12,428	5	691	-	13,124	7,794	3,591	-	11,385	-	-	-	-	-	
Iowa	33,427	2,652	36,079	1,366	34,713	14,105	-	1,002	-	15,107	16,640	2,966	-	19,606	-	-	-	-	-	
Kansas	12,106	-3	12,103	1,231	10,872	9,431	-	-	306	9,737	1,129	6	-	1,135	-	-	-	-	-	
Kentucky	14,271	11	14,282	1,589	12,693	9,673	-	563	-	10,236	2,457	-	-	2,457	-	-	-	-	-	
Louisiana	8,232	161	8,393	1,414	6,979	4,448	-	244	1,816	6,508	471	-	-	471	-	-	-	-	-	
Maine	7,038	206	7,244	1/ 581	6,663	5,340	3	400	324	6,067	537	59	-	596	-	-	-	-	-	
Maryland	20,556	4	20,560	1,382	19,278	10,517	-	2,458	1,564	14,539	1,730	3,009	-	4,739	-	-	-	-	-	
Massachusetts	14,950	1,294	16,244	4,227	12,017	6,057	2/ 1,134	442	2,435	10,068	1,068	777	104	1,949	-	-	-	-	-	
Michigan	50,167	97	50,264	3,533	46,731	21,764	-	997	656	23,417	15,513	7,801	-	23,314	-	-	-	-	-	
Minnesota	27,422	-526	26,896	1,713	25,183	24,238	-	770	-	25,008	-	-	-	175	-	-	-	-	175	
Mississippi	7,778	-58	7,720	789	6,931	4,631	-	844	-	6,087	6,087	-	-	6,087	-	-	-	-	-	
Missouri	20,134	-677	19,457	1,762	17,695	15,196	-	756	1,737	17,689	6	-	-	6	-	-	-	-	-	
Montana	5,822	-23	5,799	345	5,454	1,668	3	658	-	2,329	2,603	63	-	2,666	459	-	-	-	459	
Nebraska	6,766	366	7,132	558	6,574	1,893	-	885	-	2,778	3,564	232	-	3,796	-	-	-	-	-	
Nevada	861	-1	860	203	657	603	-	21	-	624	33	-	-	33	-	-	-	-	-	
New Hampshire	4,807	-28	4,779	1/ 312	4,467	3,771	-	227	17	4,025	438	-	-	438	-	-	14	-	14	
New Jersey 8/	46,313	-137	46,176	1/ 5,714	40,462	19,078	557	2,220	1,158	23,013	4,061	2,990	973	8,024	-	9,106	-	319	9,425	
New Mexico	5,743	92	5,835	649	5,186	2,151	-	563	-	2,714	2,166	-	-	2,166	-	171	135	-	306	
New York 8/	93,184	-2,309	90,875	6,919	83,956	41,051	5,708	1,208	6,833	54,800	19,835	-	-	19,835	9,321	-	-	-	9,321	
North Carolina	25,301	-150	25,151	1/ 2,422	22,729	20,532	-	1,152	990	22,634	(3/)	-	-	-	-	-	-	95	95	
North Dakota	6,190	13	6,203	270	5,933	2,988	-	48	-	3,036	2,897	-	-	2,897	-	-	-	-	-	
Ohio	62,909	3,539	66,448	4,393	62,055	15,961	42	3,972	-	19,975	32,476	9,604	-	42,080	-	-	-	-	-	
Oklahoma	23,772	-10	23,762	876	22,886	14,253	-	2,083	-	7,036	5,087	1,696	-	6,783	-	-	9,067	-	9,067	
Oregon	12,028	477	12,505	1,932	10,573	6,583	34	320	300	7,237	2,129	1,063	-	3,192	-	-	144	-	144	
Pennsylvania	60,976	-	60,976	4,872	56,104	48,852	242	1,716	890	51,700	2,637	1,767	-	4,404	-	-	-	-	-	
Rhode Island 8/	5,141	-	5,141	477	4,664	2,462	-	152	85	2,699	45	6	-	51	-	1,914	-	-	1,914	
South Carolina	6,413	79	6,492	851	5,641	3,879	14	186	1,562	5,641	-	-	-	-	-	-	-	-	-	
South Dakota	4,981	4	4,985	98	4,887	822	-	17	-	839	3,561	487	-	4,048	-	-	-	-	-	
Tennessee	13,424	9	13,433	960	12,473	9,280	4	2,110	-	11,394	638	4	-	642	-	437	-	-	437	
Texas	80,753	15	80,768	6,900	73,868	48,799	-	1,902	-	50,701	21,185	-	-	21,185	1,982	-	-	-	1,982	
Utah	3,052	49	3,101	1/ 405	2,696	243	-	209	-	452	1,263	981	-	2,244	-	-	-	-	-	
Vermont	4,943	-5	4,938	1/ 243	4,695	2,879	15	173	151	3,218	1,378	99	-	1,477	-	-	-	-	-	
Virginia	15,388	-5	15,383	1,240	14,143	12,746	-	1,072	-	13,818	-	319	-	319	-	-	6	-	6	
Washington	26,204	-168	26,036	1,467	24,569	11,165	294	821	259	12,539	188	155	6	349	116	-	1,916	9,649	7/ 11,681	
West Virginia	15,246	-	15,246	736	14,510	10,465	-	83	3,962	14,510	(3/)	-	-	-	-	-	-	-	-	
Wisconsin	24,692	-	24,692	2,361	22,331	11,726	191	441	14	12,372	5,769	2,425	-	8,194	-	-	1,765	-	7/ 1,765	
Wyoming	1,692	-1	1,691	116	1,575	1,136	-	83	250	1,469	-	92	-	106	-	-	-	-	-	
Dist. of Col.	4,342	196	4,538	692	3,846	-	-	-	-	-	-	1,754	-	1,754	2,092	-	-	-	2,092	
Total	1,069,439	3,062	1,072,501	97,641	974,860	505,594	8,275	53,574	39,562	607,005	187,758	43,810	1,083	232,651	6,643	43,987	65,221	19,353	135,804	

Highway Taxation

1/ Collection expenses in many States include service charges deducted by county and local collectors. See Tables SF-9 and 10 for details of amounts included in this column. Amount shown for Maine includes \$12,000 for administering motor-carrier laws; for New Hampshire and North Carolina \$21,000 and \$31,000 respectively for administration of motor-fuel tax laws; for New Jersey, Utah and Vermont an unsegregated allocation for administering motor-carrier tax laws.

2/ Motor-vehicle revenues are either dedicated for specific purposes or placed with other highway-user revenues in a common fund from which a distribution is made. This table includes both specific dedications and pro rata motor-vehicle revenue portion of the amounts distributed from the common fund.

3/ Allotments for construction and maintenance of county roads under State control are included with those for State highways as follows: Alabama \$113,000, Delaware (amount not segregated), North Carolina \$6,540,000, West Virginia \$2,985,000.

4/ In many States, the funds under "county and other local roads" may ultimately have been used in part for city streets or service of obligations for local roads. Funds allotted for city streets forming urban extensions of State highway systems are included in allotments for State highway purposes.

5/ The amounts shown do not necessarily constitute diversions from highway use requiring a penalty under the Hayden-Cartright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934. For Table MV-3, gross nonhighway allocations of motor-vehicle revenues were offset, in the following amounts, against appropriations for highways out of State general funds: Calif. \$3,792,000, Conn. \$308,000, Ill. \$540,000, Mass \$282,000, Mich. \$1,776,000, Minn. \$102,000, Miss. \$1,044,000, Mont. \$659,000, N. Mex. \$548,000, Okla. \$6,790,000, Tenn. \$2,810,000, Texas \$15,000,000, Wash. \$47,000.

6/ Allotments to county or other local general funds may have been used in part for highways, but such amounts were not reported.

7/ The nonhighway allocations of "vehicle license fees" in California and "motor-vehicle excise taxes" in Washington (see Table MV-2, footnote 5), and registration fees in Wisconsin were in lieu of personal property taxes formerly imposed on motor vehicles.

8/ In Delaware, Georgia, New Jersey, New York, and Rhode Island, motor-vehicle revenues were placed in the State general fund, where they were made available for highway and other purposes as indicated herein.

9/ To Metropolitan District Commission for parkways and boulevards.

Compiled for calendar year from reports of State authorities

DISPOSITION OF STATE MOTOR-CARRIER TAX RECEIPTS-1952

Table MC-2, 1952 Issued September 1953

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR	ADJUSTMENTS DUE TO UNDIS-TRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRI-BUTION	FOR COLLEC-TION AND ADMINIS-TRATION OF MOTOR-CARRIER TAXES ^{1/}	NET FUNDS DISTRI-BUTED ^{2/}	FOR STATE HIGHWAY PURPOSES					FOR LOCAL ROADS AND STREETS ^{4/}				FOR NONHIGHWAY PURPOSES ^{5/}			
						CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION		STATE HIGHWAY POLICE AND SAFETY	SERVICE OF OBLIGA-TIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND OTHER LOCAL ROADS ^{3/}	CITY STREETS	SERVICE OF OBLIGA-TIONS FOR LOCAL ROADS	TOTAL	STATE GENERAL FUND	COUNTY AND OTHER LOCAL GENERAL FUNDS ^{6/}	OTHER	TOTAL
						STATE HIGHWAY SYSTEMS ^{3/}	PARK, FOREST, AND OTHER STATE ROADS											
Alabama	1,145	-4	1,141	171	970	813	1	-	-	814	3/ 142	14	-	156	-	-	-	-
Arizona	1,351	-24	1,327	150	1,177	1,096	-	78	-	1,174	-	-	-	3	-	-	-	-
Arkansas	4	-	4	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
California	13,744	674	14,418	2,527	11,891	11,890	-	-	-	11,890	-	1	-	1	-	-	-	-
Colorado	2,736	-	2,736	210	2,526	1,073	-	-	134	1,207	1,256	-	-	1,256	63	-	-	63
Connecticut	666	-513	153	153	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Delaware ^{7/}	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Florida	673	-	673	69	604	-	-	-	-	-	-	-	449	449	143	12	-	155
Georgia ^{8/}	151	-	151	108	43	29	-	2	-	31	12	-	-	12	-	-	-	-
Idaho	153	23	176	23	153	118	-	29	-	147	6	-	-	6	-	-	-	-
Illinois ^{7/}	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Indiana	337	-	337	138	199	101	-	5	-	106	64	29	-	93	-	-	-	-
Iowa	424	-7	417	104	313	129	-	5	-	134	-	27	-	152	-	-	-	179
Kansas	3,286	-	3,286	799	2,487	1,520	-	735	49	2,304	182	1	-	183	-	-	-	-
Kentucky	1,565	-4	1,569	366	1,203	1,032	-	60	-	1,092	111	-	-	111	-	-	-	-
Louisiana	63	-	63	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Maine	99	-10	89	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Maryland	29	-	29	29	29	29	-	-	-	29	-	-	-	-	-	-	-	-
Massachusetts	237	-50	187	151	36	36	-	-	-	36	-	-	-	-	-	-	-	-
Michigan	1,179	140	1,319	248	1,071	510	-	15	-	525	363	183	-	546	-	-	-	-
Minnesota	80	-	80	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mississippi	172	-	172	172	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Missouri	1,031	-	1,031	130	901	774	-	39	88	901	-	-	-	-	-	-	-	-
Montana	207	-	207	102	105	-	-	-	-	-	-	-	-	-	105	-	-	105
Nebraska	69	-	69	69	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nevada	1,297	-11	1,286	-	1,286	1,179	-	42	-	1,221	65	-	-	65	-	-	-	-
New Hampshire	37	1	38	7	31	27	-	1	-	28	3	-	-	3	-	-	-	-
New Jersey ^{8/}	109	-	109	-	109	109	-	-	-	109	-	-	-	-	-	-	-	-
New Mexico	1,377	-165	1,212	327	885	856	-	29	-	885	-	-	-	-	-	-	-	-
New York ^{8/}	9,462	-	9,462	1,027	8,435	4,959	690	146	826	6,621	688	-	-	688	1,126	-	-	1,126
North Carolina	8	-	8	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North Dakota	433	-386	47	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ohio	1,438	93	1,531	237	1,294	993	3	-	-	996	222	76	-	298	-	-	-	-
Oklahoma	416	-6	410	38	372	-	-	-	-	-	279	93	-	372	-	-	-	-
Oregon	7,780	-297	7,483	704	6,779	4,157	21	306	189	4,673	1,344	671	-	2,015	-	-	91	91
Pennsylvania ^{7/}	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rhode Island ^{8/}	51	-	51	30	21	11	-	1	-	12	-	-	-	9	-	-	-	9
South Carolina	663	-16	647	110	507	-	-	-	-	-	-	-	-	-	507	-	-	507
South Dakota	1,605	18	1,623	84	1,539	1,501	-	31	-	1,532	7	-	-	7	-	-	-	-
Tennessee	235	-	235	85	150	-	-	-	-	-	150	-	-	150	-	-	-	-
Texas	353	4	357	116	241	27	-	-	-	27	-	-	-	-	214	-	-	214
Utah	398	-	398	-	398	398	-	-	-	398	-	-	-	-	-	-	-	-
Vermont	40	-	40	-	40	24	-	2	1	27	12	1	-	13	-	-	-	-
Virginia	2,003	-41	1,962	223	1,739	1,294	-	109	-	1,403	-	33	-	33	303	-	-	303
Washington	611	-	611	611	-	-	-	-	-	-	-	-	-	-	-	-	-	-
West Virginia	312	-	312	14	298	193	-	2	103	298	-	-	-	-	-	-	-	-
Wisconsin	4,167	-	4,167	171	3,996	2,140	35	-	3	2,178	1,053	443	-	1,496	-	322	-	322
Wyoming	1,342	-96	1,246	105	1,141	1,002	-	45	-	1,047	82	12	-	94	-	-	-	498
Dist. of Col.	498	-	498	-	498	-	-	-	-	-	-	-	-	-	498	-	-	-
Total	64,036	-669	63,367	9,900	53,467	38,020	750	1,667	1,408	41,845	6,196	1,584	449	8,229	2,461	841	91	3,393

Highway Statistics, 1952

^{1/} See Tables SP-9 and 10 for details of collection costs.
^{2/} Motor-carrier taxes are either dedicated for specific purposes or placed with other highway-user revenues in a common fund from which a distribution is made. This table includes both specific dedications and pro rata motor-carrier tax portions of the amounts distributed from the common fund.
^{3/} An allotment of \$83,000 for construction and maintenance of county roads under State control in Alabama is included with that for State highways.
^{4/} In many States, the funds under "county and other local roads" may ultimately have been used in part for city streets or service of obligations for local roads. Funds allotted for city streets forming urban extensions of State highway systems are included in allotments for State highway purposes.
^{5/} The amounts shown do not necessarily constitute diversions from highway use requiring a penalty under the

terms of the Hayden-Cartwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934. For Table MC-2, gross nonhighway allocations of motor-carrier revenues were offset, in the following amounts, against appropriations for highways out of State general funds: Iowa \$4,000, Mass. \$30,000, S. Dak. \$6,000, Tenn. \$150,000.
^{6/} Allocations to county or other local general funds may have been used in part for highways, but such amounts were not reported. The Wisconsin allocation was in lieu of personal property tax formerly imposed on motor vehicles.
^{7/} No special taxes on motor carriers were reported.
^{8/} In Georgia, New Jersey, New York, and Rhode Island, motor-carrier revenues were placed in the State general fund, where they were made available for highway and other purposes as indicated herein.

DISPOSITION OF RECEIPTS FROM STATE IMPOSTS ON HIGHWAY USERS - 1952

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR 1/	ADJUSTMENTS DUE TO UNDISBURSED BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES	NET FUNDS DISTRIBUTED	FOR STATE HIGHWAY PURPOSES					FOR LOCAL ROADS AND STREETS 3/				FOR NONHIGHWAY PURPOSES 4/				
						CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION		STATE HIGHWAY POLICE AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND OTHER LOCAL ROADS 2/	CITY STREETS	SERVICE OF OBLIGATIONS FOR LOCAL ROADS	TOTAL	STATE GENERAL FUND		COUNTY AND OTHER LOCAL GENERAL FUNDS 5/	EDUCATION, NONHIGHWAY DEBT, AND MISCELLANEOUS	TOTAL
						STATE HIGHWAY SYSTEMS 2/	PARK, FOREST, AND OTHER STATE ROADS								FROM INSPECTION, OPERATORS, AND MISCELLANEOUS FEES	FROM MOTOR-FUEL, REGISTRATION, AND CARRIER TAXES			
Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars
Alabama	49,366	221	49,567	1,464	48,103	12,455	-	1,537	3,475	17,471	2/ 27,426	754	-	28,180	-	-	2,452	-	2,452
Arizona	20,409	-73	20,336	1,335	19,001	13,747	-	971	-	14,718	2,869	1,414	-	4,283	-	-	-	-	1,385
Arkansas	37,361	1	37,362	36	36,976	19,940	-	487	9,175	29,602	5,614	-	-	5,989	604	781	-	-	1,385
California	306,816	-2,047	304,769	18,014	286,755	135,180	-	11,875	2,701	149,756	56,102	21,944	-	78,046	-	-	58,953	-	6/ 58,953
Colorado	34,055	101	34,156	2,017	32,139	15,879	-	1,383	1,986	19,248	11,883	945	-	12,828	-	63	-	-	63
Connecticut	35,169	-530	34,639	2,201	32,438	24,646	92	1,338	8	26,084	5,024	1,330	-	6,354	-	-	-	-	-
Delaware 7/	7,570	1	7,571	508	7,063	1,820	-	752	1,324	3,896	(2/)	6	-	6	-	2,933	-	228	3,161
Florida	96,650	-	96,650	3,104	93,546	49,434	328	2,031	2,840	54,633	2,843	-	10,746	13,589	1,951	-	12	-	25,324
Georgia 1/	59,159	-3	59,156	1,088	58,068	39,462	-	2,486	-	41,948	16,120	-	-	16,120	-	-	-	-	-
Idaho	16,232	302	16,534	389	16,145	10,531	-	350	-	10,881	5,078	186	-	5,264	-	-	-	-	-
Illinois	142,536	-2,145	140,391	5,398	134,993	54,887	-	4,911	8,040	67,838	37,936	27,976	-	65,912	482	-	-	761	1,243
Indiana	76,662	-861	75,801	3,096	72,705	37,290	15	2,025	-	39,330	22,849	10,526	-	33,375	-	-	-	-	-
Iowa	64,688	3,226	67,914	1,743	66,171	27,231	-	1,091	-	28,322	32,124	5,725	-	37,849	-	-	-	-	-
Kansas	44,877	13	44,890	2,793	42,097	30,799	-	735	1,000	32,534	7,210	2,211	-	9,421	-	142	-	-	142
Kentucky	57,538	325	57,863	2,210	55,653	46,527	-	2,708	-	49,235	6,418	-	-	6,418	-	-	-	-	-
Louisiana	56,790	989	57,779	1,851	55,928	33,929	-	1,474	10,162	45,565	9,054	1,309	-	10,363	-	-	-	-	-
Maine	21,445	196	21,641	709	20,932	16,776	9	1,258	1,018	19,061	1,685	186	-	1,871	-	-	-	-	-
Maryland	50,084	4	50,088	1,472	48,616	20,103	-	2,493	6,660	29,256	7,066	12,294	-	19,360	-	-	-	-	-
Massachusetts	57,141	2,531	59,672	4,591	55,081	27,781	8/ 5,195	2,025	11,153	46,154	4,892	3,558	477	8,927	-	-	-	-	-
Michigan	129,627	237	129,864	4,214	125,650	59,159	-	1,338	1,782	62,279	42,166	21,205	-	63,371	-	-	-	-	-
Minnesota	66,828	-363	66,465	2,124	64,341	49,539	-	1,574	-	51,113	13,053	-	-	13,053	175	-	-	-	175
Mississippi	40,963	-58	40,905	1,817	39,088	15,620	113	844	4,135	20,712	18,376	-	-	18,376	-	-	-	-	-
Missouri	49,263	-670	48,593	2,080	46,513	39,944	1	1,988	4,565	46,498	15	-	-	15	-	-	-	-	-
Montana	17,952	148	18,100	522	17,578	12,085	25	747	1,422	14,279	2,672	63	-	2,735	459	105	-	-	564
Nebraska	28,913	366	29,279	878	28,401	12,658	-	964	-	13,622	13,797	982	-	14,779	-	-	-	-	-
Nevada	6,492	-12	6,480	275	6,205	5,314	-	188	-	5,502	703	-	-	703	-	-	-	-	-
New Hampshire	12,104	-27	12,077	319	11,758	10,074	-	431	46	10,551	1,169	-	-	1,169	-	-	-	-	-
New Jersey 7/	86,425	-137	86,288	6,182	80,096	37,823	1,102	4,388	2,289	46,602	8,029	5,910	1,923	15,862	-	18,002	-	-	38
New Mexico	22,847	-73	22,774	1,310	21,464	15,637	-	592	2,623	18,852	2,166	-	-	2,166	-	311	135	-	446
New York 7/	213,327	-12,100	201,227	8,166	193,061	99,278	13,805	2,921	16,525	132,529	37,991	-	-	37,991	-	22,511	-	-	22,511
North Carolina	99,695	-150	99,545	2,617	96,928	71,465	-	4,012	13,851	89,328	(2/)	4,949	-	4,949	2,321	-	-	330	2,651
North Dakota	13,947	-27	13,920	509	13,411	8,985	-	61	-	9,046	-	-	-	4,365	-	-	-	-	-
Ohio	153,365	3,304	156,669	4,915	151,754	66,546	181	3,972	-	70,699	54,799	26,256	-	81,055	-	-	-	-	-
Oklahoma	67,796	-107	67,689	1,312	66,377	30,690	-	2,083	-	32,773	21,507	3,030	-	24,537	-	-	-	9,067	9,067
Oregon	49,999	93	50,092	2,741	47,351	29,421	151	1,533	1,339	32,444	9,513	4,750	-	14,263	-	-	-	-	644
Pennsylvania	187,081	-3	187,078	5,239	181,839	147,325	729	5,176	2,683	155,913	18,737	7,189	-	25,926	-	-	-	-	-
Rhode Island 7/	12,286	-	12,286	530	11,756	6,205	-	383	215	6,803	113	14	-	127	-	4,826	-	-	4,826
South Carolina	45,560	63	45,623	1,083	44,540	26,228	91	1,257	10,561	38,137	5,310	-	-	5,310	586	-	507	-	1,093
South Dakota	15,631	-237	15,394	294	15,100	9,731	-	203	-	9,934	4,679	487	-	5,166	-	-	-	-	-
Tennessee	67,598	-287	67,311	1,357	65,954	33,017	16	2,110	4,882	40,025	24,936	14	-	24,950	-	979	-	-	979
Texas	187,906	568	188,474	7,687	180,787	119,102	-	4,333	-	123,435	25,081	-	3,404	28,485	1,982	214	-	26,671	28,867
Utah	44,872	54	44,926	509	44,417	11,297	-	699	-	11,996	1,263	1,158	-	2,421	-	-	-	-	-
Vermont	10,244	-5	10,239	249	9,990	6,118	-	368	321	6,839	2,929	210	-	3,139	-	-	-	12	12
Virginia	69,717	-184	69,533	1,636	67,897	62,233	32	3,241	-	65,474	2/ 718	1,396	-	2,111	-	303	-	-	309
Washington	72,202	1	72,203	2,254	69,949	33,176	313	2,450	768	36,407	16,388	5,456	17	21,861	116	-	1,916	9,649	6/ 11,681
West Virginia	34,730	-	34,730	750	33,980	24,436	-	195	9,349	33,980	(2/)	-	-	-	-	-	-	-	-
Wisconsin	65,003	-97	65,003	3,036	61,967	32,957	537	441	40	33,975	16,215	6,815	-	23,030	-	-	4,962	-	6/ 4,962
Wyoming	10,556	-97	10,459	240	10,219	6,900	-	343	260	7,503	2,155	561	-	2,716	-	-	-	-	2,590
Dist. of Col.	13,859	196	14,055	699	13,356	-	-	-	-	-	-	10,766	-	10,766	2,092	498	-	-	-
Total	3,101,306	-7,256	3,094,050	119,913	2,974,137	1,701,380	22,739	90,465	137,198	1,951,782	611,038	191,950	16,567	819,555	10,768	75,059	68,937	48,036	202,800

Highway Taxation

1/ This table summarizes the receipts from motor-fuel taxes, motor-vehicle fees, and special imposts on motor carriers, which are recorded separately in Tables G-3, MV-3, and MC-2, respectively.
 2/ Allotments for construction and maintenance of county roads under State control are included with those for State highways as follows: Alabama \$1,950,000, Delaware (amount not segregated), North Carolina \$22,762,000, Virginia \$23,708,000, West Virginia \$6,786,000.
 3/ In many States, the funds under "county and other local roads" may ultimately have been used in part for city streets or service of obligations for local roads. Funds allotted for city streets forming urban extensions of State highway systems are included in allotments for State highway purposes.
 4/ The amounts shown do not necessarily constitute diversion from highway use requiring a penalty under the terms of the Hayden-Cartwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1952. For Table DF, gross nonhighway allocations of highway-user revenues were offset, in the following amounts, against appropriations for highways out of State general fund: Calif. \$3,792,000,

Conn. \$308,000, Ill. \$873,000, Ind. \$858,000, Iowa \$4,000, La. \$11,691,000, Mass. \$1,320,000, Mich. \$1,776,000, Minn. \$433,000, Miss. \$1,044,000, Mont. \$659,000, N.H. \$548,000, Okla. \$7,788,000, S.C. \$92,000, S.Dak. \$6,000, Tenn. \$12,326,000, Texas \$15,000,000, Wash. \$447,000.
 5/ Allotments to county or other local general funds may have been used in part for highways, but such amounts were not reported.
 6/ The nonhighway allocations of "vehicle license fees" in California and "motor-vehicle excise taxes" in Washington (See Table MV-2, footnote 5), and registration fees in Wisconsin were in lieu of personal property taxes formerly imposed on motor vehicles.
 7/ In Delaware, Georgia, New Jersey, New York, and Rhode Island, highway-user revenues were placed in the State general fund, where they were made available for highways and other purposes as indicated herein.
 8/ To Metropolitan District Commission for parkways and boulevards.

FEDERAL REVENUE FROM TAXES ON MOTOR FUEL, LUBRICATING OIL, AND MOTOR VEHICLE USE ^{1/}

Summary by Years

Table E-5
July 1953

Calendar Year	Total Amount Collected by Bureau of Internal Revenue ^{2/}						Estimates of Portions Paid by Highway Users ^{3/}					
	Motor Fuel			Lubricating Oil	Motor-vehicle Use Tax	Total	Motor Fuel			Lubricating Oil	Motor-vehicle Use Tax	Total
	Gasoline	Highway Diesel Fuel	Total				Gasoline	Highway Diesel Fuel	Total			
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1919	-	-	-	-	2,066	2,066	-	-	-	-	2,066	2,066
1920	-	-	-	-	1,807	1,807	-	-	-	-	1,807	1,807
1921	-	-	-	-	1,796	1,796	-	-	-	-	1,796	1,796
1922	-	-	-	-	1,845	1,845	-	-	-	-	1,845	1,845
1923	-	-	-	-	2,088	2,088	-	-	-	-	2,088	2,088
1924	-	-	-	-	1,894	1,894	-	-	-	-	1,894	1,894
1925	-	-	-	-	1,871	1,871	-	-	-	-	1,871	1,871
1926	-	-	-	-	176	176	-	-	-	-	176	176
1932	62,840	-	62,840	7,067	-	69,907	56,870	-	56,870	4,099	-	60,969
1933	181,126	-	181,126	22,290	-	203,416	163,919	-	163,919	12,928	-	176,847
1934	170,109	-	170,109	24,844	-	194,953	153,949	-	153,949	14,409	-	168,358
1935	172,262	-	172,262	28,819	-	201,081	155,898	-	155,898	16,715	-	172,613
1936	186,542	-	186,542	28,986	-	215,528	168,820	-	168,820	16,812	-	185,632
1937	203,025	-	203,025	33,681	-	236,706	183,738	-	183,738	19,535	-	203,273
1938	200,881	-	200,881	30,495	-	231,376	181,797	-	181,797	17,687	-	199,484
1939	215,217	-	215,217	29,837	-	245,054	198,410	-	198,410	17,306	-	215,716
1940	281,654	-	281,654	34,420	-	316,074	258,632	-	258,632	19,965	-	278,597
1941	371,136	-	371,136	43,852	-	414,988	341,187	-	341,187	25,434	-	366,621
1942	336,685	-	336,685	41,176	210,158	588,019	300,317	-	300,317	23,882	210,158	534,357
1943	265,303	-	265,303	49,211	134,619	449,133	228,453	-	228,453	22,845	134,619	385,917
1944	328,598	-	328,598	66,283	128,054	522,935	236,587	-	236,587	24,645	128,054	389,286
1945	424,585	-	424,585	96,998	124,501	646,084	275,745	-	275,745	26,719	124,501	426,965
1946	413,953	-	413,953	73,442	849	488,244	369,346	-	369,346	34,199	849	404,394
1947	455,350	-	455,350	78,649	2	534,001	400,031	-	400,031	35,090	2	435,123
1948	498,363	-	498,363	81,884	-	580,247	431,778	-	431,778	35,982	-	467,760
1949	504,063	-	504,063	80,317	-	584,380	459,856	-	459,856	38,321	-	498,177
1950	551,450	-	551,450	91,748	-	643,198	509,466	-	509,466	42,163	-	551,629
1951	607,756	180	607,936	86,101	-	694,037	552,136	180	552,316	45,108	-	597,424
1952	851,538	14,683	866,221	92,289	-	958,510	786,072	14,683	800,755	48,045	-	848,800
1953												
1954												
1955												

^{1/} Tax bases, rates, and effective dates are given in Table E-101.

^{2/} Since June 1, 1944 the Federal Government has paid the taxes on its own purchases, and the amounts are included in these columns.

^{3/} Estimated by Bureau of Public Roads.

FEDERAL REVENUE FROM TAXES ON VEHICLES AND AUTOMOTIVE PRODUCTS ^{1/}

Summary by Years

Table E-6
July 1953

Calendar Year	Total Amount Collected by Bureau of Internal Revenue ^{2/}					Estimates of Portions Paid by Highway Users ^{3/}				
	Automobiles and Motorcycles	Trucks, Busses, and Trailers	Parts and Accessories	Tires and Tubes	Total	Automobiles and Motorcycles	Trucks, Busses, and Trailers	Parts and Accessories	Tires and Tubes	Total
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1917	-	-	-	-	5,276	-	-	-	-	5,276
1918	-	-	-	-	45,564	-	-	-	-	45,564
1919	-	-	-	-	89,592	-	-	-	-	89,592
1920	-	-	-	-	149,194	-	-	-	-	149,194
1921	-	-	-	-	99,967	-	-	-	-	99,967
1922	-	-	-	-	114,793	-	-	-	-	114,793
1923	-	-	-	-	155,797	-	-	-	-	155,797
1924	-	-	-	-	139,201	-	-	-	-	139,201
1925	-	-	-	-	143,431	-	-	-	-	143,431
1926	-	-	-	-	96,256	-	-	-	-	96,256
1927	-	-	-	-	60,504	-	-	-	-	60,504
1928	-	-	-	-	28,222	-	-	-	-	28,222
1932	4,222	720	1,900	7,545	14,387	4,222	720	1,900	7,545	14,387
1933	22,476	3,047	4,443	23,836	53,802	22,476	3,047	4,443	23,836	53,802
1934	31,534	5,261	5,886	24,704	67,385	31,534	5,261	5,886	24,704	67,385
1935	42,263	6,674	7,019	28,102	84,058	42,263	6,674	7,019	28,102	84,058
1936	56,476	8,044	8,748	38,242	111,510	56,476	8,044	8,748	38,242	111,510
1937	64,722	8,812	9,620	40,088	123,242	64,722	8,812	9,620	40,088	123,242
1938	29,405	5,230	7,068	26,772	68,475	29,405	5,230	7,068	26,772	68,475
1939	51,063	7,145	8,957	41,131	108,296	51,063	7,145	8,957	41,131	108,296
1940	71,275	9,285	12,147	45,091	137,798	71,275	9,285	12,147	45,091	137,798
1941	101,464	14,253	18,562	71,858	206,137	101,464	14,253	18,562	71,858	206,137
1942	26,890	13,329	26,121	25,357	91,697	26,890	13,329	26,121	25,357	91,697
1943	1,087	1,798	25,064	31,948	59,897	1,087	1,798	25,064	31,948	59,897
1944	1,560	10,120	38,776	54,250	104,706	1,560	10,120	37,400	47,731	96,811
1945	4,665	32,874	61,055	88,185	186,779	4,665	11,807	48,700	64,825	129,997
1946	111,921	42,719	81,245	159,128	395,013	111,659	42,518	81,111	158,724	394,012
1947	244,914	75,506	117,103	171,156	608,679	244,332	74,969	114,888	170,061	604,250
1948	275,456	135,608	129,028	158,944	699,036	271,728	132,764	123,936	155,182	686,610
1949	448,875	114,532	98,323	146,308	808,038	448,193	110,238	94,064	129,991	782,486
1950	562,752	117,200	101,128	183,676	964,756	562,029	113,237	88,226	164,350	927,842
1951	579,203	126,335	127,585	172,614	1,005,737	577,884	105,967	120,364	146,136	950,351
1952	601,852	187,837	187,357	164,510	1,141,556	601,092	108,400	174,251	134,429	1,018,172
1953										
1954										
1955										

Highway Taxation

^{1/} Tax bases, rates, and effective dates are given in Table E-101.
^{2/} Since June 1, 1944 the Federal Government has paid these taxes on its own purchases, and the amounts are included in these columns.
^{3/} Estimated by Bureau of Public Roads.

Highway Statistics, 1952

ESTIMATED AMOUNTS OF FEDERAL MOTOR FUEL AND
LUBRICATING OIL TAXES PAID BY HIGHWAY USERS-1952 ^{1/}Table E-7, 1952
July 1953

STATE	MOTOR FUEL	LUBRICATING OIL	TOTAL
	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	12,521	751	13,272
Arizona	5,635	338	5,973
Arkansas	7,999	480	8,479
California	73,965	4,438	78,403
Colorado	8,517	511	9,028
Connecticut	11,022	661	11,683
Delaware	2,121	127	2,248
Florida	17,850	1,071	18,921
Georgia	17,274	1,036	18,310
Idaho	3,825	230	4,055
Illinois	43,973	2,638	46,611
Indiana	24,384	1,463	25,847
Iowa	15,531	932	16,463
Kansas	11,989	719	12,708
Kentucky	12,107	726	12,833
Louisiana	11,374	682	12,056
Maine	4,731	284	5,015
Maryland	11,741	705	12,446
Massachusetts	20,035	1,202	21,237
Michigan	35,991	2,159	38,150
Minnesota	15,874	953	16,827
Mississippi	9,126	548	9,674
Missouri	24,079	1,445	25,524
Montana	3,903	234	4,137
Nebraska	8,598	516	9,114
Nevada	1,848	111	1,959
New Hampshire	2,723	163	2,886
New Jersey	27,539	1,652	29,191
New Mexico	5,162	310	5,472
New York	53,838	3,230	57,068
North Carolina	19,853	1,191	21,044
North Dakota	2,998	180	3,178
Ohio	45,274	2,717	47,991
Oklahoma	12,719	763	13,482
Oregon	10,272	616	10,888
Pennsylvania	47,065	2,824	49,889
Rhode Island	3,482	209	3,691
South Carolina	10,151	609	10,760
South Dakota	3,474	208	3,682
Tennessee	14,475	869	15,344
Texas	52,986	3,179	56,165
Utah	4,088	245	4,333
Vermont	2,025	121	2,146
Virginia	17,608	1,057	18,665
Washington	13,510	811	14,321
West Virginia	7,703	462	8,165
Wisconsin	18,164	1,090	19,254
Wyoming	2,764	166	2,930
District of Columbia	4,077	245	4,322
Continental U.S.	797,963	47,877	845,840
Alaska	729	44	773
Hawaii	2,063	124	2,187
Total	^{2/} 800,755	48,045	848,800

^{1/} Both the highway-user portion of total taxes paid and the distribution by States were estimated by the Bureau of Public Roads, based on U. S. Bureau of Internal Revenue collections. Amounts paid on U. S. Government purchases, as estimated by the Bureau of Public Roads, have been excluded.

