

Mr. GREENSLIT. Not particularly. We would be in favor of a modest increase in axleload limits to 20,000 maximum pounds, but it is not necessary to operate this new bus we have engineered.

Mr. SCHWENGEL. It would not be necessary at all? What is the average weight of the busload now?

Mr. GREENSLIT. About 38,000 pounds.

Mr. SCHWENGEL. On how many wheels?

Mr. GREENSLIT. On two axles.

Mr. SCHWENGEL. So you are way under the maximum.

Mr. GREENSLIT. That is right.

Mr. SCHWENGEL. And if you went the full width you are asking for you would not begin to reach the maximum weight?

Mr. GREENSLIT. Yes, we would on the rear axles because we have more weight on the rear axles, but we can get away from that by putting on a trailing axle to take some of the load off the rear.

Mr. SCHWENGEL. But your total weight would never compare to a truck.

Mr. GREENSLIT. No.

Mr. SCHWENGEL. So really, you would not be affected if no change was made in the weight?

Mr. GREENSLIT. The overall weight?

Mr. SCHWENGEL. Yes.

Mr. GREENSLIT. No; the largest bus we have ever had loaded would weigh less than 45,000 pounds even with three axles.

Mr. SCHWENGEL. So there is no reason for you to ask for a weight lift in your buses.

Mr. GREENSLIT. It is not at the moment. However, we can envision some things we can do with the axleload limit liberalization in the future.

Mr. SCHWENGEL. I think that is the point we ought to have elaborated. What are those factors?

Mr. GREENSLIT. One of the factors is we could eliminate the two axles. It is going to be pretty close on the weight limits on the rear axles of this larger bus we are talking about if we are limited to 18,000 pounds. We think we can do it, but it is going to be marginal and in order to do it we will have to throw some more weight on the front axles than we would like to do normally.

Mr. SCHWENGEL. I will yield, Mr. Chairman.

Mr. KLUCZYNSKI. Mr. Webb, those seats you have on display; are they being used now?

Mr. WEBB. Those are seats manufactured by American Seating Co. and the two there on the left are the seats which are presently being used in the 96-inch bus. The other seats are those which would be used or could be used in the 102-inch bus.

Mr. GREENSLIT. I might add, Mr. Chairman, we have had two on our experimental buses.

Mr. KLUCZYNSKI. I do not think you would have room enough for the chairman to get into one of those seats.

Mr. GREENSLIT. If you sat in the smaller one first you would feel very comfortable when you got into the other one, I can assure you.

Mr. KLUCZYNSKI. Mr. Schwengel asked about the airplane seats and I have to ride first class because I cannot get into the tourist seat. It is like sitting in one of those Navy planes with bucket seats.