

SUMMARY OF MAXIMUM WIDTHS OF TRANSIT MOTOR BUSES PERMITTED UNDER STATE LAWS

States	State width limitations (inches)	State limit exceptions for cities et al.
Oregon.....	96	102 inches trolley coach or trolley coach converted to motor bus operated exclusively within city limits and placed in operation on or after June 1, 1947 and prior to Jan. 1, 1955.
Pennsylvania.....	96	102 inches; Buses operated over regular route or in group party service; consent of municipality or P.U.C. required. Bus over 96 inches may not be operated where 1-way cartway is less than 10-ft. wide.
Rhode Island.....	102	
South Carolina.....	96	102 inches within incorporated cities and municipalities.
South Dakota.....	96	
Tennessee.....	96	Statutory restrictions are inapplicable within municipalities under 100,000 population and within 12 miles of municipalities of over 100,000.
Texas.....	96	102 inches on motor buses operated within limits of city with population of 425,000 and within cities, towns, and suburbs contiguous thereto.
Utah.....	96	
Vermont.....	96	
Virginia.....	96	102 inches; Incorporated cities and towns with consent of local authorities; in counties having a population in excess of 5,000 per square mile on designated highways if State highway commission acting upon application by county governing body, so orders.
Washington.....	96	102-inch-width buses permitted under authority of State Highway Commission.
West Virginia.....	96	Incorporated cities and municipalities may permit motor buses to a width not exceeding 102 inches.
Wisconsin.....	96	104 inches; Urban passenger buses operated as an auxiliary to or as a part of a street railway system in counties of 500,000 population or operated within or between counties of 500,000 or more and contiguous thereto.
Wyoming.....	96	102 inches for buses operating on paved highway having a surface width of at least 20 ft.

Source of data: Commerce Clearing House, Inc., National Highway Users Conference, A.T.A. Feb. 15, 1968.

ORE-IDA FOODS, INC.,
Ontario, Oreg., June 4, 1968.

HON. GEORGE H. FALLON,
Chairman, Committee of Public Works,
House of Representatives,
Washington, D.C.

DEAR SIR: We are advised that the House of Representatives has HR-14474 before the Committee on Public Works, and that this is scheduled for an early hearing.

I am Chairman of the Traffic Committee of the Potato Processors of Idaho, which includes eight processors in Southern Idaho, and in 1967, we shipped in excess of 800 million pounds of processed potatoes, plus a like amount of fresh potatoes. This is a bill to increase the highway truck size and weight limits. As heavy volume shippers of a low priced commodity, we have a great interest in this particular Bill.

You are hereby requested to make this letter a part of the record of the hearings.

The present Federal limits on truck size and weights were established in the Federal Highway Act of 1956, and were based on standards adopted by the American Association of Highway Officials in 1946. These standards are out of date in light of the present highway construction standards and conditions of transportation. They constitute a major detriment to the truck transportation efficiency, and to a steady increase in the truck transportation costs of our industry.

We do not know if the maximum limits proposed are the proper ones and shall leave such figures to the good judgment of the highway experts. However, we do know that the bill is a step in the right direction, and we request your Committee to give it every favorable consideration.

Respectfully submitted.

DWAINE E. GRIFFITH, General Traffic Manager.