^{2/} Includes \$14,683,000 from tax on diesel fuel used on the highways.

Highway Taxation

ESTIMATED AMOUNTS OF FEDERAL VEHICLE AND AUTOMOTIVE PRODUCTS TAXES PAID BY HIGHWAY USERS - 1952 ^{1/}

Table E-8, 1952
July 1953

STATE	AUTOMOBILES AND MOTORCYCLES	TRUCKS, BUSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TOTAL
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	7,352	2,357	2,725	2,102	14,536
Arizona	2,705	879	1,226	946	5,756
Arkansas	4,133	2,246	1,741	1,343	9,463
California	49,943	7,802	16,095	12,417	86,257
Colorado	5,031	1,448	1,853	1,430	9,762
Connecticut	9,180	974	2,398	1,851	14,403
Delaware	1,775	317	462	356	2,910
Florida	11,647	2,657	3,884	2,997	21,185
Georgia	10,399	2,855	3,759	2,900	19,913
Idaho	2,697	879	832	642	5,050
Illinois	42,572	4,586	9,569	7,382	64,109
Indiana	17,612	2,843	5,306	4,094	29,855
Iowa	10,322	2,116	3,380	2,607	18,425
Kansas	9,094	2,408	2,609	2,013	16,124
Kentucky	7,445	2,079	2,635	2,033	14,192
Louisiana	7,752	2,090	2,475	1,910	14,227
Maine	2,443	694	1,030	794	4,961
Maryland	9,621	1,275	2,555	1,971	15,422
Massachusetts	16,583	1,726	4,360	3,363	26,032
Michigan	41,437	4,484	7,832	6,042	59,795
Minnesota	13,186	2,182	3,454	2,665	21,487
Mississippi	4,849	2,135	1,986	1,532	10,502
Missouri	13,933	3,004	5,240	4,042	26,219
Montana	2,902	1,019	849	655	5,425
Nebraska	6,321	1,744	1,871	1,444	11,380
Nevada	834	245	402	310	1,791
New Hampshire	2,029	361	592	457	3,439
New Jersey	21,440	2,498	5,993	4,623	34,554
New Mexico	2,226	783	1,123	867	4,999
New York	49,240	5,558	11,716	9,038	75,552
North Carolina	11,286	3,152	4,320	3,333	22,091
North Dakota	2,604	789	652	503	4,548
Ohio	37,061	4,800	9,852	7,601	59,314
Oklahoma	8,056	2,494	2,768	2,135	15,453
Oregon	7,373	1,691	2,235	1,725	13,024
Pennsylvania	43,600	5,446	10,242	7,901	67,189
Rhode Island	2,883	317	758	585	4,543
South Carolina	5,440	1,616	2,209	1,704	10,969
South Dakota	2,545	730	756	583	4,614
Tennessee	8,555	2,410	3,150	2,430	16,545
Texas	34,361	9,150	11,530	8,895	63,936
Utah	2,619	658	889	686	4,852
Vermont	1,269	336	441	340	2,386
Virginia	12,845	2,436	3,832	2,956	22,069
Washington	8,126	1,547	2,940	2,268	14,881
West Virginia	4,697	1,055	1,676	1,293	8,721
Wisconsin	13,996	2,227	3,953	3,049	23,225
Wyoming	1,599	591	601	464	3,255
District of Columbia	3,013	324	887	684	4,908
Continental U.S.	598,631	108,013	173,643	133,961	1,014,248
Alaska	1,134	349	159	122	1,764
Hawaii	1,327	38	449	346	2,160
Total	601,092	108,400	174,251	134,429	1,018,172

^{1/} Both the highway-user portion of total taxes and the distribution by States were estimated by the Bureau of Public Roads, based on U. S. Bureau of Internal Revenue collections. Amounts paid on U. S. Government purchases, as estimated by the Bureau of Public Roads, have been excluded.

FEDERAL TAXES ON MOTOR VEHICLES AND RELATED PRODUCTS

EFFECTIVE DATE OF NEW TAX OR REVISION OF EXISTING TAX	GASOLINE (CENTS PER GALLON) ^{1/}	DIESEL (CENTS PER GALLON) ^{2/}	LUBRICATING OIL (CENTS PER GALLON) ^{3/}	AUTOMOBILES AND MOTORCYCLES (PERCENT OF MANUFACTURERS SALES PRICE)	BUSES (PERCENT OF MANUFACTURERS SALES PRICE)	TRUCKS (PERCENT OF MANUFACTURERS SALES PRICE)	TRAILERS (PERCENT OF MANUFACTURERS SALES PRICE)	PARTS AND ACCESSORIES (PERCENT OF MANUFACTURERS SALES PRICE)	TIRES ^{4/}	TUBES ^{4/}	MOTOR VEHICLES AND PARTS		MOTOR-VEHICLE USE TAXES (FLAT RATE, ANNUALLY)	
											MANUFACTURERS EXCISE TAXES	SALES TAXES		
OCTOBER 8, 1917	-	-	-	3 PERCENT	3 PERCENT	3 PERCENT	-	-	-	-	-	-	-	-
JANUARY 1, 1919	-	-	-	↑	↑	↑	-	-	-	-	-	-	AUTOMOBILES FOR HIRE \$10 FOR 7-PASSENGER ON LESS, \$20 FOR OVER 7	-
FEBRUARY 25, 1919	-	-	-	5 PERCENT	5 PERCENT	5 PERCENT	5 PERCENT	5 PERCENT	5 PERCENT	5 PERCENT	5 PERCENT	5 PERCENT	-	-
JULY 3, 1924	-	-	-	EXEMPTED TRUCK CHASSIS SOLD FOR \$1,000 OR MORE AND TRUCK BODIES FOR \$200 OR MORE	↑	↑	-	2-1/2 PERCENT	2-1/2 PERCENT	2-1/2 PERCENT	2-1/2 PERCENT	2-1/2 PERCENT	-	-
FEBRUARY 26, 1926	-	-	-	↑	↑	↑	-	REPEALED	REPEALED	REPEALED	REPEALED	REPEALED	-	-
MARCH 29, 1926	-	-	-	3 PERCENT	3 PERCENT	3 PERCENT	-	-	-	-	-	-	-	-
JUNE 30, 1926	-	-	-	↑	↑	↑	-	-	-	-	-	-	-	REPEALED
MAY 29, 1928	-	-	-	REPEALED	REPEALED	REPEALED	-	-	-	-	-	-	-	REPEALED
JUNE 21, 1928	1 CENT	-	4 CENTS	3 PERCENT	3 PERCENT	3 PERCENT	2 PERCENT	2-1/4 CENTS A POUND	2-1/4 CENTS A POUND	4 CENTS A POUND	4 CENTS A POUND	4 CENTS A POUND	-	-
JUNE 17, 1933	-	-	-	↑	↑	↑	-	-	-	-	-	-	-	-
JANUARY 1, 1934	1 CENT	-	-	↑	↑	↑	-	-	-	-	-	-	-	-
JULY 1, 1940	1-1/2 CENTS	-	-	4-1/2 CENTS	3-1/2 PERCENT	3-1/2 PERCENT	2-1/2 PERCENT	2-1/2 CENTS A POUND	2-1/2 CENTS A POUND	4-1/2 CENTS A POUND	4-1/2 CENTS A POUND	4-1/2 CENTS A POUND	-	-
OCTOBER 1, 1941	-	-	-	7 PERCENT	5 PERCENT	5 PERCENT	5 PERCENT	5 PERCENT	5 PERCENT	9 CENTS A POUND	9 CENTS A POUND	9 CENTS A POUND	-	-
FEBRUARY 1, 1942	-	-	-	↑	↑	↑	-	-	-	-	-	-	-	ALL MOTOR VEHICLES, \$5
NOVEMBER 1, 1942	-	-	6 CENTS	↑	↑	↑	-	-	-	-	-	-	-	↑
JUNE 30, 1946	↑	-	-	↑	↑	↑	-	-	-	-	-	-	-	REPEALED
NOVEMBER 1, 1951	2 CENTS	2 CENTS	↑	10 PERCENT	8 PERCENT	8 PERCENT	8 PERCENT	8 PERCENT	8 PERCENT	8 PERCENT	8 PERCENT	8 PERCENT	8 PERCENT	-
JANUARY 1, 1954	EXISTING RATES	2 CENTS	2 CENTS	6 CENTS	10 PERCENT	8 PERCENT	8 PERCENT	8 PERCENT	8 PERCENT	8 PERCENT	8 PERCENT	8 PERCENT	8 PERCENT	-

^{1/} TAX IS APPLIED TO ALL GASOLINE, AND TO CLOSELY RELATED FUELS USED IN THE PRODUCTION OF MOTOR VEHICLES, MOTOR BOATS, OR AIRPLANES. THESE CLOSELY RELATED FUELS INCLUDE LIQUEFIED GASES BUT DO NOT INCLUDE DIESEL FUEL. ^{2/} TAX IS APPLIED TO DIESEL FUEL USED IN HIGHWAY VEHICLES. ^{3/} TAX IS APPLIED TO ALL LUBRICATING OIL, REGARDLESS OF USE. ^{4/} PERCENT OF MANUFACTURER'S SALES PRICE TO FEBRUARY 26, 1926; REENACTED EFFECTIVE JUNE 21, 1932, ON CENTS-PER-POUND BASIS, BUT APPLICABLE TO ALL TIRES AND TUBES, NOT LIMITED TO THOSE FOR AUTOMOTIVE VEHICLES, TIRES AND TUBES FOR TOYS EXEMPTED EFFECTIVE NOVEMBER 1, 1951.

TABLE C-101
JANUARY 1954

HIGHWAY FINANCE

State income and expenditures for highways are reported in tables SF-1 through 6, and the receipts and disbursements for collecting and administering highway-user taxes are given in tables SF-9 and 10. Income, expenditures, and debt of counties and other local rural units and of municipalities are reported on pages 99-108.

STATE HIGHWAY FINANCE

Tables SF-1 and 2 summarize the receipts and disbursements of all State highway-user taxes, including any portions used for nonhighway purposes, and all other income (including Federal aid) available to the States for highways. Also included are the transactions of interstate and intrastate toll facilities operated by State or quasi-State agencies. In tables SF-3 and 4 are recorded the portions of these revenues and expenditures for roads and streets under State control. The amounts exclusive of toll-facility revenues and expenditures are shown in tables SF-3A and 4A; the detailed transactions of special toll authorities are given in tables SF-3B and 4B. Tables SF-5 and 6 give the portions of the States' income and expenditure that were for local roads and streets. Details of construction, maintenance, and administrative costs are given in supplement 1 to SF-4.

In 1952, State revenue for highways, including road-user revenues, tolls, sale of bonds, general revenues appropriated, and Federal-aid funds, reached a gross total of \$4,651 million, but \$205 million of the total derived from tolls and road-user taxes was used under State laws for nonhighway purposes, and \$120 million for collection of taxes and fees, thus reducing to \$4,326 million the amount available for highways. In terms of purchasing power, this is an increase of 35 percent over the amount available for highways in 1941. Of total revenues, 66 percent came from current State taxes, comprising levies on motor fuel, 42 percent, motor vehicles, 23 percent, and motor carriers, 1 percent. Appropriations from general funds, with other State taxes, accounted for 1 percent of the total revenue. Tolls provided 3 percent, Federal funds, 11 percent, bonds, 17 percent, and miscellaneous, 2 percent.

State disbursements for highways totaled \$3,923 million in 1952, of which \$2,090 million were expended for highway construction, an increase of 13 percent over 1951. Allocations of State revenues to local governments for highway purposes totaled \$735 million, or 19 percent of total highway disbursements.

The inability of the States to obtain sufficient revenue from existing tax structures, and the pressing need for road modernization, has caused several States to resort to toll roads. In 1952, \$549 million of toll-road bonds were sold, and about 1,700 miles of toll roads were in operation or under construction.

STATE OBLIGATIONS FOR HIGHWAYS

Tables SB-1, 2, 2A, 2B, and 3 present information on State obligations for highways issued and redeemed during 1952, and outstanding at the end of the year, including State-assumed local obligations, State issues for local roads, and obligations of the State to reimburse local governments for their contributions to the cost of State highways or local roads and streets now on the State system. Special toll-revenue issues for bridges and for other highway facilities are included only if the facilities are administered by State or by quasi-State agencies. A distinction has been made in table SB-2B between general obligations backed by the full credit of the State, and limited obligations for which only specific revenues have been pledged.

The obligations of certain special authorities of considerable importance, such as the Golden Gate Bridge and Highway District and the Triborough Bridge and Tunnel Authority, are not included in these tables because the obligations do not come within the category of State debt for highways.

The total outstanding highway debt of State and quasi-State agencies at the end of 1952 was \$3,116 million. Deducting \$219 million in sinking fund and debt reserves, the net State debt for highways was \$2,897 million, a 28-percent increase over 1951. These amounts are itemized in table SB-2.

STATE CONSTRUCTION CONTRACT AWARDS

Table CA-3 reports highway construction contract awards and force account authorizations by the State agencies for highways. For calendar year 1952, total awards amounted to \$1,696 million, an increase of 23 percent over 1951. Of the contracts awarded during 1952, \$146 million (8.6 percent), were for construction of toll facilities, of which 89.6 percent were for toll roads and 10.4 percent for toll crossing facilities. Since large projects often require more than one year for completion, the mileages for which contracts were awarded, as shown in table CA-3, were not necessarily completed in 1952.

Highway Finance

Table SF-4, 1952
Issued September, 1953

DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS - 1952

Compiled for calendar year from reports of State authorities

Table with 13 main columns: STATE, CAPITAL OUTLAY FOR ROADS AND BRIDGES, MAINTENANCE, ADMINISTRATION, BOND INTEREST, SUBTOTAL, BOND RETIREMENT, TOTAL DISBURSEMENTS, RESERVES FOR CURRENT HIGHWAY WORK, RESERVES FOR DEBT SERVICE, TOTAL. Rows include states from Alabama to Wyoming and a Total row.

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-3 and 4 are concerned solely with receipts and disbursements for State-administered roads and bridges. In addition to the receipts and disbursements of the State highway departments for primary and secondary State highways and county roads under State control, these tables also include State highway debt service transactions and the receipts and disbursements for roads and bridges of other State agencies, such as State park boards and special State and quasi-state toll authorities. See tables SF-3A and 4A for receipts and disbursements for State-administered highways exclusive of toll facilities, and tables SF-3B and 4B for receipts and disbursements for toll facilities. Table SF-4, supplement 1, gives further details of expenditures for construction, maintenance, and administration. 2/ Segregation of expenditures by system on which expended is incomplete in a few States. Where expenditures are not segregated, the total is given under the heading 'Primary State Highways (rural).'

Supplement 1 to Table SF-4, 1952 Issued September 1953

DISBURSEMENTS FOR STATE - ADMINISTERED HIGHWAYS - 1952 (CLASSIFIED BY OBJECT OF EXPENDITURE)

Compiled for calendar year from reports of State authorities

Table with columns: STATE, CAPITAL OUTLAY, MAINTENANCE OF CONDITION, OPERATING MAINTENANCE, EQUIPMENT PURCHASE AND OPERATION, GENERAL ADMINISTRATION AND MISCELLANEOUS, STATE HIGHWAY POLICE AND SAFETY, and TOTAL. Rows include states like Alabama, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, Wyoming, and Total.

1/ This table gives a further segregation of expenditures shown on table SF-4, exclusive of expenditures for interest and retirement of obligations for State highways. 2/ Segregation by object of expenditure is incomplete in many States. Where expenditures are not segregated, the total is given under "construction of roads" and "maintenance of condition, roads" for capital outlay and maintenance expenditures, respectively. 3/ These costs are included in the columns for capital outlay, maintenance and administration and are shown separately for informational purposes only. 4/ State funds cannot be expended for right-of-way purchases. 5/ General administrative costs of \$1,700,000 distributed to other items.

DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS - 1952 (EXCLUSIVE OF TOLL FACILITIES)

Table SF-4a, 1952 Issued September, 1953

Compiled for calendar year from reports of State authorities

Table with columns for STATE, CAPITAL OUTLAY FOR ROADS AND BRIDGES, MAINTENANCE, ADMINISTRATION, STATE HIGHWAY POLICE AND SAFETY, BOND INTEREST, SUBTOTAL CURRENT EXPENDITURES, BOND RETIREMENT, TOTAL DISBURSEMENTS, RESERVES FOR CURRENT HIGHWAY WORK, RESERVES FOR DEPT SERVICE, and TOTAL. Rows list states from Alabama to Wyoming and a Total row.

See tables SF-1 and 2 for general note on SF series. Tables SF-3 and 4a, supplemental to tables SF-3 and 4b, are concerned solely with receipts and disbursements for State-administered roads and bridges exclusive of toll facilities. In addition to the receipts and disbursements of the State highway departments for primary and secondary State highways and county roads under State control, these tables also include State highway debt service transactions and the receipts and disbursements for roads and bridges of other State agencies, such as State park boards. Transactions of State and quasi-State toll authorities are given in tables SF-3B and 4b. Segregation of expenditures by system on which expended is incomplete in a few States. Where expenditures are not segregated, the total is given under the heading "Primary State highways (rural)."

County roads are under State control in Ala. (three counties), Del., N.C., Va., (all but three counties), and W.Va. Maintenance expenditures by Del. are not segregated from primary State highway expenditures. Includes park, forest, institutional, and reservation roads. Expenditures in Mass. were for Metropolitan District Commission parkways and boulevards; in New York, for State parkways. The classification of administration, engineering, and miscellaneous expenditures is not uniform for all States because of indeterminate amounts charged to construction and maintenance. For this analysis, undistributed equipment expenditures are included with construction and maintenance expenditures on a pro rata basis.

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Table SF-3B, 1952
Sheet 1 of 2
Issued September 1953

RECEIPTS FOR TOLL ROAD AND CROSSING FACILITIES—1952 1/

Compiled for calendar year
from reports of State authorities

STATE	NAME OF FACILITY	OPERATING AUTHORITY 2/	BALANCES ON JANUARY 1, 1952 3/		HIGHWAY USER REVENUES	ROAD, BRIDGE, AND FERRY TOLLS	RECEIPTS FROM ISSUE OF BONDS	EARNINGS OF SINKING FUND OR DEBT RESERVE	CONCESSIONS AND RENTALS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS
			RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE							
California	San Francisco-Oakland Bay Bridge San Mateo-Alameda Bridges Richmond-San Rafael Bridge Total	California Toll Bridge Authority California Toll Bridge Authority California Toll Bridge Authority	119 45 729 923	7,154 195 7,349	1/ 882 882	9,470 1,355 10,825	21,182 — 21,182	440 — 440	194 — 194	— 8 —	32,138 11,363 33,501
Colorado	Denver-Boulder Turnpike 5/	Colorado State Highway Department	1,000	150	110	359	—	—	—	—	469
Connecticut	Charter Oak Bridge Groton-New London Bridge Old Lyme-Old Saybrook Bridge Herritt and Milbur Cross Parkways Rocky Hill-Glastonbury, Chester-Hadlyme Ferries Total	Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department	231 229 204 -164 520	1,935 768 330 573 3,606	— — — 23 23	195 322 2,470 20 3,829	— — — — —	39 14 4 — 57	— — 562 — 562	— 1 6 — 7	534 536 327 3,038 43 4,478
Delaware	Delaware River Memorial Bridge	Delaware Crossing Division, State Highway Department	4,068	459	—	5,836	2,500	9	—	49	8,394
Florida	Lower Tampa Bay Bridge Overseas Highway Bridge Pensacola Beach Bridge Buccanner Trail Jacksonville Expressway System (Arlington & Gilmore Street Bridges) Bee Line Ferry Proposed facilities 6/ Total	Florida State Road Department Overseas Road and Toll Bridge District Santa Rosa Island Authority Ocean Highway and Port Authority Florida State Road Department Florida State Improvement Commission	16,291 174 2 13 18,070 108 34,658	2,789 941 101 — 135 — 3,959	303 45 382 739 689 2,158	989 57 165 561 1,692	— — 4,600 — 4,600	56 17 3 — 76	— — — 5 5	203 — — — — 204	259 1,229 105 5,117 739 567 689 8,735
Georgia	Proposed facilities 7/	Georgia Turnpike Authority	—	—	50	—	—	—	—	—	50
Illinois	Mississippi River Bridge	Cairo Bridge Commission *	53	196	—	618	—	—	—	—	618
Indiana	Lawrenceburg and Mt. Vernon Bridges	Indiana Toll Bridge Commission	—	—	8/ 858	—	—	—	—	2/ 1,642	2,500
Kentucky	Central Bridge	Kentucky Department of Highways	—	63	36	257	—	—	1	—	294
Louisiana	Mississippi River Bridge (New Orleans)	Mississippi River Bridge Authority	—	—	8/ 50	—	—	—	—	—	50
Maine	Augusta Bridge Waldo-Hancock Bridge Carlton Bridge Deer Isle-Sedgwick Bridge Bangor-Brewer Bridge Maine Turnpike Total	Maine State Highway Commission Maine State Highway Commission Maine State Highway Commission Maine State Highway Commission Maine State Highway Commission Maine Turnpike Authority	16 — — — — 313 359	82 220 76 — 788 1,122	— — — — — —	110 96 — 54 1,464 1,724	— 452 2,502 2,954	2 4 — — 5 11	— 70 — — 33 105	— — — — 12 12	110 98 526 54 2,502 1,574 1,804
Maryland	Susquehanna, Potomac, and Chesapeake Bay Bridges 10/ Patuxent River Bridge Sandy Point-Matapeake and Romancoke-Glasborne Ferries 11/ Total	Maryland State Roads Commission Maryland State Roads Commission Maryland State Roads Commission	16,177 830 472	2,498 — —	203 — —	4,988 57 1,166	— — —	21 — —	— — —	333 — —	5,342 260 1,217
Massachusetts	Mystic River Bridge	Mystic River Bridge Authority	1,065	1,375	—	2,311	—	—	—	15	1,366
Michigan	Blue Water International Bridge MacKinnac Straits Bridge MacKinnac-St. Ignace Ferry Total	Michigan State Bridge Commission * MacKinnac Bridge Authority Michigan State Highway Department	300 1,512 1,812	62 — 62	20 651 671	571 1,491 2,062	— — —	— — —	— — —	7 36 43	578 20 2,178 2,776
Mississippi	Pascagoula Bridge Bay St. Louis Bridge Total	Mississippi State Highway Commission Mississippi State Highway Commission	— 7,227 7,202	— 770 —	— — —	— — —	— — —	— — —	— — —	— — —	— — —
Missouri	Paseo Bridge (Kansas City) Mississippi River Bridge (Caruthersville) Total	Missouri State Highway Commission Tennessee-Missouri Bridge Commission	— — —	— — —	15 15	— — —	16,024 16,024	5 3	— —	60 18/ 7 67	16,089 22 16,111
New Hampshire	Hampton Harbor Bridge Maine-New Hampshire Interstate Bridge New Hampshire Turnpike Total	New Hampshire Toll Bridge Commission Maine-New Hampshire Interstate Bridge Authority * New Hampshire Highway Department	-318 114 6 -198	285 145 510 946	— — — —	114 308 150 872	— — — —	1 — — —	— 41 — —	— — — —	115 349 450 914
New Jersey	Various Bridges 13/ New Jersey Turnpike Garden State Parkway Total	Delaware River Joint Toll Bridge Commission * New Jersey Turnpike Authority New Jersey Highway Department	19,303 24,357 13,660	2,009 — 2,009	— — —	924 16,241 17,165	— — —	8 — —	— — —	115 259 484	1,077 73,455 90 74,622

Table SF-3B, 1952
Sheet 2 of 2
Issued September 1953

RECEIPTS FOR TOLL ROAD AND CROSSING FACILITIES - 1952 1/

Compiled for calendar year
from reports of State authorities

STATE	NAME OF FACILITY	OPERATING AUTHORITY 2/	BALANCES ON JANUARY 1, 1952 3/		HIGHWAY-USER REVENUES	ROAD, BRIDGE, AND FERRY TOLLS	RECEIPTS FROM ISSUE OF BONDS	EARNINGS OF SINKING FUND OR DEBT RESERVE	CONCESSIONS AND RENTALS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS		
			RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE									
New York	Kingston, Rip Van Winkle, Md-Hudson and Bear Mt. Bridges Kingson-Hinecliff Ferry Subtotal Rouses Point and Crown Point Bridges Thousand Islands Bridge Peace Bridge Holland Bridge Holland and Lincoln Tunnels, George Washington and Staten Island Bridges 15/ Wadsworth, Loop, Sunnyside, and Captree Causeways Veterans Memorial Highway New York Thruway Total	New York State Bridge Authority New York State Bridge Authority Lake Champlain Bridge Commission * Thousand Islands Bridge Authority * Buffalo and Ft. Erie Public Bridge Authority * Niagara Falls Bridge Commission * Port of New York Authority * Jones Beach State Parkway Authority Whitewater Mountain Highway Authority New York State Thruway Authority	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000		
			Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	
			3,055	-	-	1,579	-	-	-	-	-	12	1,591
			3,055	-	-	62	-	-	-	-	-	-	62
			95	236	-	1,641	-	-	-	-	-	-	1,653
			1,246	193	-	273	-	-	-	-	-	-	273
			239	300	-	991	-	-	-	-	-	-	542
			11,171	433	-	727	-	-	-	-	-	-	1,021
			-3,251	16,505	-	37,347	-	-	-	257	-	-	43,799
			26	58	-	871	-	-	-	-	-	-	871
-2,568	17,725	-	656	-	-	-	-	-	-	270			
10,013	-	-	13,307	-	-	-	257	-	-	2,606			
Ohio	Steubenville-Merton Bridge 11/ East Liverpool-Chester Bridge Ohio Turnpike Total	State Bridge Commission of Ohio State Bridge Commission of Ohio Ohio Turnpike Commission	-	-	-	364	-	-	-	1	365		
89	-	-	-	-	-	-	-	-	-	-	360,550		
-353	-	-	-	-	-	-	667	-	-	-	2,606		
-264	-	-	-	-	-	-	667	-	-	-	51,779		
23,273	1,615	-	-	-	-	-	-	-	-	392	7,272		
Oregon	Astoria-Megler Ferry	Oregon State Highway Commission	-	-	3	266	-	-	-	-	270		
Pennsylvania	Delaware River Bridge (Camden) Various State Toll Bridges Pottsville Bridge 19/ Pennsylvania Turnpike System Total	Delaware River Port Authority * Pennsylvania Department of Highways Pennsylvania Department of Highways Pennsylvania Turnpike Commission	8,103	2,574	-	6,727	-	166	225	11	7,129		
2,914	-	-	1,172	-	-	-	-	-	24	-	1,631		
27,330	16,811	-	18,053	-	-	-	825	-	-	-	85,771		
38,647	19,445	-	26,092	-	-	-	991	-	-	-	94,631		
117	187	-	245	-	-	-	-	-	-	-	62		
South Carolina	Hilton Road Ferry	South Carolina State Highway Department	-	-	62	-	-	-	-	-	62		
Tennessee	Cumberland River Bridge	Tennessee State Highway Department	591	-	10	-	-	-	-	-	10		
Virginia	Yorktown Bridge 19/ James River Bridge System Irvington-Drays Point Bridge Wilmington, Jameson, and Hopewell Ferries Chesapeake Ferry System Elizabeth River Bridge and Tunnel 20/ Total	Virginia Department of Highways Virginia Department of Highways Virginia Department of Highways Virginia Department of Highways Virginia Department of Highways Elizabeth River Tunnel District	1,858	30	-	406	-	-	1	25	432		
175	-	-	896	-	-	-	-	-	-	-	896		
1,340	1,387	-	153	-	-	-	-	-	-	-	307		
5,786	977	-	2,826	-	-	-	-	-	-	-	2,866		
9,139	2,394	-	1,075	-	-	-	991	-	-	-	1,359		
133	41	-	5,356	-	-	-	-	-	-	-	5,898		
478	983	-	1,126	-	-	-	-	-	-	-	1,219		
350	131	-	331	-	-	-	-	-	-	-	336		
1,313	695	-	5,378	-	-	-	-	-	-	-	5,988		
2,274	1,850	-	247	-	-	-	-	-	-	-	247		
1,016	759	-	6,835	-	-	-	-	-	-	-	7,790		
West Virginia	Stenbenville, Hetzville, Henderson, and Silver Bridges West Virginia Turnpike Total	West Virginia State Road Commission West Virginia Turnpike Commission	1,016	759	-	804	-	6	14	-	824		
1,016	759	-	-	-	-	-	398	-	-	-	92,692		
122,700	46,240	-	804	-	-	-	398	-	-	-	93,516		
69,996	20,541	-	-	-	-	-	398	-	-	-	3,088		
4,745	2,082	-	11,923	-	-	-	507	-	-	-	5,078		
197,441	68,863	-	136,030	-	-	-	507	-	-	-	13,560		

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-3B and 4B are concerned solely with receipts and disbursements for State and quasi-State toll facilities, including (A) those owned or operated by State highway departments, (B) those the title of which will ultimately be vested in the State, and (C) other major facilities that have more than local importance. Former toll facilities, now toll-free, are included where bonded indebtedness is still outstanding. Other facilities for which no tolls are shown were under construction, or preliminary costs had been incurred during the year. Privately-owned toll facilities and quasi-public facilities operated by or for counties, local road and bridge districts, and municipalities have been omitted.

2/ Interstate or international authorities are marked with an asterisk.

3/ Includes funds of special toll authorities as well as State highway department funds dedicated for toll facility construction, maintenance, operation, and debt service.

4/ After February 1, 1952, operating costs, formerly charged to State highway funds, are paid from bridge revenues.

5/ Project opened January 19, 1952. Toll collection started January 21.

6/ Jackson-Hill Road (Toll road) Roward county bridges and tunnels.

7/ Toll road from Cartersville to Tennessee line. Project has been deferred.

8/ General fund appropriation.

9/ Chesapeake Bay Bridge opened to traffic July 30, 1952.

10/ Ferry service discontinued July 30, 1952.

11/ Federal funds.

12/ Portland, Delaware Water Gap, and Milford Bridges under construction; Trenton-Morrisville Bridge opened to traffic December 1, 1952; Easton-Phillipsburg Bridge in operation.

13/ Short-term note financing has been omitted from this table.

14/ Highway transactions of Port Authority estimated from data contained in annual reports of the authority.

15/ Includes \$1,198,000 of Federal funds expended on toll-free termini of thruway.

16/ Tolls re-imposed February 6, 1952.

17/ Opened to traffic February 18, 1952.

18/ Opened to traffic May 7, 1952.

19/ Opened to traffic April 27, 1952.

20/ Various toll bridges and ferries in the Puget Sound area.

DISBURSEMENTS FOR TOLL ROAD AND CROSSING FACILITIES - 1952 J

Highway Finance

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION 2/	ADMINISTRATION AND MISCELLANEOUS	INTEREST ON OBLIGATIONS	RETIPEMENT OF OBLIGATIONS	SURVEILLANCE, DIRECT EXPENDITURES	FUND TRANSFERS TO STATE OR FOR OTHER PURPOSES	TOTAL DISBURSEMENTS	BALANCES ON DECEMBER 31, 1952 3/		
										RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE	
		1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	
California	San Francisco-Oakland Bay Bridge	40	1,532	24	627	8,976	11,259	6,520	17,779	7,112	11,250	
	San Mateo-Alameda Bridges	6	405	34	217	-	662	-	662	536	405	
	Richmond-San Rafael Bridge	-	1,997	392	-	-	399	-	399	330	-	
	Total	46	3,934	457	844	8,976	12,320	6,520	18,840	8,578	11,655	
Colorado	Denver-Boulder Turnpike	729	110	-	185	29	1,053	-	1,053	275	295	
Connecticut	Charter Oak Bridge	-	306	-	55	160	521	-	521	231	1,918	
	Groton-New London Bridge	-	159	-	59	220	438	-	438	255	810	
	Old Lyme-Old Saybrook Bridge	-	124	-	70	125	319	-	319	158	424	
	Merritt and Wilbur Cross Parkways	60	352	1	67	1,068	561	-	2,109	1,318	-	
	Rocky-Hill-Glastonbury, Chester-Hadlyme Ferries	-	43	-	-	-	43	-	43	-	-	
	Total	60	984	1	251	1,573	2,861	561	3,420	1,962	3,212	
	Delaware	Delaware River Memorial Bridge	3,457	386	344	1,802	-	5,989	-	5,989	3,167	3,765
Florida	Lower Tampa Bay Bridge	2,454	-	-	815	-	3,269	-	3,269	11,040	2,030	
	Ocala Highway Bridge	-	576	-	31	275	882	-	882	169	1,296	
	Pensacola Beach Bridge	-	18	-	16	25	99	-	99	2	107	
	Buccanese Trail	-	256	-	237	4,600	5,097	-	5,097	8,298	63	
	Jacksonville Expressway System (Arlington & Gilmore Street Bridges)	9,771	408	-	768	-	10,539	-	10,539	8,298	107	
	Bee Line Ferry	-	408	-	-	-	442	-	442	233	-	
	Proposed facilities 5/	-	-	-	-	-	-	-	-	-	-	
	Total	12,225	1,258	735	1,899	4,900	21,017	-	21,017	22,742	3,603	
	Georgia	Proposed facilities 5/	-	-	45	-	-	45	-	45	5	-
	Illinois	Mississippi River Bridge (Cairo)	-	111	14	22	212	359	-	359	118	390
Indiana	Lawrenceburg and Mt. Vernon Bridges	-	-	239	-	-	239	-	239	2,861	-	
Kentucky	Central Bridge	-	36	-	9	229	274	-	274	-	83	
Louisiana	Mississippi River Bridge (New Orleans)	-	-	-	-	-	-	-	-	50	-	
Maine	Augusta Bridge	-	46	-	-	-	46	67	113	13	136	
	Waldo-Hancock Bridge	-	42	-	2	525	44	-	44	-	195	
	Carlton Bridge	-	12	-	14	16	42	-	551	-	88	
	Deer Isle-Swedick Bridge	-	-	-	-	-	59	-	59	2,443	-	
	Bacon-Prever Bridge	59	305	64	524	474	1,368	-	1,368	508	769	
	Maine Turnpike	60	405	64	568	1,015	2,110	67	2,177	2,964	1,288	
	Total	12,000	278	703	1,322	918	15,221	17	15,238	4,558	4,558	
Maryland	Patuxent River Bridge	344	39	-	37	166	596	-	613	477	-	
	Sandy Point-Matapoke and Romancoke-Claiborne Ferries	22	962	386	-	-	1,400	221	1,621	65	-	
	Total	12,406	1,279	1,089	1,359	1,084	17,217	241	17,458	4,780	4,558	
	Mystic River Bridge	448	202	126	777	-	1,553	-	1,553	727	1,526	
Michigan	Blue Water International Bridge	79	161	28	17	148	433	-	433	455	52	
	Mackinac Straits Bridge	1,096	2,233	61	-	-	3,390	-	3,390	300	-	
	Mackinac-St. Ignace Ferry	1,175	2,394	109	17	118	3,843	-	3,843	755	52	
	Total	3,484	-	-	294	-	-	3,778	-	3,778	25	1,76
Mississippi	Bay St. Louis Bridge	3,484	-	-	294	-	3,778	-	3,778	3,778	476	
	Total	207	-	-	-	-	207	-	207	14,781	1,101	
Missouri	Paseo Bridge (Kansas City) Mississippi River Bridge (Carthersville)	-	-	-	-	-	-	-	-	229	1,101	
New Hampshire	Hampton Harbor Bridge	-	29	-	14	50	93	-	93	333	322	
	Maine-New Hampshire Interstate Bridge	-	147	-	42	157	346	-	346	81	181	
	New Hampshire Turnpike	-	322	-	112	160	418	-	418	6	546	
	Total	-	322	-	168	367	857	-	857	216	1,051	
New Jersey	Various Bridges 7/	1,970	303	886	683	293	9,251	-	9,251	11,592	1,546	
	New Jersey Turnpike	41,849	3,219	886	8,813	-	54,767	-	54,767	27,630	13,416	
	Garden State Parkway	2,083	157	1,045	1,577	-	2,240	-	2,240	2,150	-	
	Total	51,902	3,522	1,905	9,496	293	66,258	8/ 2,000	68,258	37,072	14,961	

