

Mr. McEWEN. What?

Mr. WEBB. Hawaii. Their limit is 108 inches and that operation was also permitted there on the grandfather clause.

The other States where intercity buses can be operated on certain highways are Colorado, Idaho, Indiana, Montana, and New Mexico.

Mr. McEWEN. Then additionally there are 10 States that you name specifically that have legislation that will permit 102-inch buses to use the interstate when it was enacted here into law.

Mr. WEBB. Yes; there are 11 States and that legislation has already passed, but its effectiveness is contingent upon the Congress acting favorably on this legislation.

Mr. McEWEN. Would it be feasible in the operation of your intercity buses, the 102-inch bus just on the interstate or does it have to use the primary system?

Mr. WEBB. We see no problem there, Mr. McEwen. The Interstate System will connect the major population centers. Then I am quite sure that by special permit they will connect the major population centers and in most of those centers, 102-inch buses are already being permitted within the city limits.

It may be necessary in some cases to get a special permit to go perhaps a few miles from the Interstate System to a downtown bus terminal.

Mr. McEWEN. Mr. Webb, let me state one of my concerns. Before I state it, it was with some trepidation regarding this legislation which I thought was a very brief and simple comment and the question I have, and having made it I find all my friends in the trucking industry called my office before I left this committee and which I will state here in a public hearing I resented just a little bit that I could not ask a question as a member of this committee without having a floodgate opened. I have friends in the bus business, too, and I hope I am expressing the concern or asking a question that a floodgate does not open up from the bus industry. Out of my burning curiosity, I will chance another floodgate being opened.

I, like many people, own an automobile and drive on the highways. Like the gentleman from New Jersey on the committee who referred yesterday to his driving, I have to drive on Kenilworth Avenue and contend with trucks and buses with my Chevrolet when I am a little bit outgunned in size.

What I am concerned about is the effect of these buses. We have 102-inch buses on our primary and secondary systems. I can see that possibly they could be accommodated on the Interstate System but in my own State, my own district, and all over this country where I have traveled, I have seen primary and secondary roads that are certainly less than adequate with the trucks and automobiles and I am aware, too, that automobiles have increased in size. They are less than adequate now to accommodate the traffic we are carrying. This is the opinion of one who is driving the highways, not based on any studies, on any engineering, just sitting back of the wheel in my own private car trying to negotiate the traffic.

Now, this Congress has not set requirements on primary and secondary roads regarding width. We have on the interstate.

I want to say, speaking for myself, that I am concerned about what is the effect on an already antiquated, overburdened, desperately needed