



Office Memorandum • UNITED STATES GOVERNMENT

TO : General Bragdon
Colonel Meek

DATE: November 17, 1955

FROM : Henry W. Osborne *HWO*

SUBJECT: Report on "Road Gang" Luncheon Meeting November 17, 1955. (Highway Program)

I wish to report, in an abbreviated form, the comments made by participants and members of a panel of the "Road Gang". Carl Fritts, Automatic Safety Foundation was Moderator.

1. Mike Flannigan - American Truckers Association.

Will do everything possible to delete size and weight limitations from any future highway legislation - wants modification or deletion in previous laws.

2. Hal Hale - American Association of Railroads.

- a. Predicts two highway bills.
- b. Will back anything that comes up. (Apparently feels the truckers will be taxed).

3. Pat Healey - Director, American Municipal Association.

- a. Will submit association stand at Miami meeting.
- b. Likes Clay Bill because it meets needs.
- c. Dislikes Gore Bill for three reasons. (Did not get these straight).

4. John King - Automobile Manufacturers Association.

Not optimistic - there will be no highway bill or bills because of political times.

5. P.D. McLean - National Highway Users.

"Any highway plan having a built-in financial plan" is in for a hazardous "go".

6. K.B. Rykken - Special Assistant to Executive Vice President, American Automobile Club.

- a. Thinks administration will make a fatal mistake if they come out with a new highway bill.
- b. Thinks Fallon Bill is O.K. - should be put in compromise bill because of excellent features involving; right of way, control access - "an engineers dream."

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7.

Kieth Seegmiller - Association of County Officials.

- a. Will back the interstate system - it is a must.
- b. Will support; "pay-as-you-go", anti-diversion laws, and thinks some of the cost should come from general revenues because the system can be used by civil defense - has a general purpose.
- c. Limited access control - very debatable subject in their association.
- d. Afraid of Federal control.
- e. Put the freeze on primary-secondary road system until interstate system is on the move - but freeze should not last more than 2 - 3 years.

8. Jack Wiley - Association of State Highway Officials.

Compromise on finances but not on needs.