Table SF-4B, 1952
Sheet 2 of 2
Issued September 1953

DISBURSEMENTS FOR TOLL ROAD AND CROSSING FACILITIES - 1952 1/

Compiled for calendar year
from reports of State authorities

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION 2/	ADMINIS- TRATION AND MISCEL- LANEOUS	INTEREST ON OBLIGA- TIONS	RETIRE- MENT OF OBLIGA- TIONS	SUBTOTAL, DIRECT EXPENDI- TURES	FUND TRANSFERS TO STATE OR FOR OTHER PURPOSES	TOTAL DISBURSE- MENTS	BALANCES ON		
										RESERVES FOR CONSTRUC- TION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE	
New York	Kingston, Rip Van Winkle, Mid-Hudson and Bear Mountain Bridges	322	281	-	132	300	1,035	-	1,035	1,000	1,000	
	Kingston-Rhinecliff Ferry	-	62	-	-	-	62	-	62	3,611	-	
	Subtotal	322	343	-	132	300	1,097	-	1,097	3,611	-	
	Thousand Islands Bridge	-	42	-	7	438	487	-	487	95	22	
	Peace Bridge	13	131	22	49	380	595	-	595	140	310	
	Rainbow Bridge	936	396	36	17	155	1,540	-	1,540	717	310	
	Holland and Lincoln Tunnels, George Washington and Staten Island Bridges	96	213	-	84	615	1,008	-	1,008	247	161	
	Meadowbrook, Loop, Wantagh, and Captree Causeways	2,653	10,607	-	2,330	25,513	44,103	2/	43,653	15,039	12,783	
	Veterans Memorial Highway	311	636	-	148	-	1,095	-	1,095	3,475	-	
	New York Thruway	41,304	130	384	330	-	42,340	10/	42,340	26	67	
Total	45,635	12,820	442	3,131	27,478	89,506	2,570	92,076	-26,042	13,483		
Ohio	Staubenville-Warton Bridge	17	100	-	-	-	117	-	117	248	-	
	East Liverpool-Chester Bridge	-	2	-	-	-	2	-	2	87	-	
	Ohio Turnpike	5,579	-	124	5,474	-	11,177	-	11,177	309,020	-	
Total	5,596	102	124	5,474	-	11,296	-	11,296	309,355	-		
Oklahoma	Oklahoma City-Tulsa Turnpike	18,305	25	181	1,199	-	19,710	-	19,710	11,101	1,349	
Oregon	Astoria-Megler Ferry	-	270	-	-	-	270	-	270	-	-	
Pennsylvania	Delaware River Bridge (Camden)	1,382	1,379	11/	180	4,091	7,513	-	7,513	7,780	2,813	
	Various State Toll Bridges	-	657	-	77	650	1,384	-	1,384	3,161	-	
	Tarentum Bridge	-	31	-	-	-	31	-	31	69	-	
	Pennsylvania Turnpike System	11,229	2,989	1,045	7,861	10,035	39,159	-	39,159	71,577	19,206	
	Total	13,611	5,056	1,526	8,118	14,776	48,087	-	48,087	82,587	22,019	
Rhode Island	Jamestown Bridge	-	57	31	40	447	275	-	275	137	137	
South Carolina	Hilton Road Ferry	62	-	-	-	-	62	-	62	-	-	
Tennessee	Cumberland River Bridge	177	-	-	10	-	187	-	187	444	-	
Virginia	Yorktown Bridge	1,089	181	13	247	190	1,720	-	1,720	600	-	
	James River Bridge System	-	191	26	448	112	477	-	477	594	-	
	Irvington-Grays Point Bridge	68	-	-	-	-	68	-	68	-	-	
	Wilmington, Jamestown, and Hopewell Ferries	65	236	-	-	-	301	-	307	-	-	
	Chesapeake Ferry System	366	2,000	94	101	84	2,645	-	2,645	818	2,130	
	Elizabeth River Bridge and Tunnel	5,010	270	88	805	-	6,173	-	6,173	1,172	172	
	Total	6,598	2,878	221	1,301	386	11,384	6	11,390	3,739	2,302	
	Washington	Agate Pass Bridge	1	-	-	-	-	1	173	174	-	-
		Tacoma Narrows Bridge	344	90	3	510	1,236	2,203	-	2,203	130	347
		Longview Bridge	213	39	-	104	220	576	-	576	134	107
Puget Sound Ferry System		1,130	4,813	-	231	871	7,045	-	7,045	535	416	
Proposed projects 12/		23	-	223	845	2,327	246	173	10,244	1	-	
Total	1,731	4,942	226	845	2,327	10,071	173	10,244	800	870		
West Virginia	Staubenville, Aetna, Henderson, and Silver Bridges	263	263	150	36	492	791	269	1,060	816	723	
	West Virginia Turnpike	1,594	-	150	2,924	492	4,668	-	4,668	75,250	12,774	
	Total	1,857	263	300	2,960	984	5,459	269	5,728	76,096	13,497	
Summary	Total Bridge and Tunnel Facilities	52,693	19,902	2,886	12,527	47,034	135,042	9,596	144,638	111,156	53,541	
	Total Road Facilities	129,044	8,490	3,730	27,968	16,443	189,615	2,581	192,196	446,789	48,186	
	Total Ferry Facilities	2,771	11,027	332	332	955	15,660	230	15,951	1,951	2,546	
Grand Total	184,508	39,419	7,191	40,767	64,432	336,317	12,407	348,724	561,896	104,157		

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-3B and 4B are concerned solely with receipts and disbursements for State and quasi-state toll facilities, including (A) those owned or operated by State highway departments, (B) those the title of which will ultimately be vested in the State, and (C) other major facilities that have more than local importance. Former toll facilities, now toll-free, are included where bonded indebtedness is still outstanding. Other facilities for which no tolls are shown were under construction, or preliminary costs had been incurred during the year. Privately-owned toll facilities and quasi-public facilities operated by or for counties, local road and bridge districts, and municipalities have been omitted.

2/ Includes costs of toll collection.

3/ Includes funds of special toll authorities as well as State highway department funds dedicated for toll facility construction, maintenance, operation, and debt service.

4/ Maintenance costs are paid from highway funds. Amounts were not reported.

5/ Includes tolls collected by the State.

6/ Toll road from Cartersville to Tennessee line. Project has been deferred.

7/ Portland, Delaware Water Gap, and Milford bridges under construction; Trenton-Morrisville Bridge opened to traffic December 1, 1952; Easton-Phillipsburg Bridge in operation.

8/ Reimbursement to State highway department for right-of-way and construction expenditures from 1947 to 1951 on roads subsequently taken into the New Jersey Turnpike System.

9/ Toll revenue in excess of estimated highway expenditures, considered to have been allocated to other than highway facilities of the Port of New York Authority.

10/ Estimated nonhighway allocation of toll revenues.

11/ Includes preliminary expenses for proposed Philadelphia-Gloucester toll bridge.

12/ Various toll bridges and ferries in the Puget Sound area.

Table SF-5, 1952
Issued September, 1953

STATE RECEIPTS APPLICABLE TO LOCAL ROADS AND STREETS - 1952 1/

Compiled for calendar year
from reports of State authorities

STATE	RESERVES FOR CURRENT HIGHWAY WORK		RESERVES FOR DEBT SERVICE		TOTAL		RECEIPTS FROM CURRENT STATE IMPOSTS 3/						OTHER RECEIPTS					TOTAL RECEIPTS									
	1,000 Dollars	8,115	1,077	5,664	5	8,115	HIGHWAY-USER REVENUE 4/			APPROPRIATIONS FROM GENERAL FUNDS	OTHER STATE IMPOSTS 5/	TOTAL	FEDERAL FUNDS, BUREAU OF PUBLIC ROADS	TRANSFERS FROM LOCAL GOVERNMENTS		ISSUE OF BONDS, NOTES, ETC.	MISCELLANEOUS RECEIPTS		TOTAL								
							MOTOR-FUEL TAXES	MOTOR-VEHICLE EXES, ETC.	MOTOR-CARRIER TAXES					TOTAL	1,000 Dollars					1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama 6/																											
Arizona																											
Arkansas																											
California																											
Colorado																											
Connecticut																											
Delaware 6/																											
Florida																											
Georgia																											
Idaho																											
Illinois																											
Indiana																											
Iowa																											
Kansas																											
Kentucky																											
Louisiana																											
Maine																											
Maryland																											
Massachusetts																											
Michigan																											
Minnesota																											
Mississippi																											
Missouri																											
Montana																											
Nebraska																											
Nevada																											
New Hampshire																											
New Jersey																											
New Mexico																											
New York																											
North Carolina 6/																											
North Dakota																											
Ohio																											
Oklahoma																											
Oregon																											
Pennsylvania																											
Rhode Island																											
South Carolina																											
South Dakota																											
Tennessee																											
Texas																											
Utah																											
Vermont																											
Virginia 6/																											
Washington																											
West Virginia 6/																											
Wisconsin																											
Wyoming																											
Dist. of Col.																											
Total																											

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-5 and 6 are concerned solely with State receipts and disbursements applicable to county and other local roads and streets not under State control.
2/ Any difference between January 1 balances and previous year's closing balances are the result of accounting adjustments, inclusion of funds not previously reported, etc.
3/ For this analysis, gross nonhighway allocations of highway-user revenues are offset, in the following amounts, against appropriations for local roads and streets out of State general funds: Calif. \$1,092,000, La. \$1,920,000, Tenn. \$9,893,000, Wash. \$17,000.
4/ The entries in these columns are identical with the totals for local roads and streets on tables C-3, W-3, W-2, and W-1, respectively.
5/ Includes sales and use tax; Miss. sales tax; Mo. tax on private car (railroad) companies; N. D., use (sales) tax on motor vehicles purchased out of State; Okla., severance tax.
6/ County roads are under State control in Ala. (three counties), Del., N.C., Va., (all but three counties), and W. Va.

Table SF-9, 1952
Issued September, 1953

FUNDS USED FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES - 1952 1/2

Compiled for calendar year
from reports of State authorities

Table with columns: STATE, FUND BALANCES JANUARY 1, 1952 1/2, MOTOR-FUEL TAXES, FUNDS RETAINED BY LOCAL AUTHORITIES, STATE MOTOR-VEHICLE REGISTRATION FEES, ETC., OPERATORS, CHAUFFEURS LICENSES, REGISTRATION FEES, ETC., OPERATORS, CHAUFFEURS LICENSES, TOTAL, MOTOR-CARRIER TAXES, TOTAL FROM HIGHWAY-USER REVENUE, APPROPRIATIONS FROM GENERAL FUNDS, TOTAL RECEIPTS.

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-9 and 10 are concerned solely with receipts and disbursements for the collection and administration of State highway-user revenues.
2/ Any differences between January 1 balances and previous year's closing balances are the result of accounting adjustments, inclusion of funds not previously reported, etc.
3/ These columns indicate the source of funds allocated, and not necessarily the object of expenditures, e.g., motor-fuel tax collection costs were paid from motor-fuel inspection fees in Fla. and N.C. (part), and S.C. from motor-vehicle revenues in N.H.; from general funds in W. Va. and Dist. of Col. Motor-vehicle collection expense paid partly from motor-fuel tax allocations in Arkansas. Motor-carrier collection expense paid from motor-vehicle allocations in Maine (part), N.J., Utah, and Va.; from general funds in Dist. of Col.
4/ In many States county or other local officials are allowed service charges for issuing registrations, operators licenses, etc. In some States the amounts allowed are in addition to the State fees, and are not entered in State records. In such cases, the amounts reported are estimated by State authorities.
5/ In some States allocations of general motor-vehicle registration fees, and are not reported separately. included with the entries in the column for collection and administration of highway-user revenues" on table SF-9.

Highway Statistics, 1952

STATE OBLIGATIONS FOR HIGHWAYS - 1952
OBLIGATIONS ISSUED OR ASSUMED DURING YEAR

Table SB-1, 1952
Sheet 2 of 2
Issued September 1953

Compiled for calendar year
from reports of State authorities

STATE AND OBLIGATIONS	NOMINAL DATE OF ISSUE	NOMINAL DATE OF SALE	GROSS PROCEEDS OF SALES			APPLICATION OF PROCEEDS	INTEREST		REDEMPTION PROVISIONS	CALL FEATURES	SOURCE OF FUNDS FOR DEBT SERVICE	
			PAR VALUE	PREMIUM OR DISCOUNT	ACCRUED INTEREST		GROSS PROCEEDS	POSTED RATE				NET INTEREST COST	SPECIAL OR TERM	MATURITY DATES AND AMOUNTS
New York Port of New York Authority Consolidated bonds, First Series	11-1-52	12-10-52	\$6,000,000	\$-72,000	\$20,000	\$5,948,000	Construction of Lincoln Tunnel, third tube	3	3.066	T	1955 at 103	Bridge and tunnel, tolls and other authority revenue
Ohio Turnpike Revenue Bonds	6-1-52	7-29-52	386,000,000	-7,824,000	1,706,972	319,882,972	Construction of toll road	3.25	3.36	T	1956 at 103	Road tolls
Oklahoma Turnpike Authority Revenue Bonds	2-1-52	7-21-52	7,000,000	-245,000	125,328	6,880,328	Construction of toll road	3.75	3.84	S	1958-70, \$130,000 to \$1,600,000	Road tolls
Oregon State Highway Bonds, Series 1952	3-1-52	3-26-52	4,500,000 9,000,000 1,500,000 15,000,000				Construction of State highways	1.25 1.5 1.75		S S S	None 1962 at 100	Road-user taxes *
Pennsylvania Turnpike Revenue Bonds - Delaware River Extension	9-1-52	10-8-52	15,000,000 50,000,000 55,000,000				Construction of Delaware River Turnpike extension	2.75 3		T T	1961 at 103 1962 at 103	Road tolls
Rhode Island State Highway Improvement Bonds	11-1-52	11-6-52	5,000,000	9,882	1,389	5,011,271	Construction of State highways	2	1.98	S	None	General State revenues *
South Carolina Refinancing Obligations Assumed Slating Fund Commission Notes Total	-	-	320,000 500,000 820,000	-	-	320,000 500,000 820,000	Construction of State roads State highway building	4	-	S	None	Road-user taxes *
Washington State Ferry System Revenue Bonds	10-1-51	2-26-52	500,000	1,273	5,961	507,234	Acquisition of Puget Sound ferry system	2.9	-	T	1960 at par	Ferry tolls
West Virginia Turnpike Revenue Bonds, Series A Secondary Road Bonds, Series C, 2nd Issue Total	3-1-52	9-20-52 9-20-52 9-20-52 9-20-52 9-20-52	96,000,000 3,200,000 2,800,000 1,200,000 1,800,000 15,000,000 6,000,000	-4,800,000 1,812 1,595 679 3,427 1,628 4,952	390,000 13,560 11,865 5,085 25,025 1,628 61,522 5,085	91,590,000 3,215,372 2,813,450 1,205,764 6,028,952 1,808,628 15,072,085 6,011,078	Construction of toll road Construction of county roads under State control	3.75 2 1.75 4 4 1.75	- 1.817 1.643	T S S S S	1955 at 103 None	Road tolls Road-user taxes *
Wisconsin County Highway Improvement Bonds Assumed Series A Traverse County - Series A Total	10-1-46	-	501,000 130,000 691,000	-	-	501,000 130,000 691,000	Construction of State highways	-	-	S S	-	Road-user taxes *
GRAND TOTAL			808,861,000	-14,090,174	3,854,565	798,625,391						

1/ This table is one of a series giving available information concerning State and quasi-state obligations incurred for highway purposes. The remaining tables in the series are as follows: Table SB-2, change in indebtedness during year; Table SB-3, receipts and disbursements for debt service; Table SB-5, future debt service requirements. (Table SB-5 is published for odd-numbered years only.) When bonds were issued partly for highway and partly for other purposes, such issues have been charged to State highways, to county or other local roads and streets, and to nonhighway purposes, respectively, in proportion to the amounts of the principal assumed and face amounts of the nonhighway projects. However, the amounts included in table SB-3 are the amounts assumed and face amounts of the nonhighway projects, unless otherwise noted.

2/ Coincides with date bonds began to bear interest, unless noted otherwise.

3/ Payment by bond purchaser for interest accrued from date of issue to date of sale.

4/ In most cases, premium and accrued interest are used for debt service payments. Interest requirements for toll facility construction bonds are usually paid out of bond proceeds during the period of construction.

5/ "Posted Rate" is declared rate printed on bonds; "Net Interest Cost" is bid price to borrower for combined bond issue, and reflects the premium or discount on sale.

6/ Entries in this column reflect first date bond issue may be redeemed in its entirety. If called subsequent to the dates shown, the call premium will usually be stated in the notes to the bonds. The bonds are understood to be secured by the full faith and credit of the State, in addition to the specific revenues designated by law to debt service.

7/ State.

8/ 2.5 percent to 1956, 3 percent, 1956-1961, 3.25 percent, 1961-1981.

9/ \$285,000 at 2.75 percent, \$15,000 at 3 percent.

10/ Bonds issued by Jackson and Clay counties. Project constructed and operated by State Highway Commission.

11/ Estimated highway share.

12/ Counties issue bonds and turn proceeds over to the State. Maturities are paid from State highway-user revenues, interest from county revenues.

Highway Finance

Table SP-2, 1952
Sheet 1 of 3
Issued September, 1953

STATE OBLIGATIONS FOR HIGHWAYS-1952 CHANGE IN INDEBTEDNESS DURING YEAR ↴

Compiled for calendar year
from reports of State authorities

STATE	OBLIGATIONS		OBLIGATIONS ISSUED ↴				OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1952	OBLIGATIONS OUTSTANDING DECEMBER 31, 1952	SINKING FUND AND OTHER REDEMPTION RESERVES DECEMBER 31, 1952	NET INDEBTEDNESS DECEMBER 31, 1952
	ISSUE	CLASSIFI- CATION 2/	ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL					
Alabama	State Highway Bonds Florence Bridge Bonds Alabama Bridge Finance Corporation Refunding Bonds Reimbursement Obligations Assumed Total	1 2* 6* 6*	\$1,172,000 208,000 1,010,000 682,411 18,102,411	- - - - -	\$25,000,000 - - - 25,000,000	\$1,853,000 60,000 511,000 129,191 2,553,191	- - - - -	\$1,853,000 60,000 511,000 129,191 2,553,191	\$39,319,000 118,000 289,000 553,220 40,289,220	- - \$860,000 260,000 -	\$39,319,000 118,000 289,000 553,220 40,289,220	\$39,319,000 118,000 289,000 553,220 40,289,220	
Arkansas	State Highway Construction Bonds State Highway Refunding Bonds Refunding Reimbursement Bonds Total	1 1 5	19,390,000 72,129,000 35,275,000 127,094,000	- - - -	- - - -	1,496,000 2,491,000 3,223,000 5,215,000	- - - -	1,496,000 2,491,000 3,223,000 5,215,000	17,894,000 74,620,000 34,052,000 126,566,000	- - - -	17,894,000 74,620,000 34,052,000 126,566,000	17,894,000 74,620,000 34,052,000 126,566,000	
California	State Highway Bonds Oakland Bay Bridge Revenue Refunding Bonds San Mateo-Alameda Bridge Revenue Bonds Total	1 4* 4*	22,125,000 6,863,000 37,380,000 11,024,240	\$6,975,760 6,975,760 -	21,000,000 21,000,000 -	1,775,000 2,009,000 3,775,000 10,638,000	- - - -	1,775,000 2,009,000 3,775,000 10,638,000	20,350,000 19,000,000 8,350,000 47,700,000	- - - -	20,350,000 19,000,000 8,350,000 47,700,000	20,350,000 19,000,000 8,350,000 47,700,000	
Colorado	Revenue Anticipation Warrants Turnpike Revenue Bonds Total	1* 4*	5,527,000 6,300,000 11,827,000	- - -	- - -	1,831,000 29,000 1,860,000	- - -	1,831,000 29,000 1,860,000	3,696,000 6,271,000 9,967,000	- - -	3,696,000 6,271,000 9,967,000	3,696,000 6,271,000 9,967,000	
Connecticut ↴	Wilbur Cross Parkway Bonds Toll Bridge Bonds State Assumed County Bonds (Merritt Parkway) Total	4 4 4	3,000,000 13,350,000 569,000 16,919,000	- - - -	- - - -	500,000 505,000 569,000 1,574,000	- - - -	500,000 505,000 569,000 1,574,000	2,500,000 12,845,000 569,000 15,914,000	- - - -	2,500,000 12,845,000 569,000 15,914,000	2,500,000 12,845,000 569,000 15,914,000	
Delaware	State Highway Refunding and Improvement Bonds Delaware Memorial Bridge Revenue Bonds State Assumed County Bonds Total	1 4* 6	17,853,000 43,900,000 2,159,000 63,912,000	- - - -	5,000,000 2,500,000 7,500,000 -	836,000 205,000 1,041,000 -	- - - -	836,000 205,000 1,041,000 -	22,017,000 46,400,000 1,950,000 70,377,000	- - - -	22,017,000 46,400,000 1,950,000 70,377,000	22,017,000 46,400,000 1,950,000 70,377,000	
Florida	State Improvement Commission Bonds: County Road Revenue Bonds Toll Road and Bridge Loans State Assumed County Bonds, Purchase Agreements: Toll Road and Bridge Bonds Assumed Special Bridge Obligations Assumed Total	1* 4* 4* 6*	7,999,000 49,250,000 8,205,000 4,526,250 69,980,250	- - - - -	- - - - -	390,000 - 300,000 800,000 991,000	- - - - -	390,000 - 300,000 800,000 991,000	18,250,000 - 4,600,000 800,000 17,600,000	- - - -	18,250,000 - 4,600,000 800,000 17,600,000	18,250,000 - 4,600,000 800,000 17,600,000	
Illinois	State Highway Bonds Cairo Bridge Commission Revenue Refunding Bonds Total	1 4*	54,084,000 1,011,000 55,095,000	- - -	- - -	5,930,000 211,000 6,141,000	- - -	5,930,000 211,000 6,141,000	48,154,000 822,000 48,976,000	- - -	48,154,000 822,000 48,976,000	48,154,000 822,000 48,976,000	
Kansas	County Benefit District Bonds Assumed Total	6*	5,610,638	-	-	997,966	-	997,966	4,612,672	-	4,612,672	4,612,672	
Kentucky	State Toll Bridge Refunding Bonds Total	4*	165,000	-	-	225,000	-	225,000	240,000	-	240,000	240,000	
Louisiana	State Highway Bonds Reimbursement Obligations Assumed Total	1 6*	91,560,000 91,695,000	- -	- -	5,714,000 5,722,000	- -	5,714,000 5,722,000	85,846,000 85,883,000	- -	85,846,000 85,883,000	85,846,000 85,883,000	
Maine	State Highway Bonds Fore River Bridge Bonds State Toll Bridge Bonds Deer Isle-Sedgwick Bridge Bonds Maine Turnpike Authority Bonds Total	1 1 4* 4*	4,274,500 1,555,000 31,000 20,351,000 66,221,500	- - - - -	4,000,000 7,000,000 2,950,000 13,950,000 -	944,000 75,000 16,000 474,000 1,509,000	- - - -	944,000 75,000 16,000 474,000 1,509,000	7,330,500 7,000,000 3,980,000 331,000 19,877,000 39,534,500	- - - -	7,330,500 7,000,000 3,980,000 331,000 19,877,000 39,534,500	7,330,500 7,000,000 3,980,000 331,000 19,877,000 39,534,500	
Maryland	State Highway Construction Bonds Chesapeake Bay Bridge Revenue Bonds Patuxent River Bridge Bonds Total	1* 4* 4*	67,834,000 43,925,000 2,168,000 113,927,000	- - -	- - -	4,832,000 918,000 166,000 5,916,000	- - -	4,832,000 918,000 166,000 5,916,000	63,002,000 43,007,000 2,002,000 108,011,000	- - -	63,002,000 43,007,000 2,002,000 108,011,000	63,002,000 43,007,000 2,002,000 108,011,000	
Massachusetts	Highway Improvement Loan: State Share Local Share Subtotal Metropolitan Parks - Series 2 - State Highway Issue Natick River Bridge Authority Bonds Total	1 7 1 4*	95,318,000 2,682,000 98,000,000 30,000 127,000,000	- - - -	29,263,000 2,737,000 32,000,000 - 32,000,000	9,590,000 410,000 10,000,000 8,500 10,008,500	- - - -	9,590,000 410,000 10,000,000 8,500 10,008,500	114,993,000 5,059,000 10,000,000 27,000,000 157,052,000	- - - -	114,993,000 5,059,000 10,000,000 27,000,000 157,052,000	114,993,000 5,059,000 10,000,000 27,000,000 157,052,000	

Highway Statistics, 1952

STATE OBLIGATIONS FOR HIGHWAYS-1952
CHANGE IN INDEBTEDNESS DURING YEAR 1/

Compiled for calendar year from reports of State authorities

Table SB-2, 1952
Sheet 2 of 3
Issued September 1953

STATE	OBLIGATIONS		OBLIGATIONS ISSUED 2/			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1952	STRIKING FUND AND OTHER RESERVES DECEMBER 31, 1952	NET INDEBTEDNESS DECEMBER 31, 1952
	ISSUE	CLASSIFICATION 2/	ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL			
Michigan	State Highway Improvement Bonds Limited Access Highway Revenue Bonds State Bridge Commission Revenue Refunding Bonds Total	1* 1* 4*	\$135,000 750,000 885,000	-	\$80,000,000	\$100,000	-	\$100,000	\$35,000	\$35,000	\$80,000,000 553,919 80,553,919
Minnesota	State Highway Bonds	1	650,000	-	-	650,000	-	650,000	-	-	-
Mississippi	State Highway Bonds State Highway Refunding Bonds State Highway Revenue Refunding Bonds Bay St. Louis Bridge Revenue Bonds Total	1* 1* 5* 4*	52,090,000 8,918,000 2,270,000 8,100,000 71,698,000	-	-	2,417,000	-	2,417,000	49,612,000 8,918,000 2,169,000 8,100,000	1,717,133	56,812,867 2,169,000 8,100,000 67,381,867
Missouri	State Highway Bonds Reimbursement Obligations Assumed Bridge Revenue Bonds Total	1 2* 4*	24,990,000 41,921 25,031,921	-	16,000,000 16,000,000	-	-	10,190,000	14,500,000 41,921 16,000,000	251,035	14,248,966 41,921 16,000,000 30,290,886
Montana	Treasury Anticipation Debentures	1*	12,000,000	-	-	-	-	12,000,000	12,000,000	5,690,791	6,309,209
New Hampshire	State Highway Bonds 1939 Highway Bonds: Local Share Subtotal New Hampshire Turnpike Bonds State Toll Bridge Bonds Maine-New Hampshire Interstate Bridge Authority Refunding Bonds Total	1 3 7 4 4 4*	2,000 687,000 313,000 1,000,000 7,000,000 805,000 1,293,000 10,703,000	-	10,000,000	683,565 311,435 995,000 160,000 50,000 153,000 1,358,000	-	10,000,000	10,002,000 1,135 1,565 5,000 6,810,000 755,000 1,783,000 19,385,000	2,000 3,135 1,565 5,000 547,827 321,720 181,286 1,057,133	10,000,000 - - - 6,292,173 431,280 1,603,714 18,371,67
New Jersey	Highway Improvement Bonds: State Share Local Share Subtotal Delaware River Joint Toll Bridge Commission Revenue Bonds New Jersey Turnpike Authority Revenue Bonds Total	1 7 4* 4*	32,190,000 4,030,000 36,220,000 29,500,000 230,000,000 55,720,000	-	55,000,000 55,000,000	-	-	10,000,000	30,931,000 3,869,000 34,800,000 29,210,000 285,000,000 319,010,000	229,000 229,000 207,616 436,616	30,931,000 3,640,000 34,571,000 29,002,354 285,000,000 309,573,354
New Mexico	Gas Tax Debentures	1	16,875,000	-	-	1,770,000	-	1,770,000	15,105,000	2,964,210	15,110,190
New York	State Highway Improvement Bonds - Serial and Term State Highway Grade Crossing Elimination Bonds General State Improvement Bonds - State Highway Share New York State Bridge Authority Refunding Bonds Niagara Falls Bridge Commission Refunding Bonds Jones Beach Parkway Authority Refunding Bonds Whiteface Mountain Bridge Authority Refunding Bonds - Highway Share Thousand Islands Bridge Authority Refunding Bonds Lake Champlain Bridge Commission Refunding Bonds Buffalo and Fort Erie Bridge Authority Refunding Bonds Port of New York Authority General & Refunding Bonds - Highway Share 5/ New York Turnpike Authority Notes Total	1 2 3 4* 4* 4* 4* 4* 4* 4* 4*	88,000,000 185,795,000 9,201,000 6,000,000 3,410,000 4,940,000 1,054,000 2,755,000 1,558,000 118,775,000 10,000,000 432,075,000	-	-	100,000 10,000,000 1,191,000 300,000 601,000 771,000 380,000 434,000 156,000 25,111,000 38,650,000	-	100,000 10,000,000 1,191,000 300,000 601,000 771,000 380,000 434,000 156,000 25,111,000 38,650,000	87,600,000 17,795,000 1,095,000 2,809,000 4,940,000 977,000 2,375,000 110,433 21,634 310,000 99,664,000 399,125,000	21,689,407 175,295,000 5,700,000 2,868,210 4,940,000 999,688 2,234,567 91,366 1,092,000 86,881,081 10,000,000 320,031,319	
North Carolina	State Highway Bonds State Secondary Road Bonds Cape Fear River Bridge Bonds Total	1 1 2	27,834,000 194,300,000 222,134,000	-	-	2,000,000 6,100,000 8,200,000	-	2,000,000 6,100,000 8,200,000	25,834,000 187,900,000 213,934,000	-	25,834,000 187,900,000 213,934,000
Ohio	Ohio Turnpike Revenue Bonds	4*	-	-	326,000,000	-	-	326,000,000	-	-	326,000,000
Oklahoma	Oklahoma Turnpike Authority Revenue Bonds	4*	31,000,000	-	7,000,000	-	-	38,000,000	-	-	38,000,000
Oregon	State Highway Bonds	1	16,825,000	-	15,000,000	-	-	31,825,000	-	-	31,825,000
Pennsylvania	State Highway Bonds State Highway and Bridge Authority Bonds State Toll Bridge Bonds Delaware River Joint Commission Toll Bridge Refunding Bonds Pennsylvania Turnpike Authority Revenue and Refunding Bonds Total	1 1* 4 4* 4*	6,000,000 40,000,000 7,000,000 20,500,000 286,300,000 281,800,000	-	-	2,000,000 6,500,000 10,025,000 16,799,000	-	2,000,000 6,500,000 10,025,000 16,799,000	4,000,000 40,000,000 6,376,000 283,275,000 330,000,000	410,712 - 2,813,206 11,987,453 15,191,417	3,589,288 40,000,000 6,350,000 16,376,000 283,275,000 310,000,000

Highway Finance

STATE OBLIGATIONS FOR HIGHWAYS-1952 CHANGE IN INDEBTEDNESS DURING YEAR 1/

Table SB-2, 1952
Sheet 3 of 3
Issued September 1953

Compiled for calendar year
from reports of State authorities

STATE	ISSUE	CLASSIFI- CATION 2/	OBLIGATIONS			OBLIGATIONS ISSUED 3/			OBLIGATIONS REIMBURSED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1952	SINKING FUND AND OTHER REDEMPTION RESERVES DECEMBER 31, 1952 4/	NET INDEBTEDNESS DECEMBER 31, 1952
			OBLIGATIONS OUTSTANDING JANUARY 1, 1952	ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL					
Rhode Island	Special State Bridge Bonds Jamestown Bridge Commission Bonds Total	2 1*	\$1,574,000 1,595,000 6,649,000	\$5,000,000 5,000,000	- -	\$5,000,000 5,000,000	\$117,000 1,170,000	- -	\$117,000 1,170,000	\$9,574,000 1,148,000 11,022,000	\$1,387,065 1,313,260 1,533,669	\$8,176,915 1,113,260 9,488,331		
South Carolina	State Highway Bonds and Certificates of Indebtedness Refunding Reimbursement Bonds Sinking Fund Commission Notes State Assumed County Bonds Total	1 5 3 6	62,517,500 2,054,500 1,000,000 1,500,000 67,072,000	- 500,000 320,000 820,000	- -	- 500,000 320,000 820,000	7,160,500 809,500 100,000 443,000 8,513,000	- -	- -	55,357,000 1,457,000 1,400,000 1,317,000 59,531,000	7,949,392	48,652,608 1,400,000 3,317,000 51,469,608		
Tennessee	State Highway Refunding Bonds States Toll Bridge Bonds Consolidated Refunding Reimbursement Bonds Total	1 1* 5	11,117,000 725,000 19,552,000 30,394,000	- -	- -	- -	- 2,471,500 2,471,500	- -	- -	11,117,000 725,000 16,080,500 27,922,500	840,443 4,674,900 5,515,343	10,276,557 11,402,400 23,407,157		
Texas	Reimbursement Obligations Assumed	6*	26,133,521	-	-	-	3,816,284	-	-	22,317,237	8,573,024	13,744,213		
Vermont	Bridge Bonds Flood Bonds of 1927 - Local Roads Total	2 7	2,746,000 24,000 2,764,000	- -	- -	- -	291,000 291,000	- -	- -	2,469,000 24,000 2,493,000	297,000 321,000	2,152,000 2,152,000		
Virginia	States Toll Bridge and Ferry Revenue Bonds Elizabeth River Tunnel District Revenue Bonds Total	1* 1*	18,888,000 23,000,000 41,888,000	- -	- -	- -	370,000 370,000	- -	- -	18,518,000 23,000,000 41,518,000	524,969 524,969	17,993,031 23,000,000 40,993,031		
Washington	Emergency Relief Bonds: State Highway Share Local Road Share Subtotal Washington Toll Bridge Authority Revenue Bonds States Assumed County Bridge Bonds Highway Construction Revenue Bonds: State Share Local Share Subtotal Total	3 7 1* 6* 1* 7*	72,483 59,162 171,645 24,090,000 71,000 11,282,000 78,000 12,000,000 36,332,645	- -	- -	- -	72,483 59,162 171,645 2,269,000 13,000 -	- -	- -	72,483 59,162 171,645 2,269,000 13,000 -	- -	- -	21,453,160 58,000 10,740,963 683,548 31,424,511 32,933,671	
West Virginia	States Highway Bonds States Turnpike Revenue Bonds States Toll Bridge Refunding Bonds Turnpike Revenue Bonds, Series A Total	1 1 1* 1*	51,529,000 26,500,000 1,570,000 79,599,000	6,000,000 15,000,000 96,000,000 117,000,000	- -	6,000,000 15,000,000 96,000,000 117,000,000	5,375,000 1,900,000 1,426,000 7,701,000	- -	- -	52,154,000 39,600,000 1,114,000 188,898,000	4,353,491 623,781 723,586	47,800,509 38,976,219 1,420,111 96,000,000 183,197,312		
Wisconsin	Reimbursement Obligations Assumed	6*	4,520,912	691,000	-	691,000	16,000	-	-	5,117,912	-	5,117,912		
Wyoming	States Highway Refunding Bonds	1	520,000	-	-	-	250,000	-	-	270,000	-	270,000		
Summary	General Highway Note Issues Special State Issues for Bridges and Grade Crossings Special Construction Issues - State Highway Share Issues for Toll Roads, Bridges, and Ferries State Issues for Reimbursement Subtotal, State Issues for State-administered Highways Reimbursement Obligations Assumed Total Obligations for State-administered Highways State Issues for Local Roads and Bridges Total Highway Obligations of States	1 2 3 4 5 6 7	1,158,250,000 31,717,143 1,000,706,000 58,401,500 2,432,031,483 15,293,682 78,869,162 2,447,617,828	189,263,000 12,000,000 590,524,240 792,287,240 790,999,240 2,131,000 796,835,240	- -	189,263,000 12,000,000 602,550,000 804,313,000 866,124,000 2,131,000 808,861,000	80,648,000 10,962,000 51,254,000 4,260,000 150,071,048 5,253,444 961,597	- -	- -	1,266,865,000 195,695,000 1,459,489,000 4,260,000 3,065,313,935 3,106,498,177 3,116,119,742	- -	2,896,881,960		

1/ See Table SB-1 for general note on SB series. The following States reported no indebtedness during 1952: Arizona, Georgia, Idaho, Iowa, Indiana, Nebraska, Nevada, North Dakota, South Dakota, and Utah.
2/ For purposes of this analysis, bond issues have been classified in accordance with the types of issues summarized on Table SB-2, note 7, for additional details. Issues marked with an asterisk are understood to be limited State obligations. State obligations are supported by specific revenues only. All other issues are understood to be supported by the full faith and credit of the State as well as by specific revenues.
3/ See Table SB-1 for additional information.
4/ Balances in this column exclude amounts known to be reserved solely for interest payments, and differ in some instances from balances shown in Table SB-3.
5/ Does not include advances by States in anticipation of State aid.
6/ The highway share has been computed by the Bureau of Public Roads from data contained in annual publications of the authority.

