

Mr. GREENSLIT. I would like to add, Mr. Chairman, that we have two of these buses that we have engineered, 102 inches wide that have been operating now as a test for the Interstate System over the toll road between New York and Chicago with a special permit from the States involved and they have done a beautiful job and have had extremely favorable passenger reaction.

Mr. KLUCZYNSKI. What would be the width of a railroad car?

Mr. GREENSLIT. Oh, a railroad car is much wider.

Mr. KLUCZYNSKI. Much wider?

Mr. GREENSLIT. Oh, yes: half again as wide.

Mr. KLUCZYNSKI. I think Mr. Webb spoke about years ago you had two lane roads of 16, 18, or 20 feet with a shoulder so you do not have as many accidents now as you had years ago.

Mr. GREENSLIT. Oh, no. We have had the 96-inch width and I have been in the business for 40 years and we have had it since your primary roads were 16 feet wide. Today, they are 22 and 24 feet wide and there is no safety problem in the additional 6 inches. As a matter of fact, it is, insofar as our business is concerned, we would improve our safety record tremendously because of the factors I have previously mentioned.

Mr. KLUCZYNSKI. Years ago, if you traveled across the country, how would you operate?

Mr. GREENSLIT. Twenty-five years ago we operated New York to the west coast, but we did not operate the same bus through. We went New York to Chicago; Chicago to Denver. It may have been three changes. Now we go all the way through.

Mr. KLUCZYNSKI. Thank you. I appreciate your answers for my own information.

Mr. Clausen, the gentleman from California.

Mr. CLAUSEN. Thank you, gentlemen, for your fine testimony. It has been very illuminating. I am interested in the overall benefits that are going to be derived from this.

Do you have anything in the way of a breakdown as to the mileage that you travel between the Interstate System and shall we say the primary, secondary system? Do you have any kind of a breakdown on this?

Mr. GREENSLIT. Slight. Speaking for Greyhound at the moment we have not been able to arrive at any constant because there is more and more mileage with the Interstate System being opened all the time and it is increasing tremendously. I would say at this moment about 25 to 30 percent of our total annual mileage is on the Interstate System. Now, when it is completed, I would think it might get as high as 50 to 60 percent.

Mr. CLAUSEN. From the standpoint of meeting the public demands if you were sitting here in our position as committee members and you had the responsibility for allocating revenues where would you place the emphasis, on the primary, secondary, or on the Interstate System?

Mr. GREENSLIT. Well, I personally feel that if the emphasis has to be placed, it has to be placed on the Interstate System to complete it as quickly as possible. That is probably where it ought to be placed.