

4. How does the American Trucking Association develop its policy positions and what percentage of the total number of truck owners participate in the development of these policy positions?

5. Is it not true that those who transport livestock have no weight problem under the present laws and could benefit only by an increase in length?

6. During the hearings that brought the interstate system into being there was a testimony that if the highway system was built there would be a great savings to the trucking industry and increase in the efficiency in its operation. What can you say in response to this? Has it resulted in savings?

7. Can you give us any examples of how the development of this system has helped in the maintenance and operation of machinery—especially the motors? Has the number of daily revenue miles driven by truckers increased or decreased in recent years and, if so, how much?

8. What has been the increase of the gasoline mileage and the consequent savings of the cost of gasoline?

9. What has been the reduction of cost of maintenance of trucks?

10. What has been your experience on the longevity of tires?

11. Can you give us the average life in number of miles of truck tires for 1930, 1940, 1950 and 1960, as well as recent figures? How much of a saving has this item been to the trucking industry?

12. What will be the anticipated savings if the increases proposed in S. 2658 are granted?

13. Is it true as charged that if the width is established at 102' the overall width would be closer to 108'?

14. In areas where State Legislatures have approved increases in size and/or weight, has there been any reduction of shipping rates?

15. Have there been any savings in the operation passed on down to the consumer? If so, what is the percentage of savings and the total savings?

16. The proposed bill on increasing single and tandem axle weights pertaining to the interstate system AASHO conducted extensive road tests on pavement and bridges in Illinois to determine the effect of increased weights on pavements and structures. Do you know the results of the findings on the AASHO road test in relation to pavement damage caused by 20,000 lb. single axle as compared to 18,000 lb. single axle?

17. In the same ASSHO test a comparison was made between the damage caused by 32,000 lb. tandem axle and a 36,000 lb. tandem axle. Do you know the additional percentage of damage caused by the 36,000 lb. tandem over the 32,000 lb. tandem?

18. Do you feel the proposed 20,000 lb. single axle and the 34,000 lb. tandem axle maximum weight for the interstate system would automatically have to be applied to other highway and street systems?

19. Testimony has been given by ASSHO that the proposed 36,000 lb. tandem axle on the revised formula provided by the bill will not have the detrimental effects on those bridges designed for H S 20-44 loadings, but cannot be tolerated on bridges designed for lesser standards. Do you know what percentage of bridges on the interstate system and the ABC system are not designed to the higher H S 20-44 loading?

20. Considering all road systems in the United States, how many bridges now in use would you estimate were constructed prior to 1936?

21. The Iowa 1967 loadometer studies indicate that 763 axles out of 13,933 axles would be carrying loads involving single axle weight of more than 16,000 lbs. If this is true the percentage in Iowa would be 5½% of the truckers taking advantage of this. Is this anywhere near the national average?

22. Do you share the feeling that most of the motoring public feels that the extra cost involved in increasing the load capacity of existing and future pavements and structures should be borne by the beneficiary of the expenditure?

23. If future tests show that the life of the highway system is shortened as a result of truck traffic and especially because of increase of weights, will the American Trucking Association support a proposition to levy some type of tax or assessment to pay for the cost of replacement or rebuilding?

24. What is your reaction to a proposal suggested by the Department of Transportation that federal legislation establish a ceiling for truck size and weight for trucks operating over any federal aid highway? Under the proposal the industry could establish limits up to the ceiling but could not exceed the ceiling on any federal aid highway.