Table SB-24, 1952
Issued September 1953

STATE OBLIGATIONS FOR HIGHWAYS - 1952
OBLIGATIONS OUTSTANDING AT END OF YEAR 1/

Compiled for calendar year from reports of State authorities

STATE	OBLIGATIONS FOR STATE-ADMINISTERED HIGHWAYS										TOTAL HIGHWAY OBLIGATIONS OF STATE 3/	STATE ISSUES FOR LOCAL ROADS AND BRIDGES	STATE
	GENERAL HIGHWAY BOND ISSUES	SPECIAL STATE ISSUES FOR BRIDGES AND CROSSINGS	SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE	ISSUES FOR TOLL ROADS, BRIDGES, AND FERRIES	STATE ISSUES FOR REIMBURSEMENT 2/	SUBTOTAL, STATE ISSUES FOR STATE-ADMINISTERED HIGHWAYS	REIMBURSEMENT OBLIGATIONS ASSUMED 2/	TOTAL OBLIGATIONS FOR STATE-ADMINISTERED HIGHWAYS	TOTAL HIGHWAY OBLIGATIONS OF STATE 3/	STATE			
Alabama	\$39,319,000	\$677,000	-	-	-	\$39,996,000	\$53,220	\$40,549,220	-	-	\$40,549,220	-	Alabama
Arizona	87,532,000	-	-	-	\$34,347,000	121,879,000	-	121,879,000	-	-	121,879,000	-	Arizona
Arkansas	20,350,000	-	-	\$27,350,000	-	47,700,000	-	47,700,000	-	-	47,700,000	-	Arkansas
California	3,696,000	-	-	-	-	9,967,000	-	9,967,000	-	-	9,967,000	-	California
Colorado	22,017,000	-	-	6,271,000	-	15,345,000	-	15,345,000	-	-	15,345,000	-	Colorado
Connecticut 1/	5/ 1,669,000	-	-	15,345,000	-	68,417,000	1,960,000	70,377,000	-	-	70,377,000	-	Connecticut 1/
Delaware	-	-	-	16,100,000	-	64,764,000	6/ 5,025,250	69,789,250	-	-	69,789,250	-	Delaware
Florida	-	-	-	6/ 571,555,000	-	-	-	-	-	-	-	-	Florida
Georgia	-	-	-	-	-	48,934,000	-	48,934,000	-	-	48,934,000	-	Georgia
Idaho	48,134,000	-	-	800,000	-	-	-	-	-	-	-	-	Idaho
Illinois	-	-	-	-	-	240,000	-	240,000	-	-	240,000	-	Illinois
Indiana	-	-	-	-	-	85,846,000	37,000	85,883,000	-	-	85,883,000	-	Indiana
Iowa	-	-	-	240,000	-	-	-	-	-	-	-	-	Iowa
Kansas	-	-	-	-	-	38,518,500	-	38,518,500	-	-	38,518,500	-	Kansas
Kentucky	-	-	-	45,009,000	-	108,011,000	-	108,011,000	-	-	108,011,000	-	Kentucky
Louisiana	85,846,000	-	-	271,000,000	-	112,012,500	-	112,012,500	-	-	112,012,500	-	Louisiana
Maine	7,330,500	7,000,000	-	24,188,000	-	60,641,000	-	60,641,000	-	-	60,641,000	-	Maine
Maryland	63,002,000	-	-	45,009,000	-	108,011,000	-	108,011,000	-	-	108,011,000	-	Maryland
Massachusetts	115,012,500	-	-	271,000,000	-	60,641,000	-	60,641,000	-	-	60,641,000	-	Massachusetts
Michigan	80,035,000	-	-	606,000	-	-	-	-	-	-	-	-	Michigan
Minnesota	-	-	-	8,400,000	2,169,000	69,099,000	-	69,099,000	-	-	69,099,000	-	Minnesota
Mississippi	58,530,000	-	-	16,000,000	-	30,500,000	44,921	30,544,921	-	-	30,544,921	-	Mississippi
Missouri	14,500,000	-	-	-	-	12,000,000	-	12,000,000	-	-	12,000,000	-	Missouri
Montana	12,000,000	-	-	-	-	-	-	-	-	-	-	-	Montana
Nebraska	-	-	-	-	-	-	-	-	-	-	-	-	Nebraska
Nevada	10,002,000	-	-	9,378,000	-	19,383,435	-	19,383,435	-	-	19,383,435	-	Nevada
New Hampshire	30,931,000	-	-	314,210,000	-	345,141,000	-	345,141,000	-	-	345,141,000	-	New Hampshire
New Jersey	-	-	-	-	-	-	-	-	-	-	-	-	New Jersey
New Mexico	15,105,000	175,795,000	8,050,000	127,980,000	-	15,105,000	-	15,105,000	-	-	15,105,000	-	New Mexico
New York	87,600,000	200,000	-	-	-	399,425,000	-	399,425,000	-	-	399,425,000	-	New York
North Carolina	213,734,000	-	-	-	-	213,734,000	-	213,734,000	-	-	213,734,000	-	North Carolina
North Dakota	-	-	-	-	-	-	-	-	-	-	-	-	North Dakota
Ohio	-	-	-	326,000,000	-	326,000,000	-	326,000,000	-	-	326,000,000	-	Ohio
Oklahoma	-	-	-	38,000,000	-	38,000,000	-	38,000,000	-	-	38,000,000	-	Oklahoma
Oregon	30,800,000	-	-	286,001,000	-	30,800,000	-	30,800,000	-	-	30,800,000	-	Oregon
Pennsylvania	7/ 44,000,000	-	-	-	-	330,001,000	-	330,001,000	-	-	330,001,000	-	Pennsylvania
Rhode Island	55,357,000	9,574,000	1,400,000	1,448,000	1,045,000	11,022,000	1,377,000	59,379,000	-	-	59,379,000	-	Rhode Island
South Carolina	-	-	-	-	-	50,002,000	-	50,002,000	-	-	50,002,000	-	South Carolina
South Dakota	11,117,000	-	-	725,000	16,080,500	27,922,500	-	27,922,500	-	-	27,922,500	-	South Dakota
Tennessee	-	-	-	-	-	-	-	-	-	-	-	-	Tennessee
Texas	-	-	-	-	-	-	-	-	-	-	-	-	Texas
Utah	-	-	-	-	-	-	-	-	-	-	-	-	Utah
Vermont	-	2,449,000	-	-	-	2,449,000	-	2,449,000	-	-	2,449,000	-	Vermont
Virginia	-	-	-	41,518,000	-	41,518,000	-	41,518,000	-	-	41,518,000	-	Virginia
Washington	11,282,000	-	-	22,321,000	-	33,603,000	58,000	33,661,000	-	-	33,661,000	-	Washington
West Virginia	91,754,000	-	-	97,144,000	-	188,898,000	-	188,898,000	-	-	188,898,000	-	West Virginia
Wisconsin	-	-	-	-	-	-	-	-	-	-	-	-	Wisconsin
Wyoming	270,000	-	-	-	-	270,000	-	270,000	-	-	270,000	-	Wyoming
Total	1,266,865,000	195,695,000	9,453,435	1,539,489,000	53,914,500	3,065,343,935	11,154,242	3,106,498,177	9,621,565	-	3,116,119,742	-	Total

1/ See Table SB-1 for general note on SB series.
2/ Many States have assumed or issued obligations to reimburse local governments for their contribution to the cost of State highways, or local roads now on State systems. The reimbursement obligations usually consist of either (A) local bonds assumed in whole or in part by the State, or (B) the value of the local contribution for which the State has pledged specific payments over a period of years. Where obligations have been assumed, they are shown in this table under "reimbursement obligations assumed." Where State bonds have been issued to refund local bonds under plan (A), or to reimburse local governments under plan (B), they are shown under "State issues for reimbursement."
3/ Agrees with "obligations outstanding December 31, 1952" on Table SB-2. Where no entry appears in this column there was no State highway debt reported as of December 31, 1952.
4/ Does not include advances by loans in anticipation of State aid.
5/ County road revenue bonds issued by the Florida State Improvement Commission to finance construction of State highways.
6/ \$17,905,000 reimbursement obligations assumed for toll roads, bridges, and ferries.
7/ Includes \$40,000,000 of obligations issued by the Pennsylvania State Highway and Bridge Authority for construction of State highways.

Highway Finance

STATE OBLIGATIONS FOR HIGHWAYS-1952

OBLIGATIONS OUTSTANDING AT END OF YEAR

BY TYPE OF SECURITY

TABLE SB-2B
Issued September 1953

STATE	FULL-FAITH OBLIGATION BONDS ^{1/}	LIMITED OBLIGATION BONDS ^{2/}	TOLL REVENUE BONDS ^{3/}		REIMBURSEMENT OBLIGATIONS ASSUMED ^{4/}	TOTAL
			CROSSING BONDS	ROAD BONDS		
Alabama	\$ 39,467,000	\$ 529,000	-	-	\$ 553,220	\$ 40,549,220
Arizona	-	-	-	-	-	-
Arkansas	121,879,000	-	-	-	-	121,879,000
California	20,350,000	-	\$ 27,350,000	-	-	47,700,000
Colorado	-	^{3/} 9,967,000	-	(^{3/})	-	9,967,000
Connecticut	^{3/} 15,345,000	-	(^{3/})	(^{3/})	-	15,345,000
Delaware	22,017,000	-	46,400,000	-	1,960,000	70,377,000
Florida	-	35,609,000	21,250,000	-	12,930,250	69,789,250
Georgia	-	-	-	-	-	-
Idaho	-	-	-	-	-	-
Illinois	48,134,000	-	800,000	-	-	48,934,000
Indiana	-	-	-	-	-	-
Iowa	-	-	-	-	-	-
Kansas	-	-	-	-	4,612,672	4,612,672
Kentucky	-	-	240,000	-	-	240,000
Louisiana	85,846,000	-	-	-	37,000	85,883,000
Maine	^{3/} 18,310,500	-	^{3/} 331,000	\$ 19,877,000	-	38,518,500
Maryland	-	^{3/} 65,004,000	^{3/} 43,007,000	-	-	108,011,000
Massachusetts	120,021,500	-	27,000,000	-	-	147,021,500
Michigan	35,000	80,000,000	606,000	-	-	80,641,000
Minnesota	-	-	-	-	-	-
Mississippi	-	60,699,000	8,400,000	-	-	69,099,000
Missouri	14,500,000	^{3/} 16,000,000	(^{3/})	-	41,921	30,541,921
Montana	-	12,000,000	-	-	-	12,000,000
Nebraska	-	-	-	-	-	-
Nevada	-	-	-	-	-	-
New Hampshire	^{3/} 17,602,000	-	^{3/} 1,783,000	(^{3/})	-	19,385,000
New Jersey	34,800,000	-	29,210,000	285,000,000	-	349,010,000
New Mexico	15,105,000	-	-	-	-	15,105,000
New York	^{3/} 281,445,000	-	112,063,000	^{3/} 5,917,000	-	399,425,000
North Carolina	213,934,000	-	-	-	-	213,934,000
North Dakota	-	-	-	-	-	-
Ohio	-	-	-	326,000,000	-	326,000,000
Oklahoma	-	-	-	38,000,000	-	38,000,000
Oregon	30,800,000	-	-	-	-	30,800,000
Pennsylvania	^{3/} 10,350,000	40,000,000	^{3/} 16,376,000	263,275,000	-	330,001,000
Rhode Island	9,574,000	-	1,448,000	-	-	11,022,000
South Carolina	58,002,000	-	-	-	1,377,000	59,379,000
South Dakota	-	-	-	-	-	-
Tennessee	27,197,500	-	725,000	-	-	27,922,500
Texas	-	-	-	-	22,317,237	22,317,237
Utah	-	-	-	-	-	-
Vermont	2,473,000	-	-	-	-	2,473,000
Virginia	-	-	41,518,000	-	-	41,518,000
Washington	-	12,000,000	22,321,000	-	58,000	34,379,000
West Virginia	91,754,000	-	1,144,000	96,000,000	-	188,898,000
Wisconsin	-	-	-	-	5,171,942	5,171,942
Wyoming	270,000	-	-	-	-	270,000
Total	1,299,211,500	331,808,000	401,972,000	1,034,069,000	49,059,242	3,116,119,742

^{1/} Full-faith obligations are secured by the general taxing power of the State, in addition to a usual pledge of road-user revenue or tolls for debt service.

^{2/} Limited obligations are secured only by a pledge of road-user revenues, highway fund rentals or lease payments, or by a combination of tolls and road-user revenues.

^{3/} Revenue bonds are secured only by earnings from operation of the facility. These columns exclude the following full-faith or limited obligations issued for toll road or crossing facilities: Full-faith bonds: Conn., Willbur Cross Parkway Bonds \$2,500,000, Toll Bridge Bonds \$12,845,000; Maine, Toll Bridge Bonds \$3,980,000; New Hampshire, Turnpike Bonds \$6,840,000, Toll Bridge Bonds \$755,000; N. Y., Thruway Notes \$10,000,000; Pa., Toll Bridge Bonds \$6,350,000. Limited bonds: Colo., Turnpike Bonds \$6,271,000; Md., Patuxent Bridge Bonds \$2,002,000; Mo., Toll Bridge Bonds, \$16,000,000.

^{4/} Obligations assumed by the State to reimburse local units for bonds issued, or contributions, for roads now on State systems. By virtue of continued appropriations for debt service, many of these obligations are in effect "full-faith" obligations, but the legal status is not always clear.

Table SB-3, 1952
Sheet 1 of 3
Issued September 1953

STATE OBLIGATIONS FOR HIGHWAYS-1952
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE

Compiled for calendar year from reports of State authorities

STATE	OBLIGATIONS		RECEIPTS APPLICABLE TO DEBT SERVICE										DISBURSEMENTS				BALANCE IN SINKING FUND OR DEBT RESERVE JANUARY 1, 1952	BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1952
	ISSUE	CLASSIFICATION	HIGHWAY-USER REVENUES	TOLLS	CONTRIBUTIONS FROM LOCAL GOVERNMENTS	PROCEEDS OF SALE OF BONDS	NET EARNINGS OF SINKING FUND	MISCELLANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINISTRATION, PAYING AGENT FEES, ETC.	TOTAL INTEREST AND ADMINISTRATION	PRE VALUE	PREMIUM OR DISCOUNT	TOTAL DISBURSEMENTS			
Alabama	State Highway Bonds Bridge Finance Corporation Bonds Reimbursement Obligations Assumed Total	A A C	2,802 377 110 3,475	- - - -	5 - - 5	- - - -	- - - -	2,802 527 316 3,480	894 10 17 921	- - - -	3,404 1,496 3,884	1,913 517 129 2,559	- - - -	1,913 527 129 2,559	2,807 527 129 3,480	10,975 14,313 14,936 15,788		
Arizona	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Arkansas	State Highway Bonds State Issues for Reimbursement Total	A A	7,175 2,000 9,175	- - -	- - -	- - -	93 - 93	7,268 2,000 9,268	3,395 139 3,534	9 10	3,404 1,496 3,884	3,719 1,496 5,215	- - -	3,719 1,496 5,215	7,123 14,936 22,059	-		
California	State Highway Bonds Toll Bridge Authority Bonds Total	A B	2,701 - 2,701	8,794 8,794	- -	7,428 7,428	110 110	2,701 16,886 19,587	926 783 1,709	- 61 61	926 844 1,770	1,775 8,976 10,651	113 113	1,775 8,976 10,651	2,701 9,620 12,321	11,655 14,655		
Colorado	Revenue Anticipation Warrants Turnpike Revenue Bonds Total	A B	1,986 150 1,836	352 359	- -	- -	5 5	1,991 359 2,350	137 185 322	- -	137 185 322	1,931 29 1,860	- -	1,931 29 1,860	1,968 214 2,182	1,130 295 1,425		
Connecticut	Toll Road and Bridge Bonds Reimbursed by Towns in Anticipation of State Aid	B C	- 8	1,373 1,373	- -	- -	57 57	1,430 1,438	251 251	- -	251 251	1,473 1,381	- 8	1,473 1,381	1,424 1,832	3,212 3,212		
Delaware	State Highway Bonds Toll Bridge Bonds Reimbursement Obligations Assumed Total	A B C	1,054 270 1,324	5,099 5,099	- -	44 44	9 9	1,098 5,108 6,447	262 1,802 2,129	- -	262 1,802 2,129	836 205 1,041	- -	836 205 1,041	1,098 270 3,170	3,765 3,765		
Florida	State Improvement Commission Bonds Toll Road and Bridge Bonds Special Bridge Obligations Assumed Total	A B C	1,175 1,223 97 2,495	534 534	- -	4,604 4,694	68 76 115	1,243 1,865 8,211	262 1,899 2,383	1 34 107	263 1,899 2,383	110 4,900 5,613	- -	110 4,900 5,613	673 6,799 7,496	2,150 3,603 5,894		
Georgia	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Idaho	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Illinois	State Highway Bonds Toll Bridge Commission Bonds Total	A B	8,040 - 8,040	428 428	- -	- -	- -	8,040 428 8,468	2,048 21 2,069	- 1	2,048 21 2,070	5,930 212 6,142	- -	5,930 212 6,142	7,978 234 8,212	183 292 573		
Indiana	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Iowa	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Kansas	Reimbursement Obligations Assumed	C	1,000	-	-	-	-	1,000	-	-	-	-	-	-	-	846		
Kentucky	State Toll Bridge Bonds	B	63	257	-	-	-	257	9	-	9	225	4	229	238	83		
Louisiana	State Highway Bonds Reimbursement Obligations Assumed Total	A B C	10,152 20 10,162	- -	- -	- -	102 102	10,139 185 10,447	3,083 3,085	3 3	3,086 3,088	5,178 5,176	- -	5,178 5,176	8,814 8,824	14,595 14,595		
Maine	State Highway Bonds State Toll Bridge Bonds Turnpike Authority Bonds Total	A B B	1,018 - - 1,018	96 974 1,070	- -	452 452	5 11	1,018 980 2,621	165 41 525 731	- -	165 41 525 731	853 541 1,714 1,868	- -	853 541 1,714 1,868	1,018 582 769 2,399	419 419 1,188		
Maryland	State Highway Bonds State Toll Bridge Bonds Total	A B	6,457 203 6,660	4,279 4,279	- -	- -	181 202	6,638 4,503 11,141	1,162 1,359 2,521	16 16	1,178 1,359 2,537	4,832 1,084 5,916	- -	4,832 1,084 5,916	6,010 2,443 8,453	6,561 4,568 11,119		

Table SB-3, 1952
Sheet 2 of 3
Issued September 1953

STATE OBLIGATIONS FOR HIGHWAYS-1952
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE

Compiled for calendar year
from reports of State authorities

STATE	OBLIGATIONS	CLASSIFICATION	BALANCE IN STAMING FUND OR DEBT RESERVE DECEMBER 31, 1952		RECEIPTS APPLICABLE TO DEBT SERVICE										DISBURSEMENTS			BALANCE IN STAMING FUND OR DEBT RESERVE DECEMBER 31, 1952
			1,000 Dollars	1,000 Dollars	HIGHWAY USER REVENUES	TOLLS	CONTRIBUTIONS FROM LOCAL GOVERNMENTS	PROCEEDS OF SALE OF BONDS	NET EARNINGS OF STAMING FUND	MISCELLANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINISTRATION, PAYING AGENT FEES, ETC.	TOTAL INTEREST AND ADMINISTRATION	PAR VALUE	PREMIUM OR DISCOUNT	TOTAL		TOTAL DISBURSEMENTS
Massachusetts	State Highway Bonds	A	15	11,153	-	-	-	-	-	1,570	1,772	1,772	1,570	9,598	-	10,000	11,168	1,526
	State Toll Bridge Bonds	B	-	1,375	928	-	-	-	-	777	67	844	777	1,410	-	10,000	11,168	1,526
	State Issues for Local Roads	D	-	1,177	-	-	-	-	-	67	2,134	2,134	67	10,000	-	10,000	12,422	1,556
	Total		1,390	11,630	928	-	-	-	-	1,782	1,782	1,782	1,782	1,782	1,782	1,782	1,782	1,782
Michigan	State Highway Revenue Bonds	A	896	1,782	-	-	-	-	-	1,782	1,782	1,782	1,782	1,782	1,782	1,782	1,782	1,782
	State Highway Bonds	A	162	-	-	-	-	-	-	155	155	155	155	155	155	155	155	155
	Bridge Commission Bonds	B	62	-	-	-	-	-	-	1,782	1,782	1,782	1,782	1,782	1,782	1,782	1,782	1,782
Total		1,120	1,782	155	-	-	-	-	1,782	1,782	1,782	1,782	1,782	1,782	1,782	1,782	1,782	1,782
Minnesota	State Highway Bonds	A	658	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mississippi	State Highway Bonds	A	1,769	4,135	-	-	-	-	-	1,658	1,658	1,658	1,658	2,529	-	2,529	4,187	1,717
	State Issues for Reimbursement	A	70	-	-	-	-	-	-	294	294	294	294	-	-	294	1,76	
	Bridge Revenue Bonds	B	2,539	4,135	-	-	-	-	-	1,952	1,952	1,952	1,952	2,529	-	2,529	4,181	2,193
Total		4,838	8,405	-	-	-	-	-	3,904	3,904	3,904	3,904	5,058	-	5,058	8,405	3,904	
Missouri	State Highway Bonds	A	7,335	4,565	-	-	-	-	-	1,152	1,152	1,152	1,152	10,490	-	10,490	11,642	251
	Bridge Revenue Bonds	B	7,335	4,565	-	-	-	-	-	1,101	1,101	1,101	1,101	10,490	-	10,490	11,642	1,101
	Total		14,670	9,130	-	-	-	-	-	2,253	2,253	2,253	2,253	20,980	-	20,980	23,284	2,253
Montana	State Highway Bonds	A	4,352	1,422	-	-	-	-	-	227	227	227	227	-	-	227	4,579	4,579
Nebraska	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nevada	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Hampshire	State Highway Bonds	A	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Special Construction Issues,	A	699	16	-	-	-	-	-	56	56	56	56	684	-	684	740	5
	State Highway Share	A	801	-	-	-	-	-	-	126	126	126	126	210	-	210	336	870
	State Toll Road and Bridge Bonds	B	145	-	-	-	-	-	-	42	42	42	42	153	-	153	199	181
	Toll Bridge Authority Bonds	D	316	-	-	-	-	-	-	5	5	5	5	311	-	311	316	1,078
Total		1,963	16	-	-	-	-	-	206	206	206	206	1,368	-	1,368	1,574	1,078	
New Jersey	State Highway Bonds	A	582	2,289	-	-	-	-	-	1,060	1,060	1,060	1,060	1,770	-	1,770	2,437	2,981
	Toll Road and Bridge Authority Bonds	B	2,099	14,889	-	-	-	-	-	9,496	9,496	9,496	9,496	290	-	290	9,789	11,961
	State Issues for Local Roads	D	221	290	-	-	-	-	-	121	121	121	121	161	-	161	282	229
	Total		2,812	2,579	-	-	-	-	-	10,677	10,677	10,677	10,677	1,702	-	1,702	12,382	15,750
New Mexico	State Highway Bonds	A	2,457	2,623	-	-	-	-	-	367	367	367	367	1,770	-	1,770	2,437	2,981
	Total		2,457	2,623	-	-	-	-	-	367	367	367	367	1,770	-	1,770	2,437	2,981
New York	State Highway Bonds	A	64,122	3,896	-	-	-	-	-	3,710	3,710	3,710	3,710	100	-	100	4,110	66,911
	Grade Crossing Elimination Bonds	A	812	11,195	-	-	-	-	-	3,607	3,607	3,607	3,607	1,191	-	1,191	13,607	1,930
	General State Improvement Bonds	B	17,725	1,434	-	-	-	-	-	2,803	2,803	2,803	2,803	1,191	-	1,191	1,434	13,483
	Toll Authority Bonds	B	82,659	25,760	-	-	-	-	-	107	107	107	107	27,059	-	27,059	30,279	13,483
	Turnpike Authority Notes	B	82,659	330	-	-	-	-	-	107	107	107	107	38,650	-	38,650	49,760	81,321
Total		27,380	11,851	-	-	-	-	-	4,750	4,750	4,750	4,750	7,600	-	7,600	12,350	29,511	
North Carolina	State Highway Bonds	A	233	-	-	-	-	-	-	1	1	1	1	-	-	1	233	233
North Dakota	State Highway Bonds	A	5,474	-	-	-	-	-	-	5,474	5,474	5,474	5,474	-	-	5,474	-	-
Ohio	Turnpike Revenue Bonds	B	933	-	-	-	-	-	-	933	933	933	933	-	-	933	1,199	1,199
Oklahoma	Turnpike Authority Bonds	B	1,615	-	-	-	-	-	-	372	372	372	372	-	-	372	1,987	1,987
Oregon	State Highway Bonds	A	-	1,339	-	-	-	-	-	1,406	1,406	1,406	1,406	-	-	1,406	1,406	-

STATE OBLIGATIONS FOR HIGHWAYS-1952
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE 1/

Compiled for calendar year
from reports of State authorities

Table SB-3, 1952
Sheet 3 of 3
Issued September, 1953

STATE	OBLIGATIONS		RECEIPTS APPLICABLE TO DEBT SERVICE								DISBURSEMENTS				BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1952		
	ISSUE	CLASSIFICATION 2/	BALANCE IN SINKING FUND OR DEBT RESERVE JANUARY 1, 1952	HIGHWAY-USER REVENUES	TOLLS	CONTRIBUTIONS FROM LOCAL GOVERNMENTS	PROCEEDS OF SALE OF BONDS	NET EARNINGS OF SINKING FUND	MISCELLANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINISTRATIVE PAYING AGENT FEES, ETC.	TOTAL INTEREST AND ADMINISTRATION	PAR VALUE 3/		PREMIUM OR DISCOUNT	TOTAL DISBURSEMENTS
Pennsylvania	State Highway Bonds	A	696	1,895	-	-	-	14	-	1,909	187	7	1,909	2,000	-	2,194	411
	State Highway and Bridge Authority Bonds	A	-	788	-	-	-	-	-	788	526	-	788	-	-	526	262
	Toll Bridge Bonds	B	2,574	-	727	-	-	-	-	727	77	-	727	650	-	727	284
	Delaware River Joint Commission Bonds	B	16,811	-	4,516	-	-	166	-	4,512	181	-	4,512	4,124	-33	4,272	19,205
	Turpike Authority Bonds	B	20,111	2,683	12,236	-	6,162	1,005	636	20,259	1,597	263	7,860	10,035	-33	16,776	22,692
Rhode Island	Special State Bridge Issues	A	1,315	215	-	-	52	-	-	267	185	-	185	147	-	185	1,397
	Jamestown Toll Facility Bonds	B	1,502	137	137	-	52	-	-	137	104	-	225	147	-	187	1,534
South Carolina	State Highway Bonds	A	7,004	10,153	-	-	146	-	-	10,299	1,272	12	1,284	8,070	-	9,354	7,949
	Reimbursement Obligations Assumed	C	7,004	10,561	-	-	146	-	-	10,707	1,300	12	1,312	8,450	-	9,762	7,949
South Dakota	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tennessee	State Highway Bonds	A	1,265	4,872	-	-	-	-	-	4,872	422	3	425	2,472	-	425	840
	State Issues for Reimbursement	A	2,825	10	-	-	-	-	-	10	9	1	550	2,472	-	3,022	4,675
Texas	Reimbursement Obligations Assumed	C	4,090	1,882	-	-	-	-	-	1,882	978	7	985	2,472	-	3,457	5,515
Utah	None	-	-	-	-	-	-	26	-	26	1,033	54	1,087	3,816	-	4,903	8,573
Vermont	Special State Bridge Issues	A	309	321	-	-	-	-	-	321	29	-	29	291	-	320	310
Virginia	State Issues for Local Roads	D	336	321	-	-	-	-	-	321	29	-	29	291	-	320	337
Washington	Toll Revenue Bonds	B	2,394	1,595	-	-	-	-	-	1,595	1,301	-	1,301	370	16	1,687	2,302
	State Highway Bonds	A	146	752	-	-	5	-	-	757	260	-	260	72	-	332	811
	Toll Bridge Authority Bonds	B	1,610	2,231	-	-	1	-	-	2,232	844	1	845	2,269	58	3,172	870
	Reimbursement Obligations Assumed	C	146	16	-	-	-	-	-	16	3	-	19	13	-	16	-
West Virginia	State Highway Bonds	A	4,029	785	-	-	1	-	-	3,024	1,126	1	1,127	2,453	58	3,638	1,758
	State Toll Road and Bridge Bonds	B	752	186	-	-	83	-	-	1,559	1,559	10	1,569	7,020	-	8,589	4,978
Wisconsin	Reimbursement Obligations Assumed	C	4,788	186	-	-	510	-	-	25,728	4,295	234	4,529	7,512	-	12,041	16,475
Wyoming	State Highway Bonds	A	-	260	-	-	-	-	-	260	10	-	10	250	-	260	-
Summary	State Highway and Bridge Bonds	A	166,033	1,334,222	-	-	167	-	-	1,334,055	38,324	97	38,421	97,303	-	135,734	171,241
	Toll Road and Bridge Bonds	B	69,823	86,752	39	-	48,915	3,609	901	149,214	1,211	1,211	149,167	63,844	588	105,199	104,573
	Reimbursement Obligations Assumed	C	14,391	2,340	31	-	91	2,927	4,666	28,738	1,250	120	28,858	3,200	588	32,058	2,560
	Total for State Roads and Bridges	D	219,247	1,377,198	70	-	49,204	5,553	4,666	284,283	1,917	1,134	285,417	167,047	588	218,756	285,374
State Issues for Local Roads	D	710	781	-	-	2	-	-	783	212	-	783	291	-	1,074	1,153	
Grand Total			219,957	1,377,979	70	-	49,206	5,555	4,666	285,066	1,919	1,134	286,205	167,048	588	219,849	285,677

1/ See table SB-1 for general note on SB series.
2/ For purposes of this analysis, bond issues have been classified in accordance with the types of issues summarized on sheet 2.
3/ Differences between redemptions reported in this column and on table SB-2 are caused by January 1 maturities paid in December. Table SB-2 reports such redemptions in the year due, while SB-3 reports them in the year paid. Issues in excess of 100,000 are shown in Gallia, Me., and N.H.; from railroad rentals in Ia.; from miscel-

Highway Finance

HIGHWAY CONSTRUCTION CONTRACTS AWARDED BY STATE HIGHWAY DEPARTMENTS \downarrow

Calendar Year 1952

Table CA-3
Issued January 1953

STATE	PROJECTS FINANCED PARTIALLY OR ENTIRELY WITH FEDERAL FUNDS				PROJECTS FINANCED WITHOUT FEDERAL FUNDS			TOTAL, ALL PROJECTS		
	NUMBER OF PROJECTS	COST	FEDERAL FUNDS	MILES	NUMBER OF PROJECTS	COST	MILES	NUMBER OF PROJECTS	COST	MILES
		1,000 DOLLARS	1,000 DOLLARS			1,000 DOLLARS			1,000 DOLLARS	
ALABAMA	139	18,557	9,875	560	169	8,335	761	308	26,892	1,321
ARIZONA	42	10,579	6,958	166	81	4,230	125	123	14,809	291
ARKANSAS	58	7,962	3,837	292	44	5,103	263	102	13,065	555
CALIFORNIA	117	62,167	34,760	310	519	33,152	467	636	95,319	777
COLORADO	94	14,117	9,782	642	26	2,286	158	120	16,403	800
CONNECTICUT	16	6,645	3,279	25	187	4,516	102	203	11,161	126
DELAWARE	12	6,412	3,256	40	20	2/ 4,042	35	32	10,454	75
FLORIDA	83	15,642	8,059	364	138	14,296	412	221	29,938	776
GEORGIA	119	23,107	11,835	491	100	6,436	495	219	29,543	986
IDAHO	67	11,990	8,720	238	5	351	25	72	12,341	263
ILLINOIS	252	53,124	27,264	698	173	37,502	1,122	425	90,626	1,820
INDIANA	132	24,823	13,782	481	57	6,685	312	189	31,508	793
IOWA	340	19,540	9,860	1,327	630	17,108	1,786	970	36,648	3,113
KANSAS	373	21,478	10,739	1,613	154	5,710	631	527	27,188	2,244
KENTUCKY	110	16,305	8,228	404	304	16,741	1,868	414	33,046	2,272
LOUISIANA	37	17,767	9,147	135	92	15,362	421	129	33,129	556
MAINE	35	9,486	4,718	85	27	8,570	133	62	18,056	218
MARYLAND	66	9,465	7,944	101	56	16,174	83	122	25,639	184
MASSACHUSETTS	13	17,579	8,783	18	455	44,222	232	468	61,801	250
MICHIGAN	227	33,217	16,372	546	297	23,457	724	524	56,674	1,270
MINNESOTA	329	20,833	10,799	1,426	169	19,754	935	498	40,587	2,361
MISSISSIPPI	133	15,385	8,470	673	45	2/ 2,394	93	178	17,779	766
MISSOURI	190	21,131	10,567	644	213	11,829	997	403	32,960	1,641
MONTANA	56	10,382	6,357	327	-	-	-	56	10,382	327
NEBRASKA	130	7,839	4,001	503	14	693	102	144	8,532	605
NEVADA	35	5,087	4,409	346	27	371	93	62	5,458	439
NEW HAMPSHIRE	26	4,249	2,342	35	19	2,454	207	45	6,703	242
NEW JERSEY	28	20,422	10,062	32	51	2/ 15,998	54	79	36,420	86
NEW MEXICO	69	12,612	8,344	434	30	2,984	301	99	15,596	735
NEW YORK	127	71,151	35,746	398	86	2/ 14,338	290	213	214,489	689
NORTH CAROLINA	107	18,859	9,131	461	208	18,757	2,072	315	37,616	2,533
NORTH DAKOTA	182	11,740	5,855	1,452	15	1,173	84	197	12,913	1,536
OHIO	107	33,776	16,108	149	193	2/ 10,330	2,312	300	44,106	2,461
OKLAHOMA	77	18,348	9,401	424	120	2/ 21,639	417	197	39,987	841
OREGON	110	32,264	21,843	447	27	1,778	133	137	34,042	580
PENNSYLVANIA	43	39,613	19,791	136	1,518	2/ 65,753	2,272	1,561	105,366	2,408
RHODE ISLAND	16	6,159	3,079	33	6	244	4	22	6,403	37
SOUTH CAROLINA	149	11,023	6,468	520	402	8,955	1,066	551	19,978	1,586
SOUTH DAKOTA	97	13,760	10,111	587	23	2,950	296	120	16,710	883
TENNESSEE	143	20,429	10,498	660	946	25,249	4,456	1,089	45,678	5,116
TEXAS	442	59,246	32,401	2,089	718	46,640	4,757	1,160	105,886	6,846
UTAH	37	7,526	5,737	240	16	1,923	58	53	9,449	298
VERMONT	42	4,002	2,079	58	4	235	10	46	4,237	68
VIRGINIA	175	20,694	10,408	427	237	10,742	695	412	31,436	1,122
WASHINGTON	140	16,768	10,012	408	83	16,948	312	223	33,716	720
WEST VIRGINIA	61	12,844	6,421	179	492	2/ 14,168	1,389	553	27,012	1,568
WISCONSIN	186	29,620	15,060	591	109	16,343	415	295	45,963	1,006
WYOMING	36	7,244	5,236	179	61	2,673	361	97	9,917	540
DISTRICT OF COLUMBIA	3	1,848	963	1	8	940	33	11	2,788	34
TOTAL	5,608	3/ 954,816	518,897	22,395	9,374	4/ 741,533	34,369	14,982	1,696,349	56,764

1/ Contracts awarded and force account work authorized by State agencies for highways, including Federal-State, Federal-State-local, and State-local cooperative work, and a small amount by the Federal Government for national park and forest roads. Work on local roads and streets is included only when contracted or performed by the State or when Federal funds are involved.

