

The motion to apprise the committee of this action was unanimously passed with the following representatives of the above organizations present and voting:

Harry J. Bradley, Jr., Chairman, Iowa Highway Commission.
 Martin Wiley, President, Iowa Good Roads Association.
 R. G. Hileman, Executive Secretary, Iowa Good Roads Association.
 Paul Hixson, President, Iowa County Engineers Association.
 Warren Davison, Iowa County Engineers Association.
 Luther Randall, Iowa County Supervisors Association.
 Robert Hays, Iowa League of Municipalities.

The committee is composed of nine representatives from the organizations mentioned or their alternates who were designated in the original committee formation.

On behalf of the Joint Roads Committee for Action in Iowa, I request that our position be made a part of the record with regard to S. 2658.

Very truly yours,

R. G. HILEMAN,
Chairman, Joint Roads Committee for Action.

WHIRLPOOL CORP.,
 Benton Harbor, Mich., May 23, 1968.

Hon. JOHN C. KLUCZYNSKI,
Chairman, Roads Subcommittee,
U.S. House of Representatives,
House Office Building, Washington, D.C.

DEAR REPRESENTATIVE KLUCZYNSKI: We offer the following as Whirlpool's position statement for the record on S. 2658.

We urge early and favorable consideration of S. 2658, which would greatly improve the vehicle Weight and Width Limitations on the Interstate System.

Since Whirlpool Corporation manufactures and ships household appliances, we are particularly interested in the proposed width of highway trailers. Our shipping costs by highway have always been unreasonably high because many appliances are 31 inches to 33 inches in width and depth or from front-to-back, and cannot be loaded three-abreast. This results because present restrictions on highway trailers limit exterior width to 96 inches, which results in 92 to 93 inch interiors. The proposed legislation could permit an exterior width of 102 inches and an interior width of 98 or 99 inches, permitting shipments of appliances three-abreast.

For example, today a 40-foot long trailer can take from 26 to 38 refrigerators, weighing a total 8,000 to 12,000 pounds. This is many thousands of pounds under an allowable load, is not financially attractive to the carrier, and results in unreasonably high transportation costs for us. S. 2658 could permit us to ship 39 to 58 refrigerators in one load, weighing from 12,000 to 18,000 pounds. This weight still is many thousands of pounds under allowable limits.

Passage of S. 2658 could allow us to achieve better utilization of shipping space; resultant efficiencies could provide benefits to the ultimate consumer through price stability; trailers with full width loads have less chance of load-shifting during transit; and the lower cost per unit for transportation could help absorb the many other increasing costs of doing business, benefiting us and the consumer. This bill is one of the very few issues today that might help reduce or stabilize a cost-of-doing business.

If further information is needed, we shall be pleased to cooperate. Thank you.

Sincerely,

WILLIAM V. SNYDER,
General Manager, Physical Distribution.

STATEMENT OF HENRY C. HELLAND, DIRECTOR OF HIGHWAYS, UTAH STATE DEPARTMENT OF HIGHWAYS, RELATING TO INCREASE IN VEHICLE WEIGHT AND WIDTH LIMITATIONS ON THE INTERSTATE SYSTEM

The proposed legislation appears inevitable in view of the reluctance of the States to reach an agreement on size and weight criteria. This modification