

specifically prohibits vehicles eligible for registration thereunder for the first time after June 1, 1966 from using the Federal Interstate Highway System. The above provision, which took the form of an amendment after the original Bill was introduced, was undoubtedly intended to circumvent the provisions of the Federal Highway Act of 1956 which provides that the weight of vehicles using the Interstate System of Highways cannot be increased by any State after July 1, 1956 without endangering the State's Federal-aid Interstate Highway funds.

I am advised by the Office of the General Counsel for the Bureau of Public Roads that the Interstate Highway Act of 1956 only provides for the withholding of Interstate funds where a State permits vehicles to operate on highways of the Interstate System with weights in excess of those permitted prior to July 1, 1956. There are, nevertheless, other sections of the Federal-aid Highway Act which must be considered. The General Counsel has advised that if States permit vehicles weighing more than those permitted on July 1, 1956 to use federal-aid primary and federal-aid secondary highways and those highways are damaged, the Bureau of Public Roads may not permit the use of highway funds in the reconstruction of such highways.

In addition thereto, if this Bill were enacted into law it would create a major enforcement problem. The position of the police in distinguishing between vehicles licensed under the new law and those presently licensed for a lesser weight would be difficult. It would necessitate a close and minute inspection by the police of the license plates on all trucks to determine which were permitted to carry the heavier weights provided under this Bill and which were licensed for the lesser weights. Also, it would permit dual standards of maximum weight limitations on different sections of the State highway system. Further, the enactment of this Bill would mean that it would be lawful for the heavier vehicles to operate on highways other than the Interstate System which highways are generally not constructed to as high standards as are Interstate Highways.

The State Roads Commission has recommended that this Bill be vetoed because of the possible damage to roads and bridges on certain sections of the highway system, the cost of repair of which may not be eligible for Federal participation, and because of the difficulties of enforcement. For the foregoing reasons I feel compelled to veto Senate Bill 506.

With kindest regards, I am

Sincerely yours,

(s) J. MILLARD TAWES,

Governor.

Senate Bill No. 528—Probationers in Merit System

AN ACT to add a new Section 33A to Article 64A of the Annotated Code of Maryland (1964 Replacement Volume and 1965 Cumulative Supplement), title "Merit System," to follow immedi-