2/ Contracts awarded for special toll facilities are included as follows: Delaware Memorial Bridge \$355,000; Mississippi Bay St. Louis Bridge \$794,000; New Jersey Garden State Parkway \$5,861,000, New Jersey Turnpike \$873,000, and Delaware River Joint Toll Bridge Commission \$879,000; New York, Lincoln Tunnel \$13,185,000, and New York State Thruway \$112,393,000; Ohio Turnpike \$1,188,000; Oklahoma Turnpike \$5,446,000; Pennsylvania Turnpike Extension \$1,685,000; and West Virginia Turnpike \$3,701,000.

3/ Includes 356 force account projects totaling \$10,660,000.

4/ Includes 4,159 force account projects totaling \$72,998,000.

LOCAL ROAD AND STREET FINANCE

The receipts, disbursements, and debt status of the local governmental units for highway and street purposes during 1951 are reported in the following tables. The receipts and disbursements of the urban places for allied street functions are reported in detail for the first time.

INTERGOVERNMENTAL TRANSFERS

There are some discrepancies between the State and local finance tables with respect to intergovernmental transfers. Differences in fiscal periods covered account for most of this disagreement. However, some of the direct expenditures by the local units on State highways have been reported as transfers to and as direct expenditures of the State in the State finance tables.

The treatment of so-called "reimbursement obligations" in the tables for the local rural units also introduces an apparent disagreement between the local finance and State finance tables. State payments to reimburse local governments for their contributions to the cost of roads now on the State systems are reported as debt service payments on reimbursement obligations in table SF-4. In the States in which the reimbursement payments bear little, if any, relation to the local debt incurred in contributing to the cost of present State highways, as in Kansas and Missouri, the reimbursement received from the State is considered to be aid for local roads and is included in the receipts from the States reported in table LF-R-1.

In those States in which the State reimbursements are the amounts required for principal and interest payments on local debt issued to provide funds for State-administered highways, as in Delaware and in Iowa, the outstanding local debt for which the State has assumed responsibility and all transactions relating thereto are omitted from the local finance tables. In Texas and Wisconsin, where the reimbursements are related to local debt service requirements, the outstanding local debt being serviced with State funds is reported as local debt in the local finance tables. Therefore, the receipts from the State reported for Texas and Wisconsin in table LF-R-1 include amounts received for principal and interest payments on local debt issued to provide funds for State highways.

SOURCES AND PROCEDURE

Rural data, either partial or complete, were received from 43 State highway departments in time for inclusion in the tables. All States are now engaged in the collection of rural highway finance data, but a limited number are not yet on a reasonably current basis.

Urban data were received from 39 States. The information concerning allied functions, which includes street lighting, street cleaning, storm sewers, sidewalks, and parking facilities, has been excluded from the regular street finance tables and presented in separate tables. Only 34 States reported these data for 1951, but the number of States reporting such data is increasing rapidly.

LOCAL ROAD FINANCE - 1951
DISBURSEMENTS BY THE LOCAL RURAL UNITS FOR HIGHWAYS

LP-D-1, 1951
October, 1953

Based primarily upon reports prepared by the
State Highway Departments from State and local records

State 1/	Local rural roads 2/			State highways 2/					Urban streets 2/			Total		
	Current direct expenditures			Total	Capital outlay and maintenance	Interest	Transfers to State	Debt retirement	Total	Current direct expenditures	Transfers to urban places		Total	
	Capital outlay, maintenance, and miscel-laneous 4/	Interest	Total											
Alabama 5/	28,016	1,101	29,117	33,387	-	-	304	-	304	-	7	33,698	153	33,851
Arizona	4,782	106	4,888	5,833	-	-	-	-	5,833	-	-	5,833	125	5,958
Arkansas	9,793	417	10,210	10,210	80	-	-	-	10,290	-	343	10,633	100	10,733
California	58,269	1,569	59,838	62,315	-	-	231	-	62,315	124	2,925	65,240	26	65,266
Colorado 1/	7,695	10	7,705	7,695	4,950	-	841	-	8,536	20	-	8,556	-	8,556
Connecticut	8,312	11	8,323	8,418	-	-	-	13	8,431	-	50	8,481	-	8,481
Delaware 6/	142	37	179	212	-	-	-	-	212	-	-	212	-	212
Florida	16,451	3,410	19,861	29,314	581	-	209	-	29,905	-	829	30,734	234	31,167
Georgia	17,980	454	18,434	20,483	332	-	-	-	20,815	482	682	21,497	86	21,583
Idaho	6,148	34	6,182	6,594	9	-	-	-	6,603	86	-	6,689	58	6,747
Illinois	42,370	1,841	44,211	50,480	440	-	-	27	50,920	12,177	-	63,097	974	64,071
Indiana 1/	22,366	33	22,419	22,632	-	-	-	-	22,632	-	-	22,632	8	22,640
Iowa	53,693	124	53,817	54,228	-	-	-	-	54,228	-	-	54,228	-	54,228
Kansas	31,350	80	31,430	33,834	247	-	-	-	34,081	-	14	34,095	232	34,327
Kentucky	5,730	503	6,233	7,743	-	-	-	-	7,743	-	-	7,743	-	7,743
Louisiana 1/	11,110	740	11,850	13,496	-	-	682	-	14,178	-	20	14,198	100	14,298
Maine	2,944	30	2,974	3,172	693	-	1,502	-	4,665	-	-	4,665	-	4,665
Maryland	9,922	316	10,238	10,697	-	-	-	-	10,697	218	-	10,915	29	11,044
Massachusetts	9,495	7	9,502	9,615	-	-	-	-	9,615	-	-	9,615	874	10,489
Michigan	44,160	78	44,238	45,868	-	-	1,500	-	47,368	-	-	47,368	5	47,373
Minnesota	34,642	170	34,812	38,205	1	-	-	-	38,206	254	-	38,460	59	38,519
Mississippi	23,318	980	24,298	29,456	-	-	-	-	29,456	63	-	29,519	413	30,299
Missouri 1/	15,560	444	16,004	22,694	56	-	1	-	22,750	-	66	22,816	25	22,841
Montana	7,595	11	7,606	7,670	64	-	-	-	7,734	-	-	7,734	-	7,734
Nebraska	20,126	195	20,321	20,601	-	-	592	-	21,193	-	103	21,296	157	21,453
Nevada	1,109	26	1,135	1,136	-	-	-	-	1,136	-	58	1,194	43	1,237
New Hampshire 1/	2,130	6	2,136	2,400	60	-	111	-	2,511	-	20	2,531	-	2,531
New Jersey 1/	23,939	811	24,750	29,170	-	-	-	-	29,170	-	-	29,170	841	30,011
New Mexico	1,397	14	1,411	1,459	174	-	64	-	1,633	-	2	1,635	-	1,635
New York	80,388	1,586	81,974	94,583	-	-	-	-	94,583	-	-	94,583	4,756	99,339
North Carolina 2/	-	1	1	4,649	-	-	-	-	4,649	-	-	4,649	-	4,649
North Dakota	10,069	1,331	11,400	11,441	-	-	135	-	11,576	-	45	11,621	421	12,042
Ohio	54,695	340	55,035	57,023	67	-	196	-	57,219	193	238	57,457	2,313	59,770
Oklahoma 1/	24,819	256	25,075	26,168	-	-	-	-	26,168	-	-	26,168	11	26,179
Oregon	14,523	252	14,775	15,653	-	-	-	-	15,653	-	-	15,653	-	15,653
Pennsylvania 1/	25,276	2,307	27,583	32,596	-	-	5,335	-	37,931	-	700	38,631	-	38,991
Rhode Island	713	713	1,426	1,426	55	-	-	-	1,481	-	-	1,481	-	1,481
South Carolina 1/	5,800	290	6,090	6,101	-	-	282	-	6,383	-	-	6,383	-	6,383
South Dakota	9,647	26	9,673	10,584	-	-	-	-	10,584	-	-	10,584	84	11,164
Tennessee	18,702	1,358	20,060	23,522	599	-	-	-	24,121	-	169	24,290	-	24,290
Texas	54,541	5,317	59,858	76,692	4,377	-	1,440	-	81,109	1,754	1,937	83,043	497	83,540
Utah	2,956	1	2,957	3,006	8	-	-	-	3,014	3	-	3,017	15	3,032
Vermont	5,575	-	5,575	5,575	-	-	-	-	5,575	-	-	5,575	-	5,575
Virginia 2/	750	177	927	1,068	-	-	43	-	1,111	-	-	1,111	-	1,111
Washington	24,113	121	24,234	25,338	-	-	40	-	25,378	28	-	25,406	-	25,406
West Virginia 1/ 2/	151	296	447	1,317	-	-	-	-	1,317	-	-	1,317	-	1,317
Wisconsin	42,711	63	42,774	45,483	246	-	968	-	46,451	-	-	46,451	276	47,042
Wyoming	1,820	2	1,822	1,911	9	-	-	-	1,920	-	-	1,920	-	1,920
Total	897,733	26,828	924,561	1,033,920	12,876	1,562	17,084	4,751	1,056,193	15,518	8,695	1,074,406	13,018	1,107,424

1/ Partially or entirely estimated.
 2/ Classification of disbursements by system and purpose is not exact. Therefore, current direct expenditures on local rural roads may include transfers for local roads, and expenditures and transfers for State highways and local streets.
 3/ Includes allied functions: Mass. \$732,000, Miss. unknown and West Virginia, and in all but three counties in Virginia.
 4/ Includes administration, engineering, and other miscellaneous payments.
 5/ All rural roads under State control in North Carolina and West Virginia.
 6/ All rural roads under State control. However, New Castle County continues to service a limited number of bridge bonds. Individual counties responsible for debt incurred under provisions of 1945 Urban Road Act.
 7/ Preliminary.
 8/ Three counties in Alabama transferred to State control in 1951.

LOCAL ROAD FINANCE - 1951
CHANGE IN STATUS OF THE HIGHWAY OBLIGATIONS OF LOCAL RURAL UNITS

ID-C-1, 1951
October 1953

Based primarily on reports prepared by the State Highway Departments from State and local records

State 1/	Long term debt				Short term debt				Total debt outstanding at end of year		
	Amount out-standing at beginning of year 2/	Issued		Redeemed		Amount out-standing at beginning of year 2/	Issued			Amount out-standing at end of year	
		Original	Refund-ing	From current or sinking funds	By refund-ing		Original	Exten-sions			From current sinking funds	By exten-sions or funding
Alabama 3/	36,116	2,844	-	3,698	-	34,608	780	-	572	862	35,470
Arizona	3,294	455	-	566	-	3,183	-	-	-	-	3,183
Arkansas 4/	36,447	-	-	876	-	35,571	-	-	-	-	35,571
California	-	-	-	-	-	-	-	-	-	-	-
Colorado 1/	584	284	21	67	-	785	8	-	-	28	813
Connecticut	1,058	42	-	33	-	1,067	-	-	-	-	1,067
Delaware 5/	84,783	4,850	3,080	6,372	3,080	83,482	-	-	1	18	83,260
Florida	20,333	250	-	1,218	-	19,365	-	-	6/ 92	-	19,365
Georgia	637	7,303	-	161	-	66,292	716	-	345	92	72,368
Idaho	70,584	545	24	5,900	24	66,292	(28)	-	(15)	(7/)	66,292
Illinois	2,038	2,038	-	109	-	1,933	-	-	-	-	1,933
Indiana 1/	5,289	634	-	411	-	5,522	100	-	761	100	5,612
Iowa	5,275	874	-	4,185	-	4,185	793	-	68	1,397	5,582
Kansas	12,496	322	119	1,323	119	11,031	60	-	134	134	11,165
Kentucky	16,349	15,940	-	1,250	-	15,012	300	-	359	359	15,371
Louisiana 1/	1,077	409	-	165	-	1,276	83	-	33	95	1,371
Maine	6,571	350	-	459	-	6,448	-	-	-	-	6,448
Maryland	266	266	-	113	-	351	-	-	-	-	351
Massachusetts	1,437	1,437	-	367	-	6,589	(22)	-	(17)	(7/)	6,589
Michigan	4,883	4,765	6	748	6	6,532	78	3	85	111	6,643
Minnesota	27,335	3,793	92	4,807	92	26,043	129	-	253	148	26,191
Mississippi	14,500	12,201	2,400	2,106	2,400	10,147	2,561	-	2,144	2,716	12,863
Missouri 8/	355	110	-	64	-	401	-	-	-	-	401
Montana	2,788	2,763	-	255	-	5,592	184	-	25	184	6,176
Nebraska	61	1	-	50	-	50	-	-	25	35	86
Nevada	266	266	-	78	-	188	-	-	-	-	188
New Hampshire 1/	26,730	5,262	-	2,814	-	27,878	731	-	1,200	831	28,709
New Jersey 8/	323	323	-	18	-	305	(1,387)	-	(3,731)	(7/)	305
New Mexico	55,759	37,866	324	8,878	324	53,344	-	-	-	-	53,344
New York	37,866	37,866	-	2,994	-	34,872	331	-	438	429	34,872
North Carolina 3/	1,064	22	-	86	-	464	-	-	-	-	464
North Dakota	11,199	11,015	1,738	1,417	-	11,336	971	-	107	1,048	12,384
Ohio	10,279	900	-	1,093	-	10,086	-	-	-	-	10,086
Oklahoma 1/	5,036	3,100	-	723	-	7,378	-	-	10	25	7,403
Oregon	99,728	94,676	-	5,110	-	94,044	271	-	167	1,156	95,200
Pennsylvania 1/	8	-	-	-	-	-	-	-	4	4	8
Rhode Island	8,719	300	-	651	-	8,368	-	-	202	323	8,691
South Carolina 1/	6,609	36	-	172	-	473	171	-	56	139	6,272
South Dakota	38,406	2,172	98	3,108	98	37,384	109	-	-	-	37,493
Tennessee	207,491	206,853	17,341	18,324	2,686	205,870	544	41	480	702	206,572
Texas	15	15	-	13	-	13	-	-	-	-	13
Utah	3,329	3,329	-	141	-	3,188	-	-	-	-	3,188
Vermont	6,352	6,095	-	306	-	5,869	-	-	-	-	5,869
Virginia 3/	6,061	6,061	-	870	-	5,191	146	-	70	403	5,191
Washington	7,661	1,449	-	573	-	8,537	-	-	-	-	8,537
West Virginia 1/ 3/	-	-	-	-	-	-	-	-	-	-	-
Wisconsin	877,918	862,180	8,890	79,033	8,829	860,774	9,188	44	7,488	17,445	878,219
Wyoming	-	-	-	-	-	-	-	-	-	-	-
Total	877,918	862,180	8,890	79,033	8,829	860,774	9,188	44	7,488	17,445	878,219

1/ Partially or entirely estimated.
2/ Differences in debt reported outstanding at end of 1950 and beginning of 1951 due to necessary adjustments.
3/ All rural roads under State control in North Carolina and West Virginia, and in all but three counties in Virginia. Three counties in Alabama transferred to State control in 1951.
4/ Counties prohibited from incurring debt. Data for road improvement districts not available.
5/ All rural roads under State control. However, New Castle County continues to service a limited number of bridge bonds. Individual counties responsible for debt incurred under provisions of 1945 Suburban Road Act.
6/ Includes \$2,181 cancelled notes.
7/ Information on outstanding debt not available. Borrowings and retirements shown in parentheses not included in column totals.
8/ Preliminary.

RECEIPTS OF URBAN PLACES FOR HIGHWAYS

Based primarily upon reports prepared by the State Highway Departments from State and local records

W-P-R-1, 1951
October, 1953

Table with columns: State, Property taxes, Local revenue, Transfers from State, Transfers from local rural units, Highway-imposed, Other, Total, Transfers from Federal government, Borrowings (Long term, Short term), Total receipts. Rows include states like Alabama, Arizona, Arkansas, California, etc., and a Total row.

1/ Partially or entirely estimated. 2/ Information incomplete. 3/ Information incomplete. 4/ Includes proceeds of motor-fuel taxes, registration fees, wheel taxes, commercial vehicle fees, franchise taxes and other miscellaneous fees and licenses imposed by local urban units, which are used for streets. 5/ Information incomplete. 6/ Includes State general-fund appropriations and proceeds of miscellaneous State taxes. 7/ Includes payments in lieu of taxes, flood relief, and other miscellaneous payments. Does not include Federal-aid urban funds. 8/ Includes \$2,288,000 special traffic fines. 9/ Includes \$667,000 special assessment paper. 10/ Preliminary.

LOCAL ROAD FINANCE - 1951
DISBURSEMENTS BY URBAN PLACES FOR HIGHWAYS

Based primarily upon reports prepared by the State Highway Departments from State and local records
UP-D-1, 1951
October 1953

State 1/	Current direct expenditures				Urban streets 2/				State highways 2/				Total		
	Capital outlay, maintenance, and miscellaneous 3/		Interest		Transfers to State		Total		Current direct expenditures		Transfers to State			Total	
	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars		Thousand dollars	Thousand dollars
Alabama 1/	10,865	665	11,530	-	-	2,183	13,713	-	167	-	-	13,713	-	-	13,713
Arizona	2,612	171	2,783	-	-	795	3,578	-	-	-	-	3,578	-	-	3,578
Arkansas	2,787	-	2,787	-	-	-	2,787	-	-	-	-	2,787	-	-	2,787
California	62,670	647	63,317	-	75	2,124	65,862	-	29	259	-	66,150	36	-	66,186
Colorado 1/	8,700	80	8,780	-	-	400	9,180	-	-	-	-	9,180	-	-	9,180
Connecticut	10,379	306	10,685	-	-	1,102	11,787	-	-	9	-	11,796	-	226	12,022
Delaware	657	11	668	-	-	51	719	-	-	-	-	719	-	-	719
Florida	22,796	3,060	25,856	-	-	5,201	31,057	-	-	-	-	31,057	-	-	31,057
Georgia	8,300	190	8,490	-	-	541	9,031	-	-	-	-	9,031	-	-	9,031
Idaho	2,261	46	2,307	-	-	238	2,545	-	-	48	-	2,593	-	-	2,593
Illinois	45,662	1,160	46,822	-	-	3,271	50,093	-	10	-	-	50,136	454	-	50,590
Indiana 1/	17,261	30	17,291	-	-	183	17,474	-	-	-	-	17,474	146	-	17,620
Iowa 1/	11,750	250	12,000	-	-	860	12,860	-	-	-	-	12,860	-	-	12,860
Kansas	13,813	576	14,389	-	-	6,508	20,897	-	-	147	-	21,044	-	23	21,067
Kentucky	6,215	145	6,360	-	-	1,378	7,738	-	3	-	-	7,741	-	29	7,770
Louisiana 4/	15,972	892	16,864	-	-	1,378	18,202	-	-	106	-	18,308	239	-	18,547
Maine	4,368	11	4,379	-	-	89	4,472	-	-	-	-	4,472	-	-	4,472
Maryland 1/	21,700	1,000	22,700	-	-	15,000	37,700	-	-	457	-	38,157	-	-	38,157
Massachusetts	41,417	1,460	42,877	-	-	7,516	50,393	-	-	-	-	50,393	525	-	50,918
Michigan 1/	36,571	700	37,271	-	-	3,771	41,042	-	-	1,186	-	42,228	-	-	42,228
Minnesota	21,129	408	21,537	-	-	2,375	23,912	-	-	-	-	23,912	516	-	24,428
Mississippi	6,091	450	6,541	-	-	3,633	10,174	-	-	310	-	10,484	-	-	10,484
Missouri 1/	10,518	670	11,188	-	-	1,929	13,117	-	-	-	-	13,117	-	-	13,117
Montana	3,128	50	3,178	-	-	241	3,419	-	-	174	-	3,593	-	-	3,593
Nebraska	8,612	535	9,147	-	-	2,813	11,960	-	-	202	-	12,162	-	-	12,162
Nevada	1,021	24	1,045	-	-	107	1,152	-	-	148	-	1,300	-	-	1,300
New Hampshire 1/	4,500	46	4,546	-	-	454	5,000	-	40	-	-	5,040	-	-	5,040
New Jersey 4/	23,822	1,668	25,490	-	-	6,783	32,273	-	-	-	-	32,273	-	-	32,273
New Mexico	3,730	71	3,801	-	-	305	4,106	-	-	2/ 16	-	4,122	-	-	4,122
New York	113,422	15,038	128,460	-	-	36,182	164,642	-	-	-	-	164,642	18	-	164,660
North Carolina	11,064	840	11,904	-	-	1,861	13,765	-	-	336	-	14,101	-	-	14,101
North Dakota	3,709	138	3,847	-	-	587	4,434	-	-	24	-	4,458	-	-	4,458
Ohio	43,201	1,544	44,745	-	-	142	45,187	-	-	1,161	-	46,348	-	-	46,348
Oklahoma 1/	2,752	202	2,954	-	-	390	3,344	-	-	-	-	3,344	-	-	3,344
Oregon 1/	6,050	140	6,190	-	-	800	6,990	-	-	25	-	7,015	-	-	7,015
Pennsylvania 1/	50,000	4,500	54,500	-	-	14,000	68,500	-	-	-	-	68,500	-	-	68,500
Rhode Island	5,241	306	5,547	-	-	861	6,408	-	-	31	-	6,439	-	-	6,439
South Carolina 1/	1,750	124	1,874	-	-	390	2,264	-	-	-	-	2,264	-	-	2,264
South Dakota	2,452	24	2,476	-	-	113	2,589	-	-	-	-	2,589	-	-	2,589
Tennessee	9,368	801	10,169	-	-	1,765	11,934	-	-	-	-	11,934	-	-	11,934
Texas	36,361	3,632	39,993	-	-	7,940	47,933	-	-	635	-	48,568	-	-	48,568
Utah	2,080	41	2,121	-	-	89	2,210	-	-	-	-	2,210	-	-	2,210
Vermont	2,035	26	2,061	-	-	86	2,147	-	-	-	-	2,147	-	-	2,147
Virginia 1/	9,700	1,418	11,118	-	-	1,500	12,618	-	-	522	-	13,140	-	-	13,140
Washington	10,426	236	10,662	-	-	731	11,393	-	-	408	-	11,801	-	-	11,801
West Virginia	2,793	158	2,951	-	-	365	3,316	-	-	-	-	3,316	-	-	3,316
Wisconsin	22,392	99	22,491	-	-	773	23,264	-	-	235	-	23,500	-	-	23,500
Wyoming 1/	670	7	677	-	-	50	727	-	-	-	-	727	-	-	727
Total	774,793	44,576	819,369	-	-	147,781	973,993	-	-	7,807	-	981,800	33	-	982,133

1/ Partially or entirely estimated.
2/ The classification of disbursements by system is not exact as the local records are often inadequate. Therefore, the reported current direct expenditures on urban streets may include some transfers for streets and some expenditures and transfers for State highways and local rural roads.
3/ Includes administration, engineering, and other miscellaneous payments.
4/ Preliminary.
5/ Includes \$5,000 transfer to State actually made through counties.

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LOCAL ROAD FINANCE - 1951
CHANGE IN STATUS OF THE HIGHWAY OBLIGATIONS OF URBAN PLACES

UD-C-1, 1951
October 1953

Based primarily upon reports prepared by the State Highway Departments from State and Local records

State 1/	Long term debt				Short term debt				Total debt outstanding at end of year	
	Amount outstanding at beginning of year 2/	Issued		Redeemed		Amount outstanding at beginning of year 2/	Issued			Amount outstanding at end of year
		Original	Refund- ing	From current or sinking funds	By refund- ing		Original	Exten- sions			From current or sinking funds
Alabama 1/	21,112	3,741	-	1,592	63	22,540	781	-	911	23,451
Arizona	4,447	701	-	795	-	4,353	-	-	-	4,353
Arkansas	373	-	-	-	-	373	-	-	-	373
California	25,936	4,300	-	2,124	-	28,112	-	-	-	28,112
Colorado 1/	1,865	67	-	400	-	1,532	-	-	-	1,532
Connecticut	10,986	481	-	1,100	-	10,365	-	-	-	10,365
Delaware	980	980	-	51	-	982	-	-	-	989
Florida	99,995	5,688	1,063	4,138	1,063	101,905	-	-	-	101,905
Georgia	8,211	815	-	541	-	8,485	-	-	-	8,485
Idaho	1,685	220	-	1,487	-	1,487	-	-	-	1,487
Illinois 4/	37,675	10,953	-	2,721	-	47,690	70	-	326	48,016
Indiana 1/	(5/)	(1,633)	-	(183)	-	(2,216)	(8)	-	(5/)	(2,216)
Iowa 1/	6,656	1,475	-	860	-	7,271	-	-	-	7,271
Kansas	33,133	29,246	1,783	4,022	-	33,312	1,066	-	2,467	35,839
Kentucky	5,738	5,668	-	6/284	-	5,424	19	-	66	5,490
Louisiana 1/	32,103	8,575	-	1,367	-	39,291	17	-	26	39,317
Maine	607	602	-	84	-	593	-	-	-	613
Maryland 1/	40,795	40,795	-	15,000	-	30,795	-	-	-	30,795
Massachusetts	58,655	6,614	-	7,516	-	57,733	-	-	-	57,733
Michigan 1/	35,372	9,210	-	3,771	-	40,911	-	-	-	40,911
Minnesota	19,025	18,406	97	1,693	87	22,234	882	-	906	23,140
Mississippi	20,066	18,609	91	2,270	91	19,002	1,430	-	1,615	20,617
Missouri 1/	19,680	340	-	1,969	-	18,091	-	-	-	18,091
Montana	1,067	1,067	-	241	-	2,473	-	-	-	2,473
Nebraska	17,361	15,937	117	1,318	117	16,500	1,177	-	1,223	17,723
Nevada	1,111	1,106	377	1,103	-	1,380	-	-	-	1,381
New Hampshire 1/	1,776	1,776	175	4,784	-	1,497	-	-	-	1,497
New Jersey 1/	54,424	50,851	2,275	4,783	-	43,343	2,387	-	3,960	47,303
New Mexico	2,430	2,430	-	305	-	3,422	-	-	-	3,422
New York	744,520	34,798	30,102	749,216	87	749,216	1,430	-	(5/)	749,216
North Carolina	30,744	30,236	340	1,401	-	31,385	1,277	-	1,325	32,710
North Dakota	4,324	4,316	-	1,401	-	6,133	-	-	-	6,133
Ohio 1/	66,219	62,155	16,905	6,435	-	72,625	2,911	-	4,353	76,978
Oklahoma 1/	5,115	5,115	-	502	-	11,809	-	-	-	11,809
Oregon 1/	4,532	4,532	-	800	-	4,660	-	-	-	4,660
Pennsylvania 1/	110,675	110,675	12,000	14,000	-	108,675	-	-	-	108,675
Rhode Island	12,825	12,379	268	645	216	12,002	-	-	-	12,002
South Carolina 1/	4,570	4,570	15	395	-	4,152	-	-	-	4,152
South Dakota	1,948	1,948	251	113	-	2,206	-	-	-	2,206
Tennessee	33,479	33,459	1,380	33,459	7	33,091	-	-	30	33,121
Texas	138,207	138,166	12,735	1,150	6,753	144,148	54	-	71	144,219
Utah	478	478	80	89	-	469	-	-	-	470
Vermont	1,079	1,079	342	86	-	1,335	-	-	-	1,335
Virginia 1/	45,250	45,250	2,318	1,900	-	46,068	-	-	-	46,068
Washington	6,049	5,887	1,111	621	-	6,377	-	-	74	6,451
West Virginia	4,797	4,797	-	365	-	4,432	-	-	-	4,432
Wisconsin	6,333	6,333	773	773	-	9,025	-	-	-	9,025
Wyoming 1/	322	322	313	50	-	585	-	-	-	585
Total	1,785,190	1,767,926	179,249	4,514	126,616	2,794	13,284	13	18,973	1,944,252

1/ Partially or entirely estimated.
2/ Difference between amounts reported outstanding at the end of 1950 and the beginning of 1951 are due to necessary adjustments. Data for short term debt incomplete.
3/ Complete information not available. Represents column totals.
4/ Does not include "Public Benefit" debt and special assessment paper.
5/ Data not available. Therefore borrowings and retirements shown in parentheses are not included in retirements.
6/ Includes \$9,000 judgment not included in retirements in table UF-D-1.
7/ Includes an unknown amount of debt for allied functions.

IP-R-4, 1951
October 1953

LOCAL ROAD FINANCE - 1951
RECEIPTS OF URBAN PLACES FOR ALLIED STREET FUNCTIONS

Based Primarily upon Reports Prepared by the
State Highway Departments from State and Local Records

STATE	PROPERTY TAXES			TRANS-FERS FROM OTHER URBAN FUNDS	PARKING FACILITY REVENUE			OTHER	BORROW-INGS	TOTAL	NUMBER OF PARKING FACILITIES REPORTED	
	GENERAL	SPECIAL ASSESS-MENTS	TOTAL		METERS	LOTS	TOTAL				NUMBER OF METERS	NUMBER OF LOTS
Alabama	-	-	-	605	1,059	-	1,059	193	335	2,192	16,063	-
Arizona	-	-	-	45	157	-	157	-	-	45	(U)	-
Arkansas	-	-	-	421	5,872	14	5,872	16	-	578	86,430	68
California	-	87	87	8,119	-	-	-	-	-	14,094	-	-
Connecticut	-	58	58	1,862	588	-	588	65	-	2,573	(U)	-
Delaware	-	-	-	19	65	-	65	-	-	84	2,092	-
Florida	-	-	-	5,354	1,463	-	1,463	-	85	6,902	(U)	-
Georgia	-	-	-	1,137	1,231	-	1,231	-	-	2,368	23,155	1
Iaho	177	26	203	154	262	-	262	8	1	628	8,009	56
Illinois	2,176	101	2,277	5,513	3,925	797	4,722	155	905	13,272	82,957	-
Indiana	-	-	-	2,368	2,164	-	2,164	215	-	4,747	(U)	-
Kansas	294	3	297	706	776	-	776	5	629	2,413	(U)	-
Kentucky	-	-	-	-	781	-	781	-	-	781	(U)	-
Louisiana 2/	338	34	372	2,923	753	25	778	32	2	4,107	(U)	-
Maine	-	-	-	-	44	-	44	-	-	44	(U)	-
Massachusetts	-	-	-	13,346	2,341	280	2,621	-	2,785	18,752	(U)	-
Minnesota	2,830	1,269	4,099	1,171	1,381	-	1,381	161	1,235	8,047	16,741	5
Mississippi	31	-	31	598	589	-	589	-	-	1,018	(U)	-
Missouri	640	24	664	824	824	-	824	4	37	2,105	(U)	1
Nebraska	-	-	-	-	148	-	148	3	-	151	14,682	-
Nevada 3/	-	-	-	-	-	-	-	-	-	-	(U)	-
New Jersey 2/	-	-	-	9,336	1,702	49	1,751	4/ 59	-	11,146	(U)	-
New York	-	647	647	14,974	3,161	33	3,194	-	10	18,825	(U)	-
North Carolina	-	-	-	3,036	1,481	-	1,481	-	-	4,517	(U)	-
North Dakota	142	1	143	375	18	-	393	38	183	757	2,537	14
Ohio	2,438	-	2,438	6,255	3,932	-	3,932	5/ 2,860	2,296	17,781	(U)	-
Oklahoma	-	-	-	72	-	-	-	-	-	72	-	-
South Dakota	-	-	-	661	342	-	342	-	-	1,003	5,464	-
Tennessee	-	-	-	-	998	3	961	-	-	961	(U)	-
Texas	289	52	341	6,429	4,226	-	4,226	6/ 160	4,923	16,379	73,508	38
Utah	69	-	69	79	378	-	378	26	-	532	6,138	-
Vermont	-	-	-	495	-	-	-	-	10	505	-	-
Washington	274	-	274	1,514	1,432	-	1,432	47	-	3,267	18,875	4
West Virginia	36	-	36	890	802	233	1,035	-	-	1,961	14,839	12
Wisconsin	7,302	558	7,860	-	1,935	-	1,935	17	599	10,411	(U)	-
Total, 34 States	17,236	2,860	20,096	88,633	45,076	1,434	46,510	4,064	14,035	173,338	7/ 371,490	199

2/ Amount transferred to street funds.
3/ Preliminary.
4/ Data for parking facilities only.
5/ From State.
6/ Includes \$1,896,000 motor-fuel taxes and motor-vehicle fees.
7/ Includes \$90,000 from counties.
8/ Number of meters not reported in all States reporting revenues.

LOCAL ROAD FINANCE - 1951
 DISBURSEMENTS BY URBAN PLACES FOR ALLIED STREET FUNCTIONS

UP-D-A, 1951
 October 1953

Based primarily upon reports prepared by the
 State Highway Departments from State and local records

State	Capital outlay					Maintenance and operation					Debt service			Other	Parking facility revenue transferred to street funds	Total	
	Parking facilities	Street lighting	Street cleaning	Side-walks	Storm sewers	Total	Parking facilities	Street lighting	Street cleaning	Side-walks	Storm sewers	Total	Interest				Princi-pal	Total
	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars
Alabama	-	-	-	-	-	1,199	-	-	-	-	-	-	-	-	-	716	1,915
Arizona	-	-	-	-	-	45	-	-	-	-	-	-	-	-	-	45	45
Arkansas	(3/)	-	-	-	-	421	-	-	-	4/39	-	-	-	-	-	157	578
California	1,840	1,094	-	-	-	7,637	-	-	-	(5/)	-	-	-	-	3,216	234	14,021
Connecticut	140	-	-	53	164	1,753	1,440	127	120	127	1,753	29	36	395	-	2,570	
Delaware	43	-	-	-	7	330	1/206	1/117	-	-	418	-	-	45	-	418	6,868
Florida	163	-	-	1,553	1,043	2,758	1/2,460	-	116	182	2,758	-	-	-	-	1,351	6,868
Georgia	158	-	-	-	198	1,151	1/1,034	95	-	8	1,151	-	-	-	1,059	-	2,368
I Idaho	2	2	-	-	1	428	347	2,355	14	6	428	1	3	4	199	636	
Illinois	1,375	40	-	26	338	7,900	3,846	-	76	1,143	7,900	28	84	112	3,124	13,068	
Indiana	-	-	-	-	566	901	-	-	-	5	901	-	6	35	6/1,318	2,164	
I Kansas	59	65	-	55	745	901	715	-	1	-	901	-	-	41	393	2,080	
Kentucky	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	781	781
Louisiana	179	-	-	-	-	3,142	669	999	119	1,258	3,142	119	165	284	-	4,107	
Maine	2,934	13	-	1,002	988	11,907	6,308	3,236	9/835	608	11,907	(3/)	243	-	1,687	18,714	
Massachusetts	163	209	9/1,015	601	1,961	3,219	1,920	558	84	347	3,219	-	-	-	289	7,986	
Minnesota	121	111	-	-	79	402	1,070	10/27	-	-	429	-	-	-	569	1,013	
Mississippi	96	-	-	-	-	312	-	-	-	19	1,183	-	-	-	50	2,114	
Missouri	1,646	11/420	7	293	1,108	3,474	5,834	3,561	84	163	10,515	-	-	-	631	11,146	
Montana	363	102	-	194	296	731	8,717	4,358	-	-	13,820	-	-	-	1,515	18,886	
Nebraska	-	-	-	-	-	296	1,407	1,261	-	-	2,803	-	-	-	82	1,036	
Nevada	-	-	-	-	-	296	375	-	-	-	375	17	139	156	-	4,682	
New Jersey	707	534	358	629	40	2,268	6,007	4,437	196	564	11,970	133	600	733	2,027	17,773	
New York	-	-	-	-	-	-	1/72	-	2	72	72	-	-	-	-	-	831
North Carolina	52	-	-	-	-	92	606	-	-	53	711	-	-	-	68	-	961
North Dakota	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ohio	698	-	-	-	5,612	6,310	2,473	2,043	25	108	5,086	463	669	1,132	74	3,363	
Oklahoma	10	129	-	15	23	177	-	-	1/50	1/266	505	-	-	-	4	505	
South Dakota	-	-	-	-	-	-	1/801	272	37	3	1,324	84	202	286	-	4,157	
Tennessee	54	1,128	-	4	30	1,216	801	-	-	-	-	-	-	-	162	-	
Texas	150	40	-	32	46	268	551	2,896	119	97	964	27	33	60	689	1,981	
Utah	-	-	-	-	-	-	1/1,150	1/2,896	1/614	1/993	9,564	(13/)	36	810	-	10,410	
Vermont	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Washington	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
West Virginia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wisconsin	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total, 34 States	10,593	3,887	1,380	4,458	12,387	33,065	7,572	26,587	2,617	5,989	102,120	907	2,245	3,152	15,829	16,223	170,389

1/ Capital outlay and maintenance not segregated.
 2/ Represents total expended for allied street functions exclusive of parking facilities.
 3/ Not available.
 4/ Includes \$36,000 for curbs and gutters.
 5/ Includes \$15,000 for operation of free lot.
 6/ Preliminary.
 7/ Represents total allied functions.
 8/ Included with expenditures for streets.
 9/ Included with amount for curbs and gutters.
 10/ Includes sidewalks.
 11/ Includes unknown amount for traffic signals.
 12/ Includes \$7,000 for curbs and gutters.
 13/ Includes with principal payments.

