

in order to use these wider buses that you had to get State permission to do so?

Mr. WEBB. Right.

Mr. CRAMER. And I presume that in order to get that permission you had to indicate what specific highways you intended to use; is that correct?

Mr. WEBB. Right.

Mr. CRAMER. Is it correct to say further that the States did not give approval for highways that had less than standard 12-foot lane width?

Mr. GREENSLIT. We did not ask for it.

Mr. CRAMER. You obviously did not ask for it because it does not make sense.

Mr. GREENSLIT. It would not have.

Mr. CRAMER. I presume the States in carrying out their obvious responsibility would not give any consideration favorably to such a request.

Mr. GREENSLIT. I would not think so.

Mr. CRAMER. Because it would not be a safe proposition. The point I am trying to make, I am not beating anybody's kids, that the States having accepted responsibility, and I think these hearings would clearly indicate that this committee expects them to continue to do so, and your industry has indicated you are willing to recognize that there are certain highways that are unsafe and you do not intend to ask for a permit on those highways; is that so?

Mr. WEBB. Yes. My own State of Virginia is a good example. In the legislation they passed this year they restricted the 102-inch bus to a four-lane divided highway. They thought that was proper for the State of Virginia. The bus industry supported the bill. We did not ask for the right to go over some of the narrow roads in the mountainous areas of Virginia.

Mr. CRAMER. As a matter of fact, the grandfather clause, which was written into the 1956 act with no opposition apparently, is there are a number of States that could permit substantial increases in either, and on the Interstate System.

Mr. WEBB. And do so.

Mr. CRAMER. And do so, weights and axle weights, and what have you.

Thank you, Mr. Chairman.

Mr. KLUCZYNSKI. Any questions on my right? Mr. Wright, the gentleman from Texas.

Mr. WRIGHT. It seems strangely incongruous to me, Mr. Webb, and I presume it does to others, that the most restrictive regulations would apply on the Interstate System which is presumably the one system best capable of carrying this kind of traffic.

Mr. WEBB. Well, it seems so to me. In Maryland, for example, they passed legislation that will permit 102-inch-wide buses to use the primary and secondary systems in Maryland. But obviously, not all of that system is as good as the Interstate System which they cannot permit buses to travel on.

Mr. WRIGHT. In reality, what is being sought in this legislation would be a greater freedom for the States individually to make their