

average payload in the West is achieved primarily through a higher percentage of loaded miles to total miles operated. In the Eastern regions combinations averaged 62.7 percent loaded to total miles, in the Central regions the average loaded miles were 67.6 percent of total, while in the Western regions the average loaded miles of total miles was 75.1 percent. In terms of total ton-miles on main rural roads, the Central Divisions accounted for 158 billion, the Eastern Divisions for 73 billion and the Western Divisions for 43 billion.

The ICC data for 1965 show that in the Rocky Mountain region, the carriers averaged 3,527 tons per unit and in the Pacific region, the average was 3,885 tons.

By contrast the carriers in the New England region averaged 2,662 tons annually per unit and 3,241 tons was the average in the Middle Atlantic region.

To a large extent the higher annual tonnage in the Western states is due to the greater annual mileage for each intercity unit indicated below :

Average annual mileage per unit

Rocky Mountains States-----	87,113
Pacific States-----	66,012
New England States-----	39,124
Middle Atlantic States-----	47,127

What these data also illustrate is the heavy dependence by the Western States on truck transportation and this is why the Western part of the country is in the vanguard in seeking the size and weight relief provided in S. 2658.

Question 3. How many dues-paying members do you have in the American Trucking Association for whom you speak?

Answer. American Trucking Associations, Inc. (note the plural) is a federation. Its "members" are 51 affiliated and chartered state associations—one in each state and the District of Columbia—and affiliated conferences. Individual trucking companies are members of the state associations and/or the conferences. They number in the tens of thousands and are of all types and description, both for-hire and private.

Question 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?

Answer. Policy matters are reviewed by the 51 state associations and by 13 national conferences, representing different types of truck operation (automobile transporters, movers, tank carriers, general freight carriers, etc.). Each of these 64 affiliated but autonomous organizations has a representative (elected by them) on the ATA Executive Committee. The latter, in turn, makes the policy decisions. Decisions of the Executive Committee may be appealed to the Board of Directors, whose number is almost as great as the U.S. House of Representatives, and whose members represent every type owner and every area of the country. If there is a more democratic trade organization in the United States, it has not come to our attention.

Question 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?

Answer. This is not true.

Livestock carriers do have problems under existing size and weight laws, particularly in those states which have limits of 18,000 pounds on a single axle, 32,000 pounds on a tandem axle, or 73,280 pounds on gross.

Livestock carriers advise that, if they were permitted to do so, they could make use of the proposed limits with their present equipment and without any increase in length.

For example, the "possum belly" or "pot belly" tractor-semitrailer combination is in common usage in livestock transportation today. (This is a combination in which the semitrailer has single compartments at each end and a double drop-center compartment in the middle.) The empty weight of this type of combination is approximately 30,000 pounds.

In states which have 18,000/32,000/73,280 pound limits, a 55' possum belly today can be loaded with approximately 43,000 pounds of fat hogs. This is done by double-decking the two-end compartments and triple-decking in the center. The gross weight is right at 73,280 pounds. If the proposed limits were allowed, however, it would be practical to triple-deck the two end compartments. This would allow a potential increase of as much as 9,000 pounds in the gross weight. Under the proposed gross weight formula, it probably would not be possible for the