State P.
 53
 36
 County
 Township
 Other - Park

1952

MILEAGE OF PUBLIC ROADS AND STREETS

During 1952 the State highway departments built nearly 58,000 miles of roads and streets, compared with 55,000 miles built in 1950 and 51,000 miles in 1951. A comparison, expressed in percentages, of the types of roads built in 1940, 1950, and 1952 are given below:

	1940	1950	1952
Graded and drained	6.8	6.1	4.2
Soil-surfaced and gravel.	21.9	31.6	29.0
Low-type bituminous	55.0	36.6	34.4
High-type bituminous	10.2	23.2	29.7
Portland cement concrete	5.0	2.5	2.7
Miscellaneous pavements	1.1	-	-
	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>

By far the larger part of present-day construction consists of rebuilding and modernizing old roads. Only a minor portion of highway construction results in an increase in the mileage of highways. The construction does, however, provide wider, safer roads, designed to serve more vehicles at greater speeds than the roads they replaced. Pavements 22 feet wide and wider on the State highway systems have increased 56,000 miles in the period from 1940 through 1952.

STATE-ADMINISTERED HIGHWAYS

The mileage of roads and streets for which the States are responsible increased 7,000 miles, or 1.1 percent, in 1952, compared to 1951, and over 76,000 miles in the period from 1940 through 1952. This increase is due largely to transfers of local mileage into the State systems. The tables of the SM (State mileage) series provide data on classifications by systems, surface types, and widths. The surface type information, unfortunately, does not reflect the safety, adequacy, or condition of the roadway.

MILEAGE OF ALL ROADS AND STREETS

The latest available data for all mileage of roads and streets, classified by government unit which administers them, by system, and by type of surface, are given in tables M-1, M-2, and M-3. Table M-3

includes a segregation of rural and urban mileage by surface types.

The total mileages of surfaced and unsurfaced rural roads in the United States, expressed in percentages, are given below for the years 1930, 1940, and 1952:

	1930	1940	1952
Unsurfaced	76.9	55.2	40.4
Surfaced	23.1	44.8	59.6
	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>

A similar breakdown of surfaced and unsurfaced mileages of the State primary rural systems appears below:

	1930	1940	1952
Unsurfaced	29.9	8.2	2.7
Surfaced	70.1	91.8	97.3
	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>

The total State primary rural system mileages represented above are as follows: 1930, 324,000 miles; 1940, 329,000 miles; and 1952, 371,000 miles.

Table OSM contains information concerning roads in Federal and State parks and forests, reservations, and institutions; also toll and other roads which do not form parts of the designated State or local systems. Included with the mileages under State control are 595 miles of toll roads.

Rural roads under local control, which include 77.5 percent of all rural mileage, are reported by surface types in table LM-O.

MILEAGE BUILT DURING 1952 BY STATE HIGHWAY DEPARTMENTS - SUMMARY

Table SB-1, 1952
Issued September, 1953

Compiled for calendar year from reports of State authorities

STATE	MILEAGE GRADED AND DRAINED						MILEAGE SURFACED							
	STATE-ADMINISTERED HIGHWAYS			OTHER MILEAGE GRADED AND DRAINED			STATE-ADMINISTERED HIGHWAYS			OTHER MILEAGE SURFACED				
	RURAL ROADS			TOTAL			RURAL ROADS			TOTAL			TOTAL	TOTAL
	STATE PRIMARY SYSTEM	SECONDARY SYSTEMS		OTHER MILEAGE GRADED AND DRAINED	MUNICIPAL EXPANSIONS OF STATE SYSTEMS	TOTAL	STATE PRIMARY SYSTEM	SECONDARY SYSTEMS		TOTAL	MUNICIPAL EXPANSIONS OF STATE SYSTEMS	TOTAL	OTHER MILEAGE SURFACED	TOTAL
	STATE SYSTEM	COUNTY UNDER STATE CONTROL					STATE SYSTEM	STATE SYSTEM	COUNTY UNDER STATE CONTROL					
Alabama														
Arizona														
Arkansas														
California			32											
Colorado														
Connecticut		3												
Delaware	13	48												
Florida														
Georgia	155				160									
Idaho	8				8									
Illinois														
Indiana														
Iowa	8	8			8	778								
Kansas	54	54		1	55									
Kentucky	10	10			10									
Louisiana	4	4			4									
Maine														
Maryland														
Massachusetts														
Michigan														
Minnesota						62								
Mississippi														
Missouri														
Montana	37	48			48									
Nebraska														
Nevada														
New Hampshire		4			4									
New Jersey														
New Mexico														
New York														
North Carolina		566			566									
North Dakota														
Ohio	196				196									
Oklahoma														
Oregon														
Pennsylvania														
Rhode Island														
South Carolina														
South Dakota														
Tennessee														
Texas	72				72									
Utah														
Vermont														
Virginia														
Washington														
West Virginia	4	13			17									
Wisconsin														
Wyoming	23				23									
Total	589	45	586	18	1,220	1,204	26,601	5,459	11,059	43,119	1,597	45,116	10,289	55,405

^{1/2} Mileage built by State highway departments on county or other local rural roads not under State control, on forest, park, institutional roads, etc., and on local city streets not connecting State highway systems. Includes mileage built by State and quasi-state toll authorities.

^{2/3} Includes 181 miles built on the farm-to-market system. Mileage built on State-aid system.

^{3/4} Construction data were not reported.

file and store

out. 1953

MILEAGE BUILT DURING 1952 ON PRIMARY SYSTEMS OF RURAL STATE HIGHWAYS CLASSIFIED BY TYPE OF SURFACE 1/

Table SMB-2, 1952 Issued September 1953

Compiled for calendar year from reports of State authorities

STATE	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED										MILEAGE WIDENED				
			TOTAL	SUBTOTALS					TYPE OF SURFACE BUILT					TOTAL	TYPE OF WIDENING		
				SURFACING ON EXISTING ROADS OR NEW LOCATION	RECONSTRUCTION OR RESURFACING 2/	D SOIL-SURFACED	E SLAG, GRAVEL, OR STONE	F BITUMINOUS SURFACE-TREATED	G-1 MIXED BITUMINOUS (NONRIGID BASE) 1/	G-2 MIXED BITUMINOUS (RIGID BASE) 1/	H-1 BITUMINOUS TRAFFIC (RIGID BASE) 1/	H-2 BITUMINOUS TRAFFIC (RIGID BASE) 1/	I BITUMINOUS CONCRETE AND SHEET ASPHALT		J PORTLAND CEMENT CONCRETE	F, O, H, I	BITUMINOUS TYPES	PORTLAND CEMENT CONCRETE
Alabama	273	-	229	44	-	76	-	127	197	-	-	-	-	-	3	3	-
Arizona	214	-	111	103	-	98	-	-	101	-	-	-	-	-	2	2	-
Arkansas	653	-	605	48	-	237	-	-	251	-	-	-	-	-	-	-	-
California	525	-	433	92	-	25	-	-	397	-	-	-	-	-	-	3	-
Colorado	173	-	167	6	-	-	-	-	154	-	-	-	-	-	-	-	-
Connecticut	23	-	21	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Delaware	44	-	42	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Florida	411	18	280	173	-	127	-	-	55	-	-	-	-	-	-	-	-
Georgia	956	155	496	305	-	399	-	4	6	-	-	-	-	-	-	-	-
Idaho	119	8	99	42	-	36	-	6	69	-	-	-	-	-	-	-	-
Illinois	711	-	711	0	-	-	-	7	-	-	-	-	-	-	-	-	-
Indiana	427	-	418	9	-	-	-	-	147	-	-	-	-	-	-	-	-
Iowa	1,093	8	1,031	62	-	153	-	127	23	-	-	-	-	-	-	-	-
Kansas	822	54	612	176	-	570	-	127	69	-	-	-	-	-	-	-	-
Kentucky	1,811	10	1,761	40	-	27	-	90	32	-	-	-	-	-	-	-	-
Louisiana	118	4	112	6	-	-	-	-	-	-	-	-	-	-	-	-	-
Maine	119	-	110	9	-	8	-	-	29	-	-	-	-	-	-	-	-
Maryland	168	-	131	37	-	-	-	-	2	-	-	-	-	-	-	-	-
Massachusetts	129	-	129	34	-	334	-	-	176	-	-	-	-	-	-	-	-
Michigan	902	-	877	25	-	51	-	-	-	-	-	-	-	-	-	-	-
Minnesota	1,516	-	1,400	116	-	145	-	2	153	-	-	-	-	-	-	-	-
Mississippi	587	-	532	55	-	-	-	-	6	-	-	-	-	-	-	-	-
Missouri	703	-	686	17	-	3	-	6	67	-	-	-	-	-	-	-	-
Montana	491	37	429	25	-	5	-	-	106	-	-	-	-	-	-	-	-
Nebraska	659	-	651	198	-	209	-	-	237	-	-	-	-	-	-	-	-
Nevada	100	-	99	1	-	-	-	-	100	-	-	-	-	-	-	-	-
New Hampshire	42	-	42	11	-	8	-	-	34	-	-	-	-	-	-	-	-
New Jersey	31	-	23	8	-	-	-	-	-	-	-	-	-	-	-	-	-
New Mexico	536	-	354	182	-	82	-	-	179	-	-	-	-	-	-	-	-
New York	218	-	179	39	-	2	-	-	-	-	-	-	-	-	-	-	-
North Carolina	677	-	631	46	-	139	-	-	-	-	-	-	-	-	-	-	-
North Dakota	1,053	-	1,009	44	-	870	-	1	-	-	-	-	-	-	-	-	-
Ohio	1,270	-	1,249	21	-	2	-	-	191	-	-	-	-	-	-	-	-
Oklahoma	788	196	275	317	-	198	-	-	60	-	-	-	-	-	-	-	-
Oregon	115	-	79	36	-	-	-	-	-	-	-	-	-	-	-	-	-
Pennsylvania	616	-	529	87	-	53	-	-	-	-	-	-	-	-	-	-	-
Rhode Island	14	-	14	-	-	1	-	-	-	-	-	-	-	-	-	-	-
South Carolina	135	-	94	41	-	-	-	-	-	-	-	-	-	-	-	-	-
South Dakota	721	-	596	125	-	193	-	-	16	-	-	-	-	-	-	-	-
Tennessee	642	-	619	23	-	70	-	-	70	-	-	-	-	-	-	-	-
Texas	3,671	72	1,713	1,886	-	2,612	-	14	11	-	-	-	-	-	-	-	-
Utah	317	-	203	114	-	-	-	-	230	-	-	-	-	-	-	-	-
Vermont	43	-	39	4	-	17	-	-	9	-	-	-	-	-	-	-	-
Virginia	240	-	240	-	-	59	-	-	82	-	-	-	-	-	-	-	-
Washington	232	-	193	39	-	-	-	-	-	-	-	-	-	-	-	-	-
West Virginia	456	4	456	26	-	36	-	-	24	-	-	-	-	-	-	-	-
Wisconsin	1,342	-	1,299	43	-	67	-	-	427	-	-	-	-	-	-	-	-
Wyoming	260	23	181	56	-	17	-	-	136	-	-	-	-	-	-	-	-
Total	27,190	589	21,864	4,737	216	3,535	6,411	217	4,909	4,35	7,043	1,245	367	110			

1/ Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them, the mileage was arbitrarily classified as G-1 and H-1.
 2/ See table SMB-101 for segregation between resurfacing to a different type and resurfacing to the same type.
 3/ Less than one mile widened.
 4/ Includes one mile of brick construction.

1/ See table SMB-1A
 2/ See table SMB-1A

Table SM-B-3, 1952
Issued September 1953

MILEAGE BUILT DURING 1952 ON SECONDARY RURAL ROADS UNDER STATE CONTROL CLASSIFIED BY TYPE OF SURFACE ^J

Compiled for calendar year from reports of State authorities

STATE	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED													MILEAGE WIDENED					STATE				
			TOTAL	SUBTOTAL		D	E	F	TYPE OF SURFACE BUILT						TOTAL	TYPE OF WIDENING									
				SURFACING ON EARLY ROADS OR NEW LOCATION	RECONSTRUCTION OR RESURFACING				0-1	0-2	H-1	H-2	I	J		D,E	F,G,H,I	J							
SECONDARY STATE HIGHWAYS																									
Colorado	294	-	22	272	-	73	-	-	221	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Colorado	
Delaware	58	-	12	46	-	-	51	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-	-	Delaware	
Florida	461	30	416	15	-	-	271	120	26	-	-	-	-	14	-	-	-	-	-	-	-	-	-	Florida	
Louisiana: Secondary Farm-to-market Total	181 342 523	-	14 6 20	167 336 503	-	20 20	-	-	-	-	-	-	-	158 298 456	-	3 44 47	-	-	-	-	-	-	-	-	Louisiana: Secondary Farm-to-market Total
Maine ^{2/}	247	-	11	236	-	70	154	-	11	-	-	-	-	-	12	-	-	-	-	-	-	-	-	Maine ^{2/}	
Missouri	1,156	-	284	872	-	756	349	17	2	-	-	-	-	-	2	4	-	-	-	-	-	-	-	Missouri	
Montana: Secondary State-aid ^{3/} Total	178 178	11 11	34 34	133 133	-	64 64	-	-	103 103	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Montana: Secondary State-aid ^{3/} Total	
Nevada	159	4	23	131	-	39	-	115	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Nevada	
New Hampshire	23	-	6	17	-	19	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	New Hampshire	
Oregon	98	-	27	71	-	9	25	-	-	-	-	-	15	49	-	-	-	-	-	-	-	-	-	Oregon	
Pennsylvania	1,386	-	933	453	-	914	177	-	-	-	-	-	15	104	-	7	11	-	-	-	-	-	-	Pennsylvania	
South Carolina	818	-	705	113	-	-	803	-	-	-	-	-	-	-	15	-	(4/)	-	-	-	-	-	-	South Carolina	
Washington	104	-	33	71	-	3	67	-	12	-	-	-	13	9	-	-	-	-	-	-	-	-	-	Washington	
Total	5,504	45	2,526	2,978	26	1,918	1,916	252	379	-	-	-	668	212	58	11	-	-	-	-	-	-	-	Total	
COUNTY ROADS UNDER STATE CONTROL ^{5/}																									
Alabama	98	-	7	91	-	-	98	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Alabama	
Delaware	101	3	20	78	3	-	85	-	-	1	-	-	-	9	-	2	-	-	-	-	-	-	-	Delaware	
Nevada	37	-	13	24	-	1	-	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Nevada	
North Carolina	7,888	566	3,768	3,554	2,090	1,198	2,576	143	10	-	-	-	184	104	7	11	-	-	-	-	-	-	-	North Carolina	
Virginia	2,456	4	554	1,898	(7/)	(7/)	1,067	-	-	170	-	-	-	15	-	-	-	-	-	-	-	-	-	Virginia	
West Virginia	1,065	13	288	764	19	407	274	27	252	-	-	-	55	14	4	34	5	-	-	-	-	-	-	West Virginia	
Total	11,845	586	11,059	10,650	3,225	1,906	4,100	106	262	171	55	1,130	668	212	58	11	-	-	-	-	-	-	-	Total	
ALL SECONDARY ROADS UNDER STATE CONTROL																									
Grand Total	17,419	631	16,518	15,776	6,411	3,854	6,016	358	641	171	723	1,342	1,336	212	62	18	5	41	2	-	-	-	-	Grand Total	

^{1/} Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them the mileage was arbitrarily classified as 0-1 and H-1.
^{2/} Mileage built on State-aid system.
^{3/} No construction was completed.
^{4/} Less than one mile widened.
^{5/} See Table SM-101 for segregation between resurfacing to a different type and resurfacing to the same type.

^{6/} In Alabama (3 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia, county roads are under State control. In Nevada a small mileage was constructed and taken over for State maintenance without being added to the existing State highway system.
^{7/} Soil-surfaced classification includes silt, gravel, or stone surfaces. Segregation is not available.

1/ See SM-B-1A
2/ See SM-B-1A

MILEAGE BUILT DURING 1952 ON MUNICIPAL EXTENSIONS OF STATE HIGHWAY SYSTEMS CLASSIFIED BY TYPE OF SURFACE ^{1/}

TABLE SM-B-4, 1952
Issued September 1953

Compiled for Calendar Year
from Reports of State Authorities

STATES	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED AND DEGRADED	MILEAGE SURFACED										MILEAGE WITHIN				
			TYPE OF SURFACE BUILT										TOTAL	TYPE OF WITHIN			
			SURVIVAL		D	E	F	G-1	G-2	H-1	H-2	I		J	D	SOLL-SURFACED	F, O, H, I	J
TOTAL	SURFACING ON RAMP OR ROAD OR INTERSECTION LOCATION	PERMANENT PAVEMENT OR RESURFACING	SOIL-SURFACED	SLAG, GRAVEL, OR STONE	BITUMINOUS SURFACE-TREATED	MIXED BITUMINOUS SURFACE-TREATED (GRAVEL BASE)	MIXED BITUMINOUS SURFACE-TREATED (ASPHALT BASE)	BITUMINOUS SURFACE-TREATED (GRAVEL BASE)	BITUMINOUS SURFACE-TREATED (ASPHALT BASE)	BITUMINOUS SURFACE-TREATED (GRAVEL BASE)	BITUMINOUS SURFACE-TREATED (ASPHALT BASE)	BITUMINOUS SURFACE-TREATED (GRAVEL BASE)	BITUMINOUS SURFACE-TREATED (ASPHALT BASE)	PORTLAND CEMENT CONCRETE	SOIL-SURFACED	F, O, H, I	J
Alabama	31	-	3	28	-	2	-	-	-	-	-	-	-	-	-	-	-
Arizona	4	-	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Arkansas	26	-	4	22	-	7	-	-	-	-	-	-	-	-	-	-	-
California	42	-	11	31	-	2	-	-	-	-	-	-	-	-	-	-	-
Colorado	14	-	1	13	-	-	-	-	-	-	-	-	-	-	-	-	-
Connecticut	12	-	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Delaware	6	-	1	5	-	-	-	-	-	-	-	-	-	-	-	-	-
Florida	24	-	2	22	-	20	-	-	-	-	-	-	-	-	-	-	-
Georgia	105	5	17	88	-	36	-	-	-	-	-	-	-	-	-	-	-
Idaho	5	-	1	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Illinois	86	-	6	80	-	-	-	-	-	-	-	-	-	-	-	-	-
Indiana	49	-	1	48	-	-	-	-	-	-	-	-	-	-	-	-	-
Iowa	82	-	6	76	-	-	-	-	-	-	-	-	-	-	-	-	-
Kansas	30	-	2	27	-	19	-	-	-	-	-	-	-	-	-	-	-
Kentucky	58	-	4	54	-	2	-	-	-	-	-	-	-	-	-	-	-
Louisiana	34	-	2	32	-	-	-	-	-	-	-	-	-	-	-	-	-
Maine	12	-	1	11	-	-	-	-	-	-	-	-	-	-	-	-	-
Maryland	9	-	-	9	-	-	-	-	-	-	-	-	-	-	-	-	-
Massachusetts	9	-	1	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Michigan	79	-	6	73	-	3	-	-	-	-	-	-	-	-	-	-	-
Minnesota	153	-	15	138	-	-	-	-	-	-	-	-	-	-	-	-	-
Mississippi	16	-	1	15	-	10	-	-	-	-	-	-	-	-	-	-	-
Missouri	24	-	4	20	-	17	-	-	-	-	-	-	-	-	-	-	-
Montana	8	-	1	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Nebraska	19	-	1	18	-	1	-	-	-	-	-	-	-	-	-	-	-
Nevada	2	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-
New Hampshire	5	-	-	5	-	2	-	-	-	-	-	-	-	-	-	-	-
New Jersey	9	-	3	6	-	-	-	-	-	-	-	-	-	-	-	-	-
New Mexico	14	-	3	11	-	2	-	-	-	-	-	-	-	-	-	-	-
New York	4	-	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-
North Carolina	171	5	42	129	-	55	-	-	-	-	-	-	-	-	-	-	-
North Dakota	15	-	2	13	-	-	-	-	-	-	-	-	-	-	-	-	-
Ohio	99	-	5	94	-	2	-	-	-	-	-	-	-	-	-	-	-
Oklahoma	23	3	7	16	-	2	-	-	-	-	-	-	-	-	-	-	-
Oregon	9	-	1	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Pennsylvania	134	-	21	113	-	10	-	-	-	-	-	-	-	-	-	-	-
Rhode Island	12	-	2	10	-	-	-	-	-	-	-	-	-	-	-	-	-
South Carolina	102	-	61	41	-	85	-	-	-	-	-	-	-	-	-	-	-
South Dakota	10	-	3	7	-	1	-	-	-	-	-	-	-	-	-	-	-
Tennessee	20	-	2	18	-	1	-	-	-	-	-	-	-	-	-	-	-
Texas	181	3	17	164	-	56	-	-	-	-	-	-	-	-	-	-	-
Utah	41	-	2	39	-	-	-	-	-	-	-	-	-	-	-	-	-
Vermont	3	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Virginia ^{1/}	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Washington	12	-	3	9	-	1	-	-	-	-	-	-	-	-	-	-	-
West Virginia	30	-	2	28	-	2	-	-	-	-	-	-	-	-	-	-	-
Wisconsin	115	-	2	113	-	-	-	-	-	-	-	-	-	-	-	-	-
Wyoming	3	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	2,015	18	354	1,643	22	352	129	305	8	62	874	170	71	2	40	29	29

^{1/} Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them, the mileage was arbitrarily classified as G-1 and H-1.
^{2/} See Table SM-101 for segregation between resurfacing to a different type and resurfacing to the same type.

1/ See SMB-1A
2/ See SMB-1A

Highway Statistics, 1952

Table SH-1, 1952
Issued September, 1953

EXISTING MILEAGE OF STATE-ADMINISTERED ROADS AND STREETS-SUMMARY 1952

Compiled for end of calendar year from reports of State authorities

Table with columns for STATE, RURAL ROADS (STATE PRIMARY, STATE SECONDARY, COUNTY), TOTAL MILEAGE, MUNICIPAL EXTENSIONS, OTHER STATE ROADS, TOTAL STATE-ADMINISTERED ROADS AND STREETS, RURAL ROADS (STATE PRIMARY, STATE SECONDARY, COUNTY), TOTAL, MUNICIPAL EXTENSIONS, TOTAL SURFACED MILEAGE, OTHER STATE ROADS, TOTAL STATE-ADMINISTERED ROADS AND STREETS.

1/ Includes mileage of State park, forest, institutional, toll and other roads under State control. See table OSM for details of this mileage. 2/ Includes 6,598 miles designated as farm-to-market systems, all of which are surfaced. 3/ State-aid system. 4/ Includes 19 miles designated as State-aid system, all of which are surfaced. A] May include miles now on some systems that no not designated by law as part of the State system but constitutes the municipal portion of a State highway route entering the city or town.

EXISTING MILEAGE OF SECONDARY RURAL ROADS UNDER STATE CONTROL - 1952
CLASSIFIED BY TYPE OF SURFACE ^{1/}

Table SM-3, 1952
Issued September, 1953

Compiled for end of calendar year
from reports of State authorities

STATE	TOTAL	NONSURFACED MILEAGE				SURFACED MILEAGE										STATE
		A	B	C	D	E	F	G-1	G-2	H-1	H-2	I	J	K	L	
	TOTAL	PRIMI- TIVE 2/	UNIM- PROVED	GRADED AND DECLINED	SOIL- SURFACED	SLAG, GRAVEL, OR STONE	BITU- MINOUS SURFACE- TREATED	BITU- MINOUS (NONRIGID BASE)	MIXED BITU- MINOUS (RIGID BASE)	BITU- MINOUS PEN- TRATION (NONRIGID BASE)	BITU- MINOUS PEN- TRATION (RIGID BASE)	BITU- MINOUS CONCRETE AND SHEET ASPHALT	PORTLAND CEMENT CONCRETE	BRICK	BLOCK	
Colorado	8,033	34	339	1,411	-	4,348	56	-	1,802	-	-	-	40	-	-	Colorado
Delaware	1,213	-	-	32	96	8	369	106	-	204	-	76	322	-	-	Delaware
Florida	1,491	-	-	51	-	-	1,002	377	22	10	-	23	-	2	4	Florida
Louisiana: Secondary Farm-to-market Total	5,238 6,588 11,826	- - -	- - -	- - -	- - -	1,961 5,895 7,766	- - -	- - -	- - -	- - -	2,593 691 3,284	8 7 15	676 84 760	- - -	- - -	Louisiana: Secondary Farm-to-market Total
Maine ^{3/}	7,739	3	15	136	15	2,344	5,121	-	26	-	51	22	6	-	-	Maine ^{3/}
Missouri	11,256	-	-	-	189	7,992	2,523	289	13	5	10	9	218	-	-	Missouri
Montana: Secondary State-aid Total	3,210 12 3,259	31 - 31	118 - 118	343 - 343	- - -	2,058 34 2,072	128 - 128	134 - 134	427 5 432	- - -	- - -	- - -	1 - 1	- - -	- - -	Montana: Secondary State-aid Total
Nevada	3,427	815	473	243	32	1,236	125	1,219	-	-	-	-	-	-	-	Nevada
New Hampshire	2,161	3	1	2	-	100	2,007	-	24	-	15	8	4	-	-	New Hampshire
Oregon	2,406	73	4	69	61	522	1,027	-	32	-	410	239	42	-	-	Oregon
Pennsylvania	25,355	1,529	261	1,265	136	4,097	11,413	-	-	-	6,944	675	603	56	2	Pennsylvania
South Carolina	13,023	6,708	43	6,212	839	16	5,374	-	-	-	-	46	39	1	-	South Carolina
Washington	2,090	27	-	27	-	200	1,004	-	371	-	95	120	271	-	2	Washington
Total	93,279	11,671	244	7,422	4,035	1,368	30,149	2,125	2,722	213	10,717	1,233	2,306	60	8	Total
COUNTY ROADS UNDER STATE CONTROL ^{4/}																
Alabama	3,115	-	292	910	1,488	1,223	232	-	-	-	-	-	-	-	-	Alabama
Delaware	2,165	665	1	638	841	63	298	35	-	145	-	85	33	-	-	Delaware
Nevada	271	-	-	-	-	56	-	215	-	-	-	-	-	-	-	Nevada
North Carolina	54,269	11,651	2,824	11,314	8,726	12,709	11,831	378	57	-	13	5,668	211	25	-	North Carolina
Virginia ^{5/}	40,001	3,422	2,686	736	6,579	6/ 22,404	12,622	-	-	1,386	-	121	46	-	-	Virginia ^{5/}
West Virginia	26,205	12,245	918	10,325	1,257	7,583	3,353	116	893	35	291	178	225	29	-	West Virginia
Total	126,056	32,185	14,432	46,153	33,746	21,634	28,336	744	950	1,566	304	6,052	515	54	-	Total
ALL SECONDARY ROADS UNDER STATE CONTROL																
Grand Total	219,335	43,856	1,646	23,575	35,084	52,335	58,485	2,369	3,672	1,785	11,021	7,285	2,921	114	8	Grand Total

^{1/} Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them the mileage was arbitrarily classified as G-1 and H-1.
^{2/} A primitive road is defined as an unimproved route on which there is no public maintenance, but which is usable by 4-wheel vehicles and publicly traveled by small numbers of vehicles.
^{3/} State-aid system.

^{4/} In Alabama (3 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia, county roads are under State control. In Nevada, a small mileage was constructed and taken over for State maintenance without being added to the existing State highway system.
^{5/} Includes mileage maintained by the State in incorporated towns of less than 3,500 population.
^{6/} Soil-surfaced classification includes slag, gravel, or stone surfaces. Segregation is not available.

EXISTING MILEAGE ON MUNICIPAL EXTENSIONS OF STATE HIGHWAY SYSTEMS-1952
CLASSIFIED BY TYPE OF SURFACE 1/

Compiled for End of Calendar Year
from Reports of State Authorities

TABLE SM-4, 1952
Issued September 1953

STATE	TOTAL	NONSURFACED MILEAGE					SURFACED MILEAGE										
		TOTAL	A PRIMI- TIVE 2/	B UNIM- PROVED	C GRADED AND DRAINED	TOTAL	D SOIL- SURFACED	E SLAG, GRAVEL, OR STONE	F BITU- MINOUS SURFACE- TREATED	G-1 MIXED BITU- MINOUS (NONRIGID BASE)	G-2 MIXED BITU- MINOUS (RIGID BASE)	H-1 BITU- MINOUS TERRAZON (NONRIGID BASE)	H-2 BITU- MINOUS TERRAZON (RIGID BASE)	I BITU- MINOUS CONCRETE AND SHEET ASPHALT	J PORTLAND CEMENT CONCRETE	K BRICK	L BLACK
Alabama	832	-	-	-	1	832	1	3	154	-	426	-	37	116	94	1	-
Arizona	94	-	-	1	-	93	-	5	5	48	-	1	13	19	-	-	-
Arkansas	536	-	-	-	-	536	-	25	29	138	-	1	91	231	-	-	-
California	1,242	-	-	-	10	1,242	10	-	22	285	-	6	444	395	-	-	-
Colorado	442	-	3	5	-	434	-	52	1	324	-	-	-	56	1	-	-
Connecticut	592	-	-	-	-	592	-	-	49	2	-	179	103	247	1	-	-
Delaware	160	-	-	2	7	158	7	-	17	-	-	-	49	62	3	1	-
Florida	1,167	-	-	4	-	1,163	-	1	356	76	-	-	208	120	44	-	-
Georgia	1,481	-	-	58	37	1,423	37	20	451	4	12	171	352	324	16	-	-
Idaho	207	-	-	-	-	207	-	4	8	92	-	-	33	10	-	-	-
Illinois	1,788	-	-	-	-	1,788	-	1	18	79	-	-	3/ 565	1,076	106	4	-
Indiana	903	-	-	-	-	903	-	1	-	-	-	-	498	278	15	-	-
Iowa	1,054	-	-	-	-	1,054	-	59	109	-	17	-	132	646	74	-	-
Kansas	521	-	3	1	-	517	-	14	124	10	-	3	88	141	90	-	3
Kentucky	609	-	-	-	-	609	-	21	27	80	-	2	287	105	9	-	-
Louisiana	971	-	-	-	-	971	-	98	-	-	-	-	87	445	5	-	-
Maine	403	-	-	-	-	403	-	5	185	6	6	80	73	37	-	-	17
Maryland	245	-	-	-	-	245	-	-	6	-	46	-	96	85	-	-	-
Massachusetts	130	-	-	-	-	130	-	-	2	-	2	37	73	14	1	-	-
Michigan	1,021	-	-	-	-	1,021	-	39	25	39	11	-	382	491	34	-	-
Minnesota	1,460	-	-	-	-	1,460	-	50	22	376	-	-	120	506	21	-	10
Mississippi	513	-	-	-	-	513	-	22	105	84	-	-	71	216	1	-	-
Missouri	1,011	-	-	1	8	1,010	8	108	182	184	6	-	86	372	29	-	-
Montana	213	-	1	2	-	210	-	19	23	40	-	-	27	17	-	-	-
Nebraska	412	-	-	-	-	412	-	82	23	77	-	-	52	137	38	-	-
Nevada	68	-	-	-	-	68	-	2	1	58	-	-	1	3	-	-	-
New Hampshire	275	-	-	-	-	275	-	-	140	-	-	3	43	54	2	-	-
New Jersey	589	-	-	-	-	589	-	1	8	-	4	-	139	360	1	-	8
New Mexico	381	-	1	10	-	370	-	22	5	27	-	-	52	33	-	-	-
New York	886	-	-	2	-	884	-	22	7	199	-	-	52	240	72	-	79
North Carolina	2,412	-	3	37	120	2,270	120	110	738	7	-	-	412	337	5	-	-
North Dakota	243	-	12	12	-	231	-	76	9	80	-	-	8	26	1	-	-
Ohio	2,366	-	10	1	-	2,355	-	9	50	130	1	6	1,272	312	291	-	1
Oklahoma	588	-	-	1	-	587	-	23	30	37	-	-	130	240	25	-	-
Oregon	391	-	-	-	-	391	-	16	77	41	-	-	140	93	-	-	-
Pennsylvania	2,874	-	20	13	1	2,832	1	31	542	-	-	-	954	764	119	-	16
Rhode Island	338	-	-	-	-	338	-	3	80	4	111	-	69	74	-	-	-
South Carolina	1,875	-	3	9	24	1,838	24	1	983	-	-	-	295	200	4	-	1
South Dakota	220	-	-	1	-	219	-	23	14	47	-	-	2	77	1	-	-
Tennessee	604	-	-	-	-	604	-	4	43	55	4	-	383	154	2	-	-
Texas	2,236	-	9	9	3	2,227	3	3	735	1/ 124	15	161	698	485	53	-	-
Utah	599	-	-	1	-	598	-	38	14	91	-	-	75	56	-	-	-
Vermont	160	-	-	-	-	160	-	2	22	45	-	-	47	37	-	-	-
Virginia	440	-	-	-	-	440	-	-	36	-	99	-	168	120	13	-	4
Washington	454	-	-	-	-	454	-	2	37	36	-	47	121	206	3	-	2
West Virginia	560	-	-	2	-	558	-	16	61	40	8	30	231	145	20	-	-
Wisconsin	1,234	-	-	-	-	1,234	-	2	2	206	1	5	6/ 212	626	16	-	-
Wyoming	117	-	-	2	-	114	-	1	6	10	-	-	23	8	-	-	-
Total	37,797	687	36	416	211	37,110	211	1,006	5,593	2,221	3,586	393	1,767	10,284	10,774	1,122	153

1/ Segregation according to base course (nonrigid and rigid) for G and H surface types is not un-
form for all States. Where no segregation was reported for them, the mileage was arbitrarily classi-
fied as G-1 and H-1.
2/ A primitive road is defined as an unimproved route on which there is no public maintenance,
but which is usable by 4-wheel vehicles and publicly traveled by small numbers of vehicles.
3/ Surface types G-1 and I include small mileages of F, G-2, and H-1, H-2, respectively. Segre-
gation is not available.
4/ Includes some mileage of surface types F, H, and I, as complete segregation of bituminous sur-
face types are not available.
5/ Includes 33 miles of mixed bituminous resurfacing of old concrete pavement.
6/ Includes 184 miles of bituminous concrete resurfacing of old concrete pavement.

