

I want to say, Mr. Chairman, I am not against this legislation, but I am for doing it the right way and with our eyes open, knowing there are problems unresolved if we do this. We have regulations problems; all of this has to be touched on and dealt with before we pass legislation of this kind.

So with that brief statement, I yield back my time, but again commending the gentleman from West Virginia for a fine statement.

Mr. KEE. I thank you very much, Mr. Schwengel.

If I might make two brief observations, I completely agree with you, sir, that the trucking industry, where the rapid growth is a very vital economic employer in the United States. It is growing. I am all for it. That is why I said a few moments ago that at such time as our highways are at least under contract, so to speak, or prepared, then I would enthusiastically be for this provision.

The second thing I should like to mention in line with what you have to say, it has been my experience in talking to highway officials and veterans, in many States, not only in my own State, but in others, as I run into them, they have all been so confoundedly interested in scraping up, in the Interstate System, the 10 percent. But I have asked them, I said, "OK, you do that under, you know, the allocated mileage which has been authorized; you do that," but I said, "What are you going to do about your maintenance? The Federal Government cannot spend 10 cents on it. This is yours. Have you budgeted anything ahead for maintenance?"

Mr. Schwengel, I have not heard one single person, one single official, tell me, "Yes, we have looked ahead." Some of them are foolish. They think, well, we will go ahead and build them and when we get in trouble, we will just go back to the Congress, you know, and put pressure on the Congress and Congress will go ahead and start participating pretty much on the same financial contribution on maintenance as they do on construction.

If I am living, if I am still a member of this committee, I am going to oppose that.

Mr. McCARTHY. Will the gentleman from Iowa yield briefly?

Mr. SCHWENGEL. Yes.

Mr. McCARTHY. Just one final point here.

In this material you gave us from the Cleveland Plain Dealer of January 11, they say that the Silver Bridge—that is the name of the one you were alluding to?

Mr. KEE. That is correct.

Mr. McCARTHY (continuing). was built with an 8-15 factor included, which provides for trucks carrying 6,000 pounds on the front axle and 24,000 pounds on the rear axle.

Now, this bill talks about permitting trucks with 20,000 pounds on the front axle and 36,000 pounds on the rear axle.

Are there any other bridges like the Silver Bridge around there that were built around that vintage?

Mr. KEE. Oh, I imagine we have quite a few, yes, sir.

Mr. McCARTHY. So we would be putting these trucks on these bridges with more than triple the weight that was permitted.

Mr. KEE. That is correct. The West Virginia State Road Commission has been going around checking bridges and they are now posting weight limitations for that very reason. They are now making really