

We also note that S. 2658, in its present form, is silent on the matter of overall length of vehicles. Inasmuch as the State highway departments do not agree with separate limitations on the interstate highways and the rest of the State highway systems, a maximum overall length of a combination vehicle was set at 65 feet by our balloting procedure.

In some of the Western States, vehicles in excess of this are currently being operated, especially on interstate and similar highways.

We certainly want the maximum use made of our modern highways for hauling goods and people, but the Interstate System should not be turned into freight-hauling arteries to the point that passenger traffic is inconvenienced or crowded.

Multibottom truck operation has been tried in various parts of the country and no serious problems have been encountered on divided highways where the normal traffic is not heavy.

It may be that in the judgment of your committee you may wish to specify an overall length of combination vehicle that might travel interstate and similar highways, but the AASHO recommendation, we believe, is logical for the balance of the State highway systems.

We still voice some concern about being able to have two separate sets of stands: one for the Interstate, and one for the balance of the system.

Regulations pertaining to vehicle dimensions usually specify that tire bulge and approved safety devices can extend beyond the maximum specified width of the vehicle.

It is understood that in some of the recent experimentation with multibottom operation that rear-view mirrors extend outside the vehicle for a considerable distance, which could cause problems when two such vehicles were using adjacent lanes. This matter deserves consideration and approved safety devices, such as rear-view mirrors should probably be limited to current practice.

In closing, we ask that you study the AASHO recommended policy thoroughly before taking any final action in your committee.

We are certain that the trucking industry has developed facts and figures on the operating costs, based on payload ton-mile unit, as the size and gross weights of the vehicles are increased.

We would like, however, to refer you to Highway Research Board Bulletin No. 301 entitled, "Line-Haul Trucking Costs in Relation to Gross Vehicle Weight," dated 1961.

This study indicates that beyond a certain point increases in the maximum gross weights do not yield corresponding savings in operating costs on a payload basis.

The bulletin indicates that the curves flatten out and show a decreasing or almost no additional benefit after the maximum gross weights are reached that are recommended in the current AASHO policy.

In this statement we have attempted to give you some of the background of weight and size limitations, some of the interactions between loads and facility life, the economies of highway transportation, and the need for having weight and size regulations.

Thank you.

Mr. KLUCZYNSKI. Thank you for your splendid statement.