

As evidenced by the figures for passenger (occupant) miles, but operations are many times safer than are those of the average automobile. Occupants (including drivers) of buses of the Class I carriers accounted for about 2.5 per cent of estimated total travel by occupants of all motor vehicles in 1966. On the other hand, the 130 fatalities resulting from accidents in which such buses were involved represented 0.25 per cent of the total of 53,000 motor vehicle accident fatalities in that year.

The outstanding safety of bus passengers is emphasized by the fact that only 13 of the 130 fatalities resulting from bus accidents in 1966 occurred among bus passengers and 7 were drivers.

This outstanding record of safety has been attained despite the fact that buses are required to operate scheduled service under practically all conditions of weather and road. In this respect, bus operators are in a position very different from that of the typical private automobile operation, which can be suspended if conditions are not fully satisfactory.

We hope this information adequately answers the questions you raised. We thank you for the opportunity of providing the information, and respectfully request that it be made part of the record of hearing on H.R. 14474.

Sincerely,

STANLEY HAMILTON.

Mr. KLUCZYNSKI. The gentleman from Iowa, Mr. Schwengel.

Mr. SCHWENGEL. Mr. Chairman, first a point. I want to say "amen" to what the chairman said about being fair in all the hearing he is presiding over and he certainly has been to me and I want to commend him for that and publicly express my appreciation.

Second, based upon information I am getting in the mails, certain misinformation is going out to my constituency and so I reiterate now, especially for the benefit of the truckers, I am not against this bill nor am I for it yet.

I am very interested in what we are doing here. I sat with many members of this committee for 74 days when we brought the greatest transportation system the world has ever seen into being, the Interstate System, and I am sorry now that the people who benefited most dollar-wise have paid much attention on that and expressed appreciation to the committee for this.

The fact that we have one of the finest systems in the world and the fact that we spent billions of dollars so that our society and industry can benefit and people can benefit makes it necessary for us to take pretty seriously what we are doing here, and before we act, Mr. Chairman, I think we ought to have answers to a lot of questions that have been posed.

A number of very sincere citizens in my State are very concerned. They want some answers to some of the questions and it had been my hope, Mr. Chairman, that the people who are involved here might have a chance to respond to some of these questions. It is evident now this is not going to be possible. It may be when I put something in the Congressional Record, which I intend to do, I am not giving those who would like to have an answer a fair chance and for this, I am sorry. You will not have a fair chance because we are not going to have extended hearings here, not a chance to defend some of the conclusions others have made, or explain them.

It is for this reason that I want to appeal to the chairman that we give thorough and adequate consideration to the effects of the legislation here proposed over the long run. I am not against the trucking business. I think this is one of the finest businesses and developments in this country, not the bus business. I think you are serving, gentlemen, a great need.