NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE DOT -- 8

March 9, 1967

Alan S. Boyd, Secretary of Transportation, today announced that the Department of Transportation would delay its decision on enforcement of the Uniform Time Act of 1966 in Kentucky. That Act requires that a state must observe daylight time from April to October unless the legislature and Governor act to exempt the state from that provision

A unique situation exists in Kentucky because its legislature has not met and will not meet between the passage of the Uniform Time Act and its effective date of April 1, 1967.

Secretary Boyd said:

"I have notified the Senators, Congressmen and the Governor of Kentucky that the Department of Transportation will not make a decision on enforcement of the Uniform Time Act of 1966 in Kentucky until its legislature has met. It is my judgment that an effort to enforce would clearly violate Congressional intent.

"The Congress, in passing the Uniform Time Act in 1966, clearly evidenced its intent that each state would have the option of remaining on standard time year round or observing daylight time from April to October. It gave each state, acting through its own legislative procedure, the power to exempt itself from the six-month observance of daylight time.

"Kentucky is the only state in the Nation where the legislature has not met since the passage of the Uniform Time Act. For that reason, I believe it is proper for me, as the Federal official charged with the enforcement of this Act, to withhold a decision on enforcement until the Kentucky legislature meets in its regular session in 1968."

# # # #

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N E W S  R E L E A S E

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE DOT-- 9

March 20, 1967

Secretary of Transportation Alan S. Boyd today announced State-by-State allocations of Federal-aid highway funds totalling $1.1 billion to be made available for obligation on April 1.

The $1.1 billion total is comprised of a previously-scheduled quarterly release of $750 million, plus $350 million in deferred funds whose release was announced Friday by President Johnson. With this release, Federal-aid highway funds available to the States in Fiscal Year 1967 total $3,825,000,000.

Secretary Boyd said he also is removing earlier restrictions limiting the use of $175 million in deferred funds released on February 28 to preliminary engineering and right-of-way acquisition. These funds also can be used for construction. States will be expected to give assurances that necessary preliminary work will receive appropriate attention, he said.

Controls were imposed on the obligation of Federal-aid highway funds last November as part of the Administration's program to combat inflation. At that time a limitation of $3.3 billion was placed on obligations during the fiscal year.

Following indications of a reduction in inflationary pressures, $175 million in deferred funds was released February 28, and an additional $350 million is now being made available.

Secretary Boyd said, "With this latest release of funds, the program level of $3,825,000,000 compares favorably with last year's level of $4 billion."

State-by-State allocations are shown in the following table:

(over)

Revised Limitation on Federal-Aid Highway Obligations

Fiscal Year 1967

(Thousands of dollars)

| State | Quarter releases through March 31, 1967 ($2,550,000) | Increase effective February 28, 1967 ($175,000) | Increase effective April 1, 1967 ($350,000) | Scheduled release of Fourth Quarter funds effective April 1, 1967 ($750,000) | Total available fiscal year 1967 ($3,825,000) |
|---|---|---|---|---|---|
| Alabama | $53,102 | $3,698 | $7,395 | $15,583 | $79,778 |
| Alaska | 24,169 | 1,625 | 3,250 | 6,847 | 35,891 |
| Arizona | 37,184 | 2,593 | 5,186 | 10,926 | 55,889 |
| Arkansas | 23,046 | 1,596 | 3,192 | 6,726 | 34,560 |
| California | 223,421 | 15,606 | 31,212 | 65,763 | 336,002 |
| Colorado | 32,298 | 2,241 | 4,483 | 9,445 | 48,467 |
| Connecticut | 46,226 | 3,237 | 6,475 | 13,643 | 69,581 |
| Delaware | 6,022 | 416 | 831 | 1,752 | 9,021 |
| Florida | 55,207 | 3,843 | 7,686 | 16,194 | 82,930 |
| Georgia | 41,276 | 2,857 | 5,713 | 12,037 | 61,877 |
| Hawaii | 19,348 | 1,352 | 2,704 | 5,699 | 29,103 |
| Idaho | 16,780 | 1,164 | 2,327 | 4,903 | 25,174 |
| Illinois | 133,311 | 9,444 | 18,889 | 39,798 | 201,442 |
| Indiana | 55,745 | 3,877 | 7,755 | 16,339 | 83,716 |
| Iowa | 35,712 | 2,471 | 4,942 | 10,412 | 53,537 |
| Kansas | 26,200 | 1,809 | 3,618 | 7,623 | 39,250 |
| Kentucky | 49,929 | 3,480 | 6,961 | 14,666 | 75,036 |
| Louisiana | 58,278 | 4,069 | 8,139 | 17,148 | 87,634 |
| Maine | 12,587 | 873 | 1,745 | 3,677 | 18,882 |
| Maryland | 38,051 | 2,652 | 5,304 | 11,175 | 57,182 |
| Massachusetts | 51,682 | 3,605 | 7,210 | 15,192 | 77,689 |
| Michigan | 77,453 | 5,384 | 10,767 | 22,686 | 116,290 |
| Minnesota | 59,092 | 4,114 | 8,228 | 17,337 | 88,771 |
| Mississippi | 30,076 | 2,083 | 4,167 | 8,779 | 45,105 |
| Missouri | 62,575 | 4,354 | 8,709 | 18,349 | 93,987 |
| Montana | 28,292 | 1,963 | 3,925 | 8,271 | 42,451 |
| Nebraska | 19,904 | 1,373 | 2,746 | 5,786 | 29,809 |
| Nevada | 17,329 | 1,203 | 2,406 | 5,069 | 26,007 |
| New Hampshire | 11,921 | 830 | 1,661 | 3,500 | 17,912 |
| New Jersey | 62,099 | 4,334 | 8,668 | 18,264 | 93,365 |
| New Mexico | 30,648 | 2,134 | 4,268 | 8,992 | 46,042 |
| New York | 132,593 | 9,220 | 18,440 | 38,852 | 199,105 |
| North Carolina | 31,672 | 2,185 | 4,370 | 9,209 | 47,436 |
| North Dakota | 15,326 | 1,057 | 2,114 | 4,454 | 22,951 |
| Ohio | 141,997 | 9,915 | 19,830 | 41,781 | 213,523 |
| Oklahoma | 31,272 | 2,170 | 4,339 | 9,143 | 46,924 |
| Oregon | 38,732 | 2,940 | 5,880 | 12,389 | 59,941 |
| Pennsylvania | 118,462 | 8,254 | 16,507 | 34,780 | 178,003 |
| Rhode Island | 13,850 | 964 | 1,929 | 4,063 | 20,806 |
| South Carolina | 19,910 | 1,376 | 2,753 | 5,801 | 29,840 |
| South Dakota | 24,241 | 1,684 | 3,369 | 7,099 | 36,393 |
| Tennessee | 53,891 | 3,754 | 7,508 | 15,819 | 80,972 |
| Texas | 132,461 | 9,206 | 18,412 | 38,794 | 198,813 |
| Utah | 34,793 | 2,431 | 4,862 | 10,244 | 52,330 |
| Vermont | 16,144 | 1,128 | 2,256 | 4,754 | 24,282 |
| Virginia | 71,335 | 4,904 | 9,967 | 21,001 | 107,287 |
| Washington | 56,010 | 3,911 | 7,822 | 16,480 | 84,223 |
| West Virginia | 50,166 | 3,511 | 7,021 | 14,793 | 75,491 |
| Wisconsin | 29,664 | 2,046 | 4,092 | 8,622 | 44,424 |
| Wyoming | 24,290 | 1,695 | 3,390 | 7,143 | 36,518 |
| Dist. of Col. | 28,884 | 2,022 | 4,044 | 8,520 | 43,470 |
| Puerto Rico | 3,965 | 267 | 533 | 1,123 | 5,888 |

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OFFICE OF THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

D.O.T.

Press Releases

NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE DOT -- 10

March 22, 1967

# DEPARTMENT OF TRANSPORTATION TO OPEN OFFICIALLY ON APRIL 1 IN CEREMONIES ON NATIONAL MALL

Secretary of Transportation Alan S. Boyd will mark the first official operating day of the new cabinet department on April 1 in a public ceremony on the National Mall.

While Mr. Boyd officiates at the ceremonies, he will be surrounded by a display of past, present, and future vehicles--ranging from an 1880 horse-drawn omnibus to a rocket-propelled man. The day-long program, during which Mr. Boyd will introduce his executive team, is being held in connection with the Smithsonian Institution's third annual Rite of Spring whose special theme this year is a "Pageant of Transportation." The event was planned by Smithsonian Secretary S. Dillon Ripley in honor of Mr. Boyd and the new Department.

Mr. Boyd will open the program at 10:00 a.m. with a tour of the exhibits. At 11:00 a.m., he will meet with the press in the auditorium of the Museum of History and Technology to introduce his executive staff and outline the new Department's role. In the meantime, and continuing until 9:15 p.m., the public will be encouraged to visit the myriad of transportation displays and exhibitions at various sites on and above the Mall.

Among the demonstrations will be:

- Hourly balloon ascensions by Don Piccard in his "Golden Bear," a three-man, hot air vehicle with a 50-foot striped dacron balloon and hand-made wicker basket.

- The performance of Bell Aerosystems Company's "Hydroskimmer" -- an air cushion vehicle able to operate at high speeds over a variety of surfaces.

(over)

- Bell's Rocket Belt, which propels a man short distances through the air.

- A parade of antique cars dating to 1910.

- The finals competition of the Smithsonian's kite-flying contest.

Military bands will perform throughout the day and the exhibits will illustrate conveyances and vehicles of the past and future. Admission is free.

On the serious side, Mr. Boyd will describe the new Department's responsibility to coordinate existing transportation programs and to apply new technology toward the development of a total transportation system.

The Department of Transportation will be the fourth largest department in the Federal Government and will coordinate the activities of nearly 100,000 government employees.

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For further information:
Sue Silverman - 962-5570

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NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE DOT -- 11

March 23, 1967

Secretary of Transportation Alan S. Boyd today announced the appointment of Captain James A. Hyslop as Director of Logistics and Procurement Policy in the new Department of Transportation. Captain Hyslop has been serving as Chief of Staff in the Fifth Coast Guard District at Portsmouth, Virginia.

In his new post, Captain Hyslop will be on the staff of Assistant Secretary for Administration Alan S. Dean. He will be responsible for providing leadership in the development of procurement and logistics policies which apply on a department-wide basis. He also will initiate measures aimed at improving coordination and mutual support in supply and material programs.

A native of Hagerstown, Maryland, Captain Hyslop, 52, attended the U.S. Coast Guard Academy, New London, Connecticut, the University of Maryland, and holds a Master's Degree in Business Administration from Stanford University.

(A biography is attached).

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DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

BIOGRAPHICAL SKETCH OF CAPTAIN JAMES A. HYSLOP, USCG

Captain James A. Hyslop, Chief-of-Staff in the Fifth Coast Guard District with headquarters at Portsmouth, Virginia, was born on July 19, 1914, at Hagerstown, Maryland.

He received his early education in Washington, D.C., where he was graduated from Central High School in 1932. He attended Devitt Preparatory School and the Maryland University School of Engineering before entering the U.S. Coast Guard Academy at New London, Connecticut with an appointment as a cadet in 1934.

Captain Hyslop was commissioned as an ensign in June 1938, and saw service afloat in southern waters and on escort duty in the North Atlantic prior to his assignment as Flag Lieutenant and Flag Secretary on the staff of the Commander, Greenland Patrol. He commanded the patrol frigate USS ORLANDO (PF-99) of the Atlantic Fleet from June 1944 to July 1945.

Following World War II, Captain Hyslop was assigned to the Budget Division at Coast Guard Headquarters, Washington, D.C., until August 1948 when he was ordered to Stanford University in Palo Alto, California, where he received a Master's Degree in Business Administration in 1950.

After a tour of duty afloat aboard an ocean station vessel in the Pacific, Captain Hyslop returned to duty at Washington as Assistant Chief of the Budget Division, and then as Chief of the Supply Division.

He served as Comptroller of the 14th Coast Guard District, Honolulu and another tour of duty afloat before he was again reassigned to Coast Guard Headquarters, this time as Chief of the Supply Branch and later as Deputy Comptroller for the Service until 1965, when hewas assigned to the Fifth Coast Guard District as Chief of Operations. Captain Hyslop assumed the post there as Chief-of-Staff in August 1966.

He is married to the former Caroline Paxton of Clifton Forge, Virginia, and they have two daughters, Carolee and Patricia Hyslop.

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NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE DOT -- 13

March 28, 1967

Secretary of Transportation, Alan S. Boyd, today announced that until the conclusion of the required administrative proceedings for establishing the boundaries of the three new time zones, which include Hawaii, Alaska and Puerto Rico, the Department would defer consideration of enforcement of the advanced time provisions of the Uniform Time Act of 1966.

Secretary Boyd said, "As we interpret the Uniform Time Act of 1966, legal boundaries of the three new time zones which Congress established under the Act must be fixed before it will be appropriate to deal with the question of advanced time for Hawaii, Alaska and Puerto Rico."

The Uniform Time Act of 1966 provides that the standard time of each zone shall be advanced one hour on April 30 for six months unless the state takes action to exempt the entire state from that provision.

The Department of Transportation will be able to initiate proceedings for the placing of Hawaii, Alaska and Puerto Rico in the appropriate zones as soon as possible after the Department becomes activated on April 1. The Uniform Time Act of 1966, placed the

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(over)

authority for enforcing the Act in the new Department. Previously time zone questions were dealt with by the Interstate Commerce Commission.

Secretary Boyd said, "I am hopeful that the situation in Hawaii, Alaska and Puerto Rico can be worked out quickly and with the greatest possible regard for the convenience of the public and affected commerce."

Present practices of time observance in Hawaii, Alaska and Puerto Rico will be continued until the new time zones are established and the provisions of the Uniform Time Act of 1966 can be fully implemented.

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NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

HOLD FOR RELEASE UNTIL
12:00 NOON, SAT., APRIL 1, 1967

DOT -- 14

Secretary of Transportation Alan Boyd pledged today that his new Department will work to make transportation more efficient, more economical, more expeditious and more socially responsible.

The Secretary spoke at a ceremony at the Smithsonian Institution marking the first day of operations of the new Department of Transportation.

Secretary Boyd said his agency will also insist that all forms of transportation become safer and more reliable for the user, especially the passenger. He included, as other objectives for the transportation industry, continued technological advance, selective expansion, and increased intermodal efficiency.

"We are going to try to find ways," the Secretary continued, "for transportation to assist in the economic development of depressed areas."

Another major goal, Secretary Boyd said, would be to see that transportation makes a more positive contribution to the urban environment in this country. "We want an end to the noise, pollution and general disfigurement transportation has unintentionally brought to our cities."

The Secretary took the opportunity at the ceremonies to introduce the principal officers of the new department. They include:

Under Secretary Everett Hutchinson
The modal Administrators:
Federal Aviation Administrator General William F. McKee
Coast Guard Commandant Admiral Willard J. Smith
Federal Highway Administrator Lowell K. Bridwell
Federal Railroad Administrator A. Scheffer Lang
St. Lawrence Seaway Corp. Administrator Joseph H. McCann
Assistant Secretary M. Cecil Mackey
Assistant Secretary Donald G. Agger
Assistant Secretary John L. Sweeney
General Counsel John E. Robson
Assistant Secretary Alan L. Dean

(over)

At the conclusion of his remarks, Secretary Boyd noted that the nation's present transportation system can be substantially improved. Referring to members of his staff, he added, "When the men here with me today commence their work, I am confident it will be."

# # # # #

N E W S  R E L E A S E

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FOR RELEASE 9 A.M.,
TUES., APRIL 4, 1967

DOT -- 10

Secretary of Transportation, Alan S. Boyd, announced today that an Office of Noise Abatement will be established in the Department of Transportation to identify areas that are appropriate for aeronautical noise research.

Testifying before the House Subcommittee on Advanced Research and Technology, Secretary Boyd said the Department is undertaking aircraft noise abatement leadership immediately in areas already identified as practical and necessary.

The secretary pointed out that the growing aircraft noise annoyance to persons near airports was recognized by President Johnson in his message to Congress proposing establishment of the Department of Transportation.

The President, in his message, directed the new department, "to embark now on a concerted effort to alleviate the problems of aircraft noise."

Secretary Boyd said the new Office would report directly to the Assistant Secretary for Research and Development.

"The Department will formulate regulations governing the flight of aircraft based on the principle that noise abatement is second only

to safety," Boyd said. "The Department will also be responsible for carrying out the noise certification procedures for aircraft under the pending Administration noise bill."

The Secretary said that by July 1967, a computerized method of predicting aircraft noise exposure at airports will have been developed and implemented at three airports: John F. Kennedy in New York, O'Hare in Chicago, and Los Angeles International.

"This, in turn, will have enabled the Department of Housing and Urban Development to inventory the land use at those three airports by September 1967," he said. "As a result, we shall for the first time have a precise handle on the actual magnitude of the problem of compatible land use projected through 1975."

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NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE DOT -- 19

April 26, 1967

WASHINGTON -- Secretary of Transportation Alan S. Boyd today sent to Congress a draft bill which would set up a government corporation to operate Washington National and Dulles International Airports.

Both airports presently are operated by the Federal Aviation Administration.

The proposed legislation would create the National Capital Airports Corporation which would be under the direction of the Secretary of Transportation.

The Secretary would be empowered to appoint a general manager to run the corporation and a five member advisory board, each serving a five-year term.

The corporation would be authorized to develop a National Capital area regional plan for public airports and heliports with particular attention to general aviation airports which would reduce congestion at major air terminals.

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NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE - April 27, 1967 DOT -- 2267

Secretary of Transportation Alan S. Boyd today announced the appointment of Richard J. Barber as deputy assistant secretary for policy development in the Department of Transportation.

Barber has been special counsel for the Senate Antitrust Subcommittee since 1965. A lawyer and economist, he has taught at the Yale, Southern Methodist, and Rutgers University law schools.

Born in Detroit in 1932, Barber is a graduate of Wayne State University, the University of Michigan, and Yale. He has served on the staff of the Joint Congressional Economic Committee and is the author of a book and articles in the field of government transportation and business policy.

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NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE DOT -- 2367

April 27, 1967

WASHINGTON -- Secretary of Transportation Alan S. Boyd issued guidelines today for Federal installations to observe when daylight saving time goes into effect throughout most of the nation at 2 a.m. Sunday, April 30.

The Federal installations will follow daylight saving time wherever it is in effect, but may adhere to local time where a state has exempted itself by law from the advance time provisions of the Uniform Time Act.

This act for the first time directs observance of uniform time throughout the specified time zones in the United States -- with daylight time set from 2 a.m. of the last Sunday in April to 2 a.m. on the last Sunday in October.

However, a legislature may exempt the entire state from observing daylight saving time, as Michigan has done, and in some cases Secretary Boyd has determined that special circumstances permit deviation from the provisions of the act this year. The guidelines are attached.

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N E W S  R E L E A S E

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

962-8411

DOT -- 20

FOR P.M.'S FRIDAY
APRIL 28, 1967

TRANSPORT SECRETARY ANNOUNCES
NEW TRAFFIC OPERATIONS OFFICE

Secretary of Transportation Alan S. Boyd today announced the creation of an Office of Traffic Operations in the Federal Highway Administration's Bureau of Public Roads.

The new office will be responsible for two major programs being carried out under the Federal-aid Highway Program:

-- The Traffic Operations Program to Increase Capacity and Safety (TOPICS) of urban streets through traffic engineering improvements;

-- The "safety spot improvement program," initiated at President Johnson's direction in 1964 and directed toward remedying conditions at high accident locations on the Federal-aid Primary and Secondary Highway Systems.

In announcing creation of the new office, Secretary Boyd said, "The establishment of the Office of Traffic Operations reflects a broadening of the Federal interest in improving our highway transportation system. The Federal Government has for many years assisted the states in construction and major improvements of our principal roads and streets. But there has been a growing recognition that more must be done to make our existing highway network safer and more efficient.

- more -

"This need is especially apparent in our rapidly expanding urban areas, where traffic congestion has become an acute problem. In the new Office of Traffic Operations, the Federal Highway Administration will have the administrative machinery to attack this problem."

The Office of Traffic Operations supersedes the Bureau's former Office of Highway Safety, some of whose functions have been assumed by the National Highway Safety Bureau created last fall by act of Congress.

Secretary Boyd disclosed that in addition to the TOPICS Program and the safety spot improvement program, the Office of Traffic Operations will be responsible for application of highway safety standards prescribed by the National Highway Safety Bureau and promulgated by the Secretary in designing, constructing, maintaining, and operating the Federal-aid highway system.

It also will promote the use of uniform traffic control devices, assist in the compiliation and analysis of traffic and accident data, promote the application of traffic engineering technology, and stimulate liaison between state and local traffic engineering and traffic enforcement disciplines.

Both the spot improvement and the TOPICS program are financed with regular Federal-aid highway funds on a 50-50 matching basis with the states.

In the three years that the spot improvement program has been underway, the states have programed 2,424 projects to correct high-hazard conditions at a total cost of $430 million.

The TOPICS Program was announced earlier this year. It expands the Federal-aid Primary System to permit the selection of additional principal streets in areas of 5,000 population or more to receive Federal aid for traffic operation improvement only, but not for major construction or reconstruction projects.

Typical of such improvements are channelization of intersections, construction of grade separations to relieve crucial bottlenecks, installation of electronic traffic controls, upgrading of lighting and traffic control devices, and development of special loading and unloading facilities for busses and trucks. Two cities -- Canton, Ohio and Stamford, Connecticut -- have been chosen for pilot projects in the TOPICS Program.

- 30 -

N E W S  R E L E A S E

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE
May 2, 1967

DOT - 2467

WASHINGTON--The five members of the new National Transportation Safety Board were sworn in today by Secretary of Transportation Alan S. Boyd.

The Board, a major component of the Department of Transportation, is charged with investigating and determining the cause of aircraft, railway, highway, and pipeline accidents and with drafting recommendations for promoting transportation safety.

The members, nominated by President Johnson and confirmed by the Senate, are:

Joseph J. O'Connell, 61, who was chairman of the Civil Aeronautics Board in 1948-50 and chairman of Lake Central Airlines in 1955-65. He will be the Chairman of the Safety Board.

Oscar M. Laurel, 46, District Attorney for the 49th Judicial District in Texas since 1961.

Francis H. McAdams, 51, who has been legal adviser to the Chairman and member of the CAB since 1958.

John H. Reed, 46, Governor of Maine from 1960 to this January.

Rear Admiral Louis M. Thayer, 58, a 34-year Coast Guard veteran and currently commander of the Seventh Coast Guard District in Miami.

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NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE

DOT -- 2667

May 2, 1967

WASHINGTON -- New National Transportation Safety Board members with Secretary of Transportation Alan S. Boyd (left) after being sworn in by him today (May 2) at the Department of Transportation. The board members from left are John H. Reed, former governor of Maine; Joseph J. O'Connell, a former member of the Civil Aeronautics Board and chairman of the new Board; Rear Admiral Louis M. Thayer, who has been Commander of the Seventh Coast Guard District in Miami; Francis H. McAdams, a legal adviser to the CAB, and Oscar M. Laurel, who has been District Attorney for the 49th Judicial District in Texas. The Safety Board was established by the Department of Transportation Act of 1966.

N E W S  R E L E A S E

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE
May 3, 1967

DOT -- 2567

WASHINGTON -- A. Scheffer Lang was sworn in today as Federal Railroad Administrator by Secretary of Transportation Alan S. Boyd.

The 39-year old Administrator will direct the programs of the Bureau of Railroad Safety, the Office of High-Speed Ground Transportation, and the Alaska Railroad.

Lang formerly was Deputy Under Secretary of Commerce for Transportation Research. Before taking that post late in 1965, he had been Director of Operating Data Systems for the New York Central Railroad.

Lang expressed great confidence in the future of the nation's railroads and the increasingly important role they will play in the nation's total transportation system.

A co-winner of the 1951 Highway Research Board Award, he previously was assistant professor of Transportation Engineering at the Massachusetts Institute of Technology, an instructor at the Army Transportation School at Fort Eustis, Va., and an operating department officer for the Denver & Rio Grande Western Railroad.

A native of St. Paul, Minnesota, he holds a Bachelor's and a Master's Degree from MIT.

He lives with his wife, Millicent Thompson Lang, and their three children, Sarah, Jeremy, and Phoebe, at 6444 Georgetown Pike, McLean, Va.

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NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FOR RELEASE

DOT -- 2767

Sunday, May 7, 1967

# SECRETARY BOYD PLEDGES SUPPORT OF AASHO SAFETY RECOMMENDATIONS

Secretary of Transportation Alan S. Boyd today pledged the full support of the Federal-aid highway program in carrying out new and wide-ranging recommendations for improving highway safety presented to him by the American Association of State Highway Officials.

The AASHO recommendations resulted from a critical survey of the safety characteristics of the Interstate and other highway systems. The survey's objective was to identify those aspects of highway design and operation which could be improved to increase safety and the quality of traffic service.

Secretary Boyd said the resulting report and recommendations "offer an invaluable guide to highway officials throughout the nation."

He said, "The earliest possible application of these recommendations will produce real benefits in reducing traffic accidents, injuries, and deaths. For this reason, the Federal Highway Administration and its Bureau of Public Roads stand ready to assist the State highway departments wherever possible in their prompt implementation."

The AASHO report, entitled, "Highway Design and Operational Practices Related to Highway Safety," was presented by E. M. Johnson, AASHO President and Chief Engineer of the Mississippi State Highway Department.

Its detailed recommendations are directed primarily to roadside design and traffic operations. It urges "an intensive crash program to remove roadside hazards on existing streets and highways and to engineer the roadsides of new facilities with safety as a major criterion."

-more-

"Only in this way," the report states, "will the motorist who inadvertently leaves the traveled way have adequate protection against death or injury."

The report notes that currently about 35 percent of all highway fatalities are associated with single-vehicle "run-off-the-road" accidents. Such accidents involve out-of-control vehicles plunging over banks or ditches, or striking guardrails, curbs, delineators, guard posts, signs, fences, bridges, culverts, traffic signals, trees, or barricades.

The report concludes that "much can be accomplished by removing hazards that currently exist on and along our roads and streets, and by improving design and operational practices so that similar or other hazards will not unknowingly be built into highways of the future."

Included in the report are specific recommendations relating to shoulders and slopes, medians, guardrails, break-away sign supports, bridge design, climbing lanes and intersections, and to signing, lighting and traffic control practices.

Federal Highway Administrator Lowell K. Bridwell said that most of the recommended improvements could be carried out with available Federal-aid highway funds, on all Federal-aid highway systems.

Federal-aid funds are administered through the Bureau of Public Roads. Francis C. Turner, Director of the Bureau, said Bureau engineers are being instructed to assist State highway departments in applying the AASHO findings on a large scale beginning as soon as possible this year and continuing for as long as necessary to accomplish a higher level of safety for all users of the Federal-aid systems.

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U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

MAY 16, 1967

DOT -- 3167

Memorandum to Correspondents

In response to requests from news media for a ride on the Department of Transportation's high-speed electric test train, the DOT Office of High-Speed Ground Transportation has scheduled a news media run Wednesday morning, May 24, on the 21-mile test track between Trenton and New Brunswick, New Jersey.

This train, which is equipped with research test equipment, does not have seats. It does, however, have handrails. The test train will depart Philadelphia at 9:19 a.m.; travel to New Brunswick at normal speed and make two high-speed test runs from New Brunswick back to Trenton. The train will stop twice at Princeton Junction to discharge and pick up photographers who wish stationary shots of the high-speed run. It will return to Philadelphia at 1:45 p.m. Speed of approximately 150 m.p.h. will be reached during the test runs.

Note: This is the four-car electric test train recently delivered to the Department of Transportation by the Budd Company. It is not the high-speed electric train being constructed for the Pennsylvania Railroad by the Budd Company for regular schedule of high-speed transportation between New York and Washington this October. Because of limited space, working press credentials will be required. For credentials and complete schedule contact Ray Courage, DOT News Division, on 962-7077 and 962-5203 or Mrs. Priscilla Crane, O.H.S.G.T., on 962-8597.

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

May 17, 1967

Honorable Ralph W. Yarborough
United States Senate
Washington, D. C.

Dear Senator Yarborough:

The attached series of answers to the questions proposed by Members of the Labor Subcommittee, as contained in your letter of May 11, is a result of substantial interagency discussion within the Federal Government.

We have selected the format of first restating the question asked by each Senator and we have provided the answer immediately below. These answers are the most complete information that is at present available to us. We will continue our efforts to obtain additional information so that our answers may be refined in greater detail.

It is apparent from any objective examination of the answers attached, that a concept of partial operation of the rail system in this country of essential defense and public health commodities is totally unrealistic. Completely aside from the grave questions of economic and legal liability, the operational problems could be resolved only at the expense of a terrible communications burden in trying to administer the movement of these essential commodities.

Sincerely yours,

Alan S. Boyd

Senator Pell and Senator Kennedy:

Question 1: The Brotherhoods have offered to make the necessary arrangements which would facilitate "moving all rail shipments essential to the nation's military effort and the public health." It would be unfair and inequitable for this Committee to report our S.J. Res. 81 without taking note of this offer. In light thereof, has the executive branch given thought to the concept of partial operation? What effort has been given to preparation of contingency plans, designation of necessary material, possibility of operation, cost factors, labor and management cooperation, and other matters which would arise during a partial operation of the roads?

Answer: All the relevant Departments and Agencies within the Executive Branch of the Government have studied the concept of partial operation of the railroads. We have concluded that partial operation as proposed by the railroad brotherhoods would not be practical, feasible or economical and would not result in the movement of essential defense or public health commodities on acceptable schedules.

There are within the Federal Government contingency plans for various segments of the economy which are applicable to certain emergency situations. These contingency plans generally relate to situations involving national security including enemy attack upon the United States. The implementation of these contingency plans assumes situations in which full emergency powers would be conferred upon the President. Contingency planning as a general proposition does not extend to situations such as the possibility of partial operation of the railroads in case of strikes.

Senator Prouty:

Question 1: What are the total number of railroad freight cars of all descriptions in use in the United States today?

Answer: As of April 1, 1967, there were approximately 1,825,000 railroad freight cars in the United States. Approximately 84 percent of these were railroad owned, with the remaining 16 percent owned by others.

Question 2: At any given time, approximately how many of these cars are loaded and either in transit or on sidings?

