

Again, I want to commend the trucking industry for the tremendous contribution they have made for the solution of our transportation problem and what I call the "Fifth Great Freedom"—the movement of men and goods. The questions I have raised are not meant to be unfriendly. They are meant to bring, to the extent possible, the facts we need to know so we can make an intelligent decision on the policy and laws that will affect you and all of us in the future.

I also want to express my appreciation of your willingness to cooperate in answering the proposed questions. If you have further questions on the above, feel free to call or see me at our mutual convenience.

With kind regards to all my friends, personal and otherwise, in your association and assurance of my interest in our problems. I am

Cordially yours,

FRED SCHWENGEL, *Member of Congress.*

AMERICAN TRUCKING ASSOCIATIONS, INC.,
Washington, D.C., June 21, 1968.

HON. FRED SCHWENGEL,
House of Representatives,
Washington, D.C.

DEAR MR. SCHWENGEL: This is responsive to your June 18 letter containing 24 questions, to which we were asked to respond.

These questions, and the answers, are attached.

Respectfully submitted.

W. A. BRESNAHAN.

Question 1. How many trucks of four axles or more are likely to be able to take advantage of heavier axle weights and heavier gross weights if section 127 is amended as proposed in S. 2658 as referred to the House?

Answer. There are at the present time about 762,469 combination trucks with four or more axles. Of these, 279,637 were registered for 60,000 pounds or more. These figures are estimated on the basis of data included in the Supplementary Report of the Highway Cost Allocation Study, House Document 124, 89th Congress, First Session, Table 8, page 46, and on 1967 registrations in "American Trucking Trends," 1967, page 5.

These vehicles will be the ones presumably that would be able to take advantage of the increases in gross vehicle weight that states would be allowed to permit on the Interstate System under the proposed legislation. Many other vehicles would be able to take advantage of the axle load increases. Three-axle dump trucks for example would be able to increase their payload by heavier axle loads even though their gross weight would not be at the top of the allowable grosses now realized. In other words a three-axle truck can now haul the sum of the axle loads under the Federal gross weight limit. This would also be true, provided the wheelbase is sufficient, under the proposed legislation. Thus, at the present limits of 18,000 and 32,000 pounds for single and tandem axles respectively, and with 10,000 pounds on the front axle this vehicle can gross 42,000 pounds. Under the proposed bill, with the same front axle load it could gross 44,000 pounds. This would amount to about two-thirds of a yard of gravel, for example, and would be very important in connection with the movement of low value bulk items. On a two-axle six tire farm truck, a pick up of 2,000 pounds would be possible also raising the amount that could be hauled, with 9,000 pounds on the front axle, from 27,000 pounds to 29,000 pounds.

Thus, a fair estimate of the total number of trucks that could possibly take advantage of the increased weights permissible under the provisions of S. 2658 would be in the area of 700,000.

Question 2. How do the Western states compare with those in the East relating to average ton miles hauled under existing provisions of section 127, Title 23?

Answer. Data on truck tons and ton-miles are not available on an individual state basis. Figures on tons and ton-miles are available from the Bureau of Public Roads for all trucks and combinations on main rural roads, by Census Bureau Divisions. Data are also available on a regional basis for ICC regulated carriers having annual gross revenues of \$200,000 or more. The BPR data covers the year 1966, while the ICC data covers 1965.

The BPR data, from Highway Statistics, 1966, Table HT-1, page 50, shows that trucks and combinations carry the lightest average payloads in the Eastern Divisions and the heaviest payloads in the Western Divisions. The respective figures for truck combinations being, 12.4 tons in the Eastern Divisions, 14.0 tons in the Central Divisions and 15.1 tons in the Western Divisions. The greater