

Now, we recognize that there are still some roads in some States, especially in mountainous terrain which are not sufficiently wide to accommodate wider vehicles, but the great advantage of the legislation before you is that each State would be permitted to open the Interstate System to 102-inch buses but would retain full power to prohibit the use of such vehicles on its narrow highways.

For example, legislation approved on April 2 of this year by the General Assembly of Virginia provides that if the Federal limitation on the width of buses is increased from 96 to 102 inches, the Virginia State Highway Commission may permit buses not exceeding 102 inches in width to be operated, and I will quote now:

"On Federal interstate and defense highways, or any other four lane divided highways and may permit such operation between the afore-said highways and passenger bus terminals."

Legislation was enacted this year by Maryland, and by New York also, to permit the use of wider buses on the Interstate System provided the legislation now before the Congress is enacted.

The problem that the intercity motorbus industry faces, of course, is strong competition with the private automobile, with the airplane, with the trains. We are attempting to fill a need created in part by the discontinuance of rail passenger service. We offer the only transportation service to thousands of small communities. Each bus you see on a highway is taking the place of 15 to 20 automobiles.

Our passengers are safer riding a bus. Travel by bus is approximately 15 to 20 times safer than travel by private automobile, but the problem we face essentially is to provide a more comfortable service to our patrons.

In the last 30 years the American population has grown taller and broader and the only way that we can possibly provide the necessary comfort is to use the additional 6 inches to make the seats in the buses wider.

So, if this proposed legislation is enacted, our industry is prepared to invest millions of dollars to provide passengers with wider, safer, and more comfortable equipment.

Our other witness, Mr. Vance Greenslit is here and he will explain to you in somewhat greater detail the increased safety and comfort which can be provided simply by making the buses just 6 inches wider.

Thank you, Mr. Chairman.

Mr. KLUCZYNSKI. We will hear from both of the witnesses and then we will have the questions.

Do you have a prepared statement, Mr. Greenslit?

Mr. GREENSLIT. Yes, I have; and it has been circulated.

Mr. KLUCZYNSKI. Do you wish to have that in the record?

Mr. GREENSLIT. I would very much like to do that.

Mr. KLUCZYNSKI. Without objection, it is so ordered and made a part of the record in its entirety. You may proceed as you wish.

(The full prepared statement of Mr. Greenslit follows:)

STATEMENT OF H. VANCE GREENSLIT ON BEHALF OF GREYHOUND LINES, INC., AND THE NATIONAL ASSOCIATION OF MOTOR BUS OWNERS BEFORE THE SUBCOMMITTEE ON ROADS OF THE HOUSE COMMITTEE ON PUBLIC WORKS ON H.R. 14474, JUNE 6, 1968

Mr. Chairman and members of the subcommittee, I appear before you today on behalf of Greyhound Lines, Inc., from which I have just recently retired as