

Mr. KIBBEE. So I see there would be no difference at all.

If the edge of the wheels of the vehicle are at the edge of the pavement, the same mirror would be on the 102-inch-wide truck as would be on the 96-inch-wide truck, so there would be no difference at all, if I understand your question correctly.

Mr. HOWARD. In other words, the trucks do not in any way overhang 2 feet there beyond the outer limits of the wheel?

Mr. KIBBEE. No, sir, they do not.

Mr. HOWARD. Thank you very much. I would state that there is a great amount of controversy, as far as my office is concerned, concerning additional legislation on width and weights for the trucks.

I have received dozens of letters from my own area over the past 2 weeks, every day, opposed to the legislation very strongly.

I think if we were to take a nationwide poll concerning this, that there would be overwhelming objection to it.

I think the average motorist feels uncomfortable not only with the size of the trucks using our highways, but also the speeds at which they drive and the overbearing driving attitudes of some of its operators, though I am very happy that we can have you here for suggestions concerning this, because there is probably not only opposition, but certainly a great deal of misunderstanding possibly throughout the country as to just what this legislation will do.

I imagine that you are aware of this feeling throughout the country, but I just wanted to say it in case you were not.

Mr. BRESNAHAN. Mr. Chairman, if I may make an observation on that, I certainly agree with you that there has been a great deal of misunderstanding about the legislation.

On matters of motor vehicle lengths, the States have been pretty rigid in the regulation of motor vehicles lengths and in most areas, particularly in the east, there are lengths limits of 55 feet. And as the previous witness pointed out, even in the absence of any Federal length limit, we have been remarkably unsuccessful in prevailing upon the States to go beyond the 55-foot limit.

Now, our main point, is about the length, that to attempt to come up with one limit, one length limit that would accommodate the conditions and the needs throughout the country is really unrealistic unless you came up with such a length limit that is probably highly objectionable in the congested east. And the Federal Government has never regulated and, in spite of this, the lengths have been held down.

Mr. HOWARD. Thank you for your comment.

We are happy that the hearing is today, rather than one day last week when I was driving down the center lane of Kennilworth Avenue, down there just east of District of Columbia Stadium; had that been this morning, I would have come into the committee in a much more frightened mood as to what occurred on the side of me, moving mountains they seemed to me at that time.

Are there any questions on my right?

Mr. Edmondson.

Mr. EDMONDSON. Thank you, Mr. Chairman.

I would like to compliment Mr. Bresnahan for a very fine statement.

I want to express particular appreciation for the supplemental statement that has been made a part of the record, which I believe contains some very helpful information, very interesting information to me.