

vehicle for fatality, much more likelihood for fatality, and it extends even as I say between cars, as well as cars and trucks.

Mr. McCARTHY. Well, yes. There was another point brought out by the Bureau of Motor Carrier Safety—almost half of the fatal and injury producing accidents involving trucks resulted from collision with an automobile. For every truckdriver that died in such accidents, 38 others died.

Mr. SONTHEIMER. Yes, sir.

Mr. McCARTHY. Thank you.

Mr. Chairman, are we going to hear from Mr. Bridwell during these hearings to clarify this point on the fatalities?

Mr. HOWARD. I am informed we are tomorrow.

Mr. EDMONDSON. Mr. Chairman.

Mr. McCARTHY. Thank you.

Mr. HOWARD. Mr. Edmondson.

Mr. EDMONDSON. I would like to ask unanimous consent for Mr. Bresnahan or Mr. Sontheimer to be given leave to submit a supplementary statement to the supplemental statement, giving the overall evaluation that they place upon these statistics that appear on pages 13 to 16 in the supplemental statement, and the impact on safety as they see it from the increase in size and weight of the trucks.

Mr. HOWARD. Without objection, so ordered.

(The information follows:)

AMERICAN TRUCKING ASSOCIATIONS, INC.,
Washington, D.C., June 17, 1968.

HON. JOHN C. KLUCZYNSKI,
Chairman, Subcommittee on Roads, Committee on Public Works, U.S. House of Representatives, Washington, D.C.

DEAR MR. CHAIRMAN: In connection with our testimony during the hearing before your Subcommittee on the proposed increases in the allowable sizes and weights of motor vehicles using the National System of Interstate and Defense Highways, we wish to submit the following additional information for the record. This information is both in direct answer to questions relative to our testimony and in reply to certain points raised in testimony given in opposition to the proposed legislation.

Reference was made to the collapse on December 15, 1967, of the Silver Bridge at Point Pleasant, West Virginia, the weight of the traffic that was on it and the relationship of this tragedy to the vehicle size and weight legislation currently before the Subcommittee.

We would first like to correct the impression given in testimony before the Subcommittee that the Silver Bridge is typical of quite a few that we have in this country. This is not the case. The Silver Bridge was a suspension bridge of a very unique type. There is only one other bridge like it in the United States and, we understand, one additional in another part of the world.

To our knowledge, the cause of the Silver Bridge collapse has not been determined, nor has the location of the initial failure been finally determined. Therefore, our comments in this statement are based on presently available information. They should not be taken as a prejudgment of what the final conclusions may be.

There have been public hearings, held May 7-10, in Charleston, West Virginia, by the National Transportation Board. These hearings, and other public statements by knowledgeable officials, haven't thrown much light on the failure, and have ruled out certain factors as the probable cause. Together with technical information about the design of the bridge, the issue of possible vehicle overload is clarified immensely.

Most important have been the statements regarding the collapse of the Silver Bridge which have ruled out probable causes. One of the most direct has been that of Mr. Frank Masters, Jr., of the firm of Modjeski & Masters, Harrisburg,