

the aisle width by at least one-half inch to facilitate loading and unloading of passengers and their baggage.

The additional height inside the passenger compartment makes it possible for most passengers to walk down the aisle to their seat without stooping. The additional height permits larger side windows for improved viewing.

Greyhound has spent \$2 million engineering such a bus as I have described which has been tested and has proved the advantages heretofore outlined.

We thus know that the liberalization provided for in H.R. 14774 will add immeasurably to the comfort and safety of the bus riding public and we are hopeful of your favorable consideration.

Coming at a time when the public is deeply concerned with highway safety, the intercity bus industry is ready, willing, and able to contribute its part to the furtherance of that safety effort.

Attached to the statement is a printed sheet showing a detailed comparison between the specifications of the largest conventional type buses now being operated and the new one which Greyhound has engineered within the limits provided in the bill here under consideration.

While I believe the attached sheet is self-explanatory, I will be glad to make any further explanation I can at your request.

Thank you.

Mr. KLUCZYNSKI. Thank you, Mr. Greenslit.

Mr. Webb, in your opinion in these sizes and weights, if they can be increased, it would not have any adverse effect on the safety operation of your buses?

Mr. WEBB. Absolutely, Mr. Chairman. As a matter of fact, the increase in the permissible width of buses would make possible even safer equipment than we have today.

Mr. KLUCZYNSKI. What is the maximum width of any bus now operating on the roads, a maximum?

Mr. WEBB. In most states the maximum permissible width is 96 inches. There are exceptions in about 10 States for the use of buses of 102 inches on certain designated highways.

There are three States, Rhode Island, Connecticut, and Hawaii which allow buses 102 inches or in case of a war, 108 inches in width.

Mr. KLUCZYNSKI. What is the maximum length?

Mr. WEBB. Forty feet is the maximum.

Mr. KLUCZYNSKI. Mr. Cramer, the gentleman from Florida.

Mr. CRAMER. I yield to Mr. Harsha.

Mr. KLUCZYNSKI. Mr. Harsha, the gentleman from Ohio.

Mr. HARSHA. Thank you, Mr. Chairman. Mr. Webb, I find myself in this position to have to make a statement, but I think out of fairness to you and your associates, I believe I must make it.

I am opposed to increasing the size and width of any bus at the present time because unfortunately I believe it is true the busdrivers are about as bad an obnoxious group of drivers on the highways. They turn on the turn signal and they think that invests them with the right to go wherever they want and choose. I know of people who have been practically run off the highways and I, myself, have almost been by these bus operators.

I certainly do not look with enthusiasm on the idea of giving them something bigger with which to manipulate the highways.