

Mr. LINKO. We have been doing that in many cases. Mostly we have no curbs at all. You could be traveling along 50 miles an hour and deviate just 10 inches out of the highway and you can be put out of your misery.

Mr. CRAMER. May I ask a question of Mr. Prisk. These are mighty pretty bridges. It looks like they may be also rather dangerous. Mr. Prisk, who is responsible, representing the Bureau, for review of plans for bridges?

Mr. PRISK. The responsibility for review of bridges done in our Washington office is with the head of our Bridge Division, Mr. Wilkes by name. The responsibility for all of this work, though, in a direct sense, is vested in our division engineer organization, one division engineer in each State.

Mr. CRAMER. Now, do those division engineers in the State actually review the engineering plans for bridge structures, such as these?

Mr. PRISK. Yes, with the help of their staff.

Mr. CRAMER. Have they been instructed to consider those designs not only as to esthetics and beauty, but as to safety as well?

Mr. PRISK. In a general sense, they have, yes.

Mr. CRAMER. Why have they not been doing it?

Mr. PRISK. That is a better question than I can answer in detail, but they are busy men.

Mr. CRAMER. Now, I think, again, Mr. Chairman, the effect of the Bureau's reorganization should be inquired into by this committee. You have division offices and regional offices that are not going to be changed as to their makeup and we should inquire as to who may report to whom, to determine whether this is going to facilitate or further hamper such review. And it is my opinion that adding another layer of supervision could easily hamper rather than help the review process, from the standpoint of safety as well as esthetics.

It is rather surprising to me, rather shocking, that these bridge abutments and other things have not been reviewed by the division offices, or by the States for that matter, from the standpoint of safety as well as esthetics.

It looks like esthetics and beauty have had the upper hand.

Mr. McCARTHY. Will the gentleman yield?

Mr. CRAMER. Would you care to comment on that, Mr. Prisk? Then I will be glad to yield to the distinguished gentleman from New York.

Mr. PRISK. Yes, I would say, not being acquainted with the site of these bridges, it is impossible to say whether these cases, one or any one of them, are part of the Federal-aid program.

Mr. CRAMER. I assume some of them are.

Mr. LINKO. I have some here, sir.

Mr. PRISK. Beyond that, I think bridge engineers have been concerned additionally with holding costs to a minimum. And in that connection, you tend to end up with a structure that may have minimum standards, unless safety is given paramount emphasis.

Mr. CRAMER. I will be glad to yield.

Mr. McCARTHY. I thank the gentleman from Florida.

I am a little surprised at the gentleman from Florida, for whom I have the greatest admiration—

Mr. CRAMER. I did not intend to yield for that purpose. [Laughter.] Go ahead and say what you have to say.