COMPARISON OF INTERCITY BUS MODEL SPECIFICATIONS—Continued

Item	Single level, model MC-5A	New bus, model MC-6X
Seating capacity	39	43.
Overall length	35 ft	40 ft.
Overall width	96 in	102 in.
Overall height	10 ft	12 ft.
Weight loaded—(gross vehicle weight in pounds)	28,733	42,000.
Number of axles	2	3.
Front axle	10,743	14,000.
Drive axle	17,990	18,000.
Trailing axle		10,000.
Underfloor luggage compartment capacity (cubic feet)	212	450.
Engine horsepower, at governed speed	255	380.
Engine horsepower per ton of gross vehicle weight	17.50	18.05.
Tire sizes:		
Front	11.50 by 22.50	13.50 by 24.50.
Rear driving	11.50 by 22.50	13.50 by 24.50.
Rear trailing	None	11.00 by 22.50
Total road contact area of tires (footprint area in square inches)	480	754.6.
Road contact area per ton gross vehicle weight (area in square inches)	33.4	35.9.
Total effective brake drum area (square inches)	1184	2116.
Effective brake area per ton of gross vehicle weight	82.5	100.6.
Brake size (diameter by width of drums):		
Front	14½ in. by 5 in	16½ in. by 6 in.
Rear driving	14½ in. by 8 in	16½ in. by 10 in.
Rear trailing	None	14½ in by 5 in.
Interior headroom at center aisle, minimum	75½ in	76¾ in.
Width between seats at center aisle	14 in	14½ in.
Width of double passenger seat	38 in	40 in.

Mr. GREENSLIT. Mr. Chairman, and members of the subcommittee, I live in Chicago and appear before you today on behalf of Greyhound from which I just recently retired as chairman of the board having reached that ripe old age of retirement a few days ago.

On behalf of the National Association of Motor Bus Operators, Greyhound is the largest intercity passenger bus operator and the identity of NAMBO has been described by Mr. Webb in the preceding testimony.

The overall size and weight of the intercity bus needs to be increased in response to the demands of the bus traveling public for greater comfort and safety.

One of the principal factors necessitating increased overall vehicle width is the current increase in the physical size of the average American. As Mr. Webb says, we are not only getting taller, we are getting broader.

The present dimensions in the seating areas of conventional bus equipment are no longer adequate to provide a proper level of passenger comfort. In this connection, I invite your attention to a recent study of the American Seating Co. on the trend toward installing wider and more comfortable seats in theaters, stadiums and other public places. Excerpts from that study are appended to my statement which as you said is included in the record.