

taxed by larger and heavier trucks traveling to and from interstate highways within the municipalities; now, therefore, be it

Resolved that the members of Congress be and they are hereby urged not to adopt said pending bill liberalizing truck size and weight limits on interstate highways because of the resulting undue burden on State, County and Municipal roads; and be it

Further resolved that certified copies of this resolution be forwarded to the President of the United States, the Congressional Representatives of the Thirteenth Congressional District of New Jersey and to the Clerks of both the Senate and House of Representatives.

I, John F. Lee, City Clerk of the City of Bayonne, in County of Hudson and State of New Jersey, DO HEREBY CERTIFY that the foregoing is a true copy of a resolution adopted by the Municipal Council of the City of Bayonne, at a meeting held April 30, 1968, as the same is taken from and compared with the original now remaining on file and of record in my office.

In witness whereof, I have hereunto set my hand and affixed the corporate seal of the City, at Bayonne, this 2nd day of May, A.D., 1968.

JOHN F. LEE,
City Clerk.

[From the Elizabeth (N.J.) Daily Journal, Apr. 15, 1968]

TRUCK LOBBY VICTORY

While billions of dollars are being poured into a federal highway building program, with an eye to aiding truck traffic, local roads and highways are being pounded by the growing fleets of trucks.

Elizabeth, as a major trucking terminal, has suffered from the noise and sheer number of trucks cutting through the city to reach highways and freight yards. It is part of the price of progress, we are reminded.

Recently, however, the state's trucking lobby succeeded in amending traffic regulations on Route 1 allowing more lanes of traffic for large vehicles. Protests from city council failed to change the state's decision.

Now the Congress is about to amend the regulations on weights and width limits on trucks and buses using the federal interstate highway system. The maximum width of trucks will be increased by half a foot, to 8½ feet. The maximum weight of trucks would be increased from 73,280 pounds to 105,500 pounds.

The U.S. Senate already has passed the amendment to permit the increased width and weight. The bill is now before the House.

Unless action is taken to block the measure in Congress, state and local road-building costs will be greatly increased as roads deteriorate under the heavy pounding. Hazards to motorists who help to pay for the highway system from gasoline taxes would certainly be increased.

What the Senate has failed to consider is that trucks must have access from local areas to reach the federal highway system. Should the trucking bill pass the Congress it will be a victory for industry at the expense of the public.

STATEMENT OF HON. BOB PRICE, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS

Mr. Chairman and members of the Committee, I would like to present the views and recommendations of the Amarillo Chamber of Commerce on the possible enactment this year of a new Federal Aid Highway Program or expansion of the existing Interstate Program.

My colleague, Mr. Mahon has testified to the fact that Lubbock in his District to the south of mine is one of only two cities in the state of over 100,000 population that is not located on an interstate highway.

Although Amarillo, which has about the same population as Lubbock, does have an east-west interstate route, neither U.S. 87 south from Amarillo to Lubbock or U.S. 287 north to Denver and south to Fort Worth and Dallas has such designation.