

Mr. HUFF. I do not think you can put any higher priority on any operation than our safety program.

Mr. CRAMER. I do not think so, either. Mr. Wilkes, would you care to comment?

Mr. WILKES. As an employee of the Bureau of Public Roads—
[Laughter.]

Mr. CRAMER. You can take the fifth amendment if you want to.

We will move to Mr. Ricker. [Laughter.]

Mr. CRAMER. The President is not here to answer the questions. Maybe what we need is a "Safety Bird." [Laughter.]

Mr. RICKER. Since the issuance of Mr. Turner's memorandum concerning the yellow book, we have had meetings with the Bureau's division engineer concerning the projects that are now advertised or have already been contracted, and he has told us that we must incorporate all of the features of that book in current projects even though they are underway. There will be a deadline sometime this fall when new plans must reflect those provisions.

In the ones now under construction or about to be let, he has authorized change orders to incorporate provisions of the yellow book.

Mr. CRAMER. What do we do about past construction?

Mr. RICKER. I think if you are going to really go back and do past construction, you are going to get into a lot of money.

Mr. CRAMER. Obviously. So what can we do about it? And that is all the more reason why the States possibly are not able to do it when they have to use construction money to accomplish it.

Mr. RICKER. That is correct.

Mr. CRAMER. Well, now, Mr. Prisk, I have just one other question.

You have been in charge of the safety office in the Bureau of Public Roads; is that correct?

Mr. PRISK. Second in charge, yes.

Mr. CRAMER. Well, second in command. There has been a reorganization under the Department of Transportation Act. How many people did you have under your supervision before the reorganization?

Mr. PRISK. Fifty-two.

Mr. CRAMER. How many do you have now?

Mr. PRISK. I don't have the figures, Mr. Cramer. I would have to obtain those for you. I would estimate about 20.

Mr. CRAMER. So you lost about 32 of the people that were working under you on the problem of safety as a result of the reorganization; is that right?

Mr. PRISK. This is approximately right. Yes.

Mr. CRAMER. How in the world are you going to be able to do your job? It is obvious not too much was being done before. You lost 32 people. How are you going to do it now?

Mr. PRISK. These positions will be refilled.

Mr. CRAMER. You expect to hire new people to replace those 32 you lost; is that right?

Mr. PRISK. Yes.

Mr. CRAMER. What happened to all your expertise and know-how and experience that went with them?

Mr. PRISK. A good many of the people who have left the organization are still in the Federal Highway Administration, the Highway Safety Bureau.