

of trucks which is in the bill passed by the Senate, it would mean a reduction in transportation costs in California of approximately \$200 million per year. The rates charged by trucking firms are regulated in the State of California by our State public utilities commission and are based on reasonable revenues. Therefore, any reduction in transportation costs, such as would occur as the result of enactment of this legislation, would be passed on directly to the consumer. Our economy certainly could use, in this difficult time, this type of savings.

In conclusion, Mr. Chairman, I would like to say the bill as passed by the Senate has adequate safeguards to protect our highway investment and I would recommend no limitations less than those incorporated in S. 2658.

Thank you, for this opportunity to appear here today in support of the legislation that is pending before this committee.

Mr. ROBERTS. Thank you, Mr. Johnson, for your fine statement.

I would like to bring out a couple of points for the record. What weight would you authorize? What would be a maximum weight?

Mr. JOHNSON. We would accept the maximum weights that are provided for under the formula, as far as maximum weight.

Mr. ROBERTS. We just had sort of a meeting after we got through awhile ago. It just depends on how many axles. I have a constituent that makes a device, already patented and already in operation, and if you were hauling feathers, you could have 24 trailers going down the road, and all following in the same tracks of the others. How long would you let it be?

Mr. JOHNSON. I think the experiences that are now in existence with the safety records, and the insurance companies that insure these vehicles are adequate to take care of that situation.

Mr. ROBERTS. Well, unfortunately, the ICC—read into the record this morning by a gentleman from Oklahoma—shows safety regard on the fatalities, far greater involving trucks than any other vehicle. Would you limit the number of axles? Could a person just have a train going down the highway?

Mr. JOHNSON. It has been my experience in driving across the country many times, and driving a great deal in my own district where I have to travel many, many miles to cover the district that our trucking operations are fairly safe operations. I admit that they do have accidents; but I am sure that the type of vehicles that have been provided, and the size, the width and the weight, are presently well regulated at the present time within the industry, within the regulatory authorities and those that they can get insurance on.

Mr. ROBERTS. How many pups do you allow the trailer to have? How many extra trailers do you allow to remain behind the main rig in California now?

Mr. JOHNSON. Right offhand, I would have to stop and take a look at that.

Mr. ROBERTS. I think two, but I am not real sure.

Mr. JOHNSON. Two, I think, it is. That is all we have at the present time and unless there have been some new innovations since the last time I encountered many of these trucks.

Mr. ROBERTS. I think we all agree that we have to do some revision; but where do you stop.