

Mr. SCHWENGEL. Mr. Chairman.

Mr. CRAMER. I would like to just finish this.

Could you give us some example where this amendment would involve the States involved, those few examples you say exist?

Mr. BRESNAHAN. This amendment would prevent the State of Maine from allowing on its segments of the Interstate System a 36,000-pound tandem, although a 36,000-tandem has been approved and is operable on the rest of the Maine system.

Mr. CRAMER. It would limit it to 34,000.

Mr. BRESNAHAN. On the Interstate System; yes, sir. South Carolina is identical, the same situation.

I understand that in Virginia, not for general application but for certain types of vehicles, like tobacco trucks, they have done substantially the same thing on the noninterstate roads, 36,000-pound tandem.

Mr. CRAMER. As a practical matter, if the trucks are operating in interstate on the Interstate System, do they not have to limit their axle weights to other State limitations, such as if they go from Massachusetts to Maine, the Massachusetts law in effect would control, would it not? So we have a few spotted States. It is not really a critical matter, is it?

Mr. BRESNAHAN. When you are operating between States, you are reduced to the lowest common denominator; yes, sir.

Mr. CRAMER. So we are talking intrastate traffic basically when we talk about Maine having to reduce 2,000 pounds?

Mr. BRESNAHAN. Well, now actually, in Maine, Maine is in an area where all of the other States had 36,000 pounds as of the 1956 grandfather date, and this is one of the reasons they wanted to come up. But they could not come up on the Interstate System, because the present law prohibited it.

Mr. CRAMER. Did Vermont not go to 36,000 after 1956?

Mr. KIBBEE. Yes, Vermont is the same thing.

Mr. BRESNAHAN. I am told Vermont would be in the same situation.

Mr. CRAMER. Is Montana involved in this, do you know?

Mr. BRESNAHAN. Not as I understand it. I had thought so. I had thought that Montana might be in trouble from the standpoint of the application of the gross weight formula to any group of two or more axles. In other words, axle as well as the overall wheelbase. I understand this is not the case.

Mr. CRAMER. Well, I am just trying to be helpful, because, frankly, it appeared to me there was not enough in the record of the committee as to what this revised version would do and did relate to the specific aspect of it. I will yield.

Mr. SCHWENGEL. Mr. Chairman, I am confronted with a very difficult decision right now. The chairman of the committee proposes sitting. The impacted area bill on the floor involves some committees in my district, which makes it necessary for me to be on the floor. Also I have some 12 questions I think, Mr. Chairman, that should be asked and the answers made a part of the record before we act on this legislation.

Now, for this reason, it has been proposed that we sit this afternoon. But it has been pointed out to me that two Members of Congress have been scheduled to testify this afternoon, and so I yield to their desires and will not object to their testimony and it has already been pointed