

this bill that was brought to my attention or the problem was brought to my attention. We have somewhat of a problem especially those related to the moving of grain from some of our smaller elevators in the southern part and the western part of our state in an attempt to move the grain from the elevator to some of the terminals. Many of these have lost their railroads. Consequently they have to depend on truck service to move this commodity. Our problem in Nebraska is that we have not followed the federal government when in 1975, they made a provision that a combination of tandem axles could then under the federal rule haul a full capacity load when the tandem axles, the extreme axles were thirty six foot apart. Consequently these elevator operations have told me that it is getting very very difficult to get trucks to come up from some of the other states and some within our own state to move this grain because they cannot haul the full capacity load. Now first of all, I wish to assure everyone that we are not increasing the axle weight as defined by law which is 20,000 pounds for a single axle and 34,000 pounds for a double axle. Now yesterday I had laid on your desks a diagram of the two types of vehicles that we are talking about. You notice the one that is a cab over. It is not the long conventional truck, that is where the motor is out ahead but the cab over truck, so to speak now can operate in Nebraska and haul the full 68,000 pounds. That is a combination of 34,000 for each of the double axles. They can now operate but the next vehicle cannot under the Nebraska law. It is that forty foot truck. They have a long nose on it with the motor and the cab is the head of the trailer. They cannot haul that full capacity load. Consequently these trucks do not want to come to Nebraska and move the grain that cannot be moved by rail since the rails are not there and it is creating a problem. So the bill then will do two things. It would allow the overall length to go to sixty five feet which is legal in Kansas and Colorado and many of our other states and thereby they would overcome this limitation. Secondly, it would allow the present vehicle, that is the conventional truck now in your diagram, to carry the full capacity load even though their extreme axles are only thirty six foot apart. So it does the two things, it allows an increase in the overall length and it also allows the vehicle that has a combination of axles only thirty six foot apart to operate and carry 68,000 pounds where now they can only carry 66,000. As a result of the Nebraska law, these vehicles will not be able to earn, and I call that "cream money". It is on top. It is skimmed off the top and they are busy anyway so Nebraska is finding itself in this situation. We have this problem in Nebraska. I know this is