

interstate bridges. However, almost half of the bridges reported in the AAA survey were of H. 15 design, or less. Such a design accommodates only 30,000 pounds without stress beyond the design limit.

There is no practical way to strengthen a bridge to carry a heavier weight than that for which it was originally designed and there is no maintenance effort that can be applied to the bridge which would offset overstressing and fatigue of bridge members.

Let us turn to vehicle length. H.R. 14474 fails to provide a maximum length limit. Absence of a length limit or maximum gross weight limit will lead inevitably to longer combinations on our national highways. We could have double bottom combinations as well as triple bottoms with vehicles over 100 feet long and as you recall, Mr. McCarthy gave a glossy print of one that was 105 or 108 feet long, that is now being used on the New York Throughway. This will turn our interstate highways into truckways not passengerways, but truckways and busways for which the Interstate System was not created. It will make our highway freight trains so large, so long that again, as I say, these will be roads that will be frequented by the truckers to the exclusion, if you will, of you and me as a passenger car operator.

Certainly now, this was not the intention of Congress in creating the greatest Interstate System, the greatest highway system that has been built in this world.

A vice president of Western Gillette Trucking Co. confidently predicts that triples will be in regular use by 1970 or 1972 at the latest.

As I said, the New York State Throughway Authority and the Massachusetts Turnpike Authority have already been approached on the use of triple bottoms and already have granted the use of the same. The picture as you saw clearly indicates that it is already in use.

Now, the effect of increasing size and weights. Roads and bridges are designed for specific weights and expected volumes of traffic. It is easy to change a vehicle dimension. It is harder to change a road, but almost impossible to change a bridge.

Are we going to destroy the completed sections of the Interstate System and jeopardize hundreds of billions of dollars invested in other Federal-aid roads for the same 250,000 trucks?

We must find a top limit on vehicle dimensions and weights and stick with it.

Let us turn to the grandfather clause about which you heard the truckers say yesterday: "If you take out the grandfather clause then we, together with others must oppose the passage of this pending legislation."

H.R. 14474 contains a grandfather clause permitting States which are already having higher weights and greater dimensions than contained in the present bill to continue higher limits.

The Federal Aid to Highway Act of 1956 also had such a grandfather clause.

There may have been some justification for the grandfather clause in 1956, because the effects of heavy trucks on our bridges and roads did not appear to be adequately documented. After spending \$27 million to find the answers, we know now what these effects are; there is no longer any justification for continuation of the grandfather clause.

To permit some States to continue with heavier weights and greater sizes than permitted for other States continues the same situation