

Mr. CLAUSEN. But again now meeting the needs of communities and that sort of thing, how can you better serve the public, through the Interstate System or the primary and secondary system improvements.

Mr. GREENSLIT. I do not believe I am in a position really, to give an intelligent answer to that because both types are used. The local people use the Interstate System too, so it is hard for me to answer.

Mr. CLAUSEN. Well actually, as I view the traveling public basic wishes and we are dealing with different classes, it seems to me that the cross-country people certainly want to spend more and more dollars for air transportation and it just seems to me we could be doing more for people if we had more emphasis on the primary and secondary road system.

I agree we have to complete the interstate first. But would you comment on that for me, please?

Mr. GREENSLIT. If the emphasis on the primary and secondary system would get away from some of the congestion in the metropolitan areas, then I would probably agree with you. I do not know whether it would do that or not.

Mr. CLAUSEN. Thank you, Mr. Chairman.

Mr. KLUCZYNSKI. Any questions on my right?

Mr. McEwen, the gentleman from New York.

Mr. McEWEN. Was it you who testified that 50 buses are now on order?

Mr. WEBB. Mr. Greenslit testified that Greyhound has on order 50 buses.

Mr. McEWEN. I see.

Mr. GREENSLIT. We have mentioned in our own plant and we have two models now, one we have sent to Europe to be tested with a different kind of engine and one that we have been operating with a special permit on the toll roads to work the bugs out of it between New York and Chicago.

Mr. McEWEN. What use do you have for these 50 buses if this legislation is passed?

Mr. GREENSLIT. Well, of course, there are six States now that we could operate these 102-inch buses and the seventh State; namely, Georgia, by special permit. So we think that we could find a place for them temporarily.

Mr. McEWEN. Mr. Webb's testimony on page 4, he spoke about eight States permitting operation of intercity buses over designated highways.

What are these, primary highways?

Mr. GREENSLIT. These are primary highways.

Mr. WEBB. That is correct. For example, Colorado, Idaho, and Indiana will permit these buses now over their highways provided that the highways are 20 feet in width. In certain other States you can get the special permission and there are about eight States in all where these buses can be operated today, but not over the Interstate System, of course.

Mr. McEWEN. Do you, Mr. Webb, have the list of the eight States that permit operation now for buses over 96 inches?

Mr. WEBB. Yes, sir; I do. You have Rhode Island and Connecticut, and that is because they permitted the 102-inch buses, and the State of Hawaii.