Answer: Of the total number of cars, approximately 5 percent are unusable at any one time. Of those usable, 55 percent are loaded and 45 percent empty. The cars are distributed as follows:

| | |
|---|---|
| 19% | enroute loaded |
| 35% | enroute empty |
| 19% | loading at industry |
| 19% | unloading at industry |
| 8% | other - empty |
| 100% | |

Question 3: In the event of a nationwide railroad strike, how many of these loaded cars would be available for defense shipments and how are they distributed on a geographical basis?

Answer: The availability of cars and the geographical distribution would depend on the situation at the time a strike began. The situation would vary somewhat from day to day as to how many cars might be carrying defense shipments and where they might be located geographically.

Question 4: How many empty cars either in transit or on sidings could be used for defense shipments and how are they distributed on a geographical basis?

Answer: All serviceable empties in transit or in storage could be applied for defense shipments.

Empty cars would be distributed on a demand basis.

Question 5: How much time would be required to assemble these cars for defense shipments and what would be the necessary procedure to achieve this purpose.

Answer: Seven to ten days as a minimum would be required. The necessary procedures would include locating desired empty cars, reporting to a central distribution point and the issuance of empty car orders.

Question 6: Are Defense Department shipments generally made by full freight cars or by special freight trains, or are they commingled in either respect with goods shipped by other users of the railroads?

Answer: In FY 1966, the Department of Defense made approximately three-quarters of a million rail shipments totaling just under seven million tons. Eighty-four percent of these were less then carload lots and usually moved with commercial material.

Question 7: If legislation adopted permitting a railroad to strike but providing for the partial operations of the railroad by agreement between the parties to move Defense Department shipments, could this be done, in your opinion, without imposing substantial loss upon the carriers as a result of such limited operations.

Answer: On the basis of the best information available to us from the railroads, the Association of American Railroads, and on the basis of

independent analysis by the Government agencies, it is our conclusion that partial operations could not be conducted without substantial financial loss to the carriers.

Question 8: In the event of partial operations, what percent of the total number of railroad employees in the United States would be required to maintain such services? In other words, how many railroad employees would have work, and how many would be without jobs?

Answer: In the event of partial operations and including the elimination of all passenger train service, the required number of employees are estimated to be:

| Business Level | Working | Not Working |
|---|---|---|
| 10% | 172-192,000 | 505-525,000 |
| 20% | 368-388,000 | 309-329,000 |
| 30% | 426-446,000 | 251-271,000 |

Senator Javits

Question 1: What are the commodities transported primarily by rail that are essential to (a) the national defense; (b) the public health?

Answer: The Department of Defense moves a wide variety of commodities by rail. Some of DOD shipments move on Government bills of lading, much of it moves on commercial bills of lading. The Department of Defense considers that all of its shipments are essential to national defense.

The principal commodities which move by rail are coal, petroleum products, ammunition and explosives; in addition substantial quantities of provisions, iron and steel articles and ordnance material also move by rail.

Also essential to national defense are those commodities such as raw materials, other bulk commodities and semi-finished products which go into production processes that result in products used for national defense. This would include such things as ores, chemicals and fuels.

Products essential to the public health include at least some of almost all manufactured products. Important commodities range from medicines, drugs, surgical and other hospital supplies to such items as chemicals for water purification and foodstuffs.

Detailed information on the percent of individual commodities considered essential to the public health which move by rail are not available at this time.

The following breakdown of rail movement may be useful, however:

1. Manufactured and miscellaneous commodities account for approximately 28.6 percent of tonnage originated on rail carriers. In this group are certain essential commodities to the national defense and public health. These include foods, agricultural chemicals, water treating compounds, and certain types of containers, among many others.

2. Products of agriculture and forests account for approximately 18.6 percent of tonnage originated by rail. Essential products include some foods, feeds for livestock, grains, and cotton.

3. Products of mines, which account for 51.6 percent of total rail tons originated, include such essential products as coal, iron ore, bauxite, and manganese.

Question 2: What percentage of the total tonnage moved by rail do these commodities represent?

Answer: Defense supplies moving by rail on Government bills of lading represent 1/2 of 1 percent of total rail movements. When defense-related supplies that move on commercial bills of lading

are added to this, the total is increased. DOD estimates are that the sum is less than 15 percent of total rail movements.

The Department of Commerce has estimated that possibly as much as 20 percent of the total tons of manufactured products moving by rail are in the category of commodities essential to the public health. Estimates are not available at this time for the amount of raw materials of unfinished products moving by rail which would be considered essential to the public health.

Question 3: To what extent can any or all of these commodities be transported through non-railroad facilities?

Answer: The possible diversion of essential commodities from rail to other modes is dependent on several factors. Most important are the size and weight of individual commodities to be transported, handling requirements and the availability of capacity in other modes. Within these constraints, the substitutability of transportation services is, for all practical purposes, limited only by cost factors. A relatively few products have unique characteristics which tend to limit their transportability to individual modes of transportation.

The best estimates available at this time indicate that available capacity, realistically assessed, could transport approximately 10 percent of the total rail tonnage. It is

reasonable to assume that more than 10 percent of the commodities essential to national defense and the public health which move by rail could be diverted to other modes.

Question 4: Is it feasible to operate the railroads to the limited extent necessary to transport the remaining items?

Answer: It would be physically possible to maintain partial operations of the railroads to carry the commodities essential to the national defense and the public health which were not divertible to other modes of transport. It would not, however, be practical, feasible or economical. It appears likely that such partial operation would require legislation by the Congress for implementation.

Question 5: Assuming there is a practical method of determining which shipments are essential to the national defense or the public health, what are the particular factors, if any, which would make such operation inefficient or uneconomical?

Answer: It is the conclusion of all the Government Agencies involved, including the Departments of Transportation, Defense and Health, Education, and Welfare, that there is not a practical method for identifying and segregating those commodities that are essential to the national defense and the public health. Some of the factors which would make any attempt at such partial operation inefficient and uneconomical are:

- high cost of limited operations
- congestion in yards and terminal areas which would be reflected in higher costs
- equipment delays and the necessity of special moves
- scheduling problems by the carriers
- unproductive train loads resulting from lighter trains
- identification, assembly and delivery of empty cars

Identification of end products which might be essential to the national defense or the public health could be accomplished with some degree of success. It would be virtually impossible, however, to distinguish essential from non-essential commodities where raw materials and component parts were involved. This would be especially true, for example, in connection with companies producing defense commodities and civilian commodities for use in the private sector in the same production process.

Question 6: What percentage of the total available equipment and facilities would be necessary for limited operations?

Answer: (a) approximately 80-90 percent of physical plant

(b)

| level of business | 10% | 20% | 30% | 50% |
|---|---|---|---|---|
| Locomotive | 20% | 30% | 45% | 70% |
| Cars | 30% | 40% | 55% | 75% |

Question 7: What percent of the total number of employees in each classification would be necessary for such limited operations?

Answer:

PERSONNEL REQUIRED

| | Pers. Category | No. Employees | Business Level (%) 10 | 30 | 50 |
|---|---|---|---|---|---|
| I | Executives, etc. | 17,000 | 75 | 90 | 95 |
| II | Prof. & Misc. | 35,000 | 50 | 70 | 75 |
| | Clerks | 100,000 | 25 | 65 | 85 |
| | Traffic | 10,000 | 50 | 70 | 75 |
| III | B & B | 18,000 | 10 | 15 | 20 |
| | Track | 64,000 | 5 | 20 | 30 |
| | Signals | 15,000 | 30 | 40 | 50 |
| | Other | 6,000 | 85 | 90 | 95 |
| IV | Loco | 55,000 | 25 | 60 | 75 |
| | Cars | 70,000 | 25 | 60 | 75 |
| | Shops | 24,000 | 5 | 5 | 10 |
| | Other | 8,000 | 20 | 20 | 25 |
| V | Disp & Teleg | 30,000 | 50 | 70 | 80 |
| | Other freight | 29,000 | 20 | 40 | 50 |
| | Passenger | 15,000 | - | - | - |
| VIa | Yard & other | 12,000 | 40 | 60 | 80 |
| VIb | Yard T&E | 90,000 | 25 | 55 | 75 |
| | Rd. frt T&E | 80,000 | 25 | 55 | 75 |
| | Pass T&E | 19,000 | - | - | - |

Question 8: What effect is it estimated that such limited operations would have on the profits or losses of the carriers as compared to (a) normal operations; (b) total cessation of operations.

Answer: Virtually any plan of partial operations could be expected to result in substantial losses to the carriers. The table below represents an estimate of the weekly deficit for all carriers operating at various percentages of normal operations, and under a complete shutdown. The estimated weekly deficit ranges from $13 million at 50 percent to $39 million at 10 percent. These figures do not include strike benefit payments.

Weekly Net Income: All Railroads

| Business Level as Percent of Normal Operation | Net Income (or loss) Per Week |
|---|---|
| 50% | ($13,000,000) loss |
| 10% | ($39,000,000) loss |
| 0% | ($31,000,000) loss |

N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
May 18, 1967 DOT -- 3367

Paul L. Sitton, a veteran of 16 years of Government service, has been sworn in as Deputy Under Secretary of Transportation by Secretary of Transportation Alan S. Boyd.

Since September 1965 Sitton had served as Director, Office of Transportation Programs under Boyd, who was then the Under Secretary of Commerce for Transportation.

In his new job Sitton will assist the Secretary and the Under Secretary in the over-all planning, direction, and control of Departmental affairs.

Sitton has been active in the organization of the new Department, including policy development and the supervision and coordination of the agencies which are now a part of the Department of Transportation.

Previously Sitton served as Deputy Coordinator for International Aviation in the Department of State, the Bureau of Budget, and the Department of the Interior. He has a Master's degree from the University of Pennsylvania and a Bachelor's degree from Emory University at Atlanta, Georgia. He is 40 and a native of Conyers, Georgia.

Mr. Sitton and his wife, the former Judith Louchheim, live at 3417 Prospect Street, NW., Washington, D. C.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR RELEASE May 27, 1967 DOT -- 3667

Secretary of Transportation Alan S. Boyd established and appointed the members today of a Contract Appeals Board that will decide all appeals from Departmental contracting officers' decision.

The chairman is Douglas L. Siegel, who has been chairman of the Federal Aviation Administration's contract appeals panel and associate FAA general counsel for procurement.

The other Board members are Capt. Albert S. Frevola, who has been chairman of the Coast Guard's Board of Contract Appeals; Emanuel P. Snyder, former vice chairman of the Coast Guard's Board of Contract Appeals, and Gerson B. Kramer, a member of the Department of Commerce's Appeals Board.

Secretary Boyd said the new Board's procedural rules "are among the most forward looking in the Government and should provide an expeditious and fair means for handling contract appeals in the Department."

There are preliminary procedures to avoid surprise, speed the appeals process and fully explore opportunity for settlements. The rules permit a contractor to select how the case will be considered, the options letting the contractor balance his interests and decide whether the case will be considered with a full and more formal hearing or a less formal, faster and less costly procedure.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
June 2, 1967

DOT -- 3867
962-7077

The Department of Transportation announced today that it has received nearly 10,000 applications for employment.

Many more people applied for higher level clerical, general administrative and executive jobs than there are positions available.

The Department still needs applications from people with highly specialized transportation, economics and human engineering knowledges, and stenographers for secretarial positions at grade GS-5 and below; but the outlook for employment in other types of positions is not promising, the Department said.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE — DOT -- 4167

June 8, 1967 — 962-5157

The Department of Transportation announced today that the Coast Guard Institute will be relocated at the Federal Aviation Administration Aeronautical Center at Oklahoma City.

The Institute, which conducts correspondence courses and educational examinations for Coast Guard enlisted men, presently is part of the Coast Guard training center at Groton, Connecticut.

The training center is scheduled to be relocated at Governors Island, New York this summer.

Transfer of the Institute to Oklahoma City will release needed space at Governors Island for other use and make possible the quicker processing of admissions and lesson examinations.

The Coast Guard estimates that considerable savings can be accomplished by merging some of the automated processes involved with similar functions now being conducted at the Federal Aviation Administration Academy located at the Aeronautical Center.

This would apply particularly to processing of examinations, admission records, and student records. The move is expected to take place about July 10.

The Institute will be staffed initially with about 70 Coast Guard men. After the first year, the staff will probably be reduced to about 60.

The separate identity of the Coast Guard will be maintained.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE DOT -- 4267

June 12, 1967 962-5157

Secretary of Transportation Alan S. Boyd today asked the transportation regulatory agencies to give "careful consideration" to the possible inflationary impact on the national economy of rate setting decisions.

In separate letters to the chairmen of the Interstate Commerce Commission, Civil Aeronautics Board, and the Federal Maritime Commission, Secretary Boyd warned of "the potential adverse impact on price stability in the national economy of the rate and other determinations" by the regulatory bodies.

"The President and the Council of Economic Advisors have pointed out the role of the various government agencies in promoting national price stability," Boyd wrote.

This role, he continued, is one "which should not be inconsistent with a regulatory agency's concern for maintaining the viability of a particular segment of our transportation system."

In the letters to the CAB and the FMC, Boyd emphasized he was not referring to any particular proceeding before either body.

In the letter to the ICC, however, Boyd commented on the possible effect of proposed rail and motor carrier freight rate increases, but he made it clear that he was not expressing an opinion on the merits of the proposed increases.

(more)

The railroads have proposed rate increases averaging three and one half per cent. The motor carriers have proposed increases of from three to five per cent.

Citing the potential impact of the proposed increases as one of "the deepest concern" to all segments of the nation, the Secretary recalled the various government actions taken last fall to slow the inflationary pressures.

He pointed to statements by the President's Council of Economic Advisors that last year's price increases still have not worked their way fully through the nation's cost and price structure, posing a continuing threat to price stability.

"Admittedly, no single element of cost or price increase can be isolated as the dominant influence in an inflationary trend," Boyd wrote.

"It is the aggregate effect of hundreds of private and governmental decisions. However, it must be conceded that the proposed rail and motor carrier rate increases will add significantly to the Nation's annual transportation bill and will be ultimately reflected in the cost of thousands of consumer items, food, housing and the support of our vital effort in Viet Nam.

"It is with these considerations in mind that the Department of Transportation urges the Interstate Commerce Commission, in the independent exercise of its regulatory responsibilities over railroads and motor carriers, to evaluate most carefully the proposed rate increases in the light of the national interest in promoting price stability as well as the equally important national interest of preserving and promoting the economic health and viability of these essential segments of our national transportation system."

He urged that the Commission give attention to the possible inflationary impact before the increases are allowed to go into effect.

The increases, he said, would cause immediate upward price pressures which could not be undone later if "after investigation, the rates are found unlawful by the Commission."

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

June 12, 1967

Honorable John Harllee
Chairman, Federal Maritime Commission
1321 H Street, N. W.
Washington, D. C. 20573

Dear Mr. Chairman:

I am enclosing for your attention and am sending to the other members of the Federal Maritime Commission a copy of a letter which I have today sent the Chairman and members of the Interstate Commerce Commission. The letter addresses itself in some detail to the potential adverse impact on price stability in the national economy of the rate and other determinations by the transportation regulatory agencies.

The President and the Council of Economic Advisors have pointed out the role of the various government agencies in promoting national price stability -- a role which should not be inconsistent with a regulatory agency's concern for maintaining the viability of a particular segment of our transportation system.

While the Department of Transportation has no particular proceeding in mind, we do urge that the Federal Maritime Commission give the most careful consideration to the national economic impact in the discharge of its rate setting and other regulatory activities.

Sincerely,

Alan S. Boyd

Enclosure

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

June 12, 1967

Honorable Charles S. Murphy
Chairman, Civil Aeronautics Board
Washington, D. C. 20428

Dear Mr. Chairman:

I am enclosing for your attention and am sending to the other members of the Civil Aeronautics Board a copy of a letter which I have today sent the Chairman and members of the Interstate Commerce Commission. The letter addresses itself in some detail to the potential adverse impact on price stability in the national economy of the rate and other determinations by the transportation regulatory agencies.

The President and the Council of Economic Advisors have pointed out the role of the various government agencies in promoting national price stability -- a role which should not be inconsistent with a regulatory agency's concern for maintaining the viability of a particular segment of our transportation system.

While the Department of Transportation has no particular proceeding in mind, we do urge that the CAB give the most careful consideration to the national economic impact in the discharge of its rate setting and other regulatory activities.

Sincerely,

Alan S. Boyd

Enclosure

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

June 12, 1967

Honorable William H. Tucker
Chairman
Interstate Commerce Commission
Washington, D. C. 20423

Dear Mr. Chairman:

In recent weeks, large segments of the railroad and motor carrier industries have initiated or indicated their intention to initiate broad general increases in freight rates. The importance of these proposed increases and their potential economic impact, leads me to use the occasion to express our views on a problem of the deepest concern to Government, the carriers involved and, indeed, to all Americans: the continuation of the healthy expansion of the national economy.

It is not necessary to review here at any length the widely reported and fully analyzed events of recent economic history. See, e.g., Economic Report of the President and Annual Report of the Council of Economic Advisors (January 1967). It will suffice to recite only that the confluence in late 1965 and early 1966 of stimulative fiscal and monetary policies and the unanticipated expenditures associated with our effort in Viet Nam brought about a marked upward trend in prices and inflationary pressures which threatened to interrupt the unprecedented prosperity of the preceding five years. Actions taken in the fall of 1966 have dampened these unhealthy trends. However, the President's principal economic advisers have consistently cautioned that the task of restoring price stability continues and they have underscored the importance of this task in view of their projections for a vigorous economic expansion in the latter part of 1967. 1/

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1/ " . . . Last year's price increases have still not worked their way fully through our cost and price structure. The completion of that process can well set the stage for still further price pressures. The inevitable spiralling pressure of prices on

Admittedly no single element of cost or price increase can be isolated as the dominant influence in an inflationary trend. It is the aggregate effect of hundreds of private and governmental decisions. However, it must be conceded that the proposed rail and motor carrier rate increases will add significantly to the Nation's annual transportation bill and will be ultimately reflected in the cost of thousands of consumer items, food, housing and the support of our vital effort in Viet Nam.

It is with these considerations in mind that the Department of Transportation urges the Interstate Commerce Commission, in the independent exercise of its regulatory responsibilities over railroads and motor carriers, to evaluate most carefully the proposed rate increases in the light of the national interest in promoting price stability as well as the equally important national interest of preserving and promoting the economic health and viability of these essential segments of our national transportation system.

We believe that adoption of the broad approach suggested is properly within the Commission's discretion and is consistent with its regulatory responsibilities.

In emphasizing that restoration of price stability was "one of the major tasks" in the months ahead, the President identified as one of three basic requirements for achieving this goal "Government efforts to relieve the key points of pressure on prices." (Economic Report of the President, pp. 11-12.) Amplifying this responsibility of the regulatory agencies, the Council of Economic Advisors noted in its 1967 Annual Report:

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1/ (continued) costs and costs on prices could roll painfully far before reasonable stability is finally restored." Remarks by Gardner Ackley, Chairman, Council of Economic Advisors, May 2, 1967, at the Annual Meeting of the American Society of Business Writers. See also, The Economic Picture, remarks by Gardner Ackley at the 35th Annual Convention of the Edison Electric Institute, April 17, 1967.

> "A vigilant program of regulation makes a special contribution to price stability by holding the prices of essential utility services at the lowest levels consistent with their costs (including necessary profits), thereby helping directly to stabilize or reduce the cost of living and the costs of other businesses." (p. 117)

Historically, the Commission has an excellent record in recognizing its responsibilities to weigh the potential inflationary consequences of proposed rate increases. Its actions in this regard have also received the endorsement of the Supreme Court when, almost a quarter century ago, it quoted and approved the Commission's own declaration:

> "We are not unmindful of the evil effects of inflation, and in our judgment, the inflationary tendencies of general increases in rates constitute a factor which we may and should take into consideration in passing judgment on such increases." Interstate Commerce Commission v. Jersey City, 322 U.S. 503, 520, n.8 (1944).

The same concern is also reflected in the recent insistence by the Commission that motor carriers sustain a heavier quantum of proof in justifying general rate increases. See, e.g., Increased Class & Commodity Rates, Transcontinental, 329 I.C.C. 420 (1967). Recently, the Commission had occasion to issue a Statement of Policy regarding motor carrier general rate increase proceedings which reiterated its concern that more reliable economic justifications be submitted by the carriers. 32 Fed. Reg. 7002 (1967). In so doing, the Commission has properly taken into account the recent reminder by Congress, expressed in Section 2(a) of the Department of Transportation Act, that the economic growth and stability of the Nation require the provision of fast, safe, efficient, and convenient transportation "at the lowest cost consistent therewith and with other national objectives."

Sections 15(7) and 216(g) of the Interstate Commerce Act bestow upon the Commission discretion "upon its own initiative without complaint" to suspend proposed general rate increases pending hearings on

their lawfulness. We do not intend to express here an opinion on the merits of the proposed increases. However, as the Commission has occasion to review the proposed general rate increases in each territory or region for both motor carriers and railroads in the forthcoming weeks, the Department urges that full and due consideration to the possible inflationary impact of the various rate proposals be given by the entire Commission in the first instance. We also urge that such consideration be given to the fullest extent possible before the rate increases are permitted to go into effect. Institution of such rate increases necessarily will cause immediate upward price pressures with effects that cannot later be undone if, after investigation, the rates are found unlawful by the Commission.

Reasonable price stability is a fundamental goal of our economic policy. If the National Transportation Policy is to be national in the most meaningful sense, it must, in turn, implement this goal.

Sincerely,

Alan S. Boyd

N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
June 15, 1967

DOT -- 4367
962-5157

Secretary of Transportation Alan S. Boyd today issued the following statement:

"In the midst of a tense situation, I made, in response to questions from reporters yesterday, some remarks concerning Mr. Roy Siemiller, President of the International Association of Machinists. I do not deal in personalities and regret those remarks. I tried to reach Mr. Siemiller to tell him this personally, but I understand he is recuperating from recent surgery. I have expressed my regret for these remarks to Mr. Siemiller's colleagues. Since my remarks to Mr. Siemiller were made in public, I think it proper that I express my apologies to Mr. Siemiller and to the Machinists' Union publicly.

"I wish him also a speedy recovery and good health."

N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE — DOT -- 4467

June 16, 1967 — 962-5157

The Department of Transportation today announced its first order dealing with safety regulation of petroleum pipelines.

The order establishes accident reporting criteria and sets forth the purpose and scope of future safety regulations, exemptions and definitions.

It also establishes a specific part (180) of the Code of Federal Regulations which will contain current and future pipeline regulations.

Alan S. Boyd, Secretary of Transportation, said that extensive technical regulations will be forthcoming in the future. They will deal, he said, with design, materials, construction, maintenance and inspection and testing.

"The purpose of such safety regulations," the Secretary said, "is to minimize the dangers to life and property attendant to the transportation of oil and other dangerous goods by pipeline."

Boyd said that there has been close cooperation between government, industry and civic groups in preparing the new safety regulations.

The Department of Transportation, through the Federal Railroad Administration, has authority over safety regulations for all pipelines with the exception of those transporting natural gas or water.

An administration bill, to extend this safety regulating authority to natural gas pipelines, currently is before Congress.

Safety regulatory authority over liquid pipelines was spelled out in an amendment to the Explosives and Other Dangerous Articles Act of 1965.

The petroleum pipeline industry supported the 1965 amendment so as to provide uniform national regulations.

The accident reporting criteria set up in the DOT order will assist in determining problem area facts on which to base future regulations.

Two principal concerns of future regulations will cover marking of rights-of-way to show location of pipelines and the problem of determining adequacy of existing, older pipelines.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR RELEASE
June 21, 1967

DOT -- 4567
962-5157

The Department of Transportation today announced the establishment of field coordinating units to coordinate departmental activities in 30 of the nation's principal transportation hubs.

Secretary Alan S. Boyd, in a departmental order, said a coordinating group is being formed in each geographic area where two or more of the operating administrations of the Department have major offices. These administrations include the U. S. Coast Guard, the Federal Aviation Administration, the Federal Highway Administration, and the Federal Railroad Administration.

Boyd said the order would not involve the opening of additional offices. Instead, the purpose is to provide for "more effective and economical service to the public."

He pointed out that one of the benefits anticipated from the formation of the new Department of Transportation was an improvement in the coordination of transportation activities of the Federal Government.

The coordinating groups, made up of the senior representatives of the operating administrations in each area, will provide one means toward an effective response to President Johnson's recent memorandum calling for close coordination of developmental planning, by Federal agencies and in association with State and local governments.

Among the benefits expected from the field coordination groups, Boyd said, are a better exchange of information, ideas, and experience; co-location of offices, facilities and activities where compatible and where improved service would result; coordination of Federal action in identifying and responding to transportation needs of the nation; cooperative program and project planning; and formulation of contingency plans for natural disaster or emergency.

The Secretary emphasized that the field coordination groups will not affect lines of command.

(more)

The groups, which will include local representatives of each administration, will be set up initially at:

Albany, New York; Atlantic City - Cape May, N. J.; Baltimore, Md.; Boston, Mass.; Cleveland, Ohio; New York, N.Y.; Philadelphia, Pa.; Atlanta, Ga.; Memphis, Tenn.; Miami, Fla.; New Orleans, La.; Norfolk, Va.; Chicago, Ill.; Kansas City, Mo.; St. Louis, Mo.; Minneapolis, Minn.; Albuquerque, N.Mex.; Fort Worth, Texas; Houston, Texas; Oklahoma City, Okla.; Denver, Colo.; Los Angeles, Calif.; Portland, Oregon; Salt Lake City, Utah; San Francisco, Calif.; Seattle, Wash.; Anchorage, Alaska; Juneau, Alaska; Honolulu, Hawaii; and San Juan, Puerto Rico.

NEWS RELEASE

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE DOT -- 4667

June 23, 1967 962-5157

Secretary of Transportation Alan S. Boyd today asked the Coast Guard to intensify its campaigns to curb summer boating deaths.

In a letter to Admiral W. J. Smith, Coast Guard Commandant, Boyd noted that more Americans are killed annually in boating accidents than in plane crashes and that July is the most dangerous month of the year for boating.

"This has happened despite the hard work and heroism which the Coast Guard traditionally puts into its mission of safeguarding this country's shoreline and waterways and Americans who use them," Boyd said.

"I realize that your resources are limited. To mount an expanded program with your present manpower will require an extra effort by the entire Coast Guard," he said. "But I think we must make that extra effort this summer while we prepare for more men and equipment to deal with this problem on a long-term basis."

In his letter, Boyd asked the Coast Guard to:

1. Increase accident-prevention missions of boat safety patrols, with particular emphasis on preventing overloading of small boats.

(more)

2. Intensify the Coast Guard's education program to warn summer vacationers that overloading small boats is the major cause of boating deaths in the United States.

3. Prepare a comprehensive report on improvements that could, and should, be made in boat design, safety equipment and operator education as well as recommendations for increasing safety patrol forces.

4. Recommend a model program for boating safety that could be used to raise the standards of enforcement of safety regulations by the states and improve Federal-State coordination on the problem.

Boyd said he knew part of the extra effort during the summer would be provided by members of the Coast Guard Auxiliary, "without whose dedication to boating safety the already alarming situation would be far worse."

He said improving Federal-State cooperation would be essential to success "in view of the fact that nearly half of the boating deaths last year occurred in waters over which the Coast Guard has no jurisdiction."

The Secretary said that "any real hope for success in cutting back on boating tragedies lies in more frequent and more intensive boat inspection; more thorough accident investigation, and better training of boat operators.

(more)

"However, that lies in the future and, no doubt, means more men, more equipment and more money.

"For this summer, then, I am asking that you act with the resources already at your command and treat the situation as you would any emergency."

It is estimated that more than 8,000,000 boats are in use today, about as many as the number of new cars sold in this country last year.

Boyd said that boat purchases are rising at a steeper rate then auto purchases and that the safety problem "is bound to become more, not less, serious."

Last year, Boyd said, "more than 1,300 people died in 4,350 boating accidents.

"This means that as many persons are killed in boating mishaps today as in all types of aviation accidents combined," he said.

Secretary Boyd commented further:

"I am particularly pleased that Congressman Garmatz, Chairman of the House Committee on Merchant Marine and Fisheries, has given his full support to this effort and has expressed a great interest in working with us on any program or suggestions that will result from our studies this summer."

N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
June 26, 1967

DOT -- 4767
962-5157

Secretary of Transportation Alan S. Boyd will hold a press conference at 9:30 a.m. Tuesday, June 27, to announce the national uniform standards for the state highway safety programs.

The conference will be in Room 310, Department of Transportation, 800 Independence Avenue, SW., Washington, D. C.

N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR RELEASE
9:30 a.m., June 27, 1967

DOT -- 4867
962-5157

Secretary of Transportation Alan S. Boyd today announced the national standards for state highway safety programs.

The 13 standards, ranging from periodic re-examination of drivers to programs for improvement of traffic control devices, are designed to implement the Highway Safety Act of 1966.

"With the promulgation of these standards, we can now begin, for the first time, to make Federal funds available to the states for their highway safety programs," Boyd said.

He emphasized that the 13 standards represent goals the states are expected eventually to reach.

The timetable for reaching these goals, he said, cannot be set yet because it depends on firm cost estimates and actions of state legislatures.

The Act requires the states to develop "comprehensive highway safety programs" and authorizes $167 million through fiscal 1968 to assist states and local communities in this effort.

The standards cover essentially the same performance areas as the draft standards announced in February by the National Highway Safety Bureau.

The standard covering periodic motor vehicle inspections has been made more flexible to permit a state to adopt an experimental or pilot vehicle inspection plan, in lieu of annual inspection, with permission of the Secretary of Transportation.

(more)

The change reflects the recommendations made by many of the states and also by the National Highway Safety Advisory Committee.

Boyd pointed out that the standards reflect extensive consultation between the department, the states, local communities, interested organizations and individuals and the safety advisory committee.

"These standards represent an early practical step in the national effort to reduce death and destruction on America's highways," Boyd said.

"They are the opening strategy in an applied effort by the states and the Federal government to significantly raise our level of driving safety."

The Secretary said that of the money authorized under the Act, exclusive of administrative costs, 75 percent has been apportioned for state and community highway safety programs.

The remaining 25 percent, which the Act leaves to the discretion of the Secretary, will be apportioned under a formula which the department is developing.

"Within each state, Federal-aid funds will be allocated on the basis of programs whose implementation or improvement is aimed at achieving the performance goals raised by our standards," he said.

"Further, as directed by the law, at least 40 percent of the funds to a state will be earmarked for improvement of community level highway safety programs."

