

which has led the trucking industry to press for increased weights. Remember, they stated: "We have new techniques," as did the bus operator today; "We have found new things, and, therefore, we should increase the weights. We should increase the widths."

Yes, for our purposes. But what for the passenger driver and the light trucker? And at whose cost?

The grandfather clause in section 127 of title 23 should be eliminated. States presently having higher axle weights and heavier gross weights than permitted in section 127 as presently written, should be required to conform to the lower weights within a reasonably stipulated time interval.

There should be no harm or no damage given to the truckers or the others who have presently abided by the weights authorized by States; but within a reasonable time, they should be made to conform. This is not something unusual in our law.

Thus the American Automobile Association makes the following recommendations:

1. No upward revision in the present axle weights or gross load limits in title 23;
2. Width limit be retained at 96 inches;
3. The establishment of a length limit or a maximum gross load limit so as to preclude the possibility of extremely long truck combinations, such as the picture which has been introduced and show as an exhibit;
4. Elimination of the "grandfather" clause; and
5. Establishment of a weight to horsepower ratio of at least 400 to 1 for all trucks. This should be accomplished either by statute or appropriate safety standards.

Thus, gentlemen, this concludes my direct presentation of the position of nearly 11 million members of the American Automobile Association. Our membership comprises nearly 12.5 percent of the total individual passenger car operators operating on our Interstate Systems and primary and secondary systems, today—a system which you gentlemen over the years have so ably provided by proper legislation. And in turn, we expect you to, in your good judgment, see that our interstate, our primary and secondary systems are properly protected for the overall use of all of the people of these great United States.

Thank you very much.

Mr. KLUCZYNSKI. Thank you, Mr. Kachlein, for that splendid statement of yours. Also we appreciate your cooperation with the committee in making your remarks very brief and right to the point.

The Chair recognizes the gentleman from Texas at this time, Mr. Wright.

Mr. WRIGHT. I do not quite understand your contention with respect to weight. Is it your position that the present design standards for bridges on the Interstate System are inadequate to carry the weight that would be permitted under this bill?

Mr. KACHLEIN. Yes, sir.

Mr. WRIGHT. You feel the present interstate standards for bridges would not adequately permit the kind of weight that the bill would allow?

(At this point, Mr. Roberts assumed the chair.)