

an exhaustive in-depth investigation of the subject matter had been conducted by our staff. I believe I am correct, Mr. May, this took place during most of the last year, about a good year in duration of time. Is that correct?

Mr. W. MAY. Yes; at least, Mr. Chairman.

Mr. BLATNIK. Now, this investigation has disclosed that the matters testified to by Mr. Linko are by no means confined to the Greater New York area to which his testimony relates.

On the contrary, during the course of our hearings it will be shown through other witnesses including members of our staff, that the deficiencies are nationwide in scope. They were discovered in all nine regions administered by the Bureau of Public Roads, each of which was visited by representatives of our staff in the course of the investigation.

I feel compelled to make this point at the outset of today's testimony lest anyone get the erroneous impression that the serious matters we are now considering are in any sense confined to one locality or region; in short, that they were sort of handpicked, that this was a loaded sample of what is on the highway system, because this is not the case.

Our second witness sworn yesterday was Mr. Charles W. Prisk. Mr. Prisk is Deputy Director of the Office of Traffic Operations, Bureau of Public Roads, U.S. Department of Transportation. He is an engineer by background. His qualifications in the highway field are impressive, particularly in the area of highway safety.

As a further example of the splendid cooperation extended to this subcommittee in the past, the Bureau of Public Roads has made Mr. Prisk available to us for consultation and technical assistance during this investigation. His knowledge of the subject and his enthusiasm for improved safety conditions on our highways have proved invaluable to us and we greatly appreciate your cooperation, Mr. Prisk. We will now continue with the testimony of Mr. Linko.

Mr. W. MAY. Mr. Linko, once again would you relate to the subcommittee how you began your interest in highway design and construction? What then took place?

#### **FURTHER TESTIMONY BY JOSEPH LINKO, NEW YORK, N.Y.**

Mr. LINKO. Yes. On a certain section of the State highway I travel every day I noticed we had all types of road obstructions along the right shoulder area, and these obstructions were chopped up by cars and they were left and no one seemed to think it was important to remove them. After bringing it to the attention of the highway officials and finding they did nothing I decided to take a few pictures, and I photographed these locations. But then I started to notice there were more.

Mr. W. MAY. Were you a photographer?

Mr. LINKO. No; I just bought a camera, because they did not listen to me, and I took these pictures. So as I went along, the more pictures I took, the more I found and there was no end to it—because the more I found, the more they built and I could not keep up with them.