States which demonstrate they are in the process of implementing or improving their programs for achieving the goals of the standards will qualify for Federal funds, he said.

The steps taken to implement the Act, he said, are intended "to stimulate and assist the states toward meeting a goal which everyone in this country endorses -- the goal of safer highways."

A summary of the standards follows:

PERIODIC MOTOR VEHICLE INSPECTION -- Each state shall have a program for periodic inspection of all registered vehicles or an experimental, pilot, or demonstration program approved by the Secretary of Transportation. Every registered vehicle must be inspected at time of initial registration and at least annually thereafter or at such intervals as may be designated under the approved experimental, pilot or demonstration program. The inspections must at least equal criteria of the National Highway Safety Bureau.

(more)

MOTOR VEHICLE REGISTRATION -- Each state shall have a motor vehicle registration program and record-keeping system to provide rapid identification of each vehicle and owner, and shall make data available for accident research and safety program development. Gross laden weight of all commercial vehicles also must be registered.

MOTORCYCLE SAFETY -- Operators must be licensed and examined specifically for the operation of motorcycles. Operators must wear approved helmet and eye protection when operating cycles. Seats and footrests must be provided for motorcycle passengers, who must also wear approved safety helmets. Each cycle must have a rear-view mirror.

DRIVER EDUCATION -- Requires comprehensive driver training programs, meeting standards set by the state, be made available to all youths of licensing age. Requires certification of instructors and licensing of commercial driving schools. Calls for research, development, and procurement of practice driving facilities such as simulators and other tools for both school and adult training programs. Also requires training and retraining program for adults.

DRIVER LICENSING -- Each state shall have a driver licensing program to insure that only persons physically and mentally qualified may drive, and to prevent needless denial of the right to drive. Physical and eye-sight examinations, knowledge of traffic laws, ability to comprehend traffic signs and ability to operate the vehicle for which licensed, will be required. Drivers shall be re-examined at least once every four years for visual acuity and knowledge of rules of the road. It calls, also, for a medical advisory board to advise the licensing agency on physical and vision standards. Requires keeping of continuing records of driver histories, and means for quick retrieval of these data.

CODES AND LAWS -- Each state shall develop and implement a program to achieve uniformity of traffic codes and laws throughout the state, including rules of the road for all public streets and highways. It should also have a plan to make the rules of the road consistent with those of other states.

TRAFFIC COURTS -- Requires that Traffic Courts notify the state traffic records system of all convictions for moving traffic violations. Recommends individuals charged with moving hazardous traffic violations be required to appear in court. Recommends uniform accounting system for traffic fines and uniform court procedures for traffic cases.

ALCOHOL IN RELATION TO HIGHWAY SAFETY -- Each state, in cooperation with local subdivisions, must develop a program to reduce traffic accidents resulting from persons driving under the influence of alcohol. States are required to establish specific test procedures for determining blood alcohol content, but the blood concentration level at which a driver may be deemed to be intoxicated shall not be set higher than .10 percent by weight. A person placed under arrest for operating a motor vehicle while intoxicated or under the influence of alcohol is deemed to have given his implied consent to an alcohol content test. Recommends alcohol content tests on accident victims, and drivers surviving fatal accidents.

(more)

IDENTIFICATION AND SURVEILLANCE OF ACCIDENT LOCATIONS -- Each state, in cooperation with county and other local governments, shall have a program for identifying and investigating high accident locations and maintaining surveillance of locales with high accident rates. A systematic program for developing corrective methods also is required. Measures shall be taken to reduce accidents, and to evaluate safety improvements, at these locations.

TRAFFIC RECORDS -- Requires a statewide system, and compatible local systems, to include all traffic data for the entire state. The system shall be capable of providing summaries, tabulations, and special analyses and shall include driver, vehicle, accident, and road records that are compatible for purposes of analysis and correction.

EMERGENCY MEDICAL SERVICE -- Each state, cooperating with local subdivisions, shall have a program to insure prompt emergency medical care for accident victims. Requires first-aid training for emergency service personnel and criteria for use of two-way communications systems for dispatching aid. Specifies that systems for operating and coordinating ambulances and other emergency care facilities be established. Requires comprehensive state planning of emergency medical services.

HIGHWAY DESIGN, CONSTRUCTION AND MAINTENANCE -- Requires that existing street and highways be maintained in a condition that improves safety. Requires that modernization of existing roads and new highways meet approved safety standards issued or endorsed by the Federal Highway Administrator. Requires lighting of expressways and other major arteries in urbanized areas, high accident locations, and major intersections. Calls for clear roadsides, break-away signs, special guardrails and bridgerails, and signs at freeway interchanges directing motorists to emergency care facilities.

TRAFFIC CONTROL DEVICES -- Each state in cooperation with county and local governments shall have a program for traffic control devices (signs, signals, markings, etc.) which will conform with standards issued or endorsed by the Federal Highway Administrator. Existing control devices also shall be upgraded to conform to these standards. Preventive maintenance, repair, and day-and-night inspection of all traffic control devices shall be provided.

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NEWS RELEASE

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE DOT - 4967

June 27, 1967 962-5157

Everett Hutchinson, Under Secretary of Transportation, was sworn in today as a member of the United States National Commission in the Pan American Railway Congress Association.

Secretary of Transportation Alan S. Boyd administered the oath to Hutchinson, who was appointed to the 10-member commission by President Johnson.

The Pan American Railway Congress Association, an international group operating under the Organization of American States, fosters interchange of information and technological knowledge among railroad people in the American countries. The last Congress took place in 1963 in Mexico City.

Hutchinson, the first Under Secretary in the new Department of Transportation, has held that post since February 16, 1967. He was a member of the Interstate Commerce Commission in 1955-65 and its chairman in 1961. He was president of the National Association of Motor Bus Owners in 1965-67. In 1961 he headed the U. S. delegation to the International Conference on River Navigation in Paris.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
June 29, 1967

DOT -- 5267
962-5157

The Department of Transportation will "follow not only the letter but -- more importantly -- the spirit of the new freedom-of-information act," Secretary Alan S. Boyd said today.

In issuing the Department's regulations under the act that takes effect Tuesday, Boyd said DOT is designating and staffing a special office to process inquiries for information. He said records will be made public on request unless they affect national security, invade personal privacy or impede the efficient conduct of government business.

The DOT regulations spell out locations for similar public document inspection offices for its component agencies -- the Coast Guard, Federal Aviation Administration, Federal Highway Administration, Federal Railroad Administration and the St. Lawrence Seaway Development Corporation.

(The full regulations were published in the Federal Register of June 29 and are also available in Room 835 of DOT, 800 Independence Avenue, SW., Washington, D. C. 20590.)

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR RELEASE
July 1, 1967

DOT -- 5067
962-5157

Secretary of Transportation Alan S. Boyd today announced the appointment of Alfred G. Vigderman, a career foreign service officer, as Deputy Assistant Secretary for International Affairs and Special Programs.

Donald C. Agger, Assistant Secretary for International Affairs said Vigderman's knowledge of government and his "broad experience in international negotiations will be of great value to us in the programs we have begun."

Vigderman, 53, spent the last academic year at Medford, Mass., as visiting professor of diplomacy at the Fletcher School of Law and Diplomacy of Tufts University. He was on assignment from the State Department as a senior fellow.

A native of Philadelphia, Vigderman graduated from the University of Pennsylvania in 1936 and practiced law in Philadelphia until 1941 when he joined the Office of Price Administration in Washington.

In 1947 he became an assistant to former Sen. Scott Lucas of Illinois, and, in 1949, went to the State Department as a legal advisor. In 1952 he entered the Foreign Service and served tours of duty in France, Germany and Greece.

He was legal advisor to the U. S. delegation to NATO in 1952 and was special assistant to Dr. James B. Conant, president emeritus of Harvard, when Dr. Conant was ambassador to the Federal Republic of Germany in the mid-1950s.

From 1961 until 1965 Vigderman was assigned to the U. S. Embassy at Athens, Greece, where he was counselor for political affairs.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR RELEASE 11:30 A.M.
July 15, 1967

DOT -- 5367
962-5157

Minneapolis, Minn. --Secretary of Transportation Alan S. Boyd said here today that the Federal Government's transportation effort must be relevant and responsive to the needs of states and localities -- particularly in considering the impact of highways on rural areas.

Speaking before a luncheon gathering of predominately rural editors from the upper midwest, Secretary Boyd said that America has far and away the best highway system in the world.

"Yet, as we are beginning to realize," he said, "we have often been so exclusively concerned with economy and safety in our highway program that we have overlooked the enormous economic and social impact that highways have upon the cities and regions through which they pass. All too often we have tended to select that route that will give us the straightest and safest possible line at the lowest possible cost."

The Secretary assured the editors that the continued vigor and viability of rural America will be among his first concerns in future development of the Federal highway system.

He said that highways and other forms of transportation should be viewed within the context of society's total needs.

"That is what we are trying to do now in the Department of Transportation," he said. "And we are trying to do it by working and talking with leaders in our local communities, our cities and our states -- as well as in the transportation industry and related fields -- for it is they who are not only close to the people, but close to the problem."

The Secretary cited the leadership of President Johnson in promoting increased cooperation and a working partnership between Federal and local officials in dealing with the problems they face.

"Under President Johnson's leadership," he said, "we are trying to restructure our Federal effort and to render it far more relevant and responsive to the needs of our states and localities."

# # #

NEWS RELEASE

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
July 16, 1967

DOT -- 5467
962-5157

Washington, D. C.--Secretary of Transportation Alan S. Boyd today took immediate steps to implement President Johnson's Executive Order designed to meet the current railroad strike emergency.

Under the terms of the President's Order, Secretary Boyd was given overall responsibility for the allocation of all other available transportation resources to insure the maximum movement of goods essential to the national defense and public health.

As a first step Boyd requested the Chairmen of the Interstate Commerce Commission and the Civil Aeronautics Board and the Secretary of Commerce to take whatever steps are necessary to utilize all existing transportation units for the movement of the priority items in the attached list. These officials will stipulate to all carriers which goods should be given priority attention and will work with the carriers to develop as rapid a schedule of shipment as is possible.

Boyd also established an information center in the Department of Transportation to keep track of all developments affecting the nation's transportation system during the critical period of the strike.

Boyd designated A. Scheffer Lang, Federal Railroad Administrator, as chief of coordination efforts. Mr. Lang has been working with key officials throughout the government in preparing an emergency plan for government-wide coordinated use of whatever transportation facilities are available during the strike.

(Attached are copies of the Executive Order of the President, letters of delegation from Secretary Boyd to other government officials, the list of priority items to be transported.

For further information call the Department of Transportation, Office of Public Affairs: 962-7837.)

July 16, 1967

The following categories of material will receive transportation priority during the rail strike, it was announced tonight by Secretary of Transportation Alan S. Boyd:

1. All materials moving on Government bills of lading issued by military transportation officers.

2. Materials moving on commercial bills of lading specifically certified as essential by the Department of Defense ~~contract admin- laboratory~~

3. Essential government personnel travel including military passengers traveling on Government Travel Requests;

4. Essential U. S. Mail;

5. Fresh meats and poultry;

6. Fresh eggs and milk;

7. Fresh fruits and vegetables;

8. Fresh fish and shellfish;

9. Pharmaceuticals, biologicals, surgical textiles and instruments;

10. Hospital and sick room supplies and equipment, including diagnostic devices and essential support utilities;

11. Professional dental supplies and equipment;

12. Medical laboratory supplies and equipment;

13. Water and sewage processing and handling supplies and equipment, including chlorine, alum, lime, sulphate of iron, soda ash, and similar chemicals and equipment essential to the continuity of operation of water and sewage installations.

FOR IMMEDIATE RELEASE JULY 16, 1967

Office of the White House Press Secretary

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THE WHITE HOUSE

EXECUTIVE ORDER

PROVIDING FOR THE USE OF TRANSPORTATION PRIORITIES AND ALLOCATIONS DURING THE CURRENT RAILROAD STRIKE

- - - - - - - - - - -

WHEREAS the current railroad strike has brought to a halt virtually all transportation of persons and things by rail, and the remaining transportation facilities of the nation will be unable to handle all the essential traffic requirements put upon them; and

WHEREAS Section 101 (a) of the Defense Production Act of 1950, as amended (50 U.S.C. App. 2071 (a) ) provides that:

> "The President is hereby authorized (1) to require that performance under contracts or orders (other than contracts of employment) which he deems necessary or appropriate to promote the national defense shall take priority over performance under any other contract or order, and, for the purpose of assuring such priority, to require acceptance and performance of such contracts or orders in preference to other contracts or orders by any person he finds to be capable of their performance, and (2) to allocate materials and facilities in such manner, upon such conditions, and to such extent as he shall deem necessary or appropriate to promote the national defense."

and

WHEREAS the foregoing powers of the President have been delegated to certain officers of the Government by and pursuant to Executive Order 10480 of August 14, 1953, as amended:

NOW, THEREFORE, by virtue of the authority vested in me as President of the United States and Commander-in-Chief of the armed forces, including the authority conferred upon me by the Defense Production Act of 1950, as amended (50 U.S.C. App. 2061, et seq.), it is hereby ordered as follows:

Section 1. This Order shall constitute a finding in pursuance of section 101 (b) of the Defense Production Act of 1950, as amended, with respect to the exercise, as directed by section 2 of this order, of the powers vested in me by section 101 (a) of that Act.

Section 2. The officers of the Government in whom are vested (by or pursuant to Executive Order 10480, as amended), the allocation and priorities powers of the Defense Production Act of 1950, as amended, shall exercise those powers to accomplish the transportation and delivery of such persons and things as they deem necessary or proper to promote the national defense, including the accomplishment of military requirements, governmental functions, defense production and measures essential to the public health and safety.

Section 3. Notwithstanding any other provision of this order or any other order:

MORE

(1) The Secretary of Transportation is directed to determine, with the concurrence of the Director of the Office of Emergency Planning, the proper over-all apportionment and allocation of available transportation capacity.

(2) The Secretary of Transportation, subject to the general policy guidance of the Director of the Office of Emergency Planning, shall exercise centralized direction in the use of transportation priorities to accomplish the purposes of this order.

(3) The Secretary of Transportation shall provide the organization and procedures to carry out the functions under the foregoing provisions of this section.

Section 4. This order takes effect at once and shall remain effective until the resumption of rail service makes it unnecessary but in no event more than fifteen days after the termination of the current railroad strike.

/s/ Lyndon B. Johnson

THE WHITE HOUSE

July 16, 1967

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

July 16, 1967

Honorable Alexander B. Trowbridge
Secretary of Commerce
Washington, D. C. 20230

Dear Mr. Secretary:

I enclose a copy of Executive Order , signed today by the President to deal with the transportation emergency created by the current rail strike. Pursuant to section 2 of the Order and section 201(a)(4) of Executive Order 10480, the Secretary of Commerce is expected to carry out the functions delegated with respect to maritime transportation and to implement the priorities established pursuant to section 3 of Executive Order .

This Department and the Office of Emergency Planning have established a list of categories of materials and passengers to be accorded priority movement on the operating transportation facilities within your jurisdiction. This list has been prepared with the concurrence of the Department of Defense and the other interested Executive Departments. I request that you take the necessary steps to assure the prompt and efficient movement of these priority categories.

Materials and passengers not included in the enclosed list may be moved on a space-available basis after all priority items have been accommodated; however, non-priority materials and passengers once loaded should not be displaced by priority movements, nor should allowable non-priority baggage accompanying passengers be displaced by priority cargo.

I have designated A. Scheffer Lang, the Federal Railroad Administrator, to coordinate this Department's efforts during the present emergency. I request that you report to Mr. Lang your activities

pursuant to Executive Order , as well as such information as he may require to carry out the functions of this Department pursuant to that Order.

I assure you that this Department will support your efforts in this emergency and will work with and assist you to the fullest extent of our abilities.

Sincerely,

Alan S. Boyd

Enclosures

Same letter to William H. Tucker
ICC

and Charles S. Murphy
CAB

N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR RELEASE - Tuesday, July 25, 1967

DOT -- 5667
962-5157

Secretary of Transportation Alan S. Boyd today announced the appointment of Hugh J. Gownley as Deputy Assistant Secretary for International Affairs and Special Programs.

Gownley, 44, has been a senior official in international logistics negotiations in the Department of Defense for the last several years. He helped formulate the military cooperation program which has resulted in joint logistical support of United States and German forcies in Europe.

A native of Scranton, Pennsylvania, Gownley graduated from the University of Scranton in 1943 and received a masters degree in Business Administration at George Washington University in 1956. He was a naval officer in the Pacific and the Mediterranean during World War II. He is a Lieutenant, retired, in the Naval Reserves.

Gownley has been in government service since 1946, except for a two-year affiliation with the Research Institute of America at Harrisburg, Pa., from 1948 until 1950.

In the early 1950's he was chief of a medical study group for the Munitions Board of the Department of Defense. The study group's recommendations led to the establishment of a centralized military medical supply system which was the forerunner of other centralized supply and service systems in the Department of Defense.

In 1959 Gownley went to the Office of the Assistant Secretary of Defense for International Security Affairs. He coordinated U. S. military sales negotiations throughout Western Europe.

Gownley, his wife, and two daughters, Michele, 19, and Mary Beth, 16, live at Rockville, Maryland.

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NEWS RELEASE

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
July 25, 1967

DOT -- 5767
962-5157

Secretary of Transportation Alan S. Boyd warned today that the "Laird Amendment," imposed by the House last week on the Department of Transportation appropriation bill, will "force a 25 per cent cutback in the Federal-aid highway program in fiscal 1968."

The amendment, offered by Rep. Melvin R. Laird and adopted by the House, would restrict all expenditures of the Department of Transportation during fiscal year 1968 to 95 per cent of the total DOT expenditures detailed in the President's budget (House Document No. 15).

Under the Highway Trust Fund section, Boyd said, the President's budget estimates $3,773 billion in expenditures for the Federal-aid highway program. The five per cent reduction required by the Laird Amendment would mean an expenditures cut of $189 million, Boyd said.

"The required $189 million reduction in 1968 expenditures will impose a reduction in new obligations of $1.2 billion, an amount equal to approximately 25 per cent of the new obligations which we would anticipate incurring in 1968." Boyd said.

"Each dollar that we eliminate from expenditures results in approximately a six dollar reduction in new obligations we can incur. Restricting our new obligations in this manner will severely restrict progress of the Federal-aid highway program."

Approximately 84 per cent of all money spent for the Federal-aid highway program in any given year results from obligations incurred in previous fiscal years, Boyd pointed out.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
July 27, 1967

DOT -- 5867
962-5157

Secretary of Transportation Alan S.Boyd announced today the U. S. Coast Guard will begin diving operations off the New Jersey coast soon to determine whether oil in sunken tankers threatens to pollute Atlantic beaches.

Boyd said the diving operations are part of a study of water pollution which President Lyndon Johnson directed the Departments of Transportation and Interior to make this spring.

About 100 tankers were sunk off American shores during World War II and many of these are close enough to the coast to cause pollution damage if there is still oil in the hulks and if it were to be released suddenly.

"Because of a lack of information about what happens to such cargoes when submerged for a long time, it has been impossible to estimate the extent of the danger of pollution from these hulks," Boyd said.

"Therefore, I have directed the U. S. Coast Guard to send out divers to examine a representative number of these sunken vessels. The ships to be examined are located in relatively shallow water (up to 100 feet) on the floor of the Atlantic.

"At the suggestion of Congressman James J. Howard of New Jersey, the first ship to be examined will be the tanker Gulftrade, which lies in about 100 feet of water 12 miles east of Barnegat Light, New Jersey," Boyd said. "As a member of the Subcommittee on Rivers and Harbors of the House Committee on Public Works," Boyd said, "Congressman Howard alerted us to the feasibility of using the Gulftrade as a pilot project.

"The purpose of the project is to determine the extent and urgency of the pollution threat," Boyd said. "At the present time there is no solid evidence concerning the condition of the sunken hulls and, in fact, no certain knowledge whether substantial amounts of oil are still contained in the hulls. The divers' on-site inspection will include taking samples of the hull and cargo for thorough analysis.

"We anticipate that the project will be completed before the start of the hurricane season in September. Any recommendations for future action concerning the sunken vessels will be premised on the findings from this project."

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
August 8, 1967

DOT -- 6267
962-5157

Secretary of Transportation Alan S. Boyd today ordered an immediate program to reduce rail-highway grade crossing accidents.

Pointing out that an estimated 1,800 persons will be killed this year in grade crossing accidents, Boyd ordered the Federal Highway Administration and the Federal Railroad Administration to begin an "immediate action program."

The Secretary directed that special consideration be given to grade crossings in the heavily traveled Northeast Corridor where the new high-speed trains are scheduled for operation beginning this fall.

The Secretary directed Federal Highway Administrator Lowell K. Bridwell, and Railroad Administrator A. Scheffer Lang, to ask each state highway department to select one grade crossing for each 4,000 miles of Federal-aid highway system for testing of the "most suitable known or proposed system of protection." This would involve about 200 crossings in the nation. The knowledge gained through this special effort, he said, would help improve design and development of protective devices for general use.

Boyd said it is estimated that in 1967 there will be more than 14,000 accidents at rail-highway grade crossings. More than 15,000 persons will be injured and the total property losses will be about $100 million.

While only a quarter of the total number of accidents involve vehicles and trains, most of the fatalities result from these accidents.

"The railway-highway grade crossing problem is a railroad, highway, and public problem which requires an intensive attack on all factors which contribute to such accidents," Boyd said. In urging his "action program," the Secretary pointed out that up to 10 percent of funds available to the states under the Federal-aid highway program may be used for improvement or elimination of grade crossings in the Federal-aid highway system. Funds available to the states for safety programs under the Highway Safety Act of 1966 also may be used for inventorying or appraising grade crossing problems on roads and streets which are not part of the Federal-aid highway system.

(more)

Boyd also directed Administrators Bridwell and Lang to:

* Make available immediately to all states guidelines for diagnosing hazards, based on information which currently is available in the Federal Highway and Railroad Administrations.

"Through use of these guidelines and a diagnostic team, cooperating with both railway and highway representatives, literally hundreds of grade crossings may be upgraded by on-the-spot improvements," Boyd said. This could include such things as advanced warning signs, vegetation control, correcting light alignment and crossing illumination.

* Encourage the railroads to "rehabilitate existing protective devices and grade crossing sites under their jurisdiction."

* Launch a research and development program for more effective measures and devices to reduce occurrence of grade crossing accidents.

* Develop better methods, in cooperation with rail, state and local officials, for providing suitable investigation data.

* Intensify grade crossing accident investigation by the Bureaus of Motor Carrier Safety and Railroad Safety.

* Intensify the efforts of the Bureaus of Motor Carrier Safety and Railroad Safety in investigating grade crossing accidents involving Federally-regulated carriers.

* Work with state and local school officials to identify possible rerouting of school buses.

Boyd also ordered a review of present Federal and state regulations and laws for mandatory stopping of certain vehicles and asked for identification of crossings used by vehicles carrying hazardous materials.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
August 8, 1967

DOT -- 6367-B
962-5157

SECRETARY OF TRANSPORTATION Alan S. Boyd meets the Secretary of Transportation from Girls Nation, Miss Linda Mae Peck, 17, daughter of Mr. and Mrs. Raymond S. Peck, 10011 Cornwall Road, Fairfax, Virginia. Secretary Boyd is shown in his office at the new Department of Transportation inspecting "Secretary" Peck's badge. The 1967 Girls Nation, sponsored by the American Legion Auxiliary, ran July 30-August 5 in Washington, D. C..

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
August 8, 1967

DOT -- 6467
962-5157

The Department of Transportation, acting on petitions from the Governors of Kansas, Nebraska, North Dakota and Indiana, today announced proceedings on proposals to change time zone boundaries in each of these states.

The Kansas proposal involves moving the western boundary of the United States Central Standard Time zone to coincide with the western boundary of the state. The present boundary splits the state into Mountain Standard Time and Central Standard Time. The proposed change would include the entire state within the Central Standard Time zone.

The Nebraska proposal involves moving the western boundary of the Central Standard Time zone to conform with county boundaries within the state. The proposed change would eliminate all county divisions in the state and would include the following counties completely within the Central Standard Time zone: Brown, Thomas, Blaine, McPherson, Logan, Lincoln, Hayes and Hitchcock.

The North Dakota proposal involves moving the western boundary of the United States Central Standard Time zone in an easterly direction to accommodate the historical patterns of time observation in the state. The present boundary includes a small portion of southwestern North Dakota in the Mountain Standard Time zone. The proposed change would bring certain counties of North Dakota into the Mountain Standard Time zone that are presently in the Central Standard Time zone.

The Indiana proposal involves moving the eastern boundary of the United States Central Time zone to coincide with the eastern boundary of the state. The present boundary divides the state into Central Standard and Eastern Standard time. The proposed change would include the entire state within the Central Standard Time zone.

The Department is acting under authority vested in it by two acts of Congress, both passed in 1966 -- the Uniform Time Act and the Department of Transportation Act.

These proceedings will not concern adherence to or exemption from advanced time during the summer months. The Uniform Time Act requires observance of advanced (daylight) time within established time zones from the last Sunday in April to the last Sunday in October, but permits an

(more)

individual state, by legislative action, to exempt itself from observing advanced (daylight) time within the state.

The Department is soliciting written communications from interested persons expressing their views regarding this proposed change, and will consider data received within the next 75 days. Communications now on file with the Department will also be considered during the proceedings. Communications should be sent to the Docket Clerk: Office of the General Counsel, Department of Transportation, Washington, D. C. 20590, and should reach that office not later than October 20, 1967.

# # #

N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
August 8, 1967

DOT -- 6567
962-5157

The Department of Transportation today announced proceedings to establish four new standard time zones. They will be designated as Yukon Standard Time, Alaska-Hawaii Standard Time, Bering Standard Time, and Atlantic Standard Time.

The Atlantic Standard Time zone will be designated as the first United States zone and will be based on the 60th degree of longitude west from Greenwich. It will include all of Puerto Rico and the Virgin Islands.

Yukon Standard Time, the sixth U. S. zone, will be based on the 135th degree of longitude west from Greenwich and will include the eastern boundary and southeastern portion of Alaska.

Alaska-Hawaii Standard Time, the seventh U. S. zone, will be based on the 150th degree of longitude and will include central Alaska and all of the Hawaiian Islands.

Bering Standard Time, the eighth U. S. zone, will be based on the 165th degree of longitude and will include the western third of Alaska and the Aleutian Islands.

Yukon time, in which Juneau is located, will be one hour earlier than San Francisco and Seattle. Alaska-Hawaii time, in which Fairbanks, Anchorage and the Hawaiian Islands are located, will be two hours earlier than San Francisco and Seattle. Bering time, in which Nome is located, will be three hours earlier than San Francisco and Seattle.

The Department is acting under authority vested in it by two acts of Congress, both passed in 1966 -- the Uniform Time Act and the Department of Transportation Act.

These proceedings will not concern adherence to or exemption from advanced time during the summer months. The Uniform Time Act requires observance of advanced (daylight) time within established time zones from the last Sunday in April to the last Sunday in October, but permits an individual state, by legislative action, to exempt itself from observing advanced (daylight) time within the state.

(more)

The Department is soliciting written communications from interested persons expressing their views regarding these proposed changes, and will consider data received within the next 75 days. Communications now on file with the Department will also be considered during the proceedings. Communications should be sent to the Docket Clerk: Office of the General Counsel, Department of Transportation, Washington, D. C. 20590, and should reach that office not later than October 20, 1967.

# # #

NEWS *from* PRESIDENT'S COUNCIL ON YOUTH OPPORTUNITY

HUBERT HUMPHREY, Chairman

SUITE 400 • 733 15th STREET, N.W., WASHINGTON, D.C. 20005

FOR IMMEDIATE RELEASE
August 8, 1967

6667
962-5157

Secretary of Transportation Alan S. Boyd today reported to Vice President Humphrey that the Department's efforts in connection with the President's Youth Opportunity Campaign had resulted in the hiring of nearly 28,000 needy youths.

"These are the kinds of responses I wanted to my request of all employers --- public and private --- to hire more young people this summer," said the Vice President, Chairman of the President's Council on Youth Opportunity.

Most of the youths, 25,587, are employed on Federal-aid highway projects and were hired through the cooperative efforts of the Federal Highway Administration, regional Federal highway administrators, state highway departments and contractors working under Federal construction grants. Of the 2,065 youths working directly for the Department of Transportation, 1,257 were hired as part of the Youth Opportunity Campaign.

Some of the youths are being offered a special nine-week training course designed to upgrade their clerical and reading and writing skills. Youths showing a need through diagnostic tests for refresher training receive individual counselling on what can be gained by attending the voluntary course.

By operating elements of the Department, there are 1,154 youths in the Federal Aviation Administration, 492 in the Federal Highway Administration,

347 in the Coast Guard, 42 in the Office of the Secretary, 21 in the St. Lawrence Seaway Development Corporation, 7 in the Federal Railroad Administration and 2 in the National Transportation Safety Board.

Secretary Boyd told the Vice President that all elements of his Department are being urged to continue, even at this stage of the summer, to hire youths in support of the President's Youth Opportunity Campaign. Offices of the Department in outlying areas of cities are working with state employment agencies and local Community Action Agencies to provide chartered transportation from in-town points and back so that city youths can have access to jobs.

N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR ADVANCE RELEASE
August 10, 1967

DOT - 5967
962-7837

A white triskelion, symbolizing motion and progress, set strikingly against a deep red background highlights the official seal of the new Department of Transportation.

The triskelion -- a figure with three branches representing land, sea and air curving out from a center -- is the central design around which is a circle with the words, "Department of Transportation, United States of America."

The seal, approved by the Commission of Fine Arts, was selected from some 1,275 entries submitted in a Department-wide design competition.

"We think it is an excellent design, a remark that unfortunately we are not often given the opportunity to make," said William Walton, chairman of the commission. "The symbol seems to suggest a reasonable association with the field of transportation, and the bright red is a refreshing departure from some of the more subdued official seals."

The basic design of the seal is the work of James M. Ashworth, of the Planning and Control Branch at the Federal Aviation Administration's Aeronautical Center in Oklahoma City, Okla. For this, he has been awarded a $500 savings bond.

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(Editors: Prints are available from the Department for reproduction. The red ink is specified as "Capico S-17.")

N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
August 10, 1967

DOT --6767
962-5157

Secretary of Transportation Alan S. Boyd announced today the appointment of Stoney M.Stubbs of Dallas, Texas, as a regional director-designate in the emergency transportation organization of the National Defense Executive Reserve.