EXISTING SURFACED MILEAGE OF SECONDARY RURAL ROADS UNDER STATE CONTROL - 1952
CLASSIFIED BY WIDTH AND TYPE OF SURFACE

Compiled for end of calendar year from reports of State authorities

Table SH-9, 1952
Issued September 1953

STATE	TOTAL SURFACED MILEAGE	LESS THAN 20 FEET						20 FEET AND LESS THAN 22 FEET						22 FEET						23 FEET AND LESS THAN 27 FEET						27 FEET AND OVER					
		TYPE OF SURFACE			TOTAL	TYPE OF SURFACE			TOTAL	TYPE OF SURFACE			TOTAL	TYPE OF SURFACE			TOTAL	TYPE OF SURFACE			TOTAL	TYPE OF SURFACE			TOTAL	TYPE OF SURFACE			TOTAL		
		D G-1 H-1	E H-1 I	F G-2 H-2 J K L		D G-1 H-1	E H-1 I	F G-2 H-2 J K L		D G-1 H-1	E H-1 I	F G-2 H-2 J K L		D G-1 H-1	E H-1 I	F G-2 H-2 J K L		D G-1 H-1	E H-1 I	F G-2 H-2 J K L		D G-1 H-1	E H-1 I	F G-2 H-2 J K L							
SECONDARY STATE HIGHWAYS																															
Colorado	6,246	773	590	1	164	18	1,519	644	23	834	18	1,126	476	32	618	-	1,400	1,243	-	155	-	2	1,428	1,395	-	31	2				
Delaware	1,181	932	95	543	3	291	208	7	125	53	23	18	2	2	7	19	-	-	-	8	10	1	4	-	1	3	-				
Florida	1,140	880	-	871	3	6	63	-	45	18	-	25	-	12	13	-	469	-	459	10	-	3	-	2	1	-					
Louisiana: Secondary Farm-to-market Total	2,861 5,288 6,988 11,626	2,861 5,288 6,988 11,626	1,339 2,652 4,177 6,432	- - - -	1,011 308 1,319	511 47 558	2,161 859 3,020	488 489 937	- - -	1,547 376 1,923	126 34 160	34 201 344	73 187 260	- - -	34 11 45	-	68 69 137	57 65 122	- -	9 3 12	2 1 3	5 1 3	-	4 11 15	-	1 -	1				
Maine	7,585	7,418	2,319	5,044	52	3	340	36	67	34	3	34	3	4	7	-	11	1	5	5	5	2	-	1	1	-					
Missouri	11,286	2,915	2,706	87	12	110	7,522	5,316	2,090	22	94	608	29	574	1	4	191	123	65	3	-	20	7	1	1	2	10				
Montana: Secondary State-aid Total	2,748 19 2,767	1,024 1,024	991 991	31 31	2 2	- -	539 544	264 284	85 85	190 195	- -	114 114	88 88	- -	26 26	-	-	1,023 1,037	687 701	101 101	235 235	- -	48 48	28 28	19 19	- -	1 1				
Nevada	2,642	1,222	1,072	149	-	-	1,226	110	1,116	-	-	54	5	49	-	-	95	68	27	-	-	15	12	3	-	-					
New Hampshire	2,158	1,321	79	1,228	14	-	727	20	686	17	4	33	1	28	4	-	75	-	63	12	-	2	-	2	-	-					
Oregon	2,333	1,306	470	595	274	37	815	1	457	395	2	113	43	28	41	1	76	63	4	7	2	23	6	13	4	-					
Pennsylvania	23,826	23,130	4,293	11,344	7,085	508	334	25	44	234	31	170	5	11	105	49	67	9	9	3	35	20	195	1	11	60	53				
South Carolina	6,315	4,304	751	3,510	15	28	1,746	76	1,649	12	9	179	14	163	4	-	31	7	16	7	1	55	7	38	8	2					
Washington	2,063	885	131	362	226	166	873	32	481	256	104	241	5	137	98	1	34	27	2	4	1	30	5	22	2	1					
Total	81,668	54,419	19,830	23,695	9,169	1,725	18,737	7,468	6,868	3,953	448	3,039	931	1,064	943	101	3,642	2,364	753	495	30	1,771	1,476	113	112	70					
COUNTY ROADS UNDER STATE CONTROL																															
Alabama	1,943	1,711	232	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Delaware	1,500	1,219	786	396	16	21	197	82	74	37	4	30	16	1	12	1	38	19	4	9	6	16	1	3	11	1					
Nevada	271	31	-	31	-	-	232	56	176	-	-	5	-	5	-	-	-	-	-	-	-	3	-	3	-	-	-				
North Carolina	39,618	28,972	13,322	10,116	5,290	244	3,755	1,470	1,949	328	8	1,640	1,494	77	63	6	4,119	4,088	14	42	5	1,102	1,061	23	15	3					
Virginia	36,579	35,978	22,350	13,513	95	20	397	43	336	14	4	52	1	36	1	14	83	7	69	4	3	69	3	54	7	5					
West Virginia	13,960	13,786	8,710	3,488	1,342	246	88	51	13	19	5	27	24	-	1	2	42	41	-	-	1	17	14	3	-	-					
Total	93,871	81,829	46,879	27,806	6,743	501	4,669	1,702	2,548	398	21	1,754	1,535	119	77	23	4,312	4,155	87	55	15	1,207	1,079	86	33	9					
ALL SECONDARY ROADS UNDER STATE CONTROL																															
Grand Total	175,479	136,348	66,709	51,501	15,912	2,226	23,406	9,170	9,446	4,351	469	4,793	2,466	1,183	1,020	124	7,954	6,519	840	550	45	2,978	2,555	199	145	79					

Surface types are as follows: D, soil surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous nonrigid base; G-2, mixed bituminous rigid base; H-1, bituminous nonrigid base; H-2, bituminous nonrigid base; I, bituminous concrete and sheet asphalt; J, Portland cement concrete; K, brick; L, block. Segregation according to base course (bottomrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them the mileage was arbitrarily classified as G-1 and H-1.

TABLE SMALL, 1952
Issued September 1953

CLASSIFIED BY WIDTH AND TYPE OF SURFACE 1/

STATE	TOTAL SURFACED MILEAGE	LESS THAN 36 FEET				36 AND LESS THAN 45 FEET				45 AND LESS THAN 55 FEET				55 FEET AND OVER				
		TOTAL	TYPE OF SURFACE 3/			TOTAL	TYPE OF SURFACE 3/			TOTAL	TYPE OF SURFACE 3/			TOTAL	TYPE OF SURFACE 3/			
			D	E	H-1		D	E	H-1		D	E	H-1		D	E	H-1	
																		G-1
Alabama	65	1	-	-	34	1	27	6	23	-	22	1	7	20	6	1	1	
Arizona	43	1	-	-	3	-	-	-	-	-	-	-	-	4	-	20	4	
Arkansas	43	2	-	-	5	-	-	-	3	-	-	-	-	4	-	4	-	
California	969	2	-	-	236	-	91	145	583	-	360	202	148	1	96	51	51	
Colorado	62	-	-	-	12	-	-	-	30	-	-	-	20	-	-	17	3	
Connecticut	157	2	-	-	40	-	-	-	135	-	-	-	9	-	-	2	7	
Delaware	24	4	-	-	38	-	7	-	32	-	-	-	10	-	-	2	7	
Florida	124	-	-	-	-	-	-	-	60	-	9	-	22	-	-	7	3	
Georgia	73	3	-	-	24	-	2	-	10	-	9	-	6	-	-	2	4	
Idebo	8	-	-	-	4	-	-	-	4	-	-	-	1	-	-	-	-	
Illinois	219	-	-	-	103	-	9	90	56	-	33	1	60	-	-	36	24	
Indiana	308	-	-	-	203	-	80	129	90	-	11	17	9	-	-	4	5	
Iowa	21	1	-	-	19	-	1	18	1	-	-	1	1	-	-	-	1	
Kansas	48	-	-	-	16	-	21	25	1	-	-	1	3	-	-	-	1	
Kentucky	39	4	-	-	35	-	-	35	1	-	-	1	3	-	-	3	8	
Louisiana	124	-	-	-	74	-	1	73	22	-	-	21	24	-	-	16	-	
Maine 1/2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Maryland	180	-	-	-	21	-	-	15	137	-	1	-	22	-	-	10	12	
Massachusetts	177	-	-	-	13	-	2	11	94	-	1	-	70	-	-	59	10	
Michigan	168	-	-	-	87	-	23	64	28	-	-	-	53	-	-	15	38	
Minnesota	173	1	-	-	61	-	14	42	86	-	2	21	25	-	-	14	4	
Mississippi	146	-	-	-	22	-	-	22	24	-	-	24	5	-	-	-	-	
Missouri	128	3	-	-	62	-	-	62	58	-	-	58	5	-	-	5	-	
Montana 1/2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Nebraska	14	1	-	-	9	-	-	8	2	-	-	1	2	-	-	1	1	
Nevada	27	-	-	-	-	-	-	-	17	-	17	-	10	-	-	-	-	
New Hampshire 1/2	-	-	-	-	-	-	-	-	124	-	-	102	114	-	-	15	99	
New Jersey	389	-	-	-	151	-	7	-	29	-	-	22	3	-	-	3	-	
New Mexico	32	-	-	-	46	-	4	42	195	-	-	19	150	-	-	57	90	
New York	381	2	-	-	30	-	8	16	47	-	18	6	5	-	-	4	1	
North Carolina	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
North Dakota 1/2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ohio	300	1	1	-	72	-	47	25	186	-	-	80	41	-	-	32	9	
Oklahoma	146	1	-	-	11	-	1	10	29	-	-	14	15	-	-	5	5	
Oregon	148	-	-	-	10	-	-	11	11	-	-	14	5	-	-	17	10	
Pennsylvania	203	3	-	-	70	-	3	66	106	-	13	27	24	-	-	17	5	
Rhode Island	28	-	-	-	58	-	6	43	23	-	-	1	5	-	-	18	6	
South Carolina	103	-	-	-	13	-	9	71	31	-	2	29	11	-	-	3	5	
South Dakota 1/2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Tennessee	29	1	-	-	13	-	-	13	11	-	8	4	4	-	-	1	3	
Texas	424	-	-	-	118	-	23	81	247	-	12	76	59	-	-	27	18	
Utah	15	-	-	-	9	-	-	8	5	-	-	5	1	-	-	1	-	
Vermont 1/2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Virginia	171	2	-	-	106	-	20	71	63	-	6	22	35	-	-	-	-	
Washington 1/2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
West Virginia	27	-	-	-	12	-	-	7	8	-	-	-	7	-	-	3	4	
Wisconsin	62	-	-	-	52	-	-	49	8	-	-	1	7	-	-	13	9	
Wyoming	6	-	-	-	-	-	-	-	3	-	-	3	-	-	-	3	-	
Total	5,686	36	1	5	1,225	-	74	1,363	2,653	2	78	1,998	1,475	1,011	16	25	533	437

1/ This table summarizes divided highway mileage data for State primary rural systems, secondary rural roads under State control, and municipal and non-urban extensions of State highway systems.
2/ A divided highway is defined as a road on which opposing streams of traffic are separated by a dividing strip. The dividing strip may be a planted area, railway, or other separating device, the distinguishing feature being that the opposing streams of traffic are prevented from mingling except at intervals where crossovers are provided. Widths shown are totals for all surfaced lanes and do not include the dividing stripes.
3/ Surface types are as follows: D, soil surface; E, slag, gravel, or stone; F, bituminous surface-treated; G-1, mixed bituminous nonrigid base; G-2, mixed bituminous rigid base; H-1, bituminous penetration nonrigid base; H-2, bituminous penetration rigid base; I, bituminous concrete and sheet asphalt; J, Portland cement concrete; K, brick; L, block. Segregation according to base course ~~classification~~ types for G and H surface types is not uniform for all States. Where no segregation was reported for them, the mileage was arbitrarily classified as G-1 and H-1.
1/ No divided highway mileage was reported.

Low INTER HIGH
Low INTER HIGH
Low INTER HIGH
Low INTER HIGH
Low INTER HIGH

CLASSIFIED BY WIDTH AND TYPE OF SURFACE 1/

Should have been gravel?

Mileage of Public Roads and Streets

EXISTING MILEAGE OF FEDERAL AND STATE PARK, FOREST, RESERVATION ROADS, ETC.-1952 ✓
CLASSIFIED BY TYPE OF SURFACE

Compiled for Latest Available Year
from State Highway Planning Survey Data

TABLE 034, 1952
Issued September, 1953

STATE	UNDER FEDERAL CONTROL										UNDER STATE CONTROL 2/									
	NONSURFACED MILEAGE					SURFACED MILEAGE					NONSURFACED MILEAGE					SURFACED MILEAGE				
	TOTAL	PRIMITIVE AND UNSURFACED	GRADED AND DRAINED	TOTAL	SOIL-SURFACED	SLAG, GRAVEL, OR STONE	LOW-TYPE BITU-MINOUS	HIGH-TYPE BITU-MINOUS	PORTLAND CEMENT CONCRETE	TOTAL	PRIMITIVE AND UNSURFACED	GRADED AND DRAINED	TOTAL	SOIL-SURFACED	SLAG, GRAVEL, OR STONE	LOW-TYPE BITU-MINOUS	HIGH-TYPE BITU-MINOUS	PORTLAND CEMENT CONCRETE	BRICK AND BLOCK	
Alabama	8,211	4,683	1,935	1,968	51	1,800	319	18	-	3	2	-	1	-	-	-	-	-	-	
Arizona	10,194	7,220	1,268	1,706	105	1,215	280	99	-	265	19	-	4	243	12	7	-	-		
Arkansas	788	395	292	111	4	87	20	-	-	17	3	-	17	137	5	-	17	-		
California	1,126	1,060	808	66	57	8	-	-	-	188	8	-	35	-	-	-	-	-		
Colorado	8,552	5,825	1,779	948	-	923	25	-	-	22	2	-	8	-	8	-	-	-		
Connecticut	-	-	-	-	-	-	-	-	-	5	2	-	3	-	-	-	-	-		
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Florida	-	252	808	66	57	8	-	-	-	-	-	-	-	-	-	-	-	-		
Georgia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Idaho	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Illinois	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Indiana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Iowa	100	7	-	93	1	63	5	24	-	75	2	-	72	25	-	47	-	-		
Kansas	12	-	-	-	-	-	-	-	-	141	-	-	141	-	-	138	-	-		
Kentucky	338	58	-	280	-	261	7	9	-	-	-	-	-	-	-	-	-	-		
Louisiana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Maine	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Maryland	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Massachusetts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Michigan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Minnesota	1,427	219	284	924	2	923	1	4	-	1,256	18	-	15	13	-	-	2	-		
Mississippi	1,029	126	60	843	-	786	40	-	-	837	551	286	419	417	2	-	-	-		
Missouri	1,088	36	249	803	-	803	166	-	-	-	-	-	-	-	-	-	-	-		
Montana	6,626	5,074	371	1,181	-	1,015	-	-	-	-	-	-	-	-	-	-	-	-		
Nebraska	259	234	1	24	-	19	-	4	-	33	18	-	15	13	-	-	2	-		
Nevada	118	5	5	108	-	102	3	3	-	15	-	-	15	-	-	15	-	-		
New Hampshire	-	-	-	-	-	-	-	-	-	570	122	8	448	206	67	158	1	1		
New Jersey	3,916	2,683	932	301	-	293	5	3	-	837	551	286	419	417	2	-	-	-		
New Mexico	1,148	591	504	577	103	301	34	119	-	3	3	25	504	101	27	123	231	-		
North Carolina	462	138	105	324	-	323	1	-	-	45	11	10	24	12	10	2	-	-		
North Dakota	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Ohio	339	102	93	237	2	181	5	38	-	-	-	-	-	-	-	-	-	-		
Oklahoma	14,439	10,610	10,610	3,829	6	3,667	20	103	-	796	581	491	215	22	156	20	17	-		
Oregon	332	199	121	133	-	69	64	-	-	3,698	3,013	645	645	90	213	-	336	6		
Pennsylvania	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Rhode Island	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
South Carolina	1,020	692	580	328	-	299	29	-	-	64	42	16	48	19	28	1	1	-		
South Dakota	677	81	48	596	-	535	53	5	-	119	42	16	77	24	49	3	-	-		
Tennessee	-	-	-	-	-	-	-	-	-	63	34	8	8	8	8	-	-	-		
Texas	5,577	4,311	1,561	1,266	-	692	211	323	-	-	-	-	-	-	-	-	-	-		
Utah	22	4	8	16	-	12	6	-	-	68	2	2	66	50	16	-	-	-		
Vermont	969	-	-	961	283	290	366	-	-	-	-	-	-	-	-	-	-	-		
Virginia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Washington	4,760	3,961	3,403	799	-	764	35	-	-	143	60	60	83	35	38	7	3	-		
West Virginia	514	340	81	449	-	84	-	-	-	81	6	1	75	13	60	-	1	-		
Wisconsin	1,594	1,474	1,041	520	13	432	80	8	-	81	5	1	75	13	60	-	1	-		
Wyoming	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Total	76,430	57,644	25,958	18,786	627	15,493	1,805	756	105	8,680	948	4,019	3,713	1,835	609	535	595	7		

1/ Includes only the mileage of roads not forming a part of the State or local highway systems.
2/ Includes toll roads as follows: Colorado, 17 miles; Florida, 15 miles; Maine, 47 miles; New Hampshire, 15 miles; New Jersey, 118 miles; New York, 55 miles; and Pennsylvania, 368 miles.

3/ Mileage previously reported here is now a part of State and local systems.
4/ Primitive and unimproved mileage included with graded and drained. Complete classification not available.

A/ total

EXISTING MILEAGE OF COUNTY AND OTHER LOCAL RURAL ROADS - 1952
CLASSIFIED BY TYPE OF SURFACE 1/

Compiled for Latest Available Year from State Highway Planning Survey Data

TABLE LM-0, 1952
Issued September 1953

STATE	NONSURFACED			SURFACED							BRICK AND BLOCK
	TOTAL 2/	PERMITIVE AND UNSURFACED	GRAVEL AND DRAINED	TOTAL	SOIL-SURFACED	SLAG, GRAVEL, OR STONE	LOW-TYPE BITUMINOUS	HIGH-TYPE BITUMINOUS	PORTLAND CEMENT CONCRETE		
Alabama 3/	49,863	10,029	6,368	33,466	9,376	18,052	5,814	105	115	4	
Arizona	16,183	1,709	1,709	3,234	3,234	3,234	1,727	40	176	-	
Arkansas	57,670	14,502	20,488	54,880	30	19,686	150	465	48	1	
California	81,901	11,136	15,781	54,884	11,702	11,971	29,253	1,069	889	-	
Colorado	56,696	28,096	17,383	11,217	-	10,690	66	439	22	-	
Connecticut	7,886	270	9	7,547	6	1,655	5,022	829	35	-	
Delaware 3/	30,898	5,281	14,716	10,901	2,478	2,403	5,373	350	51	246	
Florida	73,191	12,327	42,772	18,092	8,480	6,337	2,747	418	106	4	
Georgia	27,183	6,631	5,286	15,566	145	13,200	1,675	151	5	-	
Illinois	92,036	1,965	1,965	78,705	9,482	61,749	2,321	183	1,868	98	
Indiana	75,012	4,503	1,384	65,125	1,188	53,257	8,549	3,027	1,075	69	
Iowa	92,125	1,022	24,567	65,636	633	64,244	480	192	90	-	
Kansas	116,375	14,798	56,210	45,457	229	43,172	1,713	134	188	21	
Kentucky	44,598	21,314	607	22,171	43	19,214	3,133	171	16	-	
Louisiana	29,605	21,688	12,233	10,746	-	10,467	22	246	11	-	
Maine	9,936	1,153	2,255	6,528	297	5,883	395	2	1	-	
Maryland	12,181	201	1,619	10,661	1,083	3,544	5,022	203	207	-	
Massachusetts	15,925	646	357	14,922	331	10,451	3,014	1,418	35	3	
Michigan	84,468	15,059	9,021	60,368	2,156	46,586	8,705	1,741	1,200	-	
Minnesota	96,283	7,689	13,498	74,196	152	70,710	3,735	48	50	1	
Mississippi	53,649	27,194	4,519	26,455	1,869	23,089	1,722	206	126	63	
Missouri	79,187	2,440	19,072	57,655	691	54,467	2,806	193	216	2	
Montana	53,462	28,677	12,846	11,559	-	11,637	360	-	2	-	
Nebraska	90,242	55,793	8,449	26,000	104	25,639	170	22	47	18	
Nevada	19,678	16,472	1,553	1,693	90	1,465	138	-	-	-	
New Hampshire	6,669	1,610	1,776	3,294	-	3,294	1,673	10	-	6	
New Jersey	15,324	2,250	955	12,119	-	4,656	5,286	1,019	518	-	
New Mexico	46,225	40,198	4,726	1,601	1,826	1,498	108	55	-	18	
New York	64,815	8,542	-	56,273	-	30,286	8,764	14,407	992	-	
North Carolina 3/	107,263	62,377	20,978	23,908	-	23,922	42	13	1	-	
North Dakota	69,226	4,728	3,071	61,727	258	36,498	19,134	5,282	451	144	
Ohio	81,721	3,642	57,339	20,740	98	19,142	569	743	188	-	
Oklahoma	31,296	13,515	17,761	17,761	-	13,843	3,938	-	-	-	
Oregon	45,641	-	26,524	19,117	-	12,273	5,030	1,329	434	51	
Pennsylvania	1,095	73	38	984	28	501	389	66	-	-	
Rhode Island	26,282	17,248	2,955	6,509	3,482	25,677	2,985	42	-	-	
South Carolina	84,440	29,651	28,765	46,508	118	39,301	6,748	227	99	15	
South Dakota	55,856	5,539	3,809	46,508	-	-	-	-	-	-	
Tennessee	155,397	45,881	59,221	50,295	-	41,335	8,090	356	462	92	
Texas	16,474	6,539	3,240	6,695	-	5,844	710	122	19	-	
Utah	84,440	29,651	1,713	8,418	2,598	4,809	1,036	15	-	-	
Vermont	11,111	960	15	595	10	36	544	1	4	-	
Virginia 3/	619	9	15	595	-	-	-	-	-	-	
Rhode Island	38,810	3,885	5,614	29,311	7	21,561	5,994	1,152	573	24	
West Virginia 3/	1,113	13	13	800	486	47,262	37	36	-	-	
Wisconsin	76,119	1,397	6,821	67,901	3,248	47,262	15,977	975	439	-	
Wyoming	19,352	11,536	4,496	3,318	-	2,986	302	30	-	-	
Total	2,318,579	555,900	536,796	1,223,881	62,669	928,074	184,042	37,534	10,722	840	

3/ County roads are under State control in the following States; Alabama (3 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia. See Table SM-3 "existing mileage of secondary rural roads under State control, 1952".

1/ Complete surface type classification was not available for all States.
2/ Because of reinventory, transfer of mileage to or from the State systems, or urban reclassification of rural roads, some of the mileages in this column differ substantially from those reported for former years.

for 1953
Count only vehicles which are motorized and the mileage which includes report, etc.

Mileage of Public Roads and Streets

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Compiled for Latest Available Year from State Highway Planning Survey Data.

TABLE M-1, 1952 Issued September 1953

EXISTING RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES - 1952 CLASSIFIED BY SYSTEM

Table with columns for State, Under State Control (State Primary, State Secondary, Other), Under Local Control (County, Town, Other), Under Federal Control (National Forest, Indian Res., National), and Municipal Mileage (Exterior, Total, Local). Rows include Alabama, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, Wyoming, Dist. of Col., and Total.

1/ Includes mileage of county roads under State control in Alabama (3 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia; 6,588 miles designated as farm-to-market system in Louisiana; 3,845 miles in Maine; and 19 miles of State-aid roads in Montana. 2/ Includes mileage of State parks, forest, institutional, and other roads, and other roads, rural and urban, that are not a part of the State or local highway systems. Toll roads are included as follows: Colorado, 17 miles; Florida, 45 miles; Maine, 5 miles; New Hampshire, 15 miles; New Jersey, 118 miles; New York, 55 miles; and Pennsylvania, 53 miles. 3/ Includes county roads designated as State-aid mileage as follows: Illinois, 18,347 miles; Minnesota, 15,889 miles; and Vermont, 569 miles. 4/ Roads not on county, town, or township systems. The mileage shown for California, Colorado, and Wyoming has not been classified by administrative system. 5/ Includes only the mileage of roads not forming a part of the State or local highway system. 6/ Segregation of mileage is not available for all States having a secondary system. In such instances, the mileage is shown with municipal and urban area extensions of the State primary system. 7/ Municipal extensions of county, town, and township roads cannot be segregated for all States. 8/ Mileage primarily maintained by the State in incorporated towns of less than 3,500 population. Segregation by surface types not available. 9/ Includes mileage maintained by the State in incorporated towns of less than 3,500 population. Segregation not available.

State and an selected township roads under jurisdiction of township

Highway Statistics, 1952

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EXISTING RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES - 1952
CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

TABLE M-2, 1952
Issued September 1953

Compiled for Latest Available Year
from State Highway Planning Survey Data

SYSTEM	NONSURFACED MILEAGE			SURFACED MILEAGE			
	TOTAL 1,000 MILES	PRIMITIVE AND UNIMPROVED 1,000 MILES	GRADED AND DRAINED 1,000 MILES	TOTAL 1,000 MILES	LOW TYPE 1,000 MILES	INTER- MEDIATE TYPE 1,000 MILES	HIGH TYPE 1,000 MILES
Rural Mileage:							
Under State control:							
State primary systems	371	3	7	361	42	127	192
State secondary systems	93	8	4	81	32	32	17
County roads under State control 1/4	126	17	15	94	55	31	8
State parks, forests, reservations, etc. 2/	9	1	4	4	2	1	1
Total	599	29	30	540	131	191	218
Under local control:							
County roads	1,709	382	427	900	714	145	41
Town and township roads	561	132	109	320	274	38	8
Other local roads	48	42	2	4	3	1	
Total	2,318	556	538	1,224	991	184	49
Under Federal control:							
National parks, forests, reservations, etc. 5/	76	32	26	18	16	1	1
Total Rural Mileage	2,993	617	594	1,782	1,138	376	268
Municipal Mileage:							
Under State control:							
Extensions of State highway systems	38	-	1	37	1	8	28
Under local control:							
City streets	312	61	61	251	77	70	104
Total Municipal Mileage	350	61	62	288	78	78	132
TOTAL RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES	3,343	617	656	2,070	1,216	454	400

1/ Consists of slag, stabilized soil, and gravel or stone surfaces.
 2/ Consists of bituminous treated and mixed bituminous surfaces.
 3/ Consists of bituminous penetration, bituminous concrete, sheet asphalt, Portland cement concrete, brick, and block surfaces.
 4/ County roads are under State control in Alabama (3 counties), Delaware, North Carolina, Virginia (all but 3 counties), and West Virginia.
 5/ State and National park, forest, reservation, toll, and other roads that are not a part of the State or local systems.
 6/ Graded and drained classification includes primitive and unimproved mileage.

Mr. Tolson

JAP 216 } 233
 JAU 17 }
 JAS 439
 672

Mileage of Public Roads and Streets

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TABLE M-3, 1952
Issued September 1953

EXISTING RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES - 1952
CLASSIFIED BY TYPE OF SURFACE

Compiled for Latest Available Year
from State Highway Planning Survey Data

Table with columns for State, Existing, Total Non-Surfaced, Total Surfaced, Rural Mileage (D, E, F, G-1, G-2, H-1, H-2, I, J, K, L), Municipal Mileage (TOTAL, NON-SURFACED, SURFACED), and G-1 to G-5. Includes handwritten notes like 'A, B, C' and '1095370111317597629'.

1/ For more detail of surface types by systems, see table series SM for 1952 and table LM-4.
2/ Surface types indicated by symbols in these columns are as follows: D, soil surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, nonrigid base; G-2, mixed bituminous, rigid base; H-1, bituminous penetration, nonrigid base; H-2, bituminous penetration, rigid base; I, bituminous concrete and

3/ Complete segregation of surface types D and E is not available.
sheet symbols: J, Portland cement concrete; K, brick; and L, block. Segregation according to base course (sheet right and rigid), for G and H surface types is not uniform for all States. Where no segregation was reported, the mileage was arbitrarily classified as G-1 and H-1.

Handwritten numbers: 1095370111317597629

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FEDERAL AID

FEDERAL-AID SYSTEM MILEAGE

As of January 1, 1953, the Federal-aid primary highway system in the continental United States consisted of over 233,000 miles of rural roads and streets in urban areas. This includes the designated National System of Interstate Highways of nearly 38,000 miles. These roads, selected jointly by the States and the Federal Government, are almost entirely on the State highway systems, and comprise 35.9 percent of all State system mileage.

The Federal-aid secondary highway system in the United States includes more than 439,000 miles, of which half are on State systems and half on local roads and streets.

Mileage in the continental United States eligible for Federal aid thus totals 672,000 miles and represents 20.1 percent of all of the mileage of roads and streets in the United States.

CURRENT FEDERAL-AID CONSTRUCTION

Under the Federal-aid Highway Act of 1952, Congressional authorizations of \$575 million were made available for each of the fiscal years 1954 and 1955 for construction and reconstruction of highways on the approved Federal-aid systems. For the first time, funds have been specifically provided for improvements on the National System of Interstate Highways.

The apportionment of the authorization for the fiscal year 1954 is given on page 139. This statutory apportionment of the authorized Federal-aid funds should not be confused with payments to the States for work completed. (The payment of Federal funds during 1952 appears as income to the States in table SF-1 and in

other tables of the SF series, in the highway finance section of this bulletin.) Although an apportionment is made for each year, considerable flexibility in expending the funds is permitted in order to allow the States sufficient time for orderly planning and budgeting of their highway construction.

Federal funds are available for expenditure only on the designated Federal-aid systems, and in general must be matched by an equal amount of State and local funds. Federal aid may not be expended for maintenance. The cost of most Federal-aid projects is paid initially out of State highway funds, or in some cases by counties or other local governments. The Federal share is paid as reimbursement to the States as work progresses, with final payment made after completion.

The increase in construction unit costs in recent years is illustrated in the table on page 140. The various costs for materials and supplies and a distribution of costs by type and system for Federal-aid highway construction contracts and the average hourly wage rates on Federal-aid projects are given on page 141. In addition to these tables, the average employment in 1952 on Federal-aid and other State projects is given, by States, in the table on page 142.

Federal-aid projects completed during 1952 totaled 22,147 miles, consisting of 7,034 miles on the rural primary system, 868 miles on the urban primary system, and 13,975 miles on the secondary system. Federal construction on the forest highway system amounted to 302 miles. Details of this construction are given in the tables on pages 136 and 137. This mileage is not additive to that shown in the SMB series of tables (mileage built by State highway departments) but is included in the total of 57,847 miles built during the year as given in table SMB-1.

Excl. for Hwy Projects.

MILEAGE COMPLETED DURING 1952 ON PROJECTS FINANCED WITH FEDERAL-AID HIGHWAY FUNDS - Excl. for Hwy Projects.

STATE OR TERRITORY	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED										COMBI-NATION	BRIDGES	STATE OR TERRITORY
			TOTAL MILEAGE SURFACED	SOIL-SURFACED	GRAVEL OR STONE	BITU-MINOUS SURFACE-TREATED	MIXED BITU-MINOUS	BITU-MINOUS FINE-TRANSITION	BITU-MINOUS CONCRETE AND SHEET ASPHALT	PORTLAND CEMENT CONCRETE	COMBI-NATION	BRIDGES			
Alabama	534.3	39.4	494.9	14.1	37.6	394.0	6.2	46.8	29.5	1.0	3.3				
Arizona	229.1	50.0	179.1	-	126.2	12.5	-	-	-	1.9	7.7				
Arkansas	515.3	35.6	438.5	1.6	164.0	46.5	142.3	79.0	79.0	2.5	2.2				
California	293.1	35.6	257.5	-	11.2	31.7	183.1	7.3	.3	8.4	1.9				
Colorado	416.4	35.9	380.5	-	83.5	-	268.6	-	1.1	26.8	.5				
Connecticut	23.3	11.7	11.6	-	-	-	-	1.1	12.6	10.0	.2				
Delaware	36.9	23.7	36.9	-	-	19.8	-	17.7	81.0	4.4	.1				
Florida	391.0	23.7	367.3	-	-	191.2	67.1	-	-	9.3	1.0				
Georgia	373.1	2.7	370.4	1.1	48.4	323.0	111.4	-	35.9	6.5	3.9				
Iaho	198.3	11.2	187.1	-	55.8	27.0	46.4	-	477.7	121.1	1.8				
Illinois	822.7	18.5	804.2	-	6.2	96.9	42.6	-	383.0	18.0	.8				
Indiana	454.5	3.9	450.6	-	-	-	-	-	-	-	-				
Iowa	1,058.0	133.4	924.6	-	704.2	54.5	65.8	-	17.9	58.4	1.7				
Kansas	1,337.6	273.4	1,064.2	3.9	777.0	128.1	70.5	34.2	154.4	57.5	4.1				
Kentucky	382.9	-	382.9	-	1.4	43.8	1.4	-	15.2	1.1	2.1				
Louisiana	162.0	3.4	158.6	-	-	-	-	-	45.2	66.6	3.0				
Maine	82.3	-	82.3	-	-	-	39.0	28.5	11.4	3.3	.1				
Maryland	80.2	-	80.2	-	-	-	16.6	13.5	1.4	14.4	.1				
Massachusetts	42.7	-	42.7	-	-	-	-	5.4	36.3	-	1.0				
Michigan	566.3	31.9	534.4	-	165.9	17.2	213.9	5.6	55.3	58.3	5.6				
Minnesota	1,933.6	517.9	1,415.7	-	659.1	4.8	634.0	-	1.5	115.7	.6				
Mississippi	691.8	185.9	505.9	33.8	122.1	334.4	3.8	-	2.1	6.8	2.9				
Missouri	909.1	9.8	899.3	-	666.0	28.4	3.3	-	107.1	89.9	3.6				
Montana	360.6	-	360.6	-	120.0	13.0	284.8	-	1.7	.1	1.0				
Nebraska	624.1	.9	623.2	-	251.3	-	263.1	-	78.1	29.3	1.4				
Nevada	346.1	64.9	281.2	-	26.3	-	266.7	-	-	-	.2				
New Hampshire	43.9	-	43.9	-	-	15.9	26.8	-	1.1	-	.1				
New Jersey	18.8	1.2	17.6	-	-	-	1.7	-	6.8	8.8	.3				
New Mexico	418.6	.1	418.5	-	40.7	88.8	283.9	-	3.5	-	1.6				
New York	296.3	16	295.7	-	3.8	31.3	18.0	21.2	179.3	41.0	1.1				
North Carolina	362.5	66.4	296.1	-	1.9	138.1	22.8	-	127.0	5.6	1.7				
North Dakota	1,754.0	265.2	1,488.8	-	1,296.4	-	186.3	-	-	5.4	.7				
Ohio	300.5	5.3	295.2	-	7.4	-	100.6	-	89.6	87.4	2.3				
Oklahoma	231.2	30.7	200.5	-	3.7	141.8	-	24.9	140.0	13.7	1.3				
Oregon	218.1	24.2	193.9	-	19.1	18.2	-	13.3	129.6	6.6	1.4				
Pennsylvania	101.0	-	101.0	-	-	-	1.0	-	38.7	47.2	.8				
Rhode Island	18.8	-	18.8	-	-	-	-	.6	14.5	3.7	-				
South Carolina	387.0	-	387.0	-	-	-	-	-	46.5	-	2.7				
South Dakota	975.4	25.2	910.2	-	492.5	43.7	356.6	-	46.5	16.4	1.0				
Tennessee	607.7	17.9	589.8	-	311.7	204.0	34.4	-	28.9	2.5	2.1				
Texas	1,502.9	83.7	1,419.2	6.0	29.6	1,046.2	90.4	-	228.8	91.6	5.5				
Utah	90.5	-	90.5	-	-	-	18.0	-	9	-	.1				
Vermont	45.7	-	45.7	-	9.0	26.5	48.5	24.0	119.6	24.1	.3				
Virginia	546.3	5.5	540.8	-	-	311.0	-	-	-	-	1.7				
Washington	387.0	40.9	346.1	-	99.5	107.0	40.7	36.6	50.7	7.3	3.1				
West Virginia	145.4	8.7	136.7	-	70.9	-	2.1	9.6	50.2	3.3	.6				
Wisconsin	686.8	98.5	588.3	-	198.7	-	240.5	-	24.6	63.3	1.0				
Wyoming	210.5	22.8	187.7	-	82.7	7.4	96.9	-	-	-	.7				
Hawaii	19.1	-	19.1	-	-	-	-	10.0	8.9	-	.2				
Dist. of Col.	1.6	-	1.6	-	-	-	-	-	-	1.6	-				
Puerto Rico	9.8	-	9.8	-	-	4.9	-	2.2	.8	1.7	.2				
Total	22,146.7	2,227.8	19,918.9	60.5	6,754.9	4,321.6	4,356.0	302.5	2,802.8	1,176.5	69.5	74.6			

