

No explanation is tendered as to why the 1933 total of makers of goods vehicles of 1 ton or more rated pay-load is less than 50 per cent. of those listed in 1932. However, notwithstanding this factor, the thirteen manufacturers (makes) in the 1933 schedule collectively offered ninety models with compression-ignition engines against the sixty-eight models listed by the eighteen in 1932, or, in other words, the compression-ignition engined goods models in 1933 show a percentage increase of 33 per cent. on the corresponding figures for 1932.

In the passenger-vehicle group the growth of the compression-ignition-engined unit is even better, in that twenty-five manufacturers offered vehicles of eight-passenger capacity or more in 1932, and, of these twenty-five makers, five offered sixteen models with compression-ignition engines; while the 1933 schedule shows nineteen manufacturers competing in the over eight passenger group, of which number ten makers offered thirty-seven models with compression-ignition engines.

The respective percentages (approximately) are, therefore,—

- (a) Twenty per cent. of the makers listed in 1932 offered compression-ignition-engined vehicles for passenger-service, whereas over 50 per cent. of the 1933 makers did so;
- (b) The number of makers listing compression-ignition-engined passenger vehicles in 1933 was 100 per cent. on the 1932 figures; and
- (c) The number of models offered in 1933 was 231 per cent. of the number for 1932.

A further indication of the trend and growth of the compression-ignition engine in the sphere of road transport is obtained from a comparison of the exhibits in the heavy-vehicle section of the last two Olympic Commercial Motor Shows, held in London in 1931 and in November last.

It has been reported that in the over 3 ton pay-load group the respective approximate percentages of compression-ignition engines to total exhibits in this group were 10 per cent. in 1931 and 70 per cent. in 1933.

The omnibus fleet of the London Passenger Transport Board, including those at present on order, comprises 5,253 vehicles, and of these 596 have compression-ignition engines.

The *Oversea Mechanical Transport Bulletin* of April, 1934 (Abstract 1326), refers to an article published in *Oil Engine*, November, 1933 (Temple Press, Ltd., 5 Rosebery Avenue, London, E.C. 1), concerning exhibits shown at the Public Works Roads and Transport Exhibition in London, and states that the advance in popular favour which has been achieved by the oil-engine is clearly shown in the road-roller section, in that thirteen of the total of eighteen exhibits were of the oil-engined type, while three only were petrol-engined, and the remaining two were fitted with steam-engines.

It is significant that some chassis manufacturers now schedule the compression-ignition-engined chassis as standard production and the petrol-engine is offered as an alternative at a reduction in list price, whereas formerly the heavy-oil engine was shown as an alternative to the standard petrol-engine at an increased cost.

It is now admitted on all sides that the compression-ignition engine is establishing itself on performance in fair and open competition with all other types of power units, and for heavy-duty service in particular merits every consideration.

16. APPENDIX.

TABLE No. 1.—MOTOR-VEHICLE REGISTRATIONS, 1925-1933.

TABLE SHOWING THE TOTAL NUMBER OF VEHICLES REGISTERED UNDER THE MOTOR-VEHICLES ACT, 1924, AT 31ST DECEMBER IN THE YEARS 1925 TO 1933.

(N.B.—Dormant, but not cancelled, Registrations are included in this Table.)

31st December,	Cars.	Trucks (classified according to Pay-load Capacity).								Omnibuses.	Traction Engines.	Trailers.		Tractors.	Others.	Motor-cycles.	Grand Total.	
		Not more than 1-ton.	Over 1-ton and not more than 2-ton.	Over 2-ton and not more than 3-ton.	Over 3-ton and not more than 4-ton.	Over 4-ton and not more than 5-ton.	Over 5-ton and not more than 6-ton.	Over 6-ton.	Total.			Three or More Wheels.	Two Wheels.					
1925	..	81,662	9,671	2,077	879	713	268	48	17	13,673	1,285	386	198	291	193	369	25,339	123,396
1926	..	101,462	13,056	2,827	1,155	824	314	48	27	18,251	1,590	465	241	432	328	455	32,101	155,325
1927	..	111,641	15,601	3,643	1,322	850	340	41	18	21,815	1,143	477	314	535	345	422	34,593	171,285
1928	..	125,656	17,057	4,302	1,465	866	347	48	21	24,106	1,190	421	269	689	422	460	36,116	189,329
1929	..	143,814	18,792	6,453	1,668	852	349	51	24	28,189	1,271	372	262	945	449	501	37,349	213,152
1930	..	154,634	19,839	8,034	1,798	872	350	51	23	30,967	1,308	305	259	1,279	464	503	37,404	227,123
1931	..	153,265	23,283	8,542	1,757	829	321	44	21	34,797	1,234	282	271	1,886	657	468	35,413	228,273
1932	..	151,356	22,495	8,661	1,737	757	298	41	20	34,009	1,204	268	253	2,457	707	474	33,182	223,910
1933*	..	129,173	†	†	†	†	†	†	†	35,766‡	1,025	†	†	†	†	†	23,020	188,984

\* Licensed vehicles only, dormant registrations not included. † Separate figures not available. ‡ Includes trailers, traction-engines, and tractors.