Thomas J. Davis, of Baton Rouge, Louisiana, has been made deputy director-designate of the region, Region No. 5, which takes in Texas, Louisiana, New Mexico, Oklahoma and Arkansas.

Stubbs is chairman of the board of Frozen Food Express. He is the 1967-68 president of the Common Carrier Conference -- Irregular Route of the American Trucking Associations and the immediate past president of the Texas Motor Transportation Association.

Davis is general traffic manager of the Ethyl Corporation.

The National Defense Executive Reserve is an organization of private citizens who could be called to key civilian positions in the government in a national emergency. There are more than 3,000 executive reservists, most of them business and industrial executives.

About 300 of them serve in the emergency transportation organization directed by the Office of Emergency Transportation in the Department of Transportation. There are eight geographic regions.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
August 10, 1967

DOT -- 6867
962-7837

Secretary of Transportation Alan S. Boyd announced today the appointment of Charles H. Beard, a prominent transportation industry executive, as special consultant on industrial affairs.

Beard will work with Assistant Secretary of Public Affairs John L. Sweeney in developing a program of industrial liaison for the Department of Transportation.

Beard, general traffic manager and an assistant to the vice-president of the Union Carbide Corporation, has held a number of government and industry transportation posts.

He was chairman of the Transportation Council of the Department of Commerce in 1952-57, chairman of the Cabinet Committee on Transport Policy and Organization in 1954-55 and a consultant to the Under Secretaries of Commerce for Transportation in 1962-67.

He is a founder member of the American Society of Traffic and Transportation, former president of the National Freight Traffic Association and of the Associated Traffic Clubs, former chairman of the Manufacturing Chemists' Association Traffic Committee and of the Compressed Gas Association Transportation Committee, a member of the board of the Transportation Association of America and chairman of the Research and Education Council of the National Defense Transportation Association.

He was the recipient of the 1965 Seley Awards presented by the Transportation Association of America for distinguished service to transportation.

Beard was with the Southern Pacific Railroad-Morgan Line and the Illinois Central Railroad before joining Union Carbide in 1936 as assistant general traffic manager. He became general traffic manager in 1939 and assistant to the vice-president in 1964.

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# INTERSTATE COMMERCE COMMISSION

WASHINGTON, D.C. 20423

737-9765 Ext. 350

FOR RELEASE:

NOON

August 16, 1967 79-67

DOT-ICC INTERAGENCY PROJECT

TO SEEK IMPROVED FREIGHT TRAFFIC DATA SYSTEM

A joint program to reduce the "data gap" in freight traffic information was announced today by Secretary of Transportation Alan S. Boyd and Chairman William H. Tucker of the Interstate Commerce Commission.

Far too little is known of the manner and volume in which commodities flow in the commerce of our Nation, Boyd and Tucker said. They noted that while the movement of freight traffic is one of the most important aspects and indexes of the national economy, there is inadequate data available for proper analysis of this vital function.

The DOT-ICC program is a significant step in development of a national transportation statistics system. The adequacy of the present one percent waybill program of the ICC, by which railroads furnish the Commission with one out of every 100 of their carload bills of lading for analysis, will be reviewed. Alternative methods of gathering traffic flow information, including random sampling, will be studied. The DOT-ICC project will begin with a thorough survey of user requirements.

MORE

Users include Government agencies, carriers, shippers, the academic community, and other economic interests.

Concurrently with the ICC's waybill sample study a similar program will be undertaken for design of a motor freight bill sampling process.

The joint DOT-ICC study of data analysis systems for rail and motor freight transportation flow will be conducted by ICC's Bureau of Economics in liaison with DOT's Office of Transportation Information Planning. Herbert O. Whitten, Director of American University's Transportation Institutes, will head the program for the Bureau of Economics. William D. Cassidy, Operations Research Analyst, will coordinate for DOT.

The current rail and motor studies will cover a survey of user requirements to obtain information needed to develop standards and specifications for the design of the data systems; and the development of proposed plans and specifications based on analysis of the survey of user requirements. This will be completed by next May 1.

-ICC-

N E W S  D E P A R T M E N T

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
August 17, 1967

DOT -- 7167
962-5157

The Department of Transportation favors letting air taxis continue to operate in a state of free competition with minimum economic regulation.

The Department voiced its position in an answer filed in a Civil Aeronautics Board proceeding to determine whether there should be more regulation of scheduled air taxi operators -- a class of air carriers flying light aircraft and engaging in a wide variety of passenger or cargo transportation with no necessarily fixed routes.

The Department pointed out to the CAB that the air taxi business has a minimum of economic regulation now and has demonstrated a continuing performance improvement.

"The conclusion is inescapable," the Department said, "that unrestrained entry and a free market have provided a setting and atmosphere conducive to the rapid and prosperous growth of scheduled air taxi operations. The Board's policy of free competition and entry for air taxi operators has proved beneficial to the industry and to the public."

The Department added that it does favor requiring air taxi lines to carry liability insurance, but on the basis of equal minimum amounts without distinction between scheduled and unscheduled carriers.

(Correspondents: The Department's position is spelled out in an answer in CAB Dockets Nos. 18211, 18366 and 18563, Petitions to Amend Part 298.)

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
August 17, 1967

DOT -- 7267
962-5157

Secretary of Transportation Alan S. Boyd today stated that the Federal Government had not yet completed its consideration of what Federal Government action, if any, should be taken to assure continued essential transportation services to the people served by the New Haven Railroad. Secretary Boyd said "I am concerned about the possible misunderstanding that may result from a wire service account of a joint statement by Senator Jacob Javits and Congressman Ogden Reid of New York. That wire story, the accuracy of what I cannot confirm, stated 'a plan is actually being considered but the details cannot be released.' The wire service story apparently was based on a meeting yesterday between Senator Javits and Congressman Reid and Dr. Robert Nelson, Acting Railroad Administrator. Dr. Nelson has reported to me on the substance of that meeting. I would like to state clearly where we stand in our consideration of the problems caused by the present New Haven operating cash deficit. This statement of mine is a summary of the presentation made by Dr. Nelson at the meeting yesterday.

-more-

"President Johnson did request me to coordinate Federal efforts that might possibly be of assistance in maintaining services by the Railroad and to recommend whatever additional action might be necessary. We have come to the conclusion that existing Federal programs and activities will be of little assistance in solving the immediate problems of the New Haven. We have, under consideration, a large number of other alternative programs that could be of help in sustaining essential service. These range from doing nothing more than relying on the Pennsylvania - New York Central merger to seeking legislation that would provide emergency funds.

"There are countless variations in between these two proposals. We have been engaged in discussions with all interested parties and we will have further discussion before any decision is reached.

When these discussions have been completed and we have come to some conclusion, we will, as we have pledged, immediately make these known to parties who have expressed an interest. I will inform the Governors of the affected states, Congressmen and Senators who represent those states, and the private parties who are interested."

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR P. M. RELEASE
August 18, 1967

DOT - - 6967
962-5157

The Department of Transportation announced today that it is financing development of a super-speed electric linear induction motor that may be used for powering ultra-high-speed intercity vehicles.

The department said the motor is expected to be built and operating within 18 months.

The DOT Office of High Speed Ground Transportation, in charge of the project, has signed an agreement with AiResearch Mfg. Co. at Torrance, Calif. for production of the 2,500-horsepower motor.

Total cost is estimated at $950,000.

AiResearch has already completed a nine-month analytical and experimental study of linear induction motors. The tests show them to be a promising means of propelling high-speed ground transportation vehicles at greater speeds than any current equipment.

If test results on the new motor are satisfactory, the Department of Transportation plans to use it to propel an experimental tracked air cushion vehicle over a specially constructed guideway. This would be the first dynamic test of a large linear electric motor.

The linear electric motor differs from rotating electric motors commonly used to operate machinery today. In the linear motor the rotor (armature) and the coils are spread out lengthwise. One of the two elements of the motor passes over the other, separated by an air gap. In the rotating motor, the armature spins around inside the coils.

Linear electric-propelled vehicles would operate with less noise than vehicles powered by conventional electric motors. There also would be no air pollution.

The experimental tracked air cushion vehicle could operate at speeds greater than 200 miles per hour. The craft would glide on a cushion of air over a specially constructed guideway. Development of this vehicle will depend on future availability of research funds.

Research has shown that vehicles with wheels require smoother riding surfaces and more complicated suspension systems as higher and higher speeds are attempted. Tracked air cushion vehciles have no wheels.

The DOT High Speed Ground Transportation Program was established by Congress in 1965 to conduct engineering research and development and demonstrations of improved rail service. Efforts of the Office are being focused on the development of new systems of high speed ground transportation to meet future needs for intercity transportation in densely populated regions of the United States.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR SUNDAY PAPERS
August 27, 1967

DOT -- 7367
962-5157

The Department of Transportation today released the second of two reports describing a system of computer storage and retrieval of freight tariff information.

The first report, released in May, 1966, contained a computer logic for the storage and retrieval of basic freight items such as origin, destination and commodity.

The final report includes methods for handling tariff features such as routing, accessorial charges, footnotes, rules and regulations. It also identifies how to judge the usefulness and economic efficiency of the computer system as it might be adapted to the individual needs of industrial management.

Data storage requirements and possible computer hardware configurations for different classes of users are also discussed. Cost guidelines are presented, based on a comparison of different tariff-related functions as currently performed manually and by computer.

The report stems from several years of research performed by the Battelle Memorial Institute, under contract to the Federal government. It is available as order number PB 175706 from the Clearinghouse for Federal Scientific and Technical Information, Port Royal Road, Springfield, Virginia 22151.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE | DOT -- 7467

Monday, August 28, 1967 | 962-5157

The Department of Transportation today announced the appointment of Edwin E. Edel of Annapolis, Maryland, as Public Affairs Officer of the Federal Railroad Administration.

Edel, who has served in various public affairs capacities at the Association of American Railroads since 1961, will work under the Federal Railroad Administrator, A. Scheffer Lang.

Since January of last year, Edel has been responsible for the railroad labor area, acting as Washington liaison for the Chicago-based National Railway Labor Conference, the AAR and the labor press.

Prior to coming to the rail trade group, Edel was a vice president of A.P.R. Consultants, Inc., a Washington advertising-public relations firm, and a representative here for Parke, Davis Pharmaceutical Corp. of Detroit, Michigan.

A native of Baltimore, Md., he was graduated from the University of Maryland in 1958. He is a member of the National Press Club, Public Relations Society of America, and the Railroad Public Relations Association.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
September 1, 1967

DOT -- 7667
962-5157

Secretary of Transportation Alan S. Boyd today approved plans for the construction of a bridge over the Delaware River between New Hope, Pa., and Lambertville, New Jersey.

The approval of the application filed by the Delaware River Joint Toll Bridge Commission will permit the construction of a new bridge to replace the bridge now in operation.

Boyd announced his decision after receiving word from the Commission that it is willing "to undertake active discussion" to settle its dispute with the Government concerning tolls on two bridges on Interstate Routes.

The Commission's decision to discuss settlement came in a letter to Secretary Boyd from Commission Chairman David Goldberg.

The Department of Transportation decision does not affect the question of whether the two disputed bridges - the Delaware Water Gap Bridge on Interstate 80 and the proposed Interstate 78 bridge connecting Easton, Pennsylvania, and Phillipsburg, New Jersey - will become toll free.

The Bureau of Public Roads, now a part of the Transportation Department, has urged that the two bridges be toll free.

The decision was pursuant to a Federal court order of July 27, 1967, in a lawsuit by the Commission against the Government. The Court denied a request by the Commission to order the Government to grant the permit, and directed only that a decision be made by today.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY - A. M.
September 6, 1967

DOT -- 7567
962-5157

Secretary of Transportation Alan S. Boyd today announced apportionment among the 40 eligible states and Puerto Rico of $33 million for improvement of highways in and adjacent to National forests.

The funds, for fiscal year 1969, were authorized by Congress in the Federal-aid Highway Act of 1966, signed into law by President Johnson on September 13, 1966.

The Federal Highway Administration of the U. S. Department of Transportation administers these forest highway funds. Planning of the National forest highway system and programing of projects for construction with forest highway funds are done jointly by Public Roads, the Forest Service of the Department of Agriculture, and the states concerned. Surveys, plans, and construction are generally handled by Public Roads.

Apportionment of the $33 million among the states was made, as provided by law, on the basis of the area and value of land owned by the Federal Government within the National forests in each state.

The amounts apportioned for fiscal year 1969 for the individual states are shown in the accompanying table.

(OVER)

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

# Apportionment of Forest Highway Funds Authorized

## For the Fiscal Year 1969

| State | Amount ($33,000,000) |
|---|---|
| Alabama | $94,499 |
| Alaska | 2,876,562 |
| Arizona | 1,857,514 |
| Arkansas | 448,621 |
| California | 4,726,164 |
| Colorado | 2,369,913 |
| Florida | 191,703 |
| Georgia | 116,265 |
| Idaho | 3,359,992 |
| Illinois | 38,034 |
| Indiana | 22,122 |
| Kentucky | 67,837 |
| Louisiana | 76,149 |
| Maine | 12,360 |
| Michigan | 354,118 |
| Minnesota | 456,382 |
| Mississippi | 155,676 |
| Missouri | 168,664 |
| Montana | 2,630,564 |
| Nebraska | 30,806 |
| Nevada | 591,987 |
| New Hampshire | 176,347 |
| New Mexico | 1,322,373 |
| North Carolina | 203,323 |
| North Dakota | 117 |
| Ohio | 18,072 |
| Oklahoma | 22,759 |
| Oregon | 4,546,062 |
| Pennsylvania | 88,077 |
| South Carolina | 108,183 |
| South Dakota | 258,544 |
| Tennessee | 110,626 |
| Texas | 104,466 |
| Utah | 1,095,947 |
| Vermont | 59,046 |
| Virginia | 214,596 |
| Washington | 2,293,686 |
| West Virginia | 130,230 |
| Wisconsin | 184,550 |
| Wyoming | 1,407,757 |
| Puerto Rico | 9,307 |
| TOTAL | 33,000,000 |

NEWS RELEASE

U.S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C 20590

FOR IMMEDIATE RELEASE
September 8, 1967

DOT -- 7867
962-5157

The Coast Guard has found no threat of oil pollution from any of the four sunken tankers it has inspected during four weeks of diving operations off the east coast, Secretary of Transportation Alan S. Boyd said today.

Three tankers contained no oil at all, Boyd said. A trace of oil was found oozing from the hull of the fourth at the rate of about a cupful an hour but Coast Guard officials said it posed no threat to eastern beaches, he said.

Boyd said the diving operations, which began August 14 off Avon-by-the-Sea, New Jersey, represented the first phase of an effort to determine whether more than 100 tankers sunk during World War II represent a pollution threat to American beaches.

The second phase will be a detailed analysis of hull fittings, hull plating, oil and ocean floor samples which were collected by divers.

"We hope that we can draw some reliable conclusions about the condition of the rest of the sunken tankers from these samples," Boyd said.

Boyd said the analysis would take about three weeks.

The survey is part of a broader study of water and waterway pollution which was ordered by President Johnson earlier this year and is being carried out jointly by the Departments of the Interior and of Transportation.

More

The only oil found during the survey was seeping from the British tanker, COIMBRA, located in some 180 feet of water, 47 miles southwest of Montauk Point, N. Y. The divers and Coast Guard agree that the small amount of oil detected is not significant and poses no threat of pollution to east coast beaches. The ship was found in three sections, lying on its port side. A survey of the starboard-side tanks revealed only incidental entrapped oil. There was no access to the port and midship tanks because they were buried in the muddy ocean floor. Extensive operations needed to clear the area to reach the submerged tanks was not considered a part of this phase of the operations. The hull of COIMBRA was found in comparatively good condition.

The other three ships inspected were found completely broken up with sections open to the sea. No oil was found on these ships. The VARANGER is located in 126 feet of water, 26 miles southeast of Atlantic City, while the R. P. RESOR rests in 125 feet of water, 56 miles northeast of Atlantic City, and the GULF TRADE in 75 feet of water is some 38 miles northeast of Atlantic City.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
Sept. 15, 1967

DOT -- 7967
962-5157

Secretary of Transportation Alan S. Boyd today outlined the goals of a joint study of travel between the United States and Japan.

Plans for the study were announced today at the State Department. Boyd said the study should lead to the development of improved techniques for handling the anticipated large number of travelers between the United States and Japan during Expo 70.

The study will include an examination of the total environment of transportation between the two nations. Several kinds of tests and demonstrations of techniques for facilitating passenger travel and cargo movements will be considered for inclusion in the study.

Expo 70, a major international exposition on the theme "Progress and Harmony for Mankind" will open at Osaka, Japan, on March 15, 1970. It is expected that by that time, the stretched jets and jumbo jets carrying up to 500 passengers each will be operating in flights to and from the Far East.

The large number of passengers will place new strains on airport facilities and on international clearance and inspection personnel in both Japan and the United States.

Plans for the joint facilitation study were agreed to by the U. S. and Japanese Cabinet officers who are members of the Joint United States-Japan Committee on Trade and Economic Affairs. The committee's Sixth Meeting began in Washington Wednesday and ended today.

Boyd and Minister of Transportation Takeo Ohashi of Japan participated in the meeting. It was the first time the U. S. Department of Transportation had been represented at a meeting of the committee.

The committee members agreed that the facilitation study will be conducted by a joint panel of United States and Japanese government officials and transportation industry representatives who will be named later. U. S. membership on the panel will include representatives of the Federal agencies most concerned with international travel.

The panel will determine what kinds of projects should be undertaken in the U. S.-Japanese facilitation study. Boyd said some projects might involve selective passenger inspection, the elimination of certain document requirements on a trial basis, and the possible use of communications satellites for transmitting official data on air passengers and cargo.

# # # # #

N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR NOON RELEASE
September 21, 1967

DOT -- 8067
962-5157

NEW YORK -- Secretary of Transportation Alan S. Boyd said today that the nation's supersonic transport (SST) program is a "prime example of how business and government can together achieve the goals of the nation."

Boyd commented at the Hayden, Stone Transportation Forum, at the University Club of New York.

The SST program, Boyd said, is "not an exception to any ideological rule, but a new application of the great tradition which gave us the transportation system we have today -- the highways, the railroads and the airlines."

The Secretary said that government historically has provided "seed money" to open up opportunities for private investment in transportation.

In the effort toward the creation of the SST, Boyd said, it became obvious very early that it would be virtually impossible for private enterprise to finance the building of prototype planes.

The government investment in the SST, he pointed out, will be recovered fully and an additional profit is anticipated as well. If 500 SST planes are sold, and there are "good economic reasons" to anticipate this, the government will recover fully its $1.25 billion investment, plus an additional $1.1 billion in royalties.

This, Boyd said, "is a mighty good investment."

The headstart of other nations in the development of the SST poses a threat to the United States' long established supremacy in the international aircraft market, Boyd said.

"Our choice was one that we traditionally have made -- use government research and development funds to enable private enterprise to compete successfully on the world market," he said.

(more)

"So the government took the lead and called for open and competitive bids on the development of a prototype supersonic transport -- hardly the usual method of creating a monopoly. This was done and the contracts were awarded so that in this initial phase, two prototype planes could be produced.

"The government agreed to put up $1.25 billion to finance this first step -- a step that could hardly be taken by private industry alone in this country. This was done in order to effectively compete with those nations having fully subsidized aircraft industries.

"Had we insisted that the Boeing Company undertake the investment on its own, its refusal would be completely predictable. The $1.25 billion required is more than twice the reported net worth of the corporation.

"Like any other major investment, the risks are being shared and proper incentives and penalties are provided. The government will recoup its investment through royalties on the sales of SST's -- sales made on the basis of efforts during this first initial phase in which the government is involved.

"The picture often painted of this endeavor is one showing several high government officials meeting in a back alley with a couple of moguls of industry and making a secret deal.

"Actually the roster of those involved with this program will include two prime contractors, 20,000 subcontractors and vendors, 12 U. S. air carriers, 14 foreign air carriers, 65 research and development firms, and 7 government agencies. Most important of all, before the SST goes into production, the program already has been intensively reviewed by five Congresses. That is hardly making a deal in the dead of night -- as anyone who has faced only one Congress can tell you.

"The SST program is a prime example of how business and government can together achieve the goals of the nation. It is not an exception to any ideological rule, but a new application of the great tradition which gave us the transportation system we have today -- the highways, the railroads and the airlines. The just plain bigness of this nation must be squarely faced -- the bigness of our industry, of our government, of the role we must play both at home and abroad, and of the problems that we must necessarily deal with."

Boyd emphasized that creation of a "more efficient, safer system of transportation depends, in the final analysis, on private industry and where it chooses to make its investments."

He said that Federal expenditures for transportation are "minuscule compared to the private outlay."

(more)

He appealed to top private industry to "join us in working toward a coordinated transportation system."

The Secretary also commended President Johnson for his effectiveness in bridging the gap between business and government:

"I believe we have progressed a long, long way from the rhetoric of the thirties and forties about government fighting business and business resisting government. This chasm that once separated the business man and the bureaucrat has narrowed to the width of a handshake.

"Certainly most of the credit for at least the government's work to bridge the gap belongs to President Johnson. The support and involvement of the business and industrial community have produced social and economic gains never thought possible. If one were to give this progressive collaboration a slogan, I would paraphrase Calvin Coolidge's remark when he said 'The business of America is business,' and say 'the business of business is America.'"

"The goals of government are not separate from the goals of business and industry; they are intertwined. The success of one's pursuit of those goals is going to depend on how successful the other is."

# # #

N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR P.M. RELEASE
SEPTEMBER 22, 1967

DOT -- 8467
962 - 5157

Secretary of Transportation Alan S. Boyd today commended Pan American World Airways for its recent action aimed at easing air traffic congestion in New York City.

The airline, on Tuesday, announced agreements to operate and develop Teterboro Airport in New Jersey and Republic Airport in Nassau County for general aviation use.

Use by corporate and other private craft of the two airports will help ease rush hour tie-ups at the major airports.

Boyd pointed out that "general aviation has experienced the most rapid growth of any form of transportation in recent years. Much of this growth has come from the increased useage of aircraft by business executives, a development that has had far reaching effects on our entire company.

"The rapid expansion of general aviation has added several problems that require urgent solutions. Among them is airport congestion, a factor that already threatens scheduled commercial operations. The heavy concentration of air traffic at major airports particularly in the New York metropolitan area, has led to waste in both time and money. Many of the advantages sought by executives in turning to corporate aircraft for their own increased efficiency in time utilization have been dissipated in holding patterns or on taxiways due to peak period air traffic congestion.

"Pan Am has demonstrated its leadership in attempting to unravel this problem by creating special facilities designed to serve the needs of general aviation at Republic Field and Teterboro Airport.

"It is my sincere hope that this leadership will serve as a practical example to other metropolitan airports and to other common carriers in their attempts to solve this growing problem."

# # # #

N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR RELEASE - SUNDAY PAPERS
September 24, 1967

DOT - 8367
962-5157

Secretary of Transportation Alan S. Boyd today announced a $4.8 million contract with Baltimore, Md., which he said "may well set a pattern for designing urban highways across the nation."

Under the contract, a team of highway, traffic and safety engineers, architects, city planners, sociologists, economists and others will work jointly on the routing and design of a section of the Interstate Highway System through Baltimore.

"For the first time in any major city, all of the environmental skills available will be brought to bear on the design of a highway from the very beginning," Boyd said.

"It will give Baltimore a unique opportunity to use the highway program to help it reach other developmental goals; to help it become the kind of city it wants to be," Boyd said.

"With early planning consideration of the highway's social, economic, historic and functional impact," he said, "this will become not just a road through a city but an integral part of the city."

The contract calls for a Federal contribution toward the work of the design team of $4.8 million.

Federal Highway Administrator Lowell K. Bridwell said other cities already have shown interest in the team approach to highway design.

Bridwell said officials of Chicago and the Illinois State Highway Department are considering a similar approach to urban highway problems in that city.

Officials of the Federal Highway Administration, Bureau of Public Roads, Maryland State Roads Commission, and the city of Baltimore have been working out details of the contract for the past year. The approval of the Federal Highway Administration makes the proposal eligible for financial assistance under the Interstate Highway Program under which the Federal Government provides 90 percent of the funds.

The urban design concept team will be made up of four private firms with expertise in architecture, city planning, highway and traffic engineering. They will work under contract with the city of Baltimore and the Maryland State Roads Commission. Other professions which will be brought into the work include those skilled in economics, sociology, psychology, political science, acoustical, electrical, lighting and mechanical engineering.

The Maryland State Roads Commission has established a special office, the Interstate Division for Baltimore City, to assist in the work. The Bureau of Public Roads also will assign a full-time representative to the project.

The scope of the services to be performed by the design concept team covers the following categories:

1. Design criteria -- Establishing the controls, conditions and treatment for various roadways and structures and translating permissible standards into specific details for use in the design process.

2. Urban design -- Determination of the characteristics of neighborhoods through which the highways pass and the formulation of opportunities and recommendations by which the road can be blended with the area traversed.

3. Study design -- Consolidation of prior studies, up-dating these studies, and the preliminary engineering design of the roadway, including type, size and location of structures.

The final design and preparation of the contract plans and documents will be undertaken by consulting engineers following the study designs as approved by the Maryland State Roads Commission.

The team's work is expected to take approximately two years. The entire pattern of Baltimore traffic will come under the consideration of the design team. In-depth studies also will be made of the varying neighborhoods through which the Interstate System passes. The city's mass transit and commercial transportation problems also will be covered in the planning and design studies by the team.

The Interstate System within Baltimore's city limits consists of 23.9 miles of controlled-access highways, which will course through the city and along its vital port area.

The routes are Interstate 83, 95, and 70 N, Interstate 83, a 5.6-mile segment also known as the Jones Falls Expressway, already has been completed.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR A. M. RELEASE
September 26, 1967

DOT -- 8267
962-5157

The Department of Transportation today announced a new highway program to help solve the problems of airport access and traffic congestion.

The program is a first step in the Department's long-range effort to improve airport access and cut down congestion involving all forms of transportation.

In announcing the program, Secretary of Transportation Alan S. Boyd said: "because of past involvement and existing authority, the Federal Highway Administration is in a position to accomplish significant results in a relatively short period of time. The Administration's continuing programs can place high priority emphasis on improvements in those areas where the airport access problem is most pressing."

The new program will include:

1) Expanded planning to include special consideration of airport access as an essential element of the urban transportation planning process. Such planning coordination is already underway in urban areas where 72 of this nation's most active airports are located.

2) Identification of highway networks serving local airports which are included in the Federal-aid highway system. This will allow state highway departments to seek Federal participation in needed airport access-highway improvements.

3) Evaluation, on a case-by-case basis at field level in cooperation with state highway departments and the Federal Aviation Administration of the extent of airport access-highway problems. This will allow prompt consideration of highway access alternatives and expedited programming of projects within fund allocations.

4) Emphasis on the advantages of the Traffic Operations Program to Improve Capacity and Safety (TOPICS). This program provides Federal funds for specific urban highway improvements. The funds could be directed toward connecting airport access roads with a community's supporting highway network, thereby providing access to the downtown area.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR SUNDAY A.M.
October 1, 1967

DOT -- 8667
962-8411

BOYD RELEASES $1.1 BILLION
IN FEDERAL-AID ROAD FUNDS

Secretary of Transportation Alan S. Boyd today announced the release of $1.1 billion of highway funds to the 50 states and Puerto Rico and the District of Columbia.

Boyd said the release of funds for obligation would enable state highway departments to schedule projects and let contracts in an orderly fashion in the quarter beginning Oct. 1.

Federal Highway Administrator Lowell K. Bridwell said the action assures the states that Federal funds required as reimbursement for work done will be available in the Highway Trust Funds for prompt payment of vouchers.

Under the cooperative Federal-state highway program, the states initiate improvements, purchase right-of-way, let contracts, and supervise construction, subject to review and approval of the Federal Highway Administration's Bureau of Public Roads. The states are then reimbursed by the Bureau for 90 percent of the cost of Interstate Highway System projects and 50 percent of the cost of projects on other systems.

The amounts released to the states in today's announcement follow:

(over)

Release of $1.1 billion of Federal-aid Highway Funds for Reimbursable Obligations

Effective October 1, 1967

(Thousands of Dollars)

| State | Amount |
|---|---|
| Alabama | $23,057 |
| Alaska | 9,730 |
| Arizona | 16,174 |
| Arkansas | 9,893 |
| California | 97,510 |
| Colorado | 13,934 |
| Connecticut | 20,354 |
| Delaware | 2,565 |
| Florida | 23,914 |
| Georgia | 17,708 |
| Hawaii | 4,815 |
| Idaho | 7,212 |
| Illinois | 57,418 |
| Indiana | 24,130 |
| Iowa | 15,306 |
| Kansas | 11,135 |
| Kentucky | 21,708 |
| Louisiana | 25,404 |
| Maine | 5,408 |
| Maryland | 16,607 |
| Massachusetts | 22,497 |
| Michigan | 33,481 |
| Minnesota | 24,202 |
| Mississippi | 12,935 |
| Missouri | 27,077 |
| Montana | 12,171 |
| Nebraska | 8,458 |
| Nevada | 7,459 |
| New Hampshire | 5,172 |
| New Jersey | 27,078 |
| New Mexico | 13,280 |
| New York | 57,338 |
| North Carolina | 13,471 |
| North Dakota | 6,523 |
| Ohio | 61,938 |
| Oklahoma | 13,403 |
| Oregon | 13,724 |
| Pennsylvania | 51,438 |
| Rhode Island | 5,179 |
| South Carolina | 8,518 |
| South Dakota | 10,450 |
| Tennessee | 23,380 |
| Texas | 57,090 |
| Utah | 15,194 |
| Vermont | 7,054 |
| Virginia | 31,130 |
| Washington | 24,444 |
| West Virginia | 21,972 |
| Wisconsin | 12,586 |
| Wyoming | 10,554 |
| Dist. of Col. | 12,663 |
| Puerto Rico | 1,596 |

N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
October 3, 1967

DOT -- 8867
962-5157

Secretary of Transportation Alan S. Boyd today termed the new Northeastern Regional Transportation Committee an "outstanding example of creative Federalism in action."

Boyd commented in relation to the announcement today of formation of the new committee comprising eight states, the District of Columbia and the Department of Transportation.

"The solution of the many difficult transportation problems of the heavily populated northeast corridor will require the combined efforts of all levels of government," Boyd said.

"I want to commend Gov. Hughes of New Jersey who proposed formation of this group in 1965 and who has taken leadership to bring the states and the Federal government together in this cooperative undertaking."