EXPENDITURES OF FEDERAL FUNDS ADMINISTERED BY THE BUREAU OF PUBLIC ROADS
DURING CALENDAR YEAR 1952

See also Bureau of Public Roads

State or Territory	Postwar Federal-Aid Funds					Prewar Federal-Aid Funds					Forest Road Funds	Other Funds	Grand Total
	Primary	Secondary	Urban	Food Relief and Dam and Bridge Design Projects	Total	Primary	Secondary	Grants Crossing	Total				
										Total			
Alabama	3,459,288	3,264,733	4,324,322	3,287,059	87,148,343	\$19,500	\$72,464	\$72,464	\$72,464	\$64,366	\$18,453	\$7,239,260	
Arizona	4,255,357	2,257,071	426,471	1,325,671	7,008,887					124,095	124,095	7,132,982	
Arkansas	4,853,538	3,382,238	8,925,062	1,444,670	23,636,159	\$28,305	2,765	2,765	22,265	3,108,124	49,144	8,654,041	
California	8,541,937	5,493,887	1,128,691	6,571,662	6,015,120		26,711	26,711	26,711	1,294,214	508,703	7,814,748	
Colorado	3,040,537	2,358,868	618,715	3,726,069	3,726,069					4,108	4,108	3,730,177	
Connecticut	748,082	724,266	2,253,781	2,178,564	2,178,564							1,738,564	
Delaware	877,582	858,283	1,128,691	6,571,662	6,571,662							6,752,210	
Florida	3,069,119	2,353,652	1,035,601	2,123,649	2,123,649							9,482,474	
Georgia	3,971,506	4,105,216	1,895,632	2,859,430	4,224,195					104,164	22,506	5,987,249	
Idaho	2,042,472	1,865,632	8,623,351	27,068,761	27,068,761					1,522,408	225,024	27,816,193	
Illinois	15,568,253	2,877,947	8,623,351	10,640,169	10,640,169					2,085	111,847	27,996,296	
Indiana	6,521,565	2,450,318	1,687,686	11,943,457	11,943,457							10,170,812	
Iowa	6,107,787	4,358,956	1,325,340	11,081,081	11,081,081							11,987,831	
Kansas	6,216,546	2,623,906	1,713,776	7,701,398	7,701,398					1,361	248,704	11,108,106	
Kentucky	3,570,305	3,940,551	590,642	9,365,675	9,365,675					9,530	78,361	7,951,465	
Louisiana	5,705,790	3,462,567	197,318	9,365,675	9,365,675							9,584,579	
Maine	2,221,379	1,360,847	142,359	3,724,585	3,724,585	1,257				199	1,946,898	5,272,933	
Maryland	1,870,798	382,352	1,155,450	3,408,580	3,408,580							3,433,046	
Massachusetts	2,271,513	1,149,462	5,617,996	9,038,571	9,038,571					62,189	9,130,869	9,130,869	
Michigan	6,488,695	3,940,280	6,075,991	16,504,966	16,504,966					41,313	30,089	16,576,279	
Minnesota	6,977,719	4,100,117	1,600,159	12,989,012	12,989,012							13,428,527	
Mississippi	3,168,698	7,769,091	930,094	7,769,091	7,769,091					304,822	40,445	7,919,437	
Missouri	5,952,481	4,423,681	2,282,512	12,672,128	12,672,128					85,666	107,543	12,865,337	
Montana	4,852,965	2,512,054	182,944	7,527,963	7,527,963					1,447,606	16,012	8,991,581	
Nebraska	4,597,770	2,466,633	291,629	7,543,290	7,543,290					51,294	270,103	7,594,584	
Nevada	2,962,215	1,250,633	1,250,633	4,213,655	4,213,655					287,519	44,843	4,791,613	
New Hampshire	1,188,497	1,023,500	221,404	10,023	10,023						820	2,467,267	
New Jersey	2,387,902	686,088	3,399,251	6,413,241	6,413,241							6,502,451	
New Mexico	4,769,568	3,018,437	621,123	4,409,128	4,409,128					619,508	776,588	9,645,168	
New York	8,217,610	3,293,733	9,717,643	22,226,986	22,226,986					21,109	21,109	22,438,095	
North Carolina	4,650,766	3,615,444	517,604	8,786,814	8,786,814					1,500	8,827,032	8,827,032	
North Dakota	4,136,106	3,316,999	405,063	8,534,162	8,534,162					28,365	8,562,527	8,562,527	
Ohio	7,662,901	5,215,629	7,115,087	19,993,617	19,993,617					1,852	42,100	20,248,518	
Oklahoma	5,100,789	2,354,619	1,619,311	9,085,039	9,085,039							9,505,775	
Oregon	3,936,655	2,719,304	6,776,359	7,334,398	7,334,398					4,872,864	361,188	12,568,490	
Pennsylvania	7,004,227	3,995,265	6,363,061	17,322,553	17,322,553	2,795				84,750		17,407,303	
Rhode Island	666,175	821,640	1,945,953	3,393,368	3,393,368							3,480,401	
South Carolina	2,152,126	2,096,489	786,769	5,007,384	5,007,384					41,928	1,451,494	6,560,067	
South Dakota	1,612,714	2,765,515	154,664	8,417,010	8,417,010					242,497	8,956	8,760,140	
Tennessee	4,594,174	4,101,100	868,827	9,566,600	9,566,600							9,645,596	
Texas	16,330,665	7,202,295	4,941,990	28,475,238	28,475,238					36,500	1,018,969	29,520,707	
Utah	3,091,454	1,306,753	700,675	5,098,682	5,098,682					654,554	941,704	6,734,896	
Vermont	1,110,479	876,415	74,286	2,061,160	2,061,160					21,856	61,035	2,144,051	
Virginia	4,969,169	4,121,851	72,095	9,168,247	9,168,247					297,092	297,092	9,465,339	
Washington	4,186,219	2,691,490	2,241,149	9,260,780	9,260,780							12,436,372	
West Virginia	1,612,700	1,261,992	961,243	4,009,591	4,009,591					49,330	25,109	4,084,030	
Wisconsin	5,806,083	3,871,796	2,192,877	11,876,756	11,876,756					180,609	72,250	12,407,549	
Wyoming	2,684,407	1,766,081	2,400,506	4,690,994	4,690,994					585,867		5,276,861	
District of Columbia	547,106	388,889	107,903	1,043,698	1,043,698							1,021,032	
Hawaii	635,373	604,130	868,469	1,791,602	1,791,602							3,466,390	
Puerto Rico	480,687	611,956	696,778	1,789,421	1,789,421							1,791,416	
Alaska												7,073,753	
Total	222,400,473	136,896,209	95,173,106	457,578,479	457,578,479	27,342	2,135,860	2,135,860	2,386,304	22,750,997	14,339,452	497,034,332	
Foreign Programs (\$17,288,866) and other expenditures not Distributed by States												1,021,032	
Grand Total	222,400,473	136,896,209	95,173,106	466,212,329	466,212,329	27,342	2,135,860	2,135,860	2,386,304	23,185,381	19,455,174	526,578,640	

FEDERAL HIGHWAY FUNDS APPORTIONED DURING THE CALENDAR YEAR-1952

FEDERAL FUNDS AUTHORIZED FOR THE FISCAL YEAR 1954 F-1

STATE OR TERRITORY	FEDERAL-AID FUNDS 1/					FOREST HIGHWAY FUNDS 2/	STATE OR TERRITORY
	PRIMARY (\$247,500,000)	SECONDARY (\$165,000,000)	URBAN (\$137,500,000)	INTERSTATE (\$25,000,000)	TOTAL (\$575,000,000)		
Alabama	\$5,217,552	\$4,043,898	\$1,758,127	\$532,314	\$11,551,891	\$64,403	Alabama
Arizona	3,653,303	2,487,990	521,973	371,953	7,035,219	1,276,120	Arizona
Arkansas	4,064,364	3,254,652	750,706	414,318	8,484,040	305,550	Arkansas
California	11,273,990	5,808,764	11,929,002	1,154,002	30,165,758	3,220,955	California
Colorado	4,402,054	2,940,172	1,115,307	448,362	8,905,895	1,613,827	Colorado
Connecticut	1,571,238	800,250	2,598,965	161,200	5,131,653	-	Connecticut
Delaware	1,200,375	800,250	275,217	121,250	2,397,092	-	Delaware
Florida	3,903,613	2,550,784	2,406,316	398,804	9,259,517	130,667	Florida
Georgia	6,059,367	4,627,705	1,955,727	618,094	13,260,893	78,894	Georgia
Idaho	3,033,324	2,132,917	258,267	308,736	5,733,244	2,291,973	Idaho
Illinois	9,415,818	5,124,593	9,384,933	963,234	24,888,578	27,064	Illinois
Indiana	5,833,702	4,020,406	3,210,481	3,210,481	13,660,089	14,074	Indiana
Iowa	5,915,625	4,328,851	1,593,160	602,769	12,440,405	730	Iowa
Kansas	5,950,738	4,165,742	1,261,297	605,853	11,983,630	-	Kansas
Kentucky	4,496,820	3,736,080	1,393,596	459,028	10,085,524	46,256	Kentucky
Louisiana	3,812,021	2,759,226	1,967,149	399,375	8,927,771	51,960	Louisiana
Maine	2,061,148	1,474,586	560,854	210,101	4,306,689	8,357	Maine
Maryland	2,151,491	1,314,877	2,277,541	220,394	5,964,303	-	Maryland
Massachusetts	3,102,505	1,149,426	5,585,538	318,932	10,156,401	-	Massachusetts
Michigan	7,594,942	4,633,662	6,245,790	776,456	19,250,850	241,009	Michigan
Minnesota	6,444,508	4,545,371	2,185,224	656,907	13,832,010	304,060	Minnesota
Mississippi	4,357,237	3,632,971	742,978	444,235	9,177,421	106,219	Mississippi
Missouri	7,127,588	4,822,289	3,304,889	726,976	15,981,742	114,474	Missouri
Montana	4,957,442	3,409,119	315,997	504,310	9,186,868	1,789,397	Montana
Nebraska	4,751,285	3,369,779	787,065	483,631	9,391,760	21,014	Nebraska
Nevada	3,174,465	2,121,392	102,203	322,835	5,720,895	403,921	Nevada
New Hampshire	1,200,375	800,250	397,419	121,250	2,519,294	119,448	New Hampshire
New Jersey	3,175,262	1,071,050	5,874,465	326,438	10,447,215	-	New Jersey
New Mexico	4,003,539	2,749,711	440,412	407,468	7,601,130	904,800	New Mexico
New York	11,527,309	4,622,354	17,937,120	1,182,803	35,269,586	-	New York
North Carolina	6,048,757	5,170,669	1,724,427	617,527	13,561,380	137,921	North Carolina
North Dakota	3,562,057	2,585,761	226,915	362,325	6,737,058	80	North Dakota
Ohio	8,609,919	5,240,955	7,765,686	880,712	22,497,272	11,912	Ohio
Oklahoma	5,245,994	3,755,923	1,466,130	534,576	11,002,623	15,507	Oklahoma
Oregon	4,198,212	2,933,480	1,076,050	427,813	8,635,555	3,100,639	Oregon
Pennsylvania	9,582,120	5,699,723	10,159,251	981,618	26,422,712	60,020	Pennsylvania
Rhode Island	1,200,375	800,250	959,321	121,250	3,081,196	-	Rhode Island
South Carolina	3,291,443	2,726,238	923,122	335,960	7,276,763	73,755	South Carolina
South Dakota	3,827,991	2,733,672	260,648	389,370	7,211,681	175,728	South Dakota
Tennessee	5,293,910	4,127,446	1,940,548	540,208	11,902,112	75,334	Tennessee
Texas	15,842,002	10,607,168	6,428,891	1,615,515	34,493,576	71,267	Texas
Utah	2,824,094	1,868,149	568,628	287,607	5,548,478	747,581	Utah
Vermont	1,200,375	800,250	208,950	121,250	2,330,825	39,023	Vermont
Virginia	4,645,445	3,611,080	2,092,640	474,439	10,823,604	146,100	Virginia
Washington	4,064,587	2,715,106	2,024,855	414,845	9,219,393	1,564,131	Washington
West Virginia	2,678,927	2,330,488	873,369	273,683	6,156,467	88,835	West Virginia
Wisconsin	5,802,073	4,047,423	2,627,837	591,968	13,069,301	125,268	Wisconsin
Wyoming	3,053,021	2,068,920	145,912	310,556	5,578,409	960,490	Wyoming
Alaska	-	-	-	-	-	1,962,886	Alaska
Hawaii	1,200,375	800,250	451,260	-	2,451,885	-	Hawaii
Dist. of Col.	1,200,375	800,250	1,159,334	121,250	3,281,209	-	Dist. of Col.
Puerto Rico	1,269,948	1,327,682	1,153,508	-	3,751,138	6,351	Puerto Rico

1/ Apportioned to the States effective November 1, 1952.

2/ Apportionment effective November 1, 1952. No National Forests in States for which no apportionments are shown.

PRICE TRENDS IN HIGHWAY CONSTRUCTION

Based on contract prices for Federal-aid construction

YEAR	COMMON EXCAVATION 1/				CONCRETE PAVEMENT 1/				STRUCTURES				COMPOSITE MILE INDEX 2/				
	AVERAGE BID PRICE CU. YD.	SUB-INDEX			AVERAGE BID PRICE SQ. YD.	SUB-INDEX			REIN-FORCING STEEL-LB.	STRUCTURAL STEEL LBS.	STRUCTURAL CONCRETE CU. YD.	SUB-INDEX			1925-29 1/100	1940 1/100	1946 1/100
		1925-29 1/100	1940 1/100	1946 1/100		1925-29 1/100	1940 1/100	1946 1/100									
1925	\$0.39	110.0		\$2.36	106.4		\$0.056	\$0.067	\$22.53	103.9				107.5			
1926	.36	103.7		2.29	103.1		.053	.074	22.76	103.7				103.4			
1927	.35	100.3		2.29	103.3		.051	.071	22.65	101.5				101.9			
1928	.34	96.0		2.10	94.5		.049	.067	21.22	96.1				95.3			
1929	.32	90.0		2.02	82.7		.048	.059	21.98	92.1				95.0			
1930	.30	86.3		1.86	84.1		.045	.061	20.08	89.4				85.7			
1931	.27	77.6		1.68	75.6		.040	.054	18.02	79.9				76.8			
1932	.26	75.0		1.44	64.8		.034	.046	15.33	68.0				61.0			
1933	.26	74.0		1.67	75.1		.038	.046	16.15	72.2				76.7			
1934	.29	83.3		1.90	85.8		.043	.053	17.73	80.8				84.0			
1935	.26	73.3		1.90	85.6		.044	.052	17.78	81.5				80.6			
1936	.26	74.8		1.91	86.0		.046	.060	20.25	90.0				82.9			
1937	.24	69.0		1.89	85.1		.048	.066	19.76	91.5				79.4			
1938	.21	59.8		1.72	77.5		.045	.063	19.06	87.2				72.8			
1939	.21	59.8		1.73	77.8		.044	.059	19.13	85.9				72.6			
1940	.21	59.2	100.0	1.68	75.6	100.0	.045	.063	19.17	87.6	100.0			71.6	100.0		
1941	.24	69.2	117.3	1.87	84.1	111.0	.054	.076	21.44	100.8	115.1			81.4	113.7		
1942	.37	104.1	176.5	2.39	107.9	142.4	.065	.090	26.16	122.3	139.6			108.8	151.9		
1943	.44	124.0	210.3	2.71	122.3	161.5	.067	.095	30.19	134.4	153.4			124.9	174.3		
1944	.37	106.6	180.8	2.45	110.6	146.0	.064	.089	31.94	136.5	155.8			113.1	157.8		
1945	.36	101.6	172.2	2.38	107.4	141.9	.062	.077	31.62	132.5	151.3			109.0	152.2		
1946	.35	99.1	168.0	2.65	119.3	157.5	.075	.113	38.79	164.7	188.0			119.0	166.1	100.0	
1947	.38	108.4	183.9	3.01	135.5	178.9	.093	.132	45.84	196.9	224.8			135.0	188.6	113.6	
1948	.42	119.3	202.3	3.37	151.9	200.6	.108	.158	51.00	223.9	255.6			151.2	211.3	127.1	
1949	.38	107.4	182.1	3.40	153.1	202.1	.104	.146	47.36	210.3	240.1			145.8	203.6	122.5	
1950	.33	94.5	160.2	3.32	149.8	197.8	.100	.139	44.62	199.4	227.6			137.7	192.4	115.8	
1951																	
1st. Qtr.	.37	106.3	180.2	3.51	158.3	208.9	.116	.180	50.12	230.4	263.0			150.6	210.3	126.5	
2nd. "	.39	111.4	188.9	3.48	156.9	207.1	.119	.170	51.45	234.0	267.1			152.4	212.9	128.2	
3rd. "	.40	113.7	192.8	3.51	158.3	208.9	.122	.182	53.21	242.5	276.8			155.1	216.6	130.4	
4th. "	.38	108.5	184.1	3.65	164.6	217.3	.123	.187	53.51	244.3	278.9			156.7	218.9	131.7	
Average	.39	110.0	186.5	3.54	159.5	210.6	.120	.180	52.07	237.8	271.5			153.7	214.7	129.2	
1952																	
1st. Qtr.	.40	112.8	191.3	3.71	167.3	220.8	.123	.184	52.97	242.5	276.8			159.3	222.5	134.0	
2nd. "	.41	115.4	195.7	3.76	170.4	225.0	.122	.175	54.80	245.5	280.3			162.1	226.3	136.2	
3rd. "	.41	117.9	200.0	3.74	168.6	222.6	.126	.195	56.55	255.4	291.6			163.6	228.5	137.5	
4th. "	.39	110.5	187.4	3.97	179.0	236.3	.126	.191	53.59	247.7	282.8			164.9	230.2	138.6	
Average	.40	114.2	193.6	3.80	171.3	226.2	.124	.186	54.50	247.8	282.9			162.5	226.9	136.6	
1953																	
1st. Qtr.	.40	114.8	194.7	3.96	178.5	235.7	.121	.192	53.21	245.4	280.1			165.9	231.7	139.4	
2nd. "	.39	112.0	189.9	3.75	168.2	222.0	.120	.180	51.67	237.1	270.7			158.5	221.4	133.2	

1/ Bid prices and index figures for years subsequent to 1940 have been adjusted downward in order to eliminate the effect of increased design requirements. The composite mile is made up of average quantities of materials and includes 17,491 cubic yards of excavation, 3,726 square yards of paving, 16,000 pounds reinforcing steel, 4,365 pounds structural steel, and 68 cubic yards of structural concrete. The composite mile does not represent quantities involved in the actual construction of any particular type of road.

FEDERAL-AID HIGHWAY CONSTRUCTION EXPENDITURES

An analysis of Federal-aid construction contracts awarded during the calendar year 1952, showing the percentage distribution of the costs of the principal types of work, is given in table 1. The data included in table 2 were derived from a similar analysis of Federal-aid projects completed during the calendar year 1952 and show the percentage distribution of the costs of the major elements of highway construction.

The percentage distribution by systems of total construction expenditures (exclusive of right-of-way

and engineering costs) for projects completed during the calendar year 1952 is as follows:

- Federal-aid rural primary system . 45.8
- Federal-aid urban primary system . 22.0
- Federal-aid secondary system 28.5
- Other 3.7

"Other" refers to access roads, forest and park roads, emergency and miscellaneous projects.

Table 1.-Percentage Distribution of the Costs of Grading and Drainage, Bases, Surfaces, and Structures, by System, 1952.

Items	Primary		Secondary	Average
	Rural	Urban		
Grading & drainage (inc. pipe items only - not culverts)	30.5	17.6	29.9	27.3
Bases				
Gravel & clay gravel	6.2	1.8	13.5	7.4
Macadam or stone	5.4	1.8	7.8	5.3
Portland cement concrete	2.4	2.6	.5	1.8
Surfaces				
Gravel & clay gravel . . . . .	.6	.1	3.6	1.4
Bituminous surface treatment	1.2	.0	7.6	2.8
Bituminous road-mix	1.2	.1	5.4	2.2
Bituminous intermediate	3.5	1.1	3.5	3.0
Bituminous concrete	11.3	4.1	5.2	7.7
Portland cement concrete	16.8	15.8	2.0	11.7
Total bases & surfaces (inc. pavement reinforcement)	48.6	27.4	49.1	43.3
Structures (concrete, str. reinf., str. steel, & str. excavation)	20.9	55.0	21.0	29.4
Total	100.0	100.0	100.0	100.0

Table 2.-Percentage Distribution of the Costs of Materials and Supplies, Labor, Equipment, Miscellaneous, and Overhead, by System

Elements	Primary		Secondary	Average
	Rural	Urban		
Cement	5.7	3.5	1.9	4.0
Aggregates	8.3	4.3	8.3	7.3
Bituminous material	3.9	.8	5.4	3.7
Lumber . . . . .	.8	1.4	1.3	1.1
Timber piling . . . . .	.2	.3	.3	.2
Metal culvert pipe . . . . .	.7	.3	2.1	1.0
Reinforcing steel	2.7	3.8	1.9	2.7
Structural steel	3.6	10.6	2.8	4.8
Ready-mix concrete	1.7	5.8	1.2	2.5
Pre-mixed bituminous				
paving materials	3.0	1.8	2.0	2.4
Concrete culvert pipe	1.5	1.6	2.2	1.7
Clay pipe . . . . .	.1	.1	.1	.1
Not reported	1.0	5.0	1.4	2.1
Petroleum products	3.8	2.1	4.6	3.6
Explosives . . . . .	.4	.2	.4	.4
Total material & supplies	37.4	41.6	35.9	37.6
Labor	26.0	27.1	27.0	26.8
Equipment, misc., overhead, inc. profit	36.6	31.3	37.1	35.6
Total cost	100.0	100.0	100.0	100.0

AVERAGE HOURLY WAGE RATES ON FEDERAL-AID PROJECTS

CLASSIFICATION	NEW ENGLAND	MIDDLE ATLANTIC	EAST NORTH CENTRAL	WEST NORTH CENTRAL	SOUTH ATLANTIC	EAST SOUTH CENTRAL	WEST SOUTH CENTRAL	MOUNTAIN	PACIFIC	UNITED STATES
CALENDAR YEAR 1952										
Executive, Administrative, and Supervisory	\$2.08	\$2.45	\$2.46	\$1.98	\$1.89	\$1.80	\$1.80	\$2.47	\$2.75	\$2.21
Skilled	2.29	2.74	2.65	2.05	1.74	1.94	1.84	2.53	2.66	2.30
Intermediate Grade	1.59	1.98	1.97	1.59	1.26	1.34	1.29	1.96	2.22	1.71
Unskilled	1.47	1.84	1.76	1.37	1.00	.96	1.03	1.68	1.97	1.41
FIRST QUARTER 1953										
Executive, Administrative, and Supervisory	2.54	2.55	2.72	2.25	1.94	1.87	1.89	2.50	2.76	2.29
Skilled	2.59	2.80	2.68	2.16	1.56	1.85	1.87	2.47	2.67	2.24
Intermediate Grade	1.97	2.11	1.95	1.55	1.29	1.26	1.31	1.90	2.23	1.69
Unskilled	1.76	1.93	1.79	1.42	.97	.89	1.03	1.57	1.96	1.31
SECOND QUARTER 1953										
Executive, Administrative, and Supervisory	2.40	2.57	2.72	2.14	1.91	1.96	1.92	2.48	2.76	2.32
Skilled	2.38	2.68	2.74	2.14	1.73	2.07	1.94	2.55	2.70	2.33
Intermediate Grade	1.74	1.98	2.04	1.71	1.24	1.35	1.33	1.97	2.21	1.73
Unskilled	1.80	1.86	1.85	1.48	.97	1.00	1.07	1.69	2.01	1.40
THIRD QUARTER 1953										
Executive, Administrative, and Supervisory	2.23	2.51	2.63	2.05	1.98	2.03	1.82	2.59	2.70	2.32
Skilled	2.46	2.70	2.85	2.18	1.91	2.06	1.91	2.62	2.84	2.52
Intermediate Grade	1.72	2.15	2.20	1.67	1.33	1.40	1.33	2.14	2.36	1.86
Unskilled	1.62	1.88	1.95	1.39	1.08	.98	1.04	1.79	2.08	1.52

FEDERAL AND STATE HIGHWAY EMPLOYMENT AVERAGE NUMBER OF EMPLOYEES

During the Calendar Year 1952

STATE OR TERRITORY	CONSTRUCTION INVOLVING FEDERAL FUNDS			STATE WORK NOT INVOLVING FEDERAL FUNDS				GRAND TOTAL
	FEDERAL-AID PRIMARY, SECONDARY, AND URBAN	FORESTS, PARKS, AND MISCEL- LANEOUS	TOTAL	CONSTRUC- TION	MAINTENANCE	STATE ENGINEERING, SUPERVISORY, AND ADMIN- ISTRATIVE	TOTAL	
Alabama	1,537	11	1,548	1,071	1,223	598	2,892	4,440
Arizona	711	27	738	483	515	687	1,685	2,423
Arkansas	1,050	16	1,066	650	1,718	288	2,656	3,722
California	3,296	323	3,619	2,136	3,238	4,893	10,267	13,886
Colorado	655	226	881	146	682	739	1,567	2,448
Connecticut	422		422	586	1,527	1,367	3,480	3,902
Delaware	311		311	208	669	27	904	1,215
Florida	874	9	883	2,030	2,198	1,995	6,223	7,106
Georgia	1,825	34	1,859	2,832	2,089	1,847	6,768	8,627
Idaho	419	98	517	58	712	452	1,222	1,739
Illinois	2,786	4	2,790	1,499	3,634	1,661	6,794	9,584
Indiana	1,292	2	1,294	142	2,588	687	3,417	4,711
Iowa	1,072	40	1,112	1,523	1,601	969	4,093	5,205
Kansas	1,429	63	1,492	503	1,836	794	3,133	4,625
Kentucky	1,011	14	1,025	547	3,506	1,853	5,906	6,931
Louisiana	1,304	3	1,307	745	4,533	520	5,798	7,105
Maine	584	108	692	709	1,238	267	2,214	2,906
Maryland	445	298	743	1,558	1,633	995	4,186	4,929
Massachusetts	1,109		1,109	2,064	3,318	2,747	8,129	9,238
Michigan	2,062	38	2,100		3,755	1,642	5,397	7,497
Minnesota	1,710	90	1,800	1,495	3,166	2,237	6,898	8,698
Mississippi	1,331	87	1,418	3,600	1,563	637	5,800	7,218
Missouri	1,713	22	1,735	681	2,537	991	4,209	5,944
Montana	661	151	812	86	856	582	1,524	2,336
Nebraska	714	28	742	30	1,319	561	1,910	2,652
Nevada	312	63	375	7	342	329	678	1,053
New Hampshire	330	16	346	191	1,080	314	1,585	1,931
New Jersey	1,211		1,211	265	1,224	949	2,438	3,649
New Mexico	882	98	980	60	726	711	1,497	2,477
New York	2,769		2,769	649	5,560	2,331	8,540	11,309
North Carolina	966	29	995	1,712	8,716	2,018	12,446	13,441
North Dakota	740	73	813		519	358	877	1,690
Ohio	2,726	4	2,730	649	4,793	2,140	7,582	10,312
Oklahoma	1,213		1,213	647	1,807	471	2,925	4,138
Oregon	1,684	387	2,071	172	1,883	1,095	3,150	5,221
Pennsylvania	3,048		3,048	4,615	10,948	3,052	18,615	21,663
Rhode Island	488	5	493	42	616	234	892	1,385
South Carolina	1,390	56	1,446	656	2,636	818	4,110	5,556
South Dakota	710	30	740		717	499	1,216	1,956
Tennessee	1,313	123	1,436	1,326	2,116	442	3,884	5,320
Texas	4,513	62	4,575	2,336	5,644	3,925	11,905	16,480
Utah	451	92	543	68	577	598	1,243	1,786
Vermont	354	4	358	1	659	284	944	1,302
Virginia	1,545	64	1,609	1,681	6,603	1,422	9,706	11,315
Washington	1,097	235	1,332	441	1,160	940	2,541	3,873
West Virginia	858	18	876	275	4,932	668	5,875	6,751
Wisconsin	1,436	19	1,455	618	3,421	897	4,936	6,391
Wyoming	488	52	540	250	312	150	712	1,252
Hawaii	903	398	1,301		188	279	467	1,768
Dist. of Columbia	101	44	145	465	399	332	1,196	1,341
Puerto Rico	811		811	1,414	3,182	712	5,308	6,119
Alaska		205	205					205
Total	62,662	3,769	66,431	43,922	122,414	56,004	222,340	288,771

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Estimate of Highway Receipts and Expenditures, 1952 - 1953

June 1953

Total expenditures for highway purposes are increasing steadily, according to preliminary estimates for 1952 and 1953. No spectacular increases are noted, but the annual expenditures for all items are larger than corresponding expenditures for previous years. Total expenditures are estimated at \$5,014 million in 1952 and forecasted to be \$5,453 million in 1953, as compared with \$4,541 million in 1951.

The major portion of the estimated increase in total expenditures for each year is accounted for by the capital outlay item, which will increase from \$2,548 million in 1951 to \$2,913 million in 1952 and to \$3,243 million in 1953. These amounts represent 56.1, 58.1, and 59.5 percent respectively, of the total expenditures for each of these three years. The 1953 capital outlay expenditures for the first time are expected to exceed \$3 billion.

Maintenance expenditures are increasing steadily also, but as a percentage of total expenditures show a consistent decrease, from 33.7 percent in 1951 to 32.1 in 1952 and to 30.6 in 1953. Similarly, expenditures for administration, while steadily increasing, have shown a constant decrease as a percentage of total expenditures.

Interest payments are estimated to be \$144 million in 1952 and \$176 million in 1953, as compared with \$136 million in 1951. As a percentage of total expenditures, interest was 3.0 percent in 1951, decreased to 2.9 in 1952, and will increase to 3.2 in 1953. The 1953 increase reflects the impact of the large bond issues floated during the last few years.

Total disbursements, consisting of total expenditures plus debt retirement, are now approaching the \$6 billion mark. These disbursements were \$4,878 million in 1951, and are estimated to be \$5,343 million in 1952 and \$5,774 million in 1953. These amounts include debt retirement of \$337 million, \$329 million and \$320 million, respectively, for each of the three years.

Estimates of highway revenues for 1952 and 1953 indicate substantial increases in Federal funds and in highway-user imposts. Federal funds for each of these two years will constitute 11.3 and 12.0 percent, respectively, of total estimated revenues, compared with 10.8 in 1951. Highway-user imposts continue to be the largest single source of highway revenue, representing 58.7 percent of the total available revenues in each of the years 1952 and 1953, compared with 58.2 in 1951. Toll receipts are a relatively small part of total estimated revenues but are increasing at a much greater rate than are other revenue items and are expected to exceed \$200 million in 1953, 48 percent greater than in 1951.

Total receipts, including borrowings, like total disbursements, are approaching \$6 billion per year. For 1951, 1952 and 1953 they amount to \$5,039 million, \$5,889 million and \$5,883 million; included in these amounts are borrowings of \$778 million, \$1,250 million and \$957 million, respectively. Borrowings soared to a new high of \$1,250 million in 1952, but are expected to drop to \$958 million in 1953, which amount still represents a substantial increase over 1951.

It is estimated that total highway debt outstanding will increase by \$1.5 billion between 1951 and 1953. Huge borrowings for toll facilities have swelled this total, which is expected to reach a record high of \$6,475 million at the end of 1953. Of this amount, slightly over \$2 billion is for toll facilities. Total debt service payments in 1952 and 1953 will be 11.5 percent of total State and local revenues in each year, as compared with 12.4 in 1951.

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Estimated Revenues for Highway and Street Purposes, 1952-1953 ^{1/}

Table HF-1
Preliminary
June, 1953

Source	1952 Preliminary Estimate		1953 Forecast	
	Million dollars	Percent	Million dollars	Percent
Federal Government:				
Funds expended under the supervision of Bureau of Public Roads	465	10.0	515	10.5
Major funds	26	0.6	36	0.7
Forest, park, and public lands	1	-	2	-
Other				
Subtotal <i>comparable to P138 Hwy Stat.</i>	492	10.6	553	11.2
Other Federal funds <i>Eng-TVA - Reels. for Serv. etc.</i>	34	0.7	40	0.8
Total Federal Government	526	11.3	593	12.0
State Governments:				
Highway-user imposts	2,724	58.7	2,892	58.7
Toll receipts	126	2.7	146	3.0
Miscellaneous	88	1.9	94	1.9
Total	2,938	63.3	3,132	63.6
Local Rural Units:				
Property tax and miscellaneous	485	10.5	490	9.9
Toll receipts	15	0.3	18	0.4
Total	500	10.8	508	10.3
Urban Places:				
Property tax and miscellaneous	635	13.7	650	13.2
Toll receipts	40	0.9	43	0.9
Total	675	14.6	693	14.1
Summary:				
Federal funds	526	11.3	593	12.0
State highway-user imposts	2,724	58.7	2,892	58.7
Toll receipts	181	3.9	207	4.3
Property tax and miscellaneous	1,208	26.1	1,234	25.0
Grand total	4,639	100.0	4,926	100.0

^{1/} Federal and State data are for calendar year; local data are for varying fiscal years.

U. S. DEPARTMENT OF COMMERCE
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Estimated Expenditures for Highway and Street Purposes, 1952-1953 ^{1/}

Table HF-2
Preliminary
June, 1953

Expended on	1952 Preliminary Estimate		1953 Forecast	
	Million dollars	Percent	Million dollars	Percent
State Highways:				
Capital outlay	2,070	41.3	2,371	43.5
Maintenance	616	12.3	652	11.9
Administration ^{3/}	130	2.6	135	2.5
Highway police	98	2.0	103	1.9
Interest	72	1.4	100	1.8
Total	2,986	59.6	3,361	61.6
Local Rural Roads:				
Capital outlay	396	7.9	401	7.4
Maintenance	604	12.0	613	11.2
Administration ^{3/}	57	1.1	60	1.1
Interest	28	0.6	30	0.6
Total	1,085	21.6	1,104	20.3
Urban Streets:				
Capital outlay	402	8.0	421	7.7
Maintenance	391	7.8	407	7.5
Administration ^{3/}	61	1.2	64	1.2
Interest	44	0.9	46	0.8
Total	898	17.9	938	17.2
Federal expenditures not classified by system: ^{4/} not matching + not Bureau P.R. funds.	45	0.9	50	0.9
All roads and streets:				
Capital outlay	2,913	58.1	3,243	59.5
Maintenance	1,611	32.1	1,672	30.6
Administration	248	4.9	259	4.8
State highway police	98	2.0	103	1.9
Interest	144	2.9	176	3.2
Grand total	5,014	100.0	5,453	100.0

^{1/} Federal and State data are for calendar year; local data are for varying fiscal years.

^{2/} Includes expenditures by States on transcity connections of State highways.

^{3/} Includes engineering and equipment costs not charged to capital outlay and maintenance, and other miscellaneous expenditures.

^{4/} Includes funds of other agencies expended directly by Public Roads as well as funds expended by those agencies. Expenditures were principally for capital outlay and are included as such in the totals.

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U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Estimated Long-Term Highway Obligations Issued, Redeemed
and Outstanding, 1952-1953, 1/

Table HB-1
Preliminary
June, 1953

Item	1952 Preliminary Estimate	1953 Forecast
	Million dollars	Million dollars
Issued during year: <u>2/</u>		
State obligations	985	680
Local rural obligations	53	58
Urban obligations	213	220
Total	<u>1,251</u>	<u>958</u>
Less duplicated and interunit obligations:		
State-assumed local debt duplicated	1	1
Interunit obligations not public debt	-	-
Total public long-term highway debt issued	<u>1,250</u>	<u>957</u>
Retired during year: <u>3/</u>		
State obligations	140	125
Local rural obligations	85	87
Urban obligations	110	115
Total	<u>335</u>	<u>327</u>
Less duplicated and interunit obligations:		
State-assumed local debt duplicated	5	5
Interunit obligations not public debt	1	1
Total public highway debt redeemed	<u>329</u>	<u>321</u>
Outstanding at end of year:		
State obligations	3,321	3,876
Local rural obligations	829	800
Urban obligations	1,726	1,831
Total	<u>5,876</u>	<u>6,507</u>
Less duplicated and interunit obligations:		
State-assumed local debt duplicated	27	23
Interunit obligations not public debt	10	9
Total public highway debt outstanding	<u>5,839</u>	<u>6,475</u>

- 1/ State data are for calendar year; local data are for varying fiscal years.
2/ Refunding issues not included.
3/ Redemptions by refunding not included.