

the Senate bill, which we endorse, would hold it at 34,000 pounds, they do allow on their other roads more.

Mr. CRAMER. As I understand, the trucking industry is agreeable to living within the limitations in this legislation as it relates to the Interstate System?

Mr. BRESNAHAN. Yes, sir.

Mr. CRAMER. Despite the fact that some States may have passed legislation in the interim between 1956 and the suggested date of January 1, 1968, that otherwise would permit limitations in excess of that set out this bill on the interstate over and above that which can now operate in the interstate under the 1956 grandfather clause.

Mr. BRESNAHAN. That is very important, Mr. Cramer.

Mr. CRAMER. I know it is.

Mr. BRESNAHAN. I want to be sure I understand.

We believe firmly that any action taken by a State since 1956 that was within the applicable Federal statute should be grandfathered just as were those. Now, this is speaking generally.

But if you are speaking of the few instances where a State exceeded the Federal statute on its other roads as distinguished from the Interstate System, these are special cases.

Now, naturally, we would like to see those grandfathered, because they are not much different than those that were grandfathered before in 1956.

Mr. CRAMER. Let's get this further in focus so we understand, hopefully, what your position is.

If you will look at the law itself, when you look at the bill before us (S. 2658)—if you have a copy of it—

Mr. BRESNAHAN. Yes, sir.

Mr. CRAMER. Would it be consistent with your position or would you have any objections to amending it by striking the words "public highways of" and inserting in lieu thereof the words "Interstate System within," so it would read: "Weights or maximum widths permitted for vehicles using the Interstate System within such State under laws or regulations established by appropriate State authority in effect on January 1, 1968, whichever is greater"?

Mr. BRESNAHAN. No, sir.

Mr. CRAMER. Now, can you tell me why?

Mr. BRESNAHAN. If this is what the committee wants to do—

Mr. CRAMER. I am not saying that is what we want to do. I am asking you what would be your position relating to such an amendment?

Mr. BRESNAHAN. The position is simply this, that this would fail to grandfather two, three, or four instances where States have granted on their other road systems, something more than they could grant on the Interstate System. While we believe they should be grandfathered, we would like to see them grandfathered, there are so few of these that, frankly, it is not a life or death matter.

Mr. CRAMER. In other words, you would not strongly object to that amendment?

Mr. BRESNAHAN. That is the way to put it; we would not strongly object. But to rollback all of the others that were—

Mr. CRAMER. I understand.

Mr. BRESNAHAN. This would destroy any value in it.