"The effectiveness of Federal programs underway to provide high-speed ground transportation in the northeast corridor, as well as long-range planning for all transportation modes, depends greatly upon leadership and support of the states involved. This committee provides an excellent mechanism for a working partnership between the states and the Federal government."

The committee will be chaired by David J. Goldberg, Commissioner of Transportation, representing New Jersey.

Other members include the governors or representatives of Connecticut, Delaware, Maryland, Massachusetts, New York, Pennsylvania, Rhode Island, the District of Columbia and the Department of Transportation.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.
October 4, 1967

DOT -- 8767
962 - 5157

Secretary of Transportation Alan S. Boyd today allocated a total of $12,786,429 for 22 projects in 19 states to improve roads through Federal lands.

"The funds allocated for fiscal year 1968," Boyd said, "will help make our outdoors more accessible to the American people for vacations, recreational opportunities, and the general enjoyment of nature."

The allocations were in accordance with legislation authorizing Federal expenditures on the basis of need for road construction through unappropriated or unreserved public lands, non-taxable Indian lands, or other Federal reservations.

Since 1951, Congress has authorized such funds in recognition of the need for road construction in Federal lands where the states have a lesser responsibility than the Federal Government.

Money is allotted annually to projects selected as having the highest priority of need and public benefit among projects proposed by state highway departments.

The funds, administered by the U.S. Department of Transportation's Federal Highway Administration, were allocated both for continuing and new projects.

Allocations for projects begun previously follow:

Arizona - U. S. 93 approach to Hoover Dam, $400,000.

Arkansas - Skyline Drive in Ouachita National Forest, $121,429.

Idaho - State Route 21 between Stanley and Lowman, $500,000.

Maine - Route 3 in Acadia National Park, $150,000.

New Mexico - State Route 544 from Navajo Dam recreational area to Colorado State line, $600,000.

(more)

North Carolina - Tellico Plains-Robbinsville Road in Nantahala National Forest, $400,000.

Oklahoma - Skyline Drive in Ouachita National Forest, $1,470,000.

Oregon - U. S. 395 on east side of Lake Abert, $400,000.

South Dakota - Scenic Rocky Ford Road in Pine Ridge Indian reservation, $200,000.

Tennessee - Tellico Plains-Robbinsville Road in Cherokee National Forest, $1,250,000.

Utah - State Route 95 between Hanksville and Lake Powell to provide access to Bullfrog Recreation Center, $2,000,000.

Washington - State Route 109 in Quinault Indian Reservation, $250,000; State Route 20 or North Cross State Highway westerly from Rainy Pass, $500,000.

West Virginia - Highland Scenic Highway in Monongahela National Forest, $1,400,000.

Wyoming - U. S. 212 the northeast entrance to Yellowstone National Park, $500,000; Clark Fork Road in Shoshone National Forest, $500,000; Flaming Gorge Road providing access to recreational areas of Flaming Gorge Reservoir, $500,000.

Allocations were made for the following new projects:

Colorado - Bureau of Indian Affairs route from Ignacio south to New Mexico State Route 544, $300,000.

Georgia - State Route 66 to provide access to Brasstown Bald Mountain area, $400,000.

Montana - State Route 206 to provide improved access to winter sports area in Flathead National Forest, $400,000.

New Hampshire - State Route 112 to provide improved access to recreational areas in White Mountain National Forest, $245,000.

North Dakota - State Route 24 in Standing Rock Indian Reservation, $300,000.

# # # #

N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR A. M. RELEASE
October 6, 1967

DOT -- 8967
962-5157

Advanced high-speed ground transportation vehicle development and application of space-age systems engineering to inter-city transportation research are highlighted in the second annual report of the Department of Transportation's Office of High Speed Ground Transportation.

Among the projects listed is the development of a 2500 horsepower linear induction motor which could be used to propel a new type of vehicle at high speed.

The linear motor, the Department notes, is designed to solve noise and air pollution problems and permit speeds in excess of 200 miles per hour. A tracked air cushion vehicle operating on its own surface guideway is the most likely candidate to use this unique propulsion system, the Department said.

Other research efforts include a tunneling technique using laser beams to fracture rock. Additional work with laser beams and other techniques including high pressure water jets will continue to advance the technology and lessen the cost of tunnel excavation and construction.

The Office of High Speed Ground Transportation also is engaged in various projects to improve railroad technology.

Four specially instrumented electric propelled rail research cars are being used in a comprehensive test program to collect data related to operation of rail equipment at high speeds. These "rolling laboratories" have been run at speeds in excess of 150 miles per hour.

The Office of High Speed Ground Transportation also has planned demonstration tests of improved rail passenger equipment and service involving:

-- Two three-car TurboTrains, designed by United Aircraft, which the Department scheduled for operation between Boston and New York City early in 1968. The TurboTrain is equipped with a new type of suspension system which will permit higher speeds around curves.

-- The Washington-New York demonstration service, also scheduled to begin early in 1968, will feature new high-speed passenger equipment built by the Budd Company of Philadelphia.

# # #

NEWS RELEASE

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

IMMEDIATE RELEASE — DOT -- 9167

October 9, 1967 — 962-5157

Secretary of Transportation Alan S. Boyd has asked the Nation's Governors to assess the potential impact of a reduction of highway construction activity during the calendar year beginning November 1, 1967.

Secretary Boyd said: "It is clear to me that current discussions on Federal expenditures between the Executive Branch and the Congress may have a profound impact on highway construction expenditures. If substantial reductions are indicated, there may have to be a curtailment of highway construction activity.

"Therefore I have informed the Governor of each State that it may become necessary to impose quarterly ceilings on the obligation of Federal-aid highway funds starting November 1, 1967.

"I have asked each Governor for his assessment of the impact of such ceilings on highway programs within his State, as well as on the State's economy in general.

"In addition, I have outlined the procedure by which we would establish such ceilings, and three alternative levels at which these ceilings might be set. Based on the anticipated national rate of $4.4 billion of Federal-aid highway apportionments for the year beginning November 1, I have asked the Governors to consider and comment on these alternative levels of reduction from that rate:

- A reduction of $2.2 billion, to be prorated and subtracted on a quarterly basis from each State's apportionment.
- A reduction of $1 billion, using the same procedure.
- A reduction of $0.6 billion, using the same procedure.

"My telegram points out that under the procedure, each State could submit new Federal-aid highway projects for approval up to the amount of its obligational ceiling for each quarter. On-going projects would not be affected by the procedure."

# # # #

N E W S  R E L E A S E

**U.S. DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**
**WASHINGTON, D.C. 20591**

FOR TUESDAY RELEASE
October 10, 1967

DOT -- 9067

962-8411

TV CAMERAS TO BE USED IN
STUDY OF TRAFFIC ACCIDENTS

The Department of Transportation is putting television to work to find out what actually takes place in traffic accidents.

Federal Highway Administrator Lowell K. Bridwell said a Bureau of Public Roads experiment is about to get underway with a television camera monitoring traffic at a busy intersection.

The camera is rigged so that at the sound of an accident a picture of what happened will be preserved on video tape.

Bridwell said one of the obstacles to reducing traffic accidents is the lack of useful information on how the mishaps occur.

"The equipment being developed in this experiment," he added, "holds the promise of finally giving us the means for obtaining scientifically sound data which may lead to preventive measures."

He said an initial model of the surveillance system is being installed in Buffalo, N. Y. (at Main and Mohawk streets). "If it proves out, we hope to place 75 to 100 such units at intersections throughout the country," Bridwell said.

Bridwell said the idea for such an experiment originated in the Bureau of Public Roads which long has been seeking data to develop traffic control systems for communicating with drivers to help them avoid accidents. The picture-taking equipment is being installed in Buffalo by Cornell Aeronautical Laboratories under contract with the Bureau of Public Roads.

The television cameras will monitor the traffic continuously, erasing the video record every 20 seconds. The sound of a crash, however, will touch off a signal and preserve the images from 20 seconds before the crash, giving scientists a picture of what happened.

"Most of our sources of information on accidents are after-the-fact investigations depending on the recollections of witnesses," Administrator Bridwell said. "This could remove the guesswork."

"Basically, we are trying to discover how drivers execute different types of maneuvers at intersections, determine in what areas drivers need additional information, and then establish how to provide the necessary information through an electronic communication system," he added.

(more)

The television cameras are in place at the Buffalo intersection, but the rumble of heavy, passing vehicles has been tripping off the picture-saving mechanism. Technicians hope to tune out most of these noises so that only pictures of crashes will be preserved.

Bridwell said the need to improve traffic safety in urban areas is urgent. He noted that about 80 percent of all accidents and one-fourth of all fatalities occur in urban areas. About 60 percent of urban accidents take place at intersections, while more than half of the Nation's annual total accident costs result from crashes on city streets.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR A. M. RELEASE
October 13, 1967

DOT -- 9267
962-5157

Secretary of Transportation Alan S. Boyd today announced 47 proposals for broadening existing Federal motor vehicle safety standards and for development of new safety standards for 1969 and subsequent years.

Boyd said the new proposals represent another step "in the continuing effort to protect the public against unreasonable risk of accidents resulting from design or performance of motor vehicles.

"The new cars coming out this year are safer than those of past years," Boyd said. "This reflects, in part, new Federal safety standards which we issued earlier this year. Resulting safety improvements will unquestionably save thousands of lives and prevent or reduce the seriousness of tens of thousands of injuries.

"We want next year's new vehicles to be even safer. We believe they will be. Today's notices indicate the areas in which we will require improvements, both in the 1969 models and in subsequent years. The standards now being developed for 1969 and later will contribute to improvement of safety.

"We don't expect miracles overnight. The development, improvement and implementation of sound motor vehicle safety standards is a difficult task requring a maximum cooperative effort between the government, the auto industry, the academic scientific and engineering communties, and all persons interested in safety.

"We are engaged in that effort to the best of our resources. And we will continue to work toward the goal of better and safer cars, buses, trucks and other vehicles."

(more)

Federal Highway Administrator Lowell K. Bridwell said the new proposals will be published in the Federal Register as "advance notices" of proposed rule making on October 14, 1967.

Bridwell said this will provide all interested parties an opportunity to offer comment or suggestions to the National Highway Safety Bureau before final standards or amended standards become effective.

The proposals include:

* Ten proposals which will form a basis for new motor vehicle safety standards to become effective Jan. 1, 1969.

* Eight proposals for amending or broadening the coverage of existing standards, also to be effective Jan. 1, 1969.

* Twenty-nine proposals for new standards or amendments to existing standards which may become effective after Jan. 1, 1969.

The 47 proposals would affect brakes, tires, lights, windshields, child protection, impact protection, occupant protection, pedestrian protection, speed control, locks and latches, energy absorbing features, fuel tanks and lines, fire retardant interiors, and non-operational safety and emergency features.

Dr. William Haddon, Jr., Director of the NHSB, said that the 10 proposals for new standards to become effective on Jan. 1, 1969 include:

- - New systems for protective restraint of small children in car crashes.

- - Performance requirements for brake linings on cars, trucks, buses, motorcycles, and trailers.

- - Performance criteria to eliminate damaging features of exterior protrusions on vehicles.

- - Protective features on motorcyles, such as roll bars, foot rests, and exhaust system protection.

- - Warning devices for vehicles stopped in emergencies.

- - Mounting of windshields to prevent their dislodging in auto crashes, thus protecting occupants from being thrown through windshield openings.

(more)

- - Requirements to preclude inadvertent opening of auto hoods.

- - Safe-to-open pressure radiator caps.

- - Requirments for "fail-safe" reliability of head lamp covers, movable head lamps, and similar devices.

- - Specification of visibility requirements for vehicle identification numbers on passenger cars, to facilitate quick identification.

In addition to these standards, the National Highway Safety Bureau now is processing eight additional actions through the final stages of legally-required rule making.

Six of these eight are planned to become effective on Jan. 1, 1969. They include two affecting lighting and others affecting defrosting systems, head restraints (head rests), door locks and windshield wiping and washing. Two affecting passenger car tires and rims will become effective early in 1968.

The National Traffic and Motor Vehicle Safety Act of 1966 requires issuance of new and revised standards by Jan. 31, 1968.

The Act calls for the Secretary of Transportation to establish appropriate Federal motor vehicle safety standards for all vehicles produced for sale in the United States.

Safety standards, announced earlier this year and which will be incorporated into vehicles manufactured on or after Jan. 1, 1968, include the collapsible steering system, seat and torso safety belts, dual braking systems and other occupant protection requirements.

Copies of the advance notices are attached.

(For further information contact B. A. Boaz, 962 8527).

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N E W S  R E L E A S E

U. D. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY PM'S
November 10, 1967

DOT - 9467
962-8527
962-3928

NEW STANDARDS ANNOUNCED FOR PASSENGER CAR TIRES AND RIMS

Secretary of Transportation Alan S. Boyd announced today safety performance requirements and testing procedures for automobile tires and rims.

"Our records," he declared, "show that a significant number of highway accidents and deaths are the result of tire failure.

"I am confident that today's new standards - combined with the vehicle design and equipment standards we have already issued bring us closer to the day when whatever injury and death on the road occurs will largely be the result of human error and not of design or equipment deficiencies.

One of the new requirements is that new automobiles must be equipped with tires for the maximum loaded weight of the vehicle. Another requires that in the event of a flat tire, rims must be able to retain the deflated tire in stopping from a speed of 60 miles an hour.

The director of the National Highway Safety Bureau, Dr. William Haddon, Jr., said the standards, which were developed by his bureau, are based on comments received from interested parties on proposed standards published in the Federal Register on July 21, 1967, and on extensive technical discussions with tire experts in Government, industry, and research organizations. They apply to all types and sizes of new passenger car tires, including both radial and conventional bias ply tires.

-more-

Standard 109 specifies tire dimensions and laboratory test requirements for resistance to bead unseating, carcass strength, endurance, and high-speed performance; specifies tire load ratings, and labeling requirements. It affects all tires manufactured after December 31, 1967.

Standard 110 specifies requirements for original equipment tire and rim selection to prevent tire overloading. It applies to all passenger cars manufactured after March 31, 1968.

The standards provide two exceptions to the effective dates. The labeling requirement and the tread wear indicator requirement of Standard 109 will both require modification of many thousands of tire molds. Because of this, the standard allows the manufacturers until August 1, 1968 to accomplish the necessary modifications.

## MAJOR PROVISIONS

The provisions of Standard 109 apply to all new tires for use on passenger cars manufactured after 1948. It does not reflect the current usage of the term "ply rating," for which there is no accepted definition, but uses maximum permissible inflation pressure, which is related to load rating of the car.

The standard requires that each tire be labeled on both sidewalls with the following information:

(a) Size designation, (b) maximum permissible inflation pressure, (c) maximum load rating, (d) manufacturer's name or identifying code, (e) composition of the material used in the ply cord, (f) actual number of plies in the sidewall area, and the actual number of plies in the tread area, if different, (g) the word "tubless" or "tube-type" as applicable, (h) the word "radial" if a radial ply tire, and (i) an approved marking - DOT - that the tire conforms to applicable Federal standards.

Standard 109 also requires that all tires be equipped with a tread wear indicator which will provide a visual indication when the tire has been worn to a tread depth of 1/16 of an inch. It specifies maximum tire loadings for all sizes and types of new passenger car tires, specifies tire section width, test rim sizes, and tire size factors.

Standard 110 specifies requirements for new car tire and rim selection to prevent tire overloading when the vehicle is operated at the designated maximum passenger and luggage carrying capacity.

-more-

It also requires that new cars have a permanent placard on the glove compartment door - or equally accessible location - which contains the following information: the car manufacturer's recommended tire size, the car manufacturer's recommended tire inflation pressure for the maximum loaded vehicle weight, designated seating capacity, and the load which the vehicle is designed to carry with its original tires.

Standard 110 also provides that, in the event of rapid loss of inflation pressure, tire rims shall retain the deflated tire in stopping from 60 mph.

The effective date of Standard 109 is January 1, 1968, with the exception of the requirement for a permanent label and the requirement for a tread wear indicator. Both of these requirements will necessitate extensive mold changes by tire manufacturers, and are therefore being made effective August 1, 1968.

To enable the production of sufficient quantities of tires complying with the requirements of Standards 109 after its effective date of January 1, 1968, Standard 110 will apply to all passenger cars manufactured after March 31, 1968.

These are the 21st and 22nd in a series of motor vehicle safety performance standards developed by the National Highway Safety Bureau under authority of the National Traffic and Motor Vehicle Safety Act of 1966.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

ADVANCE RELEASE
SUNDAY, November 12, 1967

DOT -- 9567
963-5105

Steps to make travel easier, safer and more comfortable for the physically handicapped have been inaugurated by the Department of Transportation.

The Department has asked a number of research firms for suggestions on the solution of travel needs for the physically handicapped who daily use segments of the nation's transportation system. The firms have been invited to submit bids on a contract the Department will award.

Secretary of Transportation Alan S. Boyd announced today that the objectives of the research program are threefold: (1) to adopt a set of guidelines for transportation planners and operators on the needs of the handicapped; (2) to identify a technique to use locally to analyze the social and economic benefits of the guidelines; and (3) to prepare a general assessment nationally of the social and the economic impact resulting from adoption of such guidelines.

Boyd pointed out that 30 million Americans are hindered in travel because of physical handicaps or advancing age. He noted that 3 million persons are limited in mobility by a fracture, sprain or other limb injuries or dislocation. In addition, the Secretary reported, some 14 million persons over 65 are impeded by one or more chronic ailments.

Boyd, who is a member of the President's Committee on Employment of the Handicapped, said:

"Concern over the various problems of mobility helped to create the Department of Transportation, and this freedom of mobility certainly applies to our handicapped Americans to whom transportation is a day-to-day and hour-to-hour problem."

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
November 17, 1967

DOT -- 9667
962-3928

Secretary of Transportation Alan S. Boyd today announced a research contract to study whether free transit service is feasible.

The Charles River Associates, Inc. of Cambridge, Mass., was awarded the $35,000 contract for a six-month study to be made in Boston, Mass.

The economic, social, technological, financial, and related cost factors will be measured. The final report is expected to be issued to the public during May 1968.

Free transit service has been advocated by Richard Sommerville, the president of the privately-owned Atlanta Transit System.

Secretary Boyd, speaking in Boston on July 31, 1967, before the National League of Cities, said:

"This idea deserves serious consideration. The Department of Transportation is initiating a research study of free public transportation in metropolitan areas as a public policy alternative.

"It will examine the effect of free transportation as an incentive for use, the extent to which such a system might be used by low income groups, and the impact of such technological considerations as trip time and convenience."

The Office of Economics, Office of Assistant Secretary for Policy Development of the Department of Transportation is sponsoring the study.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR MONDAY RELEASE
November 20, 1967

DOT -- 9767
962-3928

The Department of Transportation today announced the issuance of a regulation creating a new United States standard time zone. The new zone, designated Atlantic Standard Time, will include Puerto Rico and the Virgin Islands. Atlantic time is one hour ahead of Eastern Standard Time.

For several years Puerto Rico and the Virgin Islands have unofficially observed a time equivalent to the new Atlantic time.

The creation of the zone was proposed in the Federal Register on August 9, 1967, pursuant to the provisions of the Uniform Time Act of 1966. No other territory of the United States, besides Puerto Rico and the Virgin Islands, will be included within the Atlantic zone.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
November 22, 1967

DOT -- 9867
962-3928

The Department of Transportation today announced a regulation to relocate the time zone boundary in Nebraska. The boundary between the Central and Mountain Time Zones in Nebraska currently splits several counties.

The new regulation, which becomes effective on January 1, 1968, moves the time zone boundary to conform with county boundary lines.

Nebraska Gov. Nobert Tiemann petitioned the Department for this change last April. His petition was based upon a resolution of the Nebraska legislature calling for a change in the location of the time zone boundary line.

The new boundary line places Brown, Thomas, McPherson, Lincoln, Hayes, Hitchcock and all counties to the east in the Central Time Zone. Cherry, Hooker, Arthur, Keith, Perkins, Chase, Dundy and all counties to the west will be in the Mountain Time Zone.

In reaching its decision the Department took special note of the views of the executive and legislative branches of the state of Nebraska, as expressed by Gov. Tiemann in his petition.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
November 24, 1967

DOT -- 9967
962-3928

The Department of Transportation today announced it has supported the "Rent-A-Train" plan of the Illinois Central Railroad for the shipping of grain from inland Illinois to five Gulf ports for export.

The support came in a reply filed by DOT to protests and petitions for suspension of the railroad's proposal that were previously filed with the Interstate Commerce Commission.

Describing the proposal as a "significant breakthrough in railroad volume rate making," the Department stated that it "strongly supports proposals directed toward rate and service experimentation, and respectfully urges the Commission to adopt a similar policy approach."

The Illinois Central plan, which is proposed to be effective on November 29, would provide a train of 86 to 115 cars on a year rental basis for the transportation of grain (corn, oats and wheat) from central Illinois to Baton Rouge, Destrehan, New Orleans and Reserve, La., and Gulfport, Miss.

The yearly rental would be $1 million if the railroad furnishes the cars, or $700,000 per train if the cars were provided by the shipper or receiver.

In urging the ICC to allow the proposal, the Department said: "The Rent-A-Train concept is a significant breakthrough in railroad volume rate making. It is uniquely adopted to promote the more efficient rail movement of a highly seasonal commodity to the mutual benefit of both the carrier and shippers."

According to the railroad, the Rent-A-Train would be used exclusively for grain shipments. The trains would run from stations in Illinois Freight Association Territory directly to the five Gulf ports. Eliminated would be costs of switching at origin and destination and the inter- and intra-train switching operations, while billing costs would be reduced.

The railroad estimates that a shipper could save about 25 percent of his cost if he makes 70 trips a year or 20 percent for 60 trips. A shipper must make at least 40 trips to effect a savings.

(more)

The frequency, the Department agreed, would lead to reducing of the peak load demands of the harvest season by using the train throughout the year.

The Department cited as additional benefits that the Rent-A-Train proposal would achieve higher prices for inland farmers and provide greater efficiency and improved earnings to the rail carrier.

The Department also said that the reduced cost of grain transportation "will give the United States grain exporters an improved position in the world market, possibly leading to some improvement in this country's international balance of payments position."

It was noted also in the Department reply, that the proposal was for one year and that at the end of the year the ICC "would be able to examine the Rent-A-Train operation on the basis of the facts, rather than on speculation."

(Correspondents: The case has been assigned No. 46637 by the ICC's Board of Suspension.)

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR TUESDAY RELEASE
November 28, 1967

DOT--10067
96-23928

The Department of Transportation today announced the revision of its original proposal for the boundaries of the new Yukon Standard Time Zone. The creation of the new zone was specified by Congress in the Uniform Time Act of 1966, and is supposed to cover portions of the eastern part of Alaska.

The Department now proposes to place in the new Yukon zone only that portion of Alaska lying between 137° W. longitude and 141° W. longitude. Originally it was proposed to place all of the area between 127°30' W. longitude and 141° W. longitude (all of southeastern Alaska)in the Yukon time zone.

Under the new proposal Yakutat will be the only city in the Yukon zone. Other southeastern Alaska cities, including Juneau, Ketchikan and Sitka, would be officially included in the Pacific Standard Time Zone. Those cities have observed a time equivalent to Pacific time for many years.

The new proposal reflects the views of the Alaska state government, as well as common carriers serving the area and individual citizens. The Department believes that the new plan will conform substantially to the unofficial zones observed in Alaska during the past several years.

Interested persons will have until December 31, 1967, to comment upon the new proposal. Comments should be addressed to Docket Clerk; Office of the General Counsel; Department of Transportation; Washington, D.C. 20590.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
December 8, 1967

DOT -- 10167
962-3928

A Washington-Baltimore helicopter service might well coax enough jets away from Washington National Airport to relieve both airport and air space congestion and tone down aircraft noise over the capital, the Department of Transportation said today.

In a brief filed with the Civil Aeronautics Board, General Counsel John Robson said that for these and other reasons the Department believes the helicopter service would be in the public interest.

But, he said, the Department would oppose approval of a plan to allow trunk airlines to subsidize any of the four helicopter companies which have applied for certification.

"The Department shares the view of National Capital Airways (one of the applicants) that helicopter operations in the Washington-Baltimore area can and should be self-sustaining," Robson said.

"If the airlines servicing the Washington-Baltimore area are to be expected to contribute $4-$5 per passenger for patrons of the helicopter service," Robson said, "why should not airline patrons using an airport bus receive the same treatment?"

The Department urged the CAB to approve a five-year certificate that would provide a minimum of 24 flights daily from both Dulles and Friendship International Airports and 12 daily flights between downtown Washington and Baltimore.

The brief noted that as recently as 1962, helicopter service in the Washington-Baltimore area did not seem economically feasible. But since 1962, air traffic in the area has risen steadily by 15 percent a year so that the market here is as good as or better than the three other areas in the country which now have regular inter-airport helicopter service -- New York, Los Angeles and San Francisco.

"While it is not expected that the institution of the proposed helicopter services will remedy all of the area's airport access problems," Robson said, "such services in conjunction with substantial improvements in surface travel modes...should result in minimizing the advantage of Washington National over the other two airports and lessening the resistance of carriers to the full utilization of the total area airport complex."

Robson said that the helicopter service would, itself, add to the area's "ambient noise levels," but said the "Department believes there will be a favorable 'trade-off' arising from the fact that improved access to Dulles and Friendship airports will provide a 'carrot' for the transfer of jet flights from National."

Robson said sound management should be one of the key criteria in deciding among the four applicants.

The company selected should also be required to assure compliance with noise abatement procedures as a condition of certification.

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N E W S  R E L E A S E

U.S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE

DOT -- 10267
962-3928

December 13, 1967

The Department of Transportation today announced an extension of the period in which comments will be received and evaluated on the proposal under consideration by the Department that all of Kansas be included within the central standard time zone.

Insufficient comment was received for making a final evaluation of opinion in the State on this issue. It is felt that the extension will give more people and groups an opportunity to state their views and submit data to the Department.

Comments should be sent to the Docket Clerk; Office of the General Counsel; U. S. Department of Transportation; 800 Independence Avenue, S.W.; Washington, D. C. 20590. The closing date for comments is January 31, 1968.

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# N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
December 21, 1967

DOT -- 10567
962-3928

Secretary of Transportation Alan S. Boyd announced today that the first meeting of President Johnson's Task Force on Bridge Safety had been held. Secretary Boyd said:

"This morning I met with General Harry G. Woodbury, Jr., representing Secretary of the Army Stanley R. Resor; Robert Y. Phillips, representing Gov. Price Daniel, Director, Office of Emergency Planning and the following officials of the Department of Transportation: Lowell K. Bridwell, Administrator of the Federal Highway Administration; A. Scheffer Lang, Administrator of the Federal Railroad Administration; and Vice Admiral Paul E. Trimble, Assistant Commandant, Coast Guard. Also attending was Joseph J. O'Connell, Chairman of the National Transportation Safety Board.

"The President assigned us the responsibility to look into the Ohio River Bridge tragedy and to conduct a national survey of bridge safety. We have three major objectives:

1. Investigate, in coordination with officials of W. Va. and Ohio, the collapse of the bridge connecting Point Pleasant, W. Va., and Gallopolis, Ohio.

2. An analysis of what Federal action can be taken to accelerate the construction of another bridge in that area.

3. An analysis of what procedures and standards are used to insure the safety of other bridges throughout the country and development of recommendations to assure the safety of the public.

"We have created several committees to begin this work immediately. The first, whose assignment will be an investigation of the Ohio River Bridge collapse, will be chaired by Mr. O'Connell. The second, whose primary responsibility will be determination of how quickly a new structure can be built, will be chaired by Mr. Phillips. The third, whose major responsibility will be to undertake the national study of bridge safety will be chaired by Mr. Bridwell.

(more)

"The Task Force intends to work closely with the Governors of the states and other state and local officials whose cooperation and support will be essential to the completion of this effort. I have already talked to Governor Smith of West Virginia and Governor Rhodes of Ohio and they have assured me of their complete cooperation. I, in turn, have pledged them as swift a response as the Government can possibly make. I do not need to point out the difficulties that are inherent in this assignment. There are substantial technical and legal questions that must be answered before we can find solutions to any of the three problems. But we will begin quickly."

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR SUNDAY RELEASE
December 24, 1967

DOT -- 10467
962-3928

John L. Sweeney, Assistant Secretary for Public Affairs for Transportation has announced the appointment of Joseph W. MacConkey as deputy director of the publications staff of the U. S. Department of Transportation.

MacConkey, who spent five years as press secretary for Kansas Senator James B. Pearson, has been with the Department of Transportation since September.

Prior to working in Washington, he spent seven years with KTVH-TV in Wichita, Kansas, as executive director of news and special events. He wrote and produced special news documentaries and editorials for the station.

He is a former Wichita Eagle reporter and attended Wichita University for four years where he majored in journalism. He completed his undergraduate work in journalism at the University of Maryland.

He is married to the former Dorothy Ingling of Wichita, who presently is a professor of Sociology at George Mason College in Fairfax, Virginia.

The MacConkeys have three children, Donald, 15; Diane, 12; and Darcy, 5. They live at 4001 Simms Drive in Kensington, Maryland.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR FRIDAY P.M. RELEASE
December 29, 1967

DOT -- 10667
962-3928

Secretary of Transportation Alan S. Boyd today responded to Chairman of the House Public Works Committee, the Honorable George H. Fallon, on District highway problems, particularly the construction timetable for the Three Sisters Bridge. Secretary Boyd said:

"The major issue raised in the letter sent to me by Chairman Fallon on December 13, 1967, was a request to me to approve construction plans for the Three Sisters Bridge, after consultation with Commissioner Walter Washington, by December 31, 1967.

"I have met with Mayor Washington as well as Secretary Udall and Under Secretary Wood. All of us are concerned about the development of an adequate highway system in the District of Columbia.

"We have agreed that there are many questions which must be answered prior to a decision on any part of the District highway system, including the Three Sisters Bridge.

"Therefore I have informed Chairman Fallon that I will not be able to take any steps that will result in further action on the Three Sisters Bridge until this analysis has been completed. I have pledged him a swift and thorough effort -- a pledge which also represents the intentions of the Mayor, Secretary Udall and Under Secretary Wood."

(The complete text of Secretary Boyd's letter to Chairman Fallon is attached.)

# # #

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

December 28, 1967

Honorable George H. Fallon
Chairman
Public Works Committee
House of Representatives
Washington, D. C.

