

the commercial use of highways and streets in close relation to the character and extent of such use, and to now make available to municipal units of government adequate funds to permit completion of the street and highway network, including the reconstruction of weak bridges and the building of connecting links and alternate routes to relieve congestion.

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[From the Chicago Tribune]

#### THE HIGHWAY BUSTERS ARE AT IT AGAIN

The United States Conference of Mayors, at its recent meeting in Chicago, adopted a resolution urging Congress to defeat a bill which would permit larger and heavier trucks on the interstate highway system. A similar resolution has been approved by the Chicago city council.

Trucks are important to the national economy, but it is not necessary to let them get bigger and bigger until they monopolize and wreck the highways. No truck shipment starts or ends on the interstate system. If Congress raises the limits for the interstate, truck operators will press for similar standards on connecting routes, including city streets.

Officials in all cities know what trucks do to pavements and how they affect traffic. Chicago's Eisenhower expressway will be tied up all summer by repairs which probably would not be necessary for years if the pavement had not been punished by huge trucks. A survey by the American Automobile Association has shown that 67 per cent of the bridges on major highways were not designed to support the loads they are called upon to bear under current weight limits and traffic conditions.

The bill before Congress would permit weights of 20,000 pounds for single-axle trucks [now 18,000 pounds] and 34,000 pounds for tandem axles [now 32,000]. The measure also would permit vehicles to be wider by half a foot than the present 8-foot maximum. Motorists fear, with good reason, to share the roads with such monsters.

The bill has been passed by the Senate and is now pending in the subcommittee on roads of the House public works committee, Rep. John C. Kluczynski of Chicago is the chairman of the subcommittee. He is capable of good judgment and should exercise it by helping to sidetrack this bill.

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[From the Commercial Appeal, Memphis, Sunday Morning, June 9, 1968]

#### HIGHWAYS AND BRIDGES THREATENED

The House Public Works Committee is a thin barrier protecting highways investment of billions of tax dollars from the damage of heavier, longer and wider trucks. It is a committee of which Robert A. Everett (D-Tenn.) and Robert E. Jones (D-Ala.) are members.

The Senate already has backed away from responsibility for preserving highways and bridges into which many millions have gone through the federal Treasury from the pockets of citizens. The senators' attitude is that there is a difference between authorization of the pavement crushers and allowing states to make the change.

It is accepted that if this legislation comes out of committee the full House membership will follow the Senate abdication.

In state capitol corridors the way of a truck lobbyist with a legislator is one of the wonders of the political world. Tennessee, Mississippi and Arkansas have each had a comparatively recent incident in which the truckers were turned away. But over the years and throughout the nation the state lawmakers have been easy marks.

It is the House committee that holds in its hands the length of life of these highways.

There are 97 million motor vehicles in this country, all heavily taxed for the highways, roads, streets and bridges on which they run. About 16 million of them are trucks of all sizes, including pickups and delivery vans.

Only the tiny fraction of highway-freighters require the heavy pavements and strong bridges that use a huge part of construction funds.