

Mr. McCARTHY. This grandfather clause strikes me as sort of an unending thing, a cycle of ancestor worship.

What would be the effect if we continue the grandfather clause in here, now?

I could envision a situation now where we would bring in higher limits that have been set by certain States between 1956 and 1968, and I say, in 5 years, we will start this all over again. What are the States that would be permitted higher weights than we are enacting here because of the grandfather clause? About three?

Mr. BRADY. We heard yesterday there are three or four States.

Mr. McCARTHY. South Carolina?

Mr. BRADY. South Carolina is one.

I have a chart here which shows some of these.

Mr. McCARTHY. Montana? Wyoming?

Mr. BRADY. Maine was one mentioned yesterday, and I think Vermont was also mentioned and Montana.

Mr. McCARTHY. Yes.

Mr. BRADY. New Hampshire.

Mr. McCARTHY. So in 5 years we have a situation where they could come in say, "Well, now look here, New Hampshire, Vermont, Maine, Montana, they have higher rates and we have got to compete." And then we could go through this cycle again.

Do you visualize this as a real possibility?

Mr. BRADY. It is a very distinct and real possibility. It happens now that the States in the West have come in and asked for the same types of axle weights we have in the east. With the grandfather clause in, you are going to continue what may be referred to as an unbalanced situation. We will be back, as I mentioned to Mr. Cramer, a couple of years from now going over the same ground.

Mr. McCARTHY. Just one more. According to the figures I have here, 67.8 percent of the bridges on the primary and secondary system—this is my mathematics—are designed for less than an 18,000 pound single axle and 32,000 pound tandem axle. Does that jibe with your figure?

Mr. BRADY. Well, this is what we found in our survey to State highway departments, Mr. McCarthy. But one must remember that this is a particularly high class network of roads. These are defense requirement routes which, for the most part, are the best routes we have in the country to move troops and civil defense equipment in the event of a national emergency. They are, for the most part, also the routes used today for the over-the-road heavy trucking operations.

But we have some $3\frac{1}{4}$ to $3\frac{1}{2}$ million miles of roads in this country, much of which is built to considerably lower standards than the defense requirement routes. So that the 67.8 percent is on our best network. If we included all the other roads, I am sure the percentage would be much higher.

Mr. McCARTHY. I am finished, Mr. Chairman.

Mr. KLUCZYNSKI. I would say the gentleman from Iowa was very, very kind to compliment the chairman, too, by the way, and I had to compliment him right back; he lived within the 5-minute ruling.

The Chair recognizes the gentleman from California, Mr. Clausen.