Dear Chairman Fallon:

Your letter to me of December 13, 1967, requested that I make a decision on the construction of the Three Sisters Bridge by December 31. That decision is of interest to other officials of the Government who are concerned about the development of a transportation system in the Washington metropolitan area which will serve the total public interest. I have met with these officials. They are: Secretary of the Interior Stewart L. Udall, Commissioner Walter Washington, and Under Secretary Robert C. Wood, representing the Secretary of the Department of Housing and Urban Development.

All of us have raised questions about the system which is now proposed. We believe these questions must be thoroughly and quickly analyzed prior to making any final decision on any part of the system, including the Three Sisters Bridge.

Therefore, I must reluctantly inform you that I cannot take any steps that would result in the further processing of the construction plans for the Three Sisters Bridge by December 31.

I believe that when this analysis of all of the questions has been completed we will be in a position to make final decisions that will satisfy the concern which you and your Committee have legitmately expressed. I know I speak for all of those concerned in the Executive Branch when I pledge you a swift completion of this analysis and a quick submission of proposals.

Sincerely,

Signed Alan S. Boyd

Alan S. Boyd

N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
Saturday, December 30, 1967

DOT -- 10767
962-3928

New shipping regulations designed to prevent contamination of foodstuffs by leakage of poisons were announced today by the Department of Transportation.

The new procedures, amending the Department's Hazardous Materials Regulations, will require: that poisonous liquids or solids being transported in the same car with any foodstuffs, feeds, or any other material intended for consumption by humans or animals be packaged in air tight nonpermeable containers; that any car which has been used to transport poisons must be inspected before reuse; and that in cases where leakage or spillage has occurred, the shipper is responsible for its removal.

While there have been no recent instances in the United States of food poisioning attributed to contamination by a poisonous insecticide or pesticide during shipment, there has been, within the past year, a number of container leakages, adverse handling experiences, and motor vehicle accidents involving mixed shipments of poisons and foodstuffs. Investigation of these incidents has clearly shown the necessity for placing restrictions on these mixed shipments.

The regulations become effective January 10, 1968.

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# NEWS RELEASE

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
January 5, 1968

DOT -- 168
962-3928

Secretary of Transportation Alan S. Boyd announced today that Joe W. Fleming, Federal Cochairman of the Appalachian Regional Commission, had joined the Presidential Task Force on the Ohio River Bridge disaster. The Secretary said that this action had been requested by the President.

Secretary Boyd, Chairman of the Task Force, said that Fleming has agreed to devote his primary efforts and those of his staff to the work of the Task Force Committee which is charged with planning an early construction of another bridge. The Secretary said:

"I am delighted that the President has designated Mr. Fleming as a member of this Task Force. Mr. Fleming has a particular knowledge of the areas of Ohio and West Virginia which were affected by the collapse of the Ohio River Bridge. He also is in a unique position to help bring about a financial plan which can result in the earliest possible construction of another bridge.

"Mr. Fleming has informed me that he has talked to appropriate Ohio and West Virginia state officials and all parties are eager to take every available step to insure an early construction effort. Without question, the Appalachian program can be a valuable instrument in realizing this goal."

The other members of the President's Task Force in addition to Chairman Boyd and Fleming are Secretary of the Army Stanley R. Resor and Gov. Price Daniel, Director of the Office of Emergency Planning.

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# N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
Monday, January 8, 1968

DOT --0268
962-3928

Alan S. Boyd, Secretary of Transportation, recently certified the appointment of Stoney Stubbs as a Regional Director of the Office of Emergency Transportation.

Mr. Stubbs is Chairman of the Board of the Frozen Food Express, Dallas, Texas.

The presentation of the certificate was made during a two-day conference of the OET Regional Directors in Washington, D.C.

Secretary Boyd said that Mr. Stubbs typifies the caliber of the regional directors and their deputies chosen from eight regions for their outstanding achievements and leadership in the various modes of transportation. In the event of an emergency, these men would head up regional offices which would become focal points of civil transportation services for the movement of passenger and freight of all types.

They also would coordinate activities with State and local governments, such Federal agencies as the Interstate Commerce Commission, Maritime Administration, etc.

The Office of Emergency Transportation was established in 1962.

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# N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
Monday, January 8, 1968

DOT --0368
962-3928.

Alan S. Boyd, Secretary of Transportation, recently certified the appointment of Wilfred E, Jossy as a Regional Director of the Office of Emergency Transportation.

Mr. Jossy is President of the Bend Portland Truck Service, Portland, Oregon.

The presentation of the certificate was made during a two-day conference of the OET Regional Directors in Washington, D.C.

Secretary Boyd said that Mr. Jossy typifies the caliber of the regional directors and their deputies chosen from eight regions for their outstanding achievements and leadership in the various modes of transportation. In the event of an emergency, these men would head up regional offices which would become focal points of civil transportation services for the movement of passenger and freight of all types.

They also would coordinate activities with State and local governments, such Federal agencies as the Interstate Commerce Commission, Maritime Administration, etc.

The Office of Emergency Transportation was established in 1962.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, January 8, 1968

DOT --0468
962-3928

Alan S. Boyd, Secretary of Transportation, recently certified the appointment of Thomas J. Davis as a Deputy Regional Director of the Office of Emergency Transportation.

Mr. Davis is General Traffic Manager of the Ethyl Corporation, Baton Rouge, Louisiana.

The presentation of the certificate was made during a two-day conference of the OET Regional Directors in Washington, D. C.

Secretary Boyd said that Mr. Davis typifies the caliber of the regional directors and their deputies chosen from eight regions for their outstanding achievements and leadership in the various modes of transportation. In the event of an emergency, these men would head up regional offices which would become focal points of civil transportation services for the movement of passenger and freight of all types.

They also would coordinate activities with State and local governments, such Federal agencies as the Interstate Commerce Commission, Maritime Administration, etc.

The Office of Emergency Transportation was established in 1962.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
Monday, January 8, 1968

DOT -- 0568
962-3928

Alan S. Boyd, Secretary of Transportation, recently certified the appointment of Larry H. Dugan as a Deputy Regional Director of the Office of Emergency Transportation.

Mr. Dugan is Vice President and Western Counsel of the Milwaukee Road, Seattle, Washington.

The presentation of the certificate was made during a two-day conference of the OET Regional Directors in Washington, D. C.

Secretary Boyd said that Mr. Dugan typifies the caliber of the regional directors and their deputies chosen from eight regions for their outstanding achievements and leadership in the various modes of transportation. In the event of an emergency, these men would head up regional offices which would become focal points of civil transportation services for the movement of passenger and freight of all types.

They also would coordinate activities with State and local governments, such Federal agencies as the Interstate Commerce Commission, Maritime Administration, etc.

The Office of Emergency Transportation was established in 1962.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR WEDNESDAY A.M. RELEASE
January 10, 1968

DOT -- 0668
962-3928

Customs regulations under which foreign-made motor vehicles, vehicle equipment, and parts may be imported into the United States were announced jointly today by the Departments of Transportation and the Treasury.

All motor vehicles and vehicle equipment manufactured on or after January 1, 1968, for sale in the United States must be certified as conforming to applicable Federal Motor Vehicle Safety Standards, whether manufactured in the United States or in a foreign country. The regulations announced today establish requirements for importing foreign-made vehicles and provide certain exemptions.

Vehicles, including chassis-cabs intended for further manufacture, will be admitted if they bear certification or a label indicating compliance with applicable standards.

Vehicles which may be imported without complying with the safety standards include:

--Vehicles manufactured before January 1, 1968.
--Vehicles intended solely for export, that are so labeled or tagged.
--Vehicles imported solely for the purposes of show, test, experiment, competition, repairs, or alterations, which will not be sold or licensed for use on the public roads. This includes racing cars for use on competition circuits.
--Vehicles belonging to foreign tourists, to members of the armed forces of a foreign country on assignment in the United States, to foreign diplomatic personnel, members of United Nations delegations, and members of other public international organizations on assignment in this country.
--Vehicles not manufactured in conformity with applicable standards, but which have since been brought into conformity. These must be accompanied by a certificate showing the work performed which brought the vehicle into conformity.
--Vehicles which do not conform to applicable standards, but which the importer or consignee agrees to bring into conformity. The importer or consignee must post a cash bond and bring the vehicle into conformity within 90 days. If

(more)

the vehicle is a new car intended for sale to the public, however, and does not conform because it lacks readily attachable equipment items, the vehicle must have a label on its windshield stating the extent of the non-conformity and that it will be brought into conformity before being offered for sale.

No special exemptions from the requirements are made for importers on consignees who are American military or diplomatic personnel returning to the United States.

The regulations announced today will be published in the Federal Register on January 10, 1968, and will become effective on that date.

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# N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
January 11, 1968 P.M.

DOT -- 768
962-3928

Secretary of Transportation Alan S. Boyd announced today that the first Coast Guard polar icebreaker to enter the Great Lakes will be sent to Buffalo, New York, next spring to determine whether the Buffalo Harbor can be freed of ice at an earlier date than weather normally permits -- thereby expanding the port's navigational season. The Secretary stated that this decision was in response to a request by Congressman Thaddeus J. Dulski in consultation with the Port Authority and commercial shippers in the area.

An early opening of the Buffalo Harbor would assist commercial shippers to break through the ice barrier and speed up Great Lakes shipping activities.

A "Wind"-class polar icebreaker, yet unnamed, will probably be the first oceangoing ship to pass through the St. Lawrence Seaway next spring as it makes its way to Buffalo. Coast Guard ships of this type are 269 feet in length and are used for resupply missions and oceanographic studies in the Arctic and Antarctic.

The icebreaker will arrive in Buffalo prior to a planned polar deployment scheduled for May.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
January 12, 1968 P.M.

DOT -- 868
962-3928

The Department of Transportation announced today that a proposal, made last August, to place all of Indiana within the U. S. Central Standard Time Zone will be modified. The modified proposal would place all of Indiana in the U. S. Eastern Standard Time Zone with the exception of Lake, Porter, LaPorte, Starke, Jasper, Newton, Gibson, Pike, Dubois, Spencer, Warrick, Vanderburgh, and Posey Counties. These thirteen counties would remain in the Central Standard Time Zone.

Currently, the western third of the State of Indiana is located in the U. S. Central Time Zone. The remainder of the state is in the Eastern Time Zone.

The present proceeding to determine whether the time zone boundary should be relocated was initiated on August 9, 1967, on the basis of a petition submitted to the Department by Governor Roger Branigan. The petition requested the Department to begin proceedings to determine whether or not the time zone boundary should be moved to the Ohio-Indiana border, thereby placing all of Indiana in the Central Time Zone.

The Department of Transportation is authorized under the provisions of the Uniform Time Act to alter the location of time zone boundaries. In considering proposals to change time zone boundaries, the Act requires the Department to consider the convenience of commerce, in particular, common carriers. Due consideration is also given to public convenience.

A seventy-five day period was provided in which all interested persons were afforded an opportunity to comment on the original proposal. Large segments of the citizenry, business community, and organizations of all sizes and types responded to the request for comments.

Almost seventy-five percent of the citizens responding (outside the Gary and Evansville areas) favored eastern time.

(more)

Eighty-eight percent of the businesses and commercial groups who responded (outside the Gary and Evansville areas) favored eastern time.

Ninety percent of the citizens responding from the Gary, Indiana, area favored central time.

Ninety-three percent of the citizens commenting from the Evansville area favored central time.

Twenty-three chambers of commerce outside the Gary and Evansville areas wrote the Department supporting eastern time.

Numerous civic groups, labor unions, transportation groups and common carriers, news media, religious groups and educational organizations (including schools and colleges) wrote us to express their support for eastern time (again outside the Evansville and Gary areas).

The evidence received clearly indicates that the designation of central time for all of Indiana would not accommodate commercial or public convenience in a large part of the state. The original proposal, therefore, has been modified to more nearly conform to the wishes of the public.

All interested persons are invited to comment upon the modified proposal. Opinion, argument, and data received before February 26, 1968, will be considered by the Department before making a final decision. Comments should be addressed to Docket Clerk, Office of the General Counsel, Department of Transportation, Washington, D. C. 20590.

This proceeding, which is a continuation of the one that began last August, is to determine the physical location of the time zone boundary. It does not, in any way, concern the issue of daylight saving time. In accordance with the provisions of the Uniform Time Act, the question of whether daylight saving time will be observed is left to the state legislature.

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# N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR RELEASE
10 a.m., January 22, 1968

DOT -- 968
962-3928

Secretary of Transportation Alan S. Boyd today announced that Federal-aid highway obligation levels during calendar year 1968 will be held approximately five percent below 1967 levels.

He said the hold-down, to be carried out in cooperation with state highway authorities, is a "modest but essential move to combat general inflationary tendencies in the economy."

It will represent a reduction of $600 million from previously estimated levels of highway fund obligation for calendar year 1968, he said. Of the total reduction, $350 million will be in the current fiscal year between now and June 30, and $250 million between that date and December 31.

Boyd stressed the deep concern of the Administration over the rising cost of all construction activity, public and private, and the significant impact of Federal and state highway construction activities on these price levels.

A hold-down to $4.115 billion in the obligational level for highway construction in this calendar year will be "of important assistance in reducing this inflationary trend," he said.

Boyd said that he had expressed these views on January 11 during a meeting with Alf E. Johnson, Executive Secretary of the American Association of State Highway Officials, and elected officers of that organization.

There was substantial discussion at this meeting, Boyd said, of whether the desired levels of obligation could be maintained without severe disruption of long-range highway construction programs.

(more)

The group also considered techniques to implement the hold-down through cooperation between state highway officials and the Federal Highway Administration.

Boyd, in his announcement, pointed out that in addition to general inflationary tendencies in the national economy, there have been undue increases in highway construction cost levels in recent months.

For instance, he pointed out, the last quarter of 1967 showed a highway construction bid-price index level of 119.2 compared with a level of 112.8 for the last quarter of 1966.

In 1967, he said, the level increased 4.0 percent over the level for 1966, compared with average annual increases of 2.8 percent during the years 1960-65.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
January 25, 1968

DOT -- 1168
962-3928

Secretary of Transportation Alan S. Boyd will hold a press conference on the 1969 Budget of the Department of Transportation, 12 noon, Saturday, January 27, 1968. It will be in the third floor auditorium of the DOT Building, 800 Independence Avenue, S. W. Parking will be available on Level A, reached by the 8th Street entrance.

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# N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
January 30, 1968

DOT -- 1268
962-3928

Secretary of Transportation Alan S. Boyd today announced the appointment of Lindsey Cowen, Dean of the University of Georgia Law School, to the Advisory Committee to the U. S. Coast Guard Academy.

Cowen, 48, received his LL.B. from Virginia in 1947 and his LL.M. from Harvard in 1965. He is a member of the Bar in Ohio, Virginia and Georgia, and has been admitted to practice before the U. S. Supreme Court. He was Associate Dean of the University of Virginia Law school before accepting his present position in 1964.

The Coast Guard Academy Advisory Committee has the primary task of examining the course of instruction at the Academy and to act as advisor to the Coast Guard Commandant.

Other members of the Committee are:

Dr. William W. Hagerty, President, Drexel Institute of Technology, Philadelphia, Pennsylvania; Dr. Homer D. Babbidge, Jr., President, University of Connecticut, Storrs, Connecticut; Dr. William H. Hale, President, Langston University, Langston, Oklahoma; Honorable James A. Reed, Attorney, New York, New York and former Assistant Secretary of the Treasury; Welsey J. Barta, President, Mississippi Valley Barge Line Company, St. Louis, Missouri; and Dr. Richard H. Fleming, Chairman, Department of Oceanography, University of Washington, Seattle, Washington.

# # #

N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
Thursday, February 1, 1968

DOT -- 1368
962-3928

A national panel of experts met Thursday to begin judging 227 entries in the Department of Transportation's first annual Highway Beauty Awards competition.

The contest, announced a year ago by Secretary of Transportation Alan S. Boyd, was initiated to stimulate interest throughout the country in President Johnson's highway beautification program.

Entries consist of either a single color or black-and white photo, or a pair of "before and after" prints plus a supporting text. The panel expects to complete its judging this week and will then make recommendations to Secretary Boyd who will approve the final 14 selections.

The competition is for highway beauty work performed by state, county, and local highway departments, freeway or toll authorities, civic organizations, and business and industry. Judging will be made in two general categories, for highway oriented action programs by civic organizations and for highway oriented action programs by business or industry, and in two specific categories, for screening junkyards and development of scenic overlooks.

Announcement of the winning entries will be made in the next few weeks.

Members of the Highway Beauty Awards panel are: I. M. Pei, Architect, Cambridge, Mass.; Hideo Sasaki, Chairman, Department of Landscape Architecture, Harvard University; Conrad Wirth, Chairman, Board of Directors, The National Conference on State Parks, Washington, D. C.; Henry Diamond, Assistant to Lawrence Rockefeller, New York; Mrs. Albert Lasker, New York; Edmund M. Bacon, Planning Division, City of Philadelphia; Edwin Keister, Managing Editor, Parade Magazine; John Ryan, Chief, Landscape Architect, New York State Department of Transportation; Charles M. Brady, American Automobile Association, Washington, D. C.; John Morton, Commissioner, Department of Public Works and Highways, State of New Hampshire; Charles Haar, Assistant Secretary for Metropolitan Development, Department of Housing and Urban Development; Edward C. Crafts, Director, Bureau of Outdoor Recreation, Department of the Interior; M. M. Nelson, Forest Service, Department of Agriculture.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR RELEASE
February 8, 1968

DOT -- 1468
962-3928

The Department of Transportation today announced a major step in the development of its Planning - Programming - Budgeting system.

The PPB system will enable the Department to analyze and manage more effectively the major transportation programs which were located in several agencies before the creation of the Department.

The new system groups programs serving similar purposes together to improve comparisons between them. The new categories are:

. Urban Transportation
. Interurban Transportation
. International Transportation
. Other National Interests
. General Support

The approach will implement President Johnson's directive to develop new planning and programming practices patterned after the system developed by the Department of Defense.

The Defense agency established categories depending upon whether programs are for Strategic Purposes, Tactical or Continental Defense to replace the old categories of Army, Navy, and Air.

Transportation's new categories replace the designations of Highway, Air, Rail, and Coast Guard (primarily water).

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N E W S  R E L E A S E

U.S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR WEDNESDAY AM'S RELEASE
February 14, 1968

DOT -- 1568
962-3928

The Department of Transportation announced today that it is issuing an order establishing the boundaries of three new time zones in Alaska and Hawaii. The new zones were established by the Uniform Time Act, enacted by Congress in 1966.

The order extends the western boundary of the already established Pacific time zone to encompass that portion of southeastern Alaska lying east of 137° W. longitude. This means that Pacific time will be observed in the Cities of Juneau, Sitka, and Ketchikan. Pacific time has been unofficially observed in this area of Alaska for several years.

The first of the new zones, Yukon standard time, is designated for the area between 137° W. longitude and 141° W. longitude. The town of Yakutat is located in the Yukon time zone.

Central Alaska and all of the Hawaiian Islands are located within the new Alaska-Hawaii standard time zone, according to the Department's order. This zone covers the area between 141° W. longitude and 157°30' W. longitude. Honolulu as well as Anchorage are located in this zone. The new official designation represents no change from the time being currently observed in these cities.

The last of the new zones, the Bering zone, includes all of Alaska lying between 157°30' W. longitude and 172°30' W. longitude, as well as all of the Aleutian Islands lying west of 172°30' W. longitude.

The Department of Transportation has authority under the provisions of the Uniform Time Act to define the limits of all United States standard time zones. The Act requires the Department to consider the convenience of commerce in defining the limits of time zone boundaries.

In most instances the new boundaries established under the Department's order make official the various times already being observed throughout Hawaii and Alaska.

The Department's order will become effective on March 18, 1968. The action taken was proposed in an official notice of proposed rule making on August 9, 1967. A period of 105 days was provided for interested persons to comment on the proposal.

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# N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR RELEASE SUNDAY
February 18, 1968

DOT -- 1668
962-8528

Secretary of Transportation Alan S. Boyd today announced approval of a Federal grant of $750,000 to Texas for expanding a state-wide driver education program.

The grant will assist the Texas Education Agency in financing its state-wide driver education program expansion. A unique feature of the program is that local communities will be authorized to employ non-degree teaching assistants to be used in both classroom and in-car instruction. These assistants, teaching under the supervision of regularly certified teachers, would be certified by the state agency as being qualified to teach in the laboratory phase of driver education.

Boyd noted that last year the Texas Legislature enacted a series of highway safety laws in keeping with Congressional and Presidential efforts to provide more effective state highway safety programs. One of the new laws requires successful completion of a state-approved driver education course as a prerequisite to licensing of all drivers between 16 and 18 years of age. This requirement, according to state officials, raises the likelihood of a shortage of driver education teachers in the state. Last year, only one-third of eligible students actually were enrolled in a high school driver education course.

The grant announced today was approved by Dr. William Haddon, Jr., Director of the FHWA's National Highway Safety Bureau, under the Highway Safety Act of 1966. The Act provides matching Federal grants to assist the states and their local communities in developing highway safety programs to meet Federal performance standards issued last June by Secretary Boyd.

(For further information, contact B. A. Boaz, FHWA Public Affairs Office, 962-8528.)

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
February 20, 1968

DOT -- 1768
962-3928

A study to determine the Department of Transportation's responsibility for the U. S. national interests, goals, and objectives in the polar region was announced today by Secretary Alan S. Boyd.

The study will be guided by an executive committee chaired by Under Secretary Everett Hutchinson and composed of representatives of the Departments of State, Defense, Interior and Commerce in addition to the National Council on Marine Resources and Engineering Development, National Academy of Sciences and the National Science Foundation.

The study will concentrate on logistic and transportation problems in the marine and coastal areas of the Arctic and Antarctic. Government and scientific agencies with a vital interest in the polar regions have been asked to assign representatives to assist in the project.

A "Long-Range Polar Objectives" conference, which will be related to the study, will be held at the Tidewater Inn in Easton, Md., on March 4, 5, and 6.

Participants will include key officials responsible for the economic development, resource development, and polar programs in government agencies and experts from the scientific community. Represented also will be specialists in marine transport economy and experts in the fields of oceanography, geology, biology, geophysiology, seismology, and astronomy.

(more)

The Arctic Institute of North America, under a Department of Transportation contract, will manage the conference.

The Department of Transportation through the U. S. Coast Guard fleet of polar icebreakers provides logistical support for scientific, commercial and strategic efforts in the Arctic and Antarctic.

New and better transportation systems will be needed in the future to move people and goods through the polar regions. These systems will be vital aids to man's quest for knowledge about weather forecasting, ocean conditions, plant and animal life, and in the conduct of scientific research, exploration and charting.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE
Friday, March 1, 1968

DOT--1868
962-3928
HUD
382-4433

The Departments of Transportation and of Housing and Urban Development will finance a "before and after" study of travel patterns relating to the opening of a four-mile rail extension to Hopkins International Airport at Cleveland, Ohio.

The Departments will share equally in the cost of a $197,000 study by the Regional Planning Commission of Cuyahoga County, Cleveland, Ohio, for the "before" phase of the project. The contract will be administered through the Office of Systems Analysis, DOT. Final arrangements for the "after" part of the study will be made at a later date.

The rapid rail extension to the Airport, which will be completed in late 1968 under earlier approved HUD grants totaling more than $9.3 million, is the first such direct connection of an urban rapid rail system to an airport terminal in the country. If the system meets comprehensive planning requirements as set forth in the Urban Mass Transportation Act, it qualifies for an additional $3 million from HUD. The four-mile extension of the publicly-owned system is being built from Cleveland's West Park Station along the right of way of the Penn Central Railroad and underneath the airport parking lot. Two intermediate stations with parking lots will be constructed along the extension. When the project is completed the twelve-mile trip to downtown Cleveland will take twenty-two minutes.

(more)

The collection of data on various trip, passenger and transportation system characteristics both before and after the opening of the extension will provide a better assessment of the potential of rapid rail as a solution for airport access and other transportation problems, DOT indicated.

The study will cover the Cleveland transit system (rapid rail and bus) west of Public Square, and Interstate 71 from the Ohio Turnpike to the Innerbelt Freeway. It will also analyze private automobile, limousine and taxi services from Hopkins Airport.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE
March 10, 1968

DOT - 1968
962-3928

The Department of Transportation today announced the appointment of Peter S. Douglas, Transportation Technical Director of the Chase Manhattan Bank of New York City, as chairman of the Task Force on Intermodal Documentation of the Transportation Facilitation Committee.

The appointment was announced by Donald G. Agger, Assistant Secretary of Transportation for International Affairs and Special Programs, who is chairman of the Department of Transportation Facilitation Committee.

The task force is the first of five task forces which will be organized under the Facilitation Committee. The Committee, established in December, is composed of government and transportation industry officials who will direct wide-ranging efforts to simplify the movement of people and goods.

"The Task Force on Intermodal Documentation will seek to simplify documentation requirements for cargoes, passengers, vessels and aircraft, and the crews of vessels and aircraft," Agger said.

"It is appropriate that a joint government-industry task force on intermodal documentation can begin work at this time -- when the nation is concerned about its balance-of-payments position," he said.

"Simplifying the paperwork involved in international cargo transportation will result in savings to U. S. shippers and make our goods more competitive in foreign markets. And simplifying the documentation requirements for international travelers should help us in the effort the nation has begun to encourage more foreign citizens to visit the United States."

-more-

Other task force members from private organizations announced by Agger includes: James W. Bumbaugh of Koppers Company, Inc., Pittsburgh; Arthur E. Baylis, national director of the National Committee on International Trade Documentation, New York; Ralph E. Dewey, president of the Pacific American Steamship Association, San Francisco; Peter L. Conway, assistant vice president of the Association of American Railroads, Washington; Don Boyd, commerce counsel for E. I. duPont deNemours & Company, Inc., Wilmington, Delaware; Robert J. Langner, manager of Marine Exchange, Inc., San Francisco; and James E. Landry, vice president, international, of the Air Transport Association, Washington.

Task force members from government are Richard H. Ffrench, deputy assistant commissioner of the Immigration and Naturalization Service; Lawrence A. Fox, director of the Bureau of International Commerce, Department of Commerce; and Thomas J. Gorman, Jr., director of the Division of Inspection and Control, Bureau of Customs.

The Office of Facilitation in the Department of Transportation provides administrative support for the Transportation Facilitation Committee. Harold E. Harriman, chief of the documentation and procedures division in the office, will be adviser to the Task Force on Intermodal Documentation.

Other task forces to be organized under the Transportation Facilitation Committee will be concerned with intermodal transport; international cargo terminal processing; international passenger terminal processing; and international transportation promotion.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY AM's
March 16, 1968

DOT--2168
962-3928

DOT AWARDS THREE
EXPERIMENTAL CAR CONTRACTS

Secretary of Transportation Alan S. Boyd today announced the awarding of three research contracts for the first phase of a program which will lead to the development of one or more experimental safety cars.

The contracts are being awarded to: The American Machine and Foundry Co. (AMF) of York, Pennsylvania; the Application Research Corporation (ARC) of Los Angeles, California; and the Republic Aviation Divison of Fairchild-Hiller Co. of Farmingdale, New York.

The broad program is to develop new designs for safety, and to test their practicability and effectiveness through the construction and operation of experimental vehicles. The specific objective of these contracts is to secure comprehensive plans for an experimental passenger car program.

Secretary Boyd announced the award of contracts for approximately $130,000 to AMF, $163,000 to ARC, and $70,000 to Fairchild-Hiller. The award to Fairchild-Hiller Co. took into consideration their current work on NHSB contracts dealing with related aspects of automobile safety design, as well as their pioneering work in the field of automotive safety.

(more)

Secretary Boyd said the proposals from the three contractors were exceptional, and that because of the importance of the program he has decided to fund all three, with the expectation that they will yield "a rich range of performance and design solutions to vehicle safety problems."

The National Traffic and Motor Vehicle Safety Act of 1966 directs the Secretary to conduct research and training to promote vehicle safety, including "...procuring (by negotiation or otherwise) experimental and other motor vehicles or motor vehicle equipment for research and testing purposes..."

The Department's National Highway Safety Bureau a year ago initiated the broad research program called for in the Act -- research designed to obtain information on what causes highway crashes, what injures people in such crashes, and what changes can be made to reduce injuries and fatalities.

The Director of the Bureau, Dr. William Haddon, Jr. said, "It is clear that certain types of needed safety improvements will not be accomplished as rapidly as necessary for the safety of the public, except by approaching the problem from the standpoint of the vehicle as a total, integrated system. This requires the development of full-sized experimental vehicles which can be freed from normal design and production constraints, and which therefore can demonstrate new ideas, technology, materials, and processes, not bound by the step-by-step evolution of traditional approaches to vehicle design and construction."

In August, 1967, the NHSB invited research centers and companies to submit proposals by November 1 for the first phase of this program. As a result of the request, eleven proposals were received, from which the three announced today were selected.

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(For further information, contact B. A. Boaz, FHWA Public Affairs Office, 962-8527).

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE
Sunday, March 17, 1968

DOT -- 2068
962-3928
Coast Guard
W04-2993

Tapping the vast wealth of natural resources in Arctic Alaska can only be achieved through improved transportation, according to a group of polar experts participating in a Department of Transportation study.

The officials, who met recently to study ways of opening up the Arctic and Antarctic, also indicated that a good transportation system would greatly enhance the country's scientific aims in these areas.

In addition to aiding in polar exploration, a good transportation system could also help to open up Arctic Alaska, potentially the richest area in resources under the U.S. flag.

Transportation in these frigid areas has been limited by the rugged environment and relative distance from the continental 48 States. In addition, private industry has hesitated to expand in these areas because of the present high cost of exploration and development due to the lack of an adequate transportation system.

The overall polar study, ordered by Secretary of Transportation, Alan S. Boyd, will be conducted by the U.S. Coast Guard. Efforts will be centered on logistic and transportation problems in the marine and coastal areas of the Arctic and Antarctic.

# # # # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR THURSDAY AM's
March 21, 1968

DOT--2368
962-3928

The Department of Transportation Wednesday asked the Interstate Commerce Commission to suspend and investigate general rate increases proposed by four motor carrier rate bureaus.

The Department, in a protest and petition filed with the ICC, asked for a thorough review of the carriers' needs for such increases.

The Department said that the proposed increases, which range from about 3 percent on truck load traffic to 4 or 5 percent on lesser quantities are not supported by the data presented to the ICC by the carriers.

