

Irrespective of that, I would like to ask you some questions about your program here, this one dealing with the cloverleaf. Now, I understand this purports to show a bus of approximately 40 feet in length.

Mr. WEBB. That is correct.

Mr. HARSHA. And if you move it around the cloverleaf it strikes pretty close to the outside edge of that cloverleaf, in an effort to show the bus could make the cloverleaf in that paved portion of the highway.

What if the bus is 45 feet in length? Can it still make the paved portion of the highway?

Mr. WEBB. I would, if I might, ask Mr. Greenslit to respond to that.

Mr. GREENSLIT. Well, I do not know that I can answer because we have never proposed a 45-foot-long bus so we have made no such study of that.

Mr. HARSHA. You have never proposed a 45-foot bus?

Mr. GREENSLIT. No, sir.

Mr. HARSHA. Has any of the associations been in contact with the Bureau of Public Roads on that?

Mr. WEBB. Oh, no, not at all. I do not know of any consideration whatever being given by any bus manufacturer or any bus operator to increase the length of buses from the present 40 feet.

Mr. GREENSLIT. Intercity operators may have done this, people operating locally within the city.

Mr. HARSHA. They are not a member of your association?

Mr. GREENSLIT. No. We are primarily dealing with intercity buses and using the Interstate System.

Mr. HARSHA. Well, they are the worst offenders, the interstate buses.

Mr. GREENSLIT. Most of the cities permit for instance a 102-inch-wide bus. A good many of our cities permit a 102-inch-wide bus now.

Mr. HARSHA. Then you would have no objection to putting a limit on the length of the bus at 40 feet?

Mr. GREENSLIT. No, sir.

Mr. HARSHA. That is all I have.

Mr. KLUCZYNSKI. Mr. McCarthy, the gentleman from New York.

Mr. MCCARTHY. Thank you, Mr. Chairman. Gentlemen, yesterday we had some colloquy here that suggested that there is a correlation between the length and width of a vehicle and its axle rate.

For instance, I cited a speech that the Federal Highway Administrator made before the Fiber Club Council which said that heavy commercial vehicles comprising 7 percent of the registered motor vehicles in the Nation are involved in 19 percent of the fatalities.

I would like to ask you if you have any corroboration of this. What is your accident experience? What I would like to know is what percentage of the motor vehicle population of buses comprise interstate buses and then what percentage of the total deaths your vehicles are involved in.

Mr. WEBB. I will be happy to supply for the record, Mr. McCarthy, the information in that form. I can tell you very briefly what our accident experience is. In terms of passenger fatalities for 100 million passenger-miles of domestic passenger transportation for the 3-year period of 1964-66, here the rate for buses was 0.13. For the same period for all automobiles it was 2.4; for the railroads 0.09, for airlines, 0.20.