

Mr. McCARTHY. My question is, Mr. Kee, is it your understanding that trucks of this length would be permitted under this legislation?

Mr. KEE. I am afraid I see no limitations. I will answer my distinguished colleague this way, I drive every weekend or I fly, I put over 20,000 miles a year on my car driving to and through my congressional district—that is entirely separate from flying. With the highways that we have—I am not closing the doors to doing this in future years, I am trying to close the door right at this particular time.

My experience has been that if when you get behind the trucks that we now have, if you are on the Interstate System, you are all right; you can pass him except when it is raining real hard. But there is no way in God's world that I can see that you are going to separate those when they get off the interstate highways and start going through our cities and towns to deliver. And in the highways I have driven over, sir, it would be impossible in so many instances, from a safety standpoint, to pass trucks like this until our highway systems are completed.

Mr. CLAUSEN. If the gentleman from West Virginia would yield—

Mr. KEE. Yes, sir.

Mr. CLAUSEN (continuing). I think mainly the keypoint is, as you understand the legislation, there is actually no length limitation as it is now before the committee?

Mr. KEE. That is my understanding; yes, sir.

Mr. McCARTHY. Well, there is a weight limitation and if the weight limitation were lifted, it is my understanding that trucks of this size would be permitted.

Mr. KEE. As long as they come within the proposed weight limitation; that is correct, yes, sir.

Mr. McCARTHY. And here on page 2, at the top, you say: "If the proposal advocated by many to increase the length to 105 feet"—that is about the length of that train [indicating]—

Mr. KEE. The picture here? [Exhibiting document.]

Mr. McCARTHY (continuing). Or the truck in the picture, it does not take much of a mathematician to figure out that the passing vehicle would be in the opposing lane just about twice as much time as it takes at present time?

Mr. KEE. Correct.

Mr. McCARTHY. Under this it would be three times as much time; right?

Mr. KEE. At least.

Mr. McCARTHY. And your objection to this is on the basis of safety; right?

Mr. KEE. Exactly. Otherwise, I would be all for it. I am all for increasing the authorization. I am all for increasing the appropriation. I am all for completing the interstate and all Federal highways at the earliest possible time—providing that reason is being used. And with the progress that is being made, I see no reason that this would not be an appropriate subject for considering, say, 2 years from now when we have more construction with these safety features where you could pass these trucks. In other words, four-lane highways I am talking about.

Mr. McCARTHY. How would you change all the bridges? I mean, you talk about the bridges not being constructed to accommodate rigs of such immense size. I say maybe in a couple of years, but how would