

Capt. THOT. This is the Ringelmann chart published by the United States Bureau of Mines for comparison of smoke conditions, densities, and capacities. Further, it appears that Section 11-B of the proposed bill is a very broad restatement of matter already part of the traffic regulations of the District of Columbia. In order to maximize enforcement of this particular section it is felt its language could be phrased in language which appears in the traffic regulations Section 144. Section 144 is that part of the traffic regulations dealing with every motor vehicle operator on the street or highway shall be equipped with a muffler or mufflers of the type approved by the Director in constant operation properly maintained to prevent any excessive or unusual noise and no such muffler or mufflers or any part of the exhaust system shall be equipped with a cut-out, by-pass, or similar device. No person shall modify the exhaust system of the motor vehicle in a manner which will amplify or increase the noise of the motor or emitted by the muffler or mufflers installed by the manufacturer of the vehicle. It continues primarily in the muffler and exhaust emission area. Under existing law the Department functions with respect to this subject matter have been limited to enforcement, relating to motor vehicles. In this connection he invites attention to the statements admitted at an earlier hearing at Senator Tydings' Committee on Business Commerce, Public Health Education and Safety in the Senate in the District of Columbia.

With appropriate consideration of the above, the Metropolitan Police Department would recommend approval of H.R. 6981.

Mr. MULTER. Captain, have you seen the Bill, or has anybody in your organization examined H.R. 12232?

Capt. THOT. No, we haven't. This function is primarily within the scope of the Planning and Developing Unit and handled by a legal employee, Mr. Christensen. I don't know whether he has had an opportunity to see it or make a decision on it.

Mr. MULTER. Captain, I suggest you have the appropriate people in your organization examine that Bill and indicate to us, by supplemental statement, indicating whether or not you have any recommendations to that Bill. Are there any questions of Captain Thot?

Mr. WYNN. I have no questions.

Mr. GUDE. Then your specific recommendations, Captain, were that in section 9(a) number 1 contaminant should be changed to number 2 in the Ringelmann smoke chart?

Capt. THOT. Yes.

Mr. GUDE. Any other change?

Capt. THOT. Traffic regulations touching on this problem are already in effect in the District of Columbia and have been enforced for some time. The most recent statistics on our enforcement effort indicate we had 686 cases of defective mufflers, 348 cases of excessive smoke from a motor vehicle, all of which violate the regulations. This is our main enforcement effort.

Mr. GUDE. Did the Department give consideration to Subsection (C) on page 17 where the Commissioners would have the authority to require pollution control devices on auto engines?

Capt. THOT. Yes, sir.

Mr. GUDE. This approach has the approval of the Department?

Capt. THOT. Yes, sir.

Mr. GUDE. I should imagine the policeman in the street has more contact with air pollution than any other citizen.