

The limitations of axle weights is actually for the protection of highway surfaces and individual bridge spans. The repetition of overweight axles destroys the surfacing of roads and certain types of bridges. Maryland is spending vast sums of money to improve its highway network. All of us have every reason to be proud of what has been and is being accomplished in our highway construction and maintenance program. All of us, I am sure, would recoil at the sight of any legislation that might do damage to our highways already in existence or those that we plan to build in the future.

The vehicle which has already been operated with an overweight axle prior to its being weighed and detected has already placed unreasonable stresses on the highway surfacing and bridges crossed en route and has been operated in violation of the motor vehicle code. The repositioning of the load after being detected does not in any way make amends for the damage created and the violation committed.

I have discussed this problem with the heads of our State Roads Commission and the Department of Motor Vehicles, as well as with individuals in the trucking industry. It has been suggested, and I think that the suggestion has merit, that some study should be given to the possibility of enacting legislation of this nature, at a future session of the General Assembly, on a temporary basis. By that I mean the enactment of a bill having a one, two, or three year duration. By the experience gained during that trial period, we can determine whether or not surfaces of our highways are being damaged by this type of legislation and whether the law should be removed completely from our books or be made permanent.

With kindest personal regards, I am

Sincerely yours,

(s) J. MILLARD TAWES,

Governor.

Senate Bill No. 603—State Roads Commission

AN ACT to repeal and re-enact, with amendments, Sections 1 and 7A of Article 89B of the Annotated Code of Maryland (1964 Replacement Volume), title "State Roads," subtitle "In General" authorizing the Governor to appoint an acting Chairman of the State Roads Commission during the absence or temporary disability of the Chairman and relating to the powers and duties of the Chairman (Director) and the Commission.

May 4, 1965.

Honorable William S. James
President of the Senate
State House
Annapolis, Maryland

Dear Mr. President:

In accordance with Article II, Section 17, of the Maryland Constitution, I am returning herewith Senate Bill 603, 1965 Session, which has been vetoed by me today.