Quoting the President's economic report, the Department stated that: "We must do what we can to minimize price increases in 1968." The Department said that "motor freight is significant to the entire economy, and that economy in turn influences the carrier cost and revenue pattern. The public interest in appropriate rate adjustment is therefore very large."

The Department said the ICC should require the motor carriers to justify the proposed increases with carefully documented data, reflecting rational economic considerations. The Department asked that the Commission include in its evaluation "a broader range of economic considerations than the carriers themselves have submitted."

The Department said this should include: "Impact of increases on general level of prices; a comparison of trucking industry revenue and cost experience with other economic sectors; relationships of rate and revenue proposals to actual economic conditions in the trucking industry; and improved analytical procedures to assess the economic characteristics of the industry."

(more)

The Department made the following additional points:

* Available evidence points to increases in trucking productivity, including heavier loadings, more states allowing double and triple bottoms, and a tendency for investment per ton mile to gain on the rate of wage payments per ton mile.

* Trucking shows a rate of return far higher than many other industries and in excess of reasonable rates of return established by most state public utility commissions.

* The rate of return of trucking measured in a number of alternative ways shows an upward trend over the past decade, especially during the last few years.

The four rate bureaus are The Pacific Inland Tariff Bureau; The Middle Atlantic Conference; The New England Motor Rate Bureau, Inc.; and The Middlewest Motor Freight Bureau.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY AM's
March 23, 1968

DOT--2468
962-3928

The Department of Transportation said today that no final decision has been made to relocate the time zone boundary in Indiana.

In response to many inquiries regarding Indiana's dual time zones, the Department made the following points:

* An investigation, begun last summer, is still being conducted in an effort to determine whether relocation of the boundary is necessary. While a good deal of material has been received for the Department's official docket, the record is still not sufficiently conclusive to permit the Department to make a decision at this time.

* The time zone boundary line established in 1961 by the Interstate Commerce Commission is still in effect. (The line runs to the west of the following counties: Elkhart, Kosciusco, Wabash, Grant, Madison, Hamilton, Boone, Hendricks, Morgan, Johnson, Shelby, Decatur, Jennings, Scott, Clark, Floyd and Harrison. All of these counties, and everything to the east of them, are in the Eastern Time Zone. All territory to the west of these counties is in the Central Time Zone.)

* The Indiana legislature did not act to exempt the state from provisions of the Uniform Time Act of 1966 requiring observance of daylight saving time throughout the state from the last Sunday in April to the last Sunday in October. Therefore, those portions of Indiana which are in the Eastern Time Zone observe eastern daylight time for this period, and the rest of the state observes central daylight time. The Department has no authority with respect to the question of daylight versus standard time.

The results of automatic application of the Uniform Time Act and the 1961 time zone boundary lines established by the ICC have created the time problem in Indiana, not any action on the part of the Department, the Department's General Counsel John Robson, explained.

"The Department wishes to make the most considered decision possible in this important matter," he said, "and we want to have as much evidence before us as we can get before a final determination is made."

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
March 25, 1968

DOT - 2268
962-3928

NAME FRED BURKE
TO DOT POST

Fred B. Burke, former Alternate Federal Cochairman of the Appalachian Regional Commission, has been appointed Deputy Assistant Secretary for Public Affairs of the Department of Transportation.

The announcement was made by Secretary of Transportation Alan S. Boyd today.

Burke, a native of Lansing, Michigan, will be deputy to John Sweeney, Assistant Secretary for Public Affairs. His principal assignment will be congressional relations.

Burke joins the Department after serving three years with the Appalachian Commission. From 1958 to 1964, he was Executive Secretary to Senator Philip Hart (D., Mich.).

A graduate of Syracuse University, Burke holds a master's degree from Yale University in economics. He is 38, married, and resides with his wife and three children at 8929 Cherbourg Drive, Potomac, Maryland.

# # # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR WEDNESDAY RELEASE - AM's
March 27, 1968

DOT - 2568
962-3928

Secretary of Transportation Alan S. Boyd today announced appointment of 11 new members to the National Motor Vehicle Safety Advisory Council. The appointments will fill six expired terms on the Council and expand its membership from 17 to 22.

The Advisory Council was created by the National Motor Vehicle and Traffic Safety Act of 1966 to work with the Secretary on development of automobile safety standards.

The new members of the Council are: Ralph Isbrandt, Vice President, Automotive Engineering Staff, American Motors Corp., William Raftery, Executive Vice President of the Motor and Equipment Manufacturers Association; J. L. McGovern, Sales Manager of the Raybestos-Manhattan, Inc., and member and former director of the Automotive Service Industries Association; Charles J. Whittey, Corwin-Churchill Motors, Inc., and member of the Board of Directors, National Automobile Dealers Association; Walker Sandbach, Executive Director of the Consumers Union;

The Rev. Robert J. McEwen, S.J., Chairman of the Economics Department, Boston College; June Strelecki, Director, Division of Motor Vehicles, New Jersey; Dr. Alan Nahum, Associate Professor of Surgery and Director, Vehicular Trauma Research Group, UCLA Center for Health Sciences; Dr. Arthur Kenney, President, American Association for Automotive Medicine; Dr. Allen Astin, Director, National Bureau of Standards; and John P. Doyle, MacDonald Professor of Transportation, College of Engineering, Texas A & M.

The new Council members, who are appointed for three-year terms, represent both industry and the public. Enlargement of the advisory group will give it a greater opportunity to make real progress on a growing list of topics with which they will be concerned, Boyd said.

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DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE
Noon, March 27, 1968

DOT--2668
962-3928

DALLAS, TEXAS -- Secretary of Transportation Alan S. Boyd today announced a new program to combat air pollution caused by jet engines.

Boyd, in a speech to the Greater Dallas Planning Council, said: "We hope that this program will do a great deal to clear the air in and around airports."

The anti-air pollution program to be directed by the Federal Aviation Administration involves:

- The production of aircraft engines that will cause less smoke and pollution problems.

- The research of anti-smoke additives that will reduce the exhaust smoke.

- The development of a measurement of exhaust smoke and invisible pollutants acceptable to various agencies dealing with the problem such as the Department of Health, Education and Welfare, National Bureau of Standards, and the National Center for Air Pollution Control.

- The proposal of regulatory action for aircraft when smokeless additives and engines are produced to meet the acceptable pollution level.

The program will cost $250,000 and take three years to accomplish its objectives, Boyd said.

Official surveys have shown that aircraft contribute only about one percent of total air pollution.

(more)

Nevertheless, the visible trails of smoke that issue from the jet aircraft during takeoff can sometimes create safety hazards by impairing pilot visibility, and in areas of heavy aircraft operation, often fill the air with an unsightly pall.

Jet pollution can also, if concentrated enough, soil the surrounding physical environment and constitute a possible health hazard, the reports indicate.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE
March 28, 1968

DOT -2768
962-3928

The Department of Transportation today announced the appointment of Frank A. Smith of Washington as chairman of the Task Force on Intermodal Transport of the Transportation Facilitation Committee. Smith is Vice-President for Research of the Transportation Association of America.

The appointment was announced by Donald G. Agger, Assistant Secretary of Transportation for International Affairs and Special Programs. Agger is chairman of the Transportation Facilitation Committee.

The Committee, established in December, is composed of government and transportation industry officials who will direct wide-ranging efforts to simplify the movement of people and goods and foster the development of coordinated transportation service. The Task Force on Intermodal Transport is the second of five task forces to be formed under the Committee. The establishment of a Task Force on Intermodal Documentation was announced earlier this month.

"The Task Force on Intermodal Transport will be involved in the overall development of intermodal systems," Agger said.

- more -

"Modern transportation technology gives us the opportunity to link the various modes of transportation into a single system which can operate efficiently and economically to the benefit of shippers, carriers, and consumers," he said.

"But a great deal of work needs to be done to make the transportation environment compatible with the technological advances in transportation -- for example, the developments in containerization."

Agger said that the proposed Trade Simplification Act of 1968 is an example of the kind of action that is needed if the benefits of intermodal transportation are to be realized. The bill would authorize the establishment of through rates for international shipments of goods and would permit different kinds of carriers to interchange equipment.

Other task force members from private organizations announced by Agger are Norman J. Philion, vice president, traffic, Air Transport Association, Washington; R. R. Manion, vice-president, operations and maintenance, Association of American Railroads, Washington; Norman Scott, executive vice president of Matson Navigation Company, San Francisco; A. J. Montgomery, executive assistant to the president of U. S. Lines, Inc., New York; Vincent G. Grey, engineering manager, Truck Trailer Manufacturers Association, Washington; Carl E. McDowell, executive vice president of the American Institute of Marine Underwriters,New York, and Allan C. Flott, director of the Department of Research and Transport Economics, American Trucking Associations, Inc., Washington.

Task Force members from government are Edward Schmeltzer, managing director, Federal Maritime Commission; Bernard F. Schmid, managing director, Interstate Commerce Commission, and W. Fletcher Lutz, deputy director of the Bureau of Economics, Civil Aeronautics Board.

The activities of the Transportation Facilitation Committee are coordinated through the Office of Facilitation in the Department of Transportation. Armour S. Armstrong, chief of the transport systems division in the office, will be adviser to the Task Force on Intermodal Transport.

Other task forces to be formed under the Transportation Facilitation Committee will be concerned with international cargo terminal processing, international passenger terminal processing, and international transportation promotion.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE
March 31, 1968

DOT - 2868
962-3928

Secretary of Transportation Alan S. Boyd today announced winners in 12 project areas in the first annual Highway Beauty Awards competition.

The winning projects, selected from 227 competitors, represent six state entries, five civic organizations and one city. Selections were made in each area of competition on the basis of excellence of project development, highway beauty value, general highway interest, and pictorial quality and composition.

The 12 winning entries are: the New York State Department of Transportation in two categories - Rural Highway and Safety Rest Areas - for excellence in retaining the existing beauty of the roadside, and for excellence in major safety rest area development;

the North Dakota State Highway Department in the Rural Highway Category for excellence in blending the highway into its surroundings;

the State Highway Department of Oregon in the Rural Highway Category for excellence in restoring the roadside to its natural setting;

the Illinois Division of Highways in the Safety Rest Areas Category for excellence in minor safety rest area development;

the City of South El Monte, California, in the category, Screening of Junkyards, for its outstanding action program;

the Maryland State Roads Commission, Scenic Overlooks Category, for its outstanding action program.

The Central Assocation of Seattle, Los Angeles Beautiful, Inc., and the Garden Club of Cedar Grove, New Jersey, were selected in the Public Participation Category for their highway oriented action programs by civil organizations;

the Mobil Oil Corporation of New York and the Dan Davis Corporation of Portland, Oregon, were winners in the Public Participation Category for highway oriented action programs by business and industry.

The competition, initiated by the Department of Transportation last year, will be held annually for highway beauty work performed by state, county, and local highway departments, freeway or toll authorities, civic organizations, and business and industry. The judging is made in two general categories, for highway oriented action programs by civic organizations and for highway oriented action programs by business or industry, and in two specific cateogries, for screening junkyards and development of scenic overlooks.

Boyd will present awards to each of the winners at a later date.

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FOR IMMEDIATE RELEASE
MARCH 31, 1968

DOT - 2968
962 - 3928

BOYD TO RAISE DOT FLAG

Secretary of Transportation Alan S. Boyd will take part in a ceremony, 9 a.m. Monday, in which the Department of Transportation flag will be hoisted for the first time.

The flag carries the Department seal, a white triskelion, symbolizing motion and progress, set against a deep red background.

The ceremony marking the first anniversary of the Department will be on the lawn in front of the DOT building, 7th and Independence Ave., SW.

# # # #

N E W S  R E L E A S E

U.S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
APRIL 17, 1968

DOT - 3068
962 - 3928

The Department of Transportation today gave the go-ahead to the States of West Virginia and Ohio for replacing the Point Pleasant Bridge which collapsed into the Ohio River last December 15. A target date of September 1969 has been set for completing the bridge.

Secretary of Transportation Alan S. Boyd announced that the U.S. Coast Guard, following a public hearing in Huntington, West Virginia last week, has approved the navigational aspects of the location and design of the new span. This clears the way for actual work to begin. Construction is expected to start within 90 days.

Federal Highway Administrator Lowell K. Bridwell also announced that Logan L. Ratliff, bridge engineer from the FHWA's Region 15 office, has been named project manager with authority to make on-the-scene decisions. He will be headquartered in FHWA's divisional offices at Charleston, W. Va., during the project.

Bridwell said the 1969 target date "is about half the time usually required for a project of this magnitude."

The new bridge will be a 1,800-foot, three-span continuous through-truss steel structure, with a 900-foot span in the center. It will provide four-lane highway travel for U.S. Route 35. It will be located two miles down river from the former bridge, near the confluence of the Ohio and Kanawha Rivers.

The highway departments of both Ohio and West Virginia already are at work designing the approaches to the bridge. The Coast Guard approval paves the way for letting of design contracts. Bridwell said some of the substructures are expected to be completed in the current construction season.

The design and location of the new span also has been approved by Ohio and West Virginia following public hearings in the two States.

The cost of the bridge and its immediate approaches has been estimated at $10 million. It will be financed with money from the Federal Highway Trust Fund, the Appalachian Regional Commission and from the States of Ohio and West Virginia.

Collapse of the Point Pleasant bridge claimed the lives of 46 people.

# # # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
APRIL 17, 1968

DOT - 3168
962-3928

The Department of Transportation and four private corporations agreed today to establish a technical task group to review progress toward high-speed train service between New York and Washington and to recommend action for completing the program.

The task group was formed at a meeting called by Secretary of Transportation Alan S. Boyd which included representatives of the Penn Central, the Budd Company, General Electric and Westinghouse.

In a statement released after the meeting, the participants said:

"We have reviewed the status of the proposed demonstration of high-speed train service between New York and Washington.

"We find that substantial progress has been made in the design and construction of cars to serve this run; and that the work done so far represents the best capabilities available for the project.

"We find, further, that original estimates of the time required to get cars ready for the service were too optimistic.

"We have agreed to appoint representatives to serve on a technical task group under the direction of Dr. Larry Goldmuntz of the Department of Transportation's Office of Research and Technology. We expect the group to submit its first report in 30 days.

"We are taking this step because we believe the early establishment of high-speed rail passenger service is essential; because we are determined that this project shall succeed; and because we believe this is the most effective way to deal with the problems which must be solved before service can begin."

# # # # # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
APRIL 19, 1968

DOT - 3268
962-3928

Measures to improve the existing maritime distress communication system emerged from the Fourth Session of the Inter-governmental Maritime Consultative Organization Sub-Committee on Radio-Communications.

The session, held in London recently was concerned with the following:

* Radio communications via satellites;

* Examining existing maritime radio distress signals and considering steps to improve them;

* Safety radio-communication requirements for oil drilling and/or other platforms;

* Direction-finding on radio-telephone distress frequency;

* Location of radio stations on big ships;

* Examination of the results of the World Administrative Radio Conference for the Maritime Mobile Service (Geneva 1967) and possible consequential amendments to the International Convention for the Safety of Life at Sea;

* Amendment procedures for the new International Code of Signals.

(more)

The session, attended by 43 representatives from 14 countries and 7 international organizations, reelected Capt. Charles Dorian, USCG of the Office of Telecommunications in the U.S. Department of Transportation, Chairman; and Y. S. Atzerov of the USSR, Chief, Department of Communication and Radio Navigation, Ministry of Merchant Marine, Vice-Chairman.

In a significant action the Sub-Committee established for consideration a list of measures to improve the present distress communications system.

They will be discussed at the next session, planned for early 1969, after IMCO members had the opportunity to consult national authorities.

The order in which the items are listed indicates the importance and urgency attached to them by the Sub-Committee.

With regard to keeping radio watch on 2182 kc/s, the Sub-Committee reaffirmed its view expressed at its first session that it is desirable for ships to keep watch on 2182 kc/s when in an area of distress, and that ships be encouraged to maintain as far as possible watch on 2182 kc/s, even if this requirement does not apply to them. The list includes:

1. Improving the listening watch required on 2182 kc/s by the Safety Convention.

2. Improved control of unnecessary radiotelephone alarm signal emissions.

3. Watch by radiotelegraph ship stations on the radiotelephone distress frequency.

4. Carriage of a separate 2182 kc/s watch receiver on radiotelegraph and/or radiotelephone ships.

5. Mandatory carriage by all radiotelephone ships of the radiotelephone alarm signal generator.

6. Restricting calling of pilot or other similar service stations by ships on 2182 kc/s.

7. Restricting at a national level of ship-to-coast station calls on 2182 kc/s.

8. Utilization of 2182 kc/s solely for safety and urgency messages and for emergency purposes.

(more)

9. Whether or not all or certain ships should be required or encouraged to carry the emergency position-indicating radio beacons.

10. Restricting calling of individual ships by coast stations on 2182 kc/s.

11. Whether there is a need for a long-range distress frequency.

12. Listing watch on 500 kc/s.

13. The impact of introducing selective-calling.

14. Use of shore-based direction-finding station on 500 and 2182 kc/s.

In addition to this list, concerned with the existing distress system, the Sub-Committee agreed to examine measures to be considered in a long-range study for improvements to the maritime distress system.

# # # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE SUNDAY
April 21, 1968

DOT - 3368
962-3928

Secretary of Transportation Alan S. Boyd today announced that the Department will accelerate its program to provide summer jobs for disadvantaged young people.

Boyd, in a Departmental memorandum to the Federal Aviation Administration, Federal Highway Administration, Coast Guard, Federal Railroad Administration, and St. Lawrence Seaway, asked for increased hiring of needy youths. He also appealed to the entire transportation industry to support the objectives of the President's Council on Youth Opportunity.

The Secretary stated that the Department will make every effort to meet the goal of hiring one disadvantaged youth (between 16 and 21 years of age) for every 40 full-time employees. These appointments would be made in addition to the regular summer program of hiring young people through Civil Service examinations. The summer employment period will cover four and one-half months, from May 13 to September 30.

Boyd stressed the importance of the program and asked the wholehearted support of all elements of the Department, those who work with DOT, and the transportation industry.

"I am sure you share with me a very genuine concern for the plight of the disadvantaged young people in our society who have been deprived of the full opportunities generally available under our democratic system," Boyd said. "To help provide these opportunities, I ask each of you to commit your organizations to actions designed to provide economic, educational and cultural aid to disadvantaged youngsters in 1968. This will give real meaning to the National Policy and to our Departmental equal opportunity policy. I am asking for your wholehearted support of the President's Summer Youth Opportunity Campaign."

Boyd asked that transportation facilities of the Department, industry, and state and local governments be made available as appropriate so that needy youths may take advantage of the youth program. The Department will also make many of its facilities throughout the country available for recreational purposes as well as providing training and other orientation programs.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
APRIL 23, 1968

DOT--3468
962-3928

Rent-a-Train service for grain shippers is the "boldest step yet made" to stimulate the economy of inland agricultural regions, a Department of Transportation official said today.

The comment came from Dr. James R. Nelson, Director of the DOT Office of Economics, in a statement prepared for an Interstate Commerce Commission hearing in New Orleans, La.

The Department is convinced, Nelson said, that a modern, efficient, private-enterprise railroad system in the U.S. can only be achieved if every opportunity is taken both to relate railroad freight rates to railroad costs and to endeavor to use the rate structure itself as a means to assist in cost reduction.

The concept of providing cheap and efficient rail service for Eastern Illinois was first put forth over one hundred years ago. The area, inaccessible by river transport, "was considered so important by the Congress even as long ago as the 1850's that the first Federal land grants were given to the Illinois Central to encourage it to build through exactly the area now most affected by the Rent-a-Train tariff," Nelson stated.

The Illinois Central Railroad tariff offers shippers a train of 86 to 115 cars for a $1-million annual fee. If the shipper supplies his own rail cars, the cost is reduced to $700,000 per year. At present, the train will transport grains, including corn, oats and wheat, from central Illinois to Baton Rouge, Destrehan, New Orleans and Reserve, La., and Gulfport, Miss. The service may be extended at a later date.

In refuting arguments that the Rent-a-Train rate will tend to create monopoly buying, Nelson said that the quantity of grain to be shipped "is simply inadequate to produce much impact in a market which is already subject to every major economic force in international trade." The quantity of corn which can be hauled in a year by one train is well under 10% of the total production of the inland Illinois area, under 5% of total U.S. corn exports, and just over 2% of total world trade in corn.

(more)

The concept of providing a more economical type of movement would help to reduce the hardships of inland corn growers and put them in a more competitive position with growers able to reach river transport more easily.

The Rent-a-Train rate also represents a means of returning to the farmer some of the low-price windfall which technical progress has given to inland processors, Nelson added.

Regarding the contention that the Rent-a-Train tariff will harm the state of Illinois by offering processors an inducement to shift their operations from the Illinois production area to major consuming areas, Nelson said that "technical progress in corn production combined with growth in barge shipment would have the effect of concentrating the processing of corn in the inland area" rather than moving it out.

Moreover, he said, the Rent-a-Train rate applies to ports whose business is importing and exporting, not to processing centers. It just does not follow that the Rent-a-Train rate would cause the processing industry to desert Illinois, Nelson stated.

The ICC, which allowed the tariff to go into effect late last year, is holding hearings to investigate protests against the reasonableness of the tariff.

# # # # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, April 24, 1968

DOT - 3668
962-3928

Secretary of Transportation Alan S. Boyd today announced a revision of the Federal-aid highway fund obligation schedule. The new formula employs an alternative schedule which would permit approximately one-half of the states to increase their obligational levels for calendar year 1968.

Boyd said the new schedule was worked out to correct inequities which threatened to penalize states where highway construction levels were relatively low in 1967.

Under the previous schedule, announced in January, Federal-aid highway obligational levels during calendar 1968 were frozen to approximately five per cent below 1967 levels.

Tying the five per cent cutback to last year's levels, Boyd said, created problems for several states. These states had hoped to catch up in the current year and would not have that opportunity under our first schedule, he said. The new schedule will allow increases in obligational levels in these states.

He emphasized that total Federal-aid obligational authority for this calendar year remains limited at $4.115 billion, the ceiling imposed by the five percent January cutback.

Under the new formula, states can obligate to the highest amount, under either the new or old schedule. It is anticipated that many states will not use their total obligational apportionment, thus making it possible to absorb individual state increases within the $4.115 billion ceiling.

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U. S. Department of Transportation
Federal Highway Administration

Table I

Comparison of $4,115 Million Obligation Limitation per IM 30-2-68 with Distribution of $4,115 Million Based on 1969 Apportionment
(Thousands of dollars)

| State | CY 1968 Obligation Limitation | |
|---|---|---|
| | Per IM 30-2-68 ($4,115,000) | Based on FY - 1969 Apportionment ($4,115,000) |
| Alabama | $ 75,544 | $ 85,874 |
| Alaska | 34,261 | 34,493 |
| Arizona | 60,576 | 60,293 |
| Arkansas | 37,141 | 36,586 |
| California | 359,258 | 364,271 |
| Colorado | 74,335 | 51,703 |
| Connecticut | 58,449 | 76,482 |
| Delaware | 7,034 | 9,431 |
| Florida | 62,417 | 88,933 |
| Georgia | 66,245 | 65,483 |
| Hawaii | 32,737 | 31,613 |
| Idaho | 33,686 | 26,691 |
| Illinois | 212,907 | 219,814 |
| Indiana | 107,594 | 89,692 |
| Iowa | 50,837 | 56,562 |
| Kansas | 49,954 | 40,900 |
| Kentucky | 102,498 | 80,911 |
| Louisiana | 96,894 | 94,817 |
| Maine | 16,405 | 20,020 |
| Maryland | 37,282 | 62,080 |
| Massachusetts | 122,411 | 83,908 |
| Michigan | 126,656 | 124,355 |
| Minnesota | 103,358 | 94,976 |
| Mississippi | 49,519 | 47,907 |
| Missouri | 110,247 | 100,617 |
| Montana | 45,506 | 45,071 |
| Nebraska | 27,969 | 31,069 |
| Nevada | 19,848 | 27,626 |
| New Hampshire | 21,707 | 19,259 |
| New Jersey | 107,606 | 101,112 |
| New Mexico | 40,234 | 49,384 |
| New York | 245,611 | 213,005 |
| North Carolina | 54,861 | 49,511 |

| State | CY 1968 Obligation Limitation | |
|---|---|---|
| | Per IM 30-2-68 ($4,115,000) | Based on FY - 1969 Apportionment ($4,115,000) |
| North Dakota | $ 24,116 | $ 24,003 |
| Ohio | 206,594 | 231,313 |
| Oklahoma | 48,680 | 49,487 |
| Oregon | 63,238 | 68,333 |
| Pennsylvania | 193,847 | 191,566 |
| Rhode Island | 21,844 | 22,353 |
| South Carolina | 28,392 | 31,433 |
| South Dakota | 39,815 | 38,738 |
| Tennessee | 88,456 | 87,014 |
| Texas | 202,899 | 211,604 |
| Utah | 53,863 | 56,779 |
| Vermont | 34,575 | 26,363 |
| Virginia | 112,751 | 116,288 |
| Washington | 103,803 | 91,325 |
| West Virginia | 71,470 | 82,245 |
| Wisconsin | 53,107 | 46,195 |
| Wyoming | 33,566 | 39,298 |
| Dist. of Col. | 15,878 | 47,430 |
| Puerto Rico | 3,393 | 5,658 |
| Total | $4,051,874 | $4,051,874 |

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE A.M.'s
April 25, 1968

DOT - 3568
962-3928

TUCKERTON, N. J. -- A Department of Transportation official said Wednesday night that proposed joint-rates legislation now before Congress would enable the transportation industry to remove serious obstacles to international trade.

Donald G. Agger, Assistant Secretary for International Affairs and Special Programs, said: "The proposed Trade Simplification Act is a shipper's bill -- a bill to authorize and encourage the transportation industry to give its customers the kind of international service which they want and need."

Agger spoke at the Atlantis Country Club, Tuckerton, N. J., before the spring meeting of the Export Traffic Committee of the Commerce and Industry Association of New York.

The Trade Simplification Act would authorize land, sea, and air carriers to publish joint rates for transporting freight from inland points in the United States to inland points abroad and to issue a single bill of lading for the entire journey.

Under the Act, each U. S. carrier participating in a joint-rates agreement would file the proposed rate with its respective regulatory agency. The approval of all the regulatory agencies that might become involved would be required.

"We do not propose any cumbersome new regulatory structures. We do not propose to withdraw any of the authority which the three regulatory agencies now possess," Agger said.

The proposed legislation is designed to stimulate international trade and favorably influence the nation's balance of payments position by simplifying many of the paperwork and regulatory complexities now discouraging the American exporter.

Agger pointed out that the full utilization of new transportation developments, including containerization, has been hampered by the existing regulatory environment.

"Containers know no national boundaries," he said. "They are undisturbed by the transfer from land to sea. Transportation was the cord which bound together the regions of the North American continent, and in this generation -- the oceans notwithstanding -- it can be the cord which ties us more closely to the nations of the world."

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE
April 28, 1968

DOT - 3868
962-3928

John Y. Yoshino, Assistant Chief of the Equal Opportunity Division, Federal Highway Administration, has been named Executive Secretary of the Department of Transportation's Summer Youth Opportunity Campaign Committee.

In announcing the appointment, J. Oliva Huot, Director of DOT's Local Liaison Office and Chairman of the Committee, said that Yoshino "has had considerable experience in working with Federal and State officials and business and industry leaders throughout the country in stimulating interest and support for programs in behalf of disadvantaged youths. I think that he will be of great assistance to the Department in carrying out this year's campaign."

The DOT is planning to accelerate its program to provide summer jobs for disadvantaged young people. Every effort will be made to meet a goal of hiring one such youngster (between 16 and 21 years of age) for every 40 full-time employees.

These appointments would be made in addition to the regular summer program of hiring young people through Civil Service examinations. The summer employment period will cover four and one-half months, from May 13 to September 30.

The Department is also urging the support of all groups working with DOT and all elements of the transportation industry.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
April 30, 1968

DOT--3768
962-3928

Secretary of Transportation Alan S. Boyd announced today the award of a contract to the ABT Associates of Cambridge, Massachusetts, for a one-year research study of the transportation needs of the physically-handicapped.

The $94,000 study on how to make travel easier, safer and more comfortable for the handicapped has a three-fold objective:

1. The adoption of a set of guidelines for transportation planners and operators on the needs of the handicapped;

2. The identification of a technique to use locally to analyze the social and economic benefits of the guidelines;

3. The preparation of a general assessment nationally of the social and the economic impact resulting from the adoption of such guidelines.

Boyd pointed out that 30-million Americans are hindered in travel because of physical handicaps or advancing age. He noted that 3-million persons are limited in mobility by a fracture, sprain or other limb injuries or dislocation. In addition, the Secretary reported, some 14-million persons over 65 are impeded by one or more chronic ailments.

Boyd, a member of the President's Committee on the Employment of the Handicapped, said:

"Concern over the various problems of mobility helped to create the Department of Transportation, and this freedom of mobility certainly applies to our handicapped Americans to whom transportation is a day-to-day and hour-to-hour problem.

(more)

"This project," the Secretary continued, "reflects a continuing effort of the Department of Transportation to search and to identify certain barriers within the transportation system and take the appropriate action to eliminate them."

An example, cited by Boyd, was the appeal of a bus driver who had suffered a leg amputation. He successfully appealed to the Department for suspension of the application of a rule pending administrative review of a driver qualification rule on the grounds that the rule's inflexibility caused great and apparently unjust hardship on the driver.

Boyd stated that the effect of automotive insurance standards upon handicapped individuals would be carefully examined in the Department's pending automotive insurance study.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR A. M. RELEASE
Wednesday, May 1, 1968

DOT--3968
962-3928

The Department of Transportation today sent to Congress proposed legislation to establish a comprehensive Federal rail safety program.

The bill would give the Secretary of Transportation broad authority to promulgate safety regulations and standards affecting rail operation.

The measure would replace present piecemeal statutory regulations, some of which were enacted as long ago as 75 years.

Secretary of Transportation Alan S. Boyd, in his transmittal letter, said the "time has come to revise the outmoded legislative structure supporting rail safety.

"This bill would do this and place regulation of the Nation's railroads on substantially the same footing as aviation and highway safety regulations."

Boyd pointed out that current statutes are limited in scope, do not all reflect changes in rail technology, and cover only a few of the most obvious safety problems.

In the past seven years, he said, monthly average of train accidents has increased from 341 in 1961 to an estimated 590 in 1967.

