

Thank you, Mr. Chairman.

Mr. KLUCZYNSKI. Glad to see you. I remember a picture of a big, fat guy.

It is nice to have you before this committee.

There being no further witnesses, the hearing will be adjourned until 9:30 tomorrow morning.

(Whereupon, at 4:36 p.m., the hearing was adjourned until 9:30 o'clock, Wednesday, June 12, 1968.)

(The following materials were received for the hearing record:)

STATEMENT OF HON. WILLIAM HENRY HARRISON, OF WYOMING, BEFORE THE SUBCOMMITTEE ON ROADS OF THE HOUSE PUBLIC WORKS COMMITTEE RE UNFREEZING THE FEDERAL LIMITATIONS ON STATE VEHICLE SIZE AND WEIGHT MAXIMUMS

Chairman Kluczynski and members of the subcommittee, I appreciate this opportunity to present testimony on legislation (H.R. 14474 and S. 2658) which would ease the Federal freeze on State vehicle size and weight limitations.

As the American Trucking Association has so ably expressed the issue, the need for an increase in vehicle size and weight "now borders on desperation."

The bills before this subcommittee would permit states, if they chose to do so, to revise limits upon single and tandem axle weights, width and gross weight, which were imposed upon the States when Congress passed the Federal Highway Act of 1956. The Federal limits, both present and proposed, apply only to the Interstate Highway System.

Present limitations are 18,000 pounds for single axle loads, 32,000 pounds for tandem loads, and a gross weight of not more than 73,280 pounds, or a width of not more than 96 inches. The pending legislation would set single axle limits of 20,000 pounds, tandem limits of 36,000 pounds, width, 102 inches, and a maximum gross weight which would be determined by the wheel base, the number of axles of the vehicle or a combination of vehicles. State authority having greater limits would be allowed to keep them.

Wyoming adheres to the present Federal single axle limit of 18,000 pounds, but already has the proposed Federal tandem axle limit of 36,000 pounds.

The trucking industry has waited ten years for legislation such as this, and the need in this decade of the sixties is desperate if transportation costs are to be kept in bounds and the cost of truck operation kept as low as possible. This can only be brought about by more economical payloads which means more weight on a single truck unit.

It is a fact that in the aggregate, the trucking industry moves more tons of freight, has greater total freight revenue, and provides employment for more people than any of the other forms of transportation.

It is also a major part of the nation's inner city freight transportation, in which capacity trucks must perform virtually all local freight services including short hauls that are essential to other modes of transportation.

I firmly believe that if America is to fully benefit from her splendid highway system and if the trucking industry is to continue to serve with utmost efficiency the nation's rapidly expanding agricultural and industrial needs, we must allow the nation's truckers to carry greater loads on larger trucks so long as these loads do not endanger the safety of bridges or the durability of roads. I believe liberalization of limitations as presented in legislation before this committee is prudent, and within the necessary bounds of safety and necessity.

I urge that this legislation be adopted.

Thank you.

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, D.C., June 19, 1968.

HON. GEORGE H. FALLON,
Chairman, Committee on Public Works,
U.S. House of Representatives, Washington, D.C.

DEAR MR. CHAIRMAN: The Committee is presently considering S.B. 2658, to provide for certain increases in truck load limitations and dimensions on the interstate system.