Under the bill the Secretary of Transportation would have authority to:

* promulgate safety regulations relating to locomotives, rolling stock, trackage and roadbed, equipment, appliances and facilities used in railroad operation.

(more)

* prescribe standards for construction, use, design and performance of trackage, locomotives, rolling stock and facilities and manner and frequency of testing or inspection for compliance.

* regulate the qualifications of rail employees, and practices, methods and procedures of rail carriers, as required in the interests of safety. This would include all safety aspects of crew employment except hours of service.

* utilize services of state agencies in conducting inspection and surveillance activities necessary to enforcement of Federal regulations.

* require reports of the carriers necessary to discharge of his duties, including authority to investigate rail accidents. This would not conflict with present authority of the National Transportation Safety Board in determining cause or probable cause of rail accidents.

The bill would provide penalties for failure to comply with standards rules or regulations or failure to cooperate in record keeping and inspections. It also would provide for injunctive relief and civil and criminal penalties, the latter only for knowing and willful violation.

The Department, Boyd said, is "concerned with the increasing number and severity of railroad accidents attributable to causes beyond the reach of existing safety statutes.

"Derailment, for example, which is the most frequent type of accident, can often be attributed to car wheels, axles or track conditions over which there is no present Federal authority."

Boyd emphasized that he is not suggesting "that the railroad industry is insensitive to its responsibility for safety operations."

The bill would preempt state regulation of rail safety with some specific exceptions. Even in these excepted areas -- such as clearance requirements, grade crossing protection and speed and signaling in urban areas -- a state could not regulate in conflict with Federal regulations.

# # # #

DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
May 1, 1968

DOT--4068
DOT 962-3928
USCG WO 4-2993

Secretary of Transportation Alan S. Boyd today announced formation of a joint agency effort to develop a national air and maritime navigation plan to meet present and future demands of increasing long and short range air and sea travel.

The agencies, which include the Coast Guard and Federal Aviation Administration with participation by the Department of Defense, will examine the needs and determine solutions for establishing a uniform national navigation policy.

Prior to the creation of the Department of Transportation on April 1, 1967, there was no focal point for appropriate planning on a national scale. The phasing out of obsolete navigation systems was virtually non-existent causing a profusion of navigation systems. This resulted in duplication of user equipment, inefficient use of the radio spectrum and an inability to fully meet the needs of modern transportation.

In view of the significant amount of research to be accomplished and the complexity of the study it is anticipated that the plan will not be completed until early 1970 with implementation following its approval.

# # # #

U.S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
Washington, D.C. 20590

FOR RELEASE FRIDAY
May 10, 1968

DOT - 4168
962 - 3928

The recent action on the Gas Pipeline Safety Bill by the House Commerce Committee has "repudiated what President Johnson has requested and what the Senate already had done" in establishing pipeline safety standards, Secretary of Transportation Alan S. Boyd said today.

Speaking in Denver, Colorado to a luncheon of the Denver Chamber of Commerce, Secretary Boyd said the House Committee's action was "worse than an empty gesture. It is a dangerous deception.

"It would be bad enough if the bill simply failed to provide protection for the public. But it goes beyond failure to encouraging violation of the very standards we believe are essential for that protection.

"There are some 800,000 miles of gas pipeline of varying sizes and capacity already in the ground. And another 30,000 miles will be constructed this year. The net effect of the House Bill as it now stands, will prevent any effective regulation of the 800,000 miles already underground and allow only token regulation of what will be constructed this year.

"Potentially, the most dangerous transportation of natural gas is through the miles of pipe beneath our city streets. Some of that pipe has been in use for better than a century. Most of the pipe has been in the ground for at least a decade.

"Yet, state and municipal regulation of such pipeline is minimal. And what regulation there is does not utilize the latest technology in testing, maintenance and repair or replacement. Yet the House bill would prohibit any effective reform of such regulation.

(more)

"The bill calls for a system of enforcement which not only would be ineffective but would represent a continuing invitation to violate whatever standards that are imposed. Under the penalty section of this bill, a violator will first be given notice of his violation and then will be given an opportunity to come into compliance before any penalties can be levied.

"This system of enforcement would be unique in Federal regulation; and I believe would be almost unheard of in most state and municipal regulation.

"A man could know that he was deliberately not complying with a standard with the full knowledge that the only sanction he faced would be notice of violation and a demand that he come into compliance. Only after failing to observe that notice could he be fined for continued non-compliance.

"These are just two of the major deficiencies which are now present in the bill reported by the House Commerce Committee.

"Fortunately there were a sizeable number of members on the Committee who tried to undo the mischief that had been done. They have indicated their intent to carry those efforts to the floor of the full House. I have told them that I will do everything that is legally within my power to assist their efforts."

(Full Text Available)

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, May 10, 1968

DOT--4368
963-5154

The Department of Transportation today announced a proposed change in a Federal Aviation Administration rule to protect the quality of environment in the face of aircraft operations and airport construction.

The publication of the proposed change in the Federal Register deals with the protection of parks, wildlife refuges, recreation areas and historic sites.

The proposal, according to Secretary of Transportation Alan S. Boyd, is one in a series of steps taken by the Department of Transportation to implement President Johnson's message on conservation "To Renew a Nation."

Last month, DOT announced FAA's program to combat air pollution caused by jet engines.

The rule would apply to several types of airport assistance programs administered by FAA. Approval would require the following considerations:

1. The justification for the particular project and its site.

2. Safety and efficiency of aircraft operations.

3. Integration with the overall regional airport plan.

4. The absence or presence of other alternatives in addition to those considered by the person requesting approval, including alternative methods of transportation.

5. The effect of any incidental construction necessary for the proposed program or project, such as the construction of access roads or parking facilities.

(more)

6. Cost differential between the proposed site and alternative site.

7. The total effect of aircraft operations on any park, recreational area, refuge, or historic site.

8. Steps to be taken to minimize harm to the park, recreational area, refuge, or historic site involved.

All interested parties have 30 days to comment on the proposal after publication in the Federal Register.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
May 12, 1968

DOT--4268
963-5105

Secretary of Transportation Alan S. Boyd today announced the appointment of John F. Burby as special assistant for communications.

Burby, 43, joined the Department last year as director of the information staff in the office of public affairs.

He is a former press secretary to Governor Edmund G. Brown of California.

A native of Michigan, he was a transport pilot during World War II and attended the University of Hawaii after the war.

He worked as a newspaperman from 1948 to 1960, as a correspondent for United Press and Time-Life, and as a general assignment reporter for the Honolulu Advertiser and the San Francisco Chronicle.

He was a Nieman Fellow in Journalism in 1959.

Burby lives with his wife and four children in Arlington, Virginia.

# # # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
May 14, 1968

DOT - 4468
963-5105

Secretary of Transportation Alan S. Boyd will begin a four-day tour of Eastern cities Wednesday to get a first hand impression of urban transportation problems.

Boyd will officially assume responsibility for Federal Urban Mass Transit programs July 1.

The tour will take Boyd and a small number of staff members to Baltimore, Philadelphia, New York, Boston and Montreal.

He will visit Midwestern and Western cities on dates to be announced later.

The schedule follows:

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

# CITIES TOUR ITINERARY

## Wednesday, May 15

**2:55 p.m.** Arrive Baltimore, 210 West Fayette Street — BALTIMORE
Met by: Jeroma B. Wolff, Chairman-Director, State Roads Commission
City Representative
John Weese, Concept Team
Dick Lam

**3:30 p.m.** Arrive west end Leakin Park, Franklintown Road and Security Boulevard.
Briefing by Concept Team on plans for Park/Highway.

**3:40 p.m.** Leave for Unity Methodist Church, 1433 Edmondson Avenue.

**4:00 p.m.** Meeting with Community Leaders and Concept Team at Unity Methodist Church.

**4:45 p.m.** Leave for Mayor D'Alesandro's office, Fayette and Holiday Streets.

**5:25 p.m.** Briefing on Baltimore Plans, Transit/Highways by:
William Boucher, Greater Baltimore Committee.
Dave Barton, Director, Baltimore City Planning Commission.
Jefferson Miller, President of Charles Center.

**6:00 p.m.** Walking tour of Charles Center

**6:15 p.m.** Depart for Philadelphia.

Thursday, May 16

| | | |
|---|---|---|
| 9:30 a.m. | Arrive City Hall<br>Met by: Edmund Bacon, Executive Director, Philadelphia Planning Department. | PHILADELPHIA |
| | Briefing, with graphics, on city's transit, future plans. | |
| 10:45 a.m. | Meet Edson Tennyson, City Transit Engineer, and William Costello, Commissioner of Public Property.<br>Walk to Penn Center - 2 blocks. | |
| 11:15 a.m. | Tour by car of Society Hill, Independence Hall, Logan Circle, Franklin Parkway. | |
| 12:18 p.m. | Depart Penn Station aboard DOT test train for New York. | |
| 2:00 p.m. | Arrive Penn Station, New York.<br>Met by: Robert Sweet, Deputy Mayor<br>Donald Elliott, Chairman, NYC Planning Commission<br>Roger H. Gilman, Director of Planning, Port of New York Authority | NEW YORK |
| 2:15 p.m. | Drive through Garment District, Truck Distribution Area, 12th and Canal. | |
| 3:00 p.m. | Depart 30th Street Helipad for City Tour, N. Y. A. Helicopter. | |
| 3:45 p.m. | Land at Pam Am Building; Taxi to Rockefeller Center. | |
| 4:00 p.m. | Tour Underground Distribution System, Rockefeller Center. | |
| 4:30 p.m. | Paley Pocket Park - Briefing by Urban Design Council, 53rd Street - 5th Avenue | |
| 5:30 p.m. | Reception at Gracie Mansion - 86th Street | |

## Friday, May 17

10:00 a.m. Depart Eastern Shuttle for Boston. **BOSTON**

12:45 p.m. Meet press at Arlington Station.

1:30 p.m. - 2:30 p.m. Luncheon at Parker House - 60 School Street.
Present: Mayor White, Hale Champion, Sam Merrick, William McGrath; Judge Charles Cabot, MBTA Chairman; Edward Ribbs, D.P.W. Commissioner; Robert Davidson, Executive Director, Metropolitan Area Planning Commissioner; Charles Coolidge, Chairman of Commission for the Central Business District; Secretary Boyd, Paul Sitton, Charles Carroll, Carleton Garrett of B.P.R., Leo Cusick, Donald Graham, Jack Burby, John Robson.

**MONTREAL**

9:00 p.m. Arrive DORVAL International Airport, Montreal.

9:40 p.m. Arrive at Hotel Queen Elizabeth - 900 Dorchester Boulevard, West.

## Saturday, May 18

10:10 a.m. Arrive Bonaventure Station.

10:55 a.m. Arrive City Hall -- met by Mr. Charles Roi of Mayor's staff.

11:00 a.m. Meet with Mayor Jean Drapeau, sign Golden Book.

11:30 a.m. Depart for "Man and His World".

11:45 a.m. Arrive "Man and His World" Place A'Accueil and board EXPO Express.

11:55 a.m. Arrive Place des Nation.
Ride "Yellow" mini-rail to Biosphere.
Visit Biosphere
Walk to Restaurant Helene du Champlain.

12:45 p.m. Arrive Restaurant for small luncheon sponsored by Mayor.

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR 10 A. M. RELEASE
MONDAY, MAY 20, 1968

DOT - 4568
963-5105

Secretary of Transportation Alan S. Boyd today outlined the Administration's Merchant Marine program, proposing extensive reforms in the concepts and content of the present Federal ship subsidy program.

"It is deeply in the national interest that we revitalize our Merchant Marine and make it both effective and competitive ... not just barely kept alive by Government subsidies and Government cargoes," Boyd said.

The Secretary presented the Administration program in testimony prepared for the Merchant Marine and Fisheries Subcommittee of the Senate Commerce Committee.

"The Administration has thoroughly considered the possible alternatives," he said. "Now more than ever we are convinced that the future of our Merchant Marine demands a shift from past policies to provide the streamlining and flexibility that is needed to enable it to cope with the competitive world of today and the future."

Policy reform is needed in the following key areas, Boyd said:

* Subsidy support should be provided only to meet this Nation's security needs. Ship operating support should be clearly distinguished from ship construction support.

(more)

* Although Federal support must continue, Federal dollars alone will not solve the problems of the maritime industries.

* The genius of the free enterprise system -- of skilled labor and profit motivated businessmen, stimulated by competition -- must be called into full play if the industries are again to prosper.

Our present subsidy systems do not provide incentives to use fully the resources and talents of American industry, he said.

The Administration program, Boyd said, calls for reforms of both ship construction and operating subsidies; review of tax law affecting the shipping industry; authorization for American merchant shipowners to purchase ships built in foreign yards; and transfer of the Maritime Administration from the Department of Commerce to the Department of Transportation.

Boyd at the same time warned that spiraling employment costs within the industry threaten it with economic ruin and imperil the American public as well.

The Secretary detailed the historic involvement of the Federal government in subsidizing and protecting the U. S. Merchant Marine. This involvement has grown to such an extent, he said, that the maritime industry has become less and less involved in actual competitive commercial trade. "Because of outmoded and uneconomical practices, capital and operating costs have skyrocketed," Boyd said.

"Lower construction costs in foreign shipyards, and lower operating costs of foreign vessels, have made it difficult for the Merchant Marine to compete with ships of other nations to carry our foreign trade.

"We believe that America's maritime industries can reestablish their position of importance in the commercial life of this Nation, if they are

-- revitalized through the application of advanced industrial technology and sound business practices.

-- incorporated into an integrated transportation system."

The Administration program proposes five major steps for reform and modernization:

-- Expand the scope and improve the system of ship operating subsidies, and establish the amount of subsidies according to the size of the fleet necessary for national security.

-- Reform the construction subsidy system and relate this subsidy to the Nation's need for an adequate shipyard capacity for national security.

(more)

-- Remove restraints on the freedom of shipowners to purchase ships in the world market -- treating shipowners like other American purchasers of transportation equipment and subject to the same restrictions on foreign investments and expenditures.

-- Expand maritime transportation research.

-- Transfer the Maritime Administration to the Department of Transportation.

Legislation recommended by Boyd would:

* Authorize a system of innovative operating subsidies for new bulk carriers.

* Maintain present ship construction subsidy at about its current level of $110 million.

* Authorize $30 million for Fiscal 1970 for revitalizing the National Defense Reserve Fleet.

* Authorize a five-year research program of $25 million annually, beginning in Fiscal 1970.

In addition, Boyd also proposed legislation which would authorize the Secretary of Defense to join with the Secretary of Transportation for joint recommendations to the President of level and character of ship construction subsidies.

This would include a joint determination of national emergency needs and necessary Federal support to maintain emergency capability for ship construction and repair.

The Administration proposal also includes authorization of $184 million to fund the fast deployment logistic ships program to meet military needs for rapid response sea lift.

The Secretary pointed out that basic policy under which the Merchant Marine program operates today was established 32 years ago -- in the Merchant Marine Act of 1936.

"Now it is time to take another thorough and searching look at the Merchant Marine and the subsidy program that sustains it," he said.

"The Merchant Marine -- like any other program requiring Government support -- should be subsidized only to the extent necessary to meet a compelling national need," Boyd said.

(more)

"That need can be clearly identified: We must have adequate shipping to meet our military requirements and those urgent non-military demands that would prevail in time of emergency.

"It is only to this extent that our maritime fleet should be subsidized. Beyond this level, the fleet should meet the tests of the free market.

"The subsidy system itself is in clear need of reform. Instead of encouraging innovation and productivity, the system focuses attention on the subsidy dollar as a source of income.

"A new system must be found that will induce the industry to take full advantage of advancing technology, management ingenuity, and the resources of a skilled labor force."

Boyd said the current practice of subsidizing the ship operator to make up for differences between elements of his operation and those of his foreign competitor is "inadequate and unsound."

It imposes a network of government auditors, cumbersome administrative procedures and prevents flexibility of ship operators' market planning, he said.

"And it gives the operator little incentive to hold down costs, since increases are borne by the Government."

To correct these deficiencies -- and at the same time to assure operators a reasonable rate of return on their investments -- the present system must be restructured to promote business judgment and operational flexibility, and minimize Federal involvement and intervention, he said.

"The Administration recommends legislation to encourage the shipyard to design and develop ships which can be built with the modern production techniques that have made our aircraft industry predominant in the world today," he said.

On the issue of foreign construction, the Secretary said merchant shipowners are still under almost the same constraints of two centuries ago when Americans could buy only American built ships.

"To engage in domestic trade, or to be eligible for a subsidy, they must buy only in U. S. shipyards."

"Since merchant ship work under Government subsidy amounts to less than 10 percent of the shipbuilding industry's business, this

restriction cannot be justified as essential to the industry's health.

"An American operator should not have to base his plans for purchases of new ships on the amount of construction subsidies available."

Under the Administration proposal, after the necessary level of ship construction in U. S. shipyards has been assured, American ship operators would be permitted to purchase vessels in the world shipbuilding market without subsidy.

On other points, the Secretary:

* Questioned continued subsidizing of passenger ships and said operators will be encouraged to terminate subsidy contracts. He said some $50 million annually goes to support 13 ships, equivalent to $275 for every passenger carried.

* Raised "serious doubt" over wisdom of going ahead with a broader nuclear ship program. He said the power reactors presently appear non-competitive with oil in the forseeable future.

* Proposed that the Secretary of the Treasury review shipping industry tax law to remove inequities. He also recommended ending tax exemption on reserve ship construction funds, given to certain ship operators.

Boyd, in support of the proposed transfer of Maritime to the Department of Transportation, said:

"The Department of Transportation was created to promote a more efficient national transportation system. This cannot be fully accomplished so long as the maritime component of the transportation system remains outside the Department's jurisdiction.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
May 24, 1968

DOT - 4668
962 - 3928

Secretary of Transportation Alan S. Boyd announced today the appointment of Richard L. Beam, a former electronics industry executive, as a special consultant on telecommunications.

Beam will work with Donald G. Agger, Assistant Secretary for International Affairs and Special Programs. The Office of Telecommunications in the Department of Transportation operates under Agger's direction.

Beam, 49, has been associated with the Hazeltine Corporation of Little Neck, N.Y. since 1948. He was president of the corporation from 1962 until 1966. Hazeltine develops and manufactures complex electronic equipment and systems.

Beam graduated from Pennsylvania State University in 1939 and worked for two years as a chemist in Florida. He received special electronics training at Harvard and the Massachusetts Institute of Technology while serving in the Army during World War II as a Signal Corps officer.

From 1945 until 1948 Beam was a product design engineer for Radio Inventions, Inc. of New York City. He served in various engineering and administrative positions at Hazeltine. He was a director of Hazeltine from 1957 until 1967, and he has been a consultant to the corporation for the last year.

(more)

The Office of Telecommunications in the Department of Transportation is concerned with the many kinds of communications associated with transportation, including the use of satellites. The office will develop and coordinate long-range telecommunications plans and will participate in communications research and development programs which relate to transportation. Among government agencies, the Department of Transportation is second only to the Department of Defense as a user of the radio spectrum.

# # # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
May 24, 1968

DOT--4768
963-5105

The report, "The Freeway in the City," released for publication today by the Department of Transportation's Federal Highway Administration, contains more than 170 specific "principles of urban freeway planning and design."

The major recommendations, which the report says should have the "highest priority for action," follow:

-- Expand application of techniques of Systems Analysis and Operations Research to problems of planning, locating and designing urban freeways.

-- Adopt Systems Concept of an interdisciplinary team approach to urban freeway planning on every level -- Federal, state, regional and local. (This design team approach already is underway in Baltimore, Maryland, and Chicago, Illinois, and under consideration by several other metropolitan areas.)

-- Appoint an independent review board of qualified professionals to serve the Federal Highway Administrator, the Director of Public Roads, the State Highway Engineer, or the City Public Works Chief in an advisory capacity.

-- Encourage and aid formal education in urban transportation and highway planning and design.

-- Establish a system of regional Urban Design Institutes for advanced research in all related disciplines, sponsored jointly by the Department of Housing and Urban Development and the Department of Transportation.

-- Encourage formulation in each state of a total environmental planning commission to represent the legislature, the governor, and those agencies primarily responsible for physical planning in the state.

-- Coordinate freeway considerations with the comprehensive planning of every affected community, city and region. Throughout the planning process, information should be made available to government agencies, civic and other organizations to develop public understanding and support. "It has been well said that every freeway is a political statement."

-- Promote the integration of freeways with all other elements of the urban transportation system. These include arterial streets, vehicular parking areas, other transit systems, trains, subways, etc.

-- Stimulate more research on better ways of moving people and goods.

-- Investigate possibility of giving highway departments authority to condemn and purchase lands adjacent to proposed freeways or interchanges. The states or cities could then sell or lease the excess property as "improved land." The income benefits resulting would help defray, or perhaps even cover, the cost of the new highway development, offering relief to taxpayers.

-- Encourage the multiple utilization of urban rights-of-way. This concept sees the highway as but one occupant of the right-of-way. The use of space beside, below and above the freeway should be planned and designed along with the highway, itself. Its planning, if related to urban renewal, can help restructure the city in a more efficient and orderly way.

-- Encourage State and City Highway Departments to purchase and develop freeway-recreation corridors. Freeways should not only provide access to, but should be considered in themselves as major recreation facilities. These multiple-use corridors would provide, besides the roadway, such desirable features as fishing and boating lakes and streams, golf courses, game courts, riding trails, wildlife sanctuaries and conservation lands.

-- Develop and promote the passage by states and Federal Government of advanced highway-related enabling legislation. It suggests creation of a legislative task force to analyze current laws, needs and possibilities.

-- Encourage a high level of visual quality in every proposed freeway. Urban freeways should contribute to the beauty of regions through which they pass, from the standpoint of both the users and viewers of the facility. The highway beautification program of the Federal Highway Administration is a very good beginning, the report adds.

The report's other recommendations and suggestions are divided into seven categories -- 1. Comprehensive Planning and Community Values, 2. The View from the Freeway, 3. Location, 4. The Roadway, 5. Highway Structures, 6. Multiple Use of Corridor, and 7. Systems Analysis.

The report, "The Freeway in the City," may be obtained from the Superintendent of Documents, Washington, D. C. 20402. The price is $3 per copy.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20591

FOR RELEASE FRIDAY
May 24, 1968

DOT--4868
963-5105

Two years ago, a group of outstanding engineers, architects, landscape architects and planners agreed to draw up "a set of guidelines for planning and design of urban expressways" in the United States.

Secretary of Transportation Alan S. Boyd today received first copies of the recently completed report from members of the committee and group chairman Michael Rapuano. The completed report was published today by the Department's Federal Highway Administration.

Entitled, "The Freeway in the City," the 140-page document offers more than 170 specific recommendations for planning, locating, designing and building urban highways to provide the required mobility of people and goods and at the same time serve and enhance the total environment of the city, itself.

Secretary Boyd described the two-year study as "a valuable contribution to our continuing effort to improve the quality of the highway transportation environment and, in doing so, to make highways serve society as fully as possible."

"It has developed new and refreshing thinking on the principles and potentials of highway planning and design," he added, "It can be for highway planners, designers, and builders a guideline which will help them seize the opportunity for social good which is implicit in the highway program."

The study sees freeways as "part of the machinery of a city -- but perhaps at times too defiantly so." While there has been concern for human and cultural values in highway location-design, too often in the past, it added, the choice was made with attention to the transportation needs and cost from the point of view of the motorist, with the city's overall interest under-emphasized.

A major premise of the report is "that the urban freeway of the future cannot function only as a transport facility but must become an essential element in the redesign of old cities and the establishment of new ones."

The primary purpose of the report the authors say, "is to present a basic statement on the urban highway -- its problems and its possibilities." And it offers, they say, "a technique by which all critical highway design problems should be approached."

Many of the proposals are not original, the report admits. Some were gleaned from early studies and practices of the Bureau of Public Roads, the American Association of State Highway Officials, the Highway Research Board and others.

It recommends, for example, "an interdisciplinary team approach" to the problem of freeway planning. Federal Highway Administrator Lowell K. Bridwell said, "Concept design teams, involving planners, engineers and architects, already are at work in Baltimore, Phoenix, and Chicago, and other cities such as New York, Boston, and Washington are considering this same type of approach."

The report urges the expansion of the techniques of Systems Anaylsis and Operations Research to the city-highway problem. "Expressway development, with all its social, political, economic and physical ramifications, is so complex that it can only be effectively attacked by improved or new study procedures," it adds.

It recommends that a System group should be initiated within the Departments of Transportation, Health, Education and Welfare, and Housing and Urban Development. A primary responsibility of such a group would be to develop techniques for rating the many values involved in urban transportation and freeway planning.

It suggests, too, creation of an independent review board of qualified experts who should serve the Federal Highway Administrator, the Director of Public Roads, the State Highway Engineer, or the City Public Works Chief as advisors on urban highway problems.

The report calls for more encouragement of the multiple utilization of urban right-of-way, a concept which the Bureau of Public Roads has been emphasizing in recent years. This concept sees the highway as but one occupant of the right-of-way. The use of space beside, below and above the freeway should be planned and designed along with the highway itself the report says. Its planning, if related to urban renewal, can help restructure the city in a more efficient and orderly way.

The group of urban advisors who produced the report was chaired by Michael Rapuano of New York City, a landscape architect and engineer, and former member of the National Commission of Fine Arts. Other members of the advisory group are:

Lawrence Halprin of San Francisco, a landscape architect who has served as a consultant to the California State Division of Highways and currently is a landscape consultant for two new towns being developed in the West.

Dr. Thomas C. Kavanaugh of New York City, a structural and highway engineer and former chairman of the Department of Civil Engineering at New York University.

Mathew L. Rockwell of Chicago, an architect and city planner, who currently is serving as Executive Director of the Northeastern Illinois Planning Commission.

John O. Simonds of Pittsburgh, a landscape architect and planner who assisted in the development of the Allegheny Center Redevelopment in Pittsburgh and currently is a consultant for the Chicago Botanic Gardens and the Virginia Outdoor Recreation Study.

Marvin R. Springer of Dallas, head of an urban planning and development consultant firm which currently is serving some 40 cities in Texas and railroads and utilities in other southwestern states.

Harry B. Powell of Seattle, a structural engineer whose firm, Harry B. Powell & Associates, has received nine national awards for bridge designs.

Kevin Roche of Hamden, Connecticut, an architect and partner in the firm of Roche, Dinkeloo and Associates (formerly Eero Saarinen & Associates) which designed the Dulles International Airport near Washington, D. C. He also helped design the Oakland Museum Complex in California and the Ford Foundation headquarters in New York City.

The report, "The Freeway in the City," may be obtained from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402. The price is $3 per copy.

# # #

DEPARTMENT OF TRANSPORTATION NEWS

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, May 31, 1968

DOT--4968
963-5105

Secretary of Transportation Alan S. Boyd today named Lee W. Huff to direct planning for the Department of Transportation's auto insurance study. Secretary Boyd also appointed John Day as special counsel for the insurance study.

These appointments carry forward action taken on Wednesday, May 22, when President Johnson signed into law a Congressional Joint Resolution which directs the Secretary of Transportation to "conduct a comprehensive study and investigation of all relevant aspects of the existing motor vehicle accident compensation system." The study is to be completed and a report submitted to the President and the Congress within two years. The Resolution authorizes $2 million for what the President has called a pioneering study that represents "the newest advance for protection for the American consumer."

Huff, 36, is presently Deputy Director of the Office of Policy Review in the Transportation Department. He has been extensively involved with research studies and policy planning in the Transportation Department and previously with the Department of Defense. Holder of a Harvard Ph.D., Huff directed behavioral science studies in the Office of the Secretary of Defense. A political scientist and economist, Huff has directed and coordinated many major studies involving teams of social scientists, lawyers and other experts from universities and private research organizations.

(more)

Day, 32, has been serving as a consultant to the Transportation Department in its preliminary planning for the insurance study. A graduate of Oberlin College and the Western Reserve University Law School, he is a member of the Ohio and District of Columbia bars and has published studies of transportation liability questions in leading legal publications. Previously he was special assistant to the Vice Chairman of the Federal Power Commission.

Huff and Day will report directly to M. Cecil Mackey, Assistant Secretary of Transportation for Policy Development.

"The auto insurance study will get underway just as soon as Congress appropriates the necessary funds," Boyd said. "Appointments of Mr. Huff and Mr. Day will centralize the planning we have already initiated and will permit us to proceed with a minimum of delay and with the best possible study plan."

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
May 31, 1968

DOT--5068
963-5105

An $80,000 joint program of the Department of Transportation and Delaware State Highway Department to improve conditions at four Penn Central crossings to be used by high speed trains was announced today by Secretary of Transportation Alan S. Boyd.

The action completes a grade crossing protection improvement plan for all public crossings on the Department's New York-to-Washington high speed train demonstration project. A similar $330,000 joint agreement with Maryland was recently announced increasing protection at 16 grade crossings.

Boyd said the increased protection programs in Maryland and Delaware would not replace the need for "achieving a Washington-New York rail corridor free of all public and private grade crossings."

The Delaware project, which will provide improved highway conditions and increased protection for motorists and train operations, is scheduled to be completed by October 31, 1968. The crossings, all in the Newark area, are at Harmony Road, Red Mill Road, Chapel Street and Sandy Brae Road.

Of the total, the Federal Highway Administration will provide $30,000; the Federal Railroad Administration, $15,000; and the Delaware State Highway Department, $35,000.

-more-

Last August, Boyd ordered an immediate action program to reduce railway-highway grade crossing accidents, directing that special attention be given 20 Penn Central Railroad crossings to be used by the high-speed trains. Of these, 16 are located in Maryland and 4 are in Delaware. There are no grade crossings north of Wilmington, in the Washington-New York run.

The DOT-Delaware crossing improvement program will include:

--Installation of new train-activated advance warning devices.

--Revision of track circuits, where practicable, to reflect higher train speeds.

--Installation of special advanced highway warning signs, as well as painted pavement markings, "No Passing" stripes and advance railroad crossing markings.

--Removal of natural or man-made sight obstructions on approach roads.

--Changes in highway approaches, including widening and grade improvements, and an upgrading and widening of the pavement on the crossing.

The Delaware State Highway Department will have full responsibility for all preliminary investigations, design and construction work.

Penn Central Railroad will provide engineering assistance and work closely with Federal, State and county authorities to expedite the program.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
May 31, 1968

DOT - 5168
963 - 5105

Secretary of Transportation Alan S. Boyd today received a report of the Government-Industry Task Force set up to review progress on the Washington-New York rail passenger demonstration program.

The task group was formed by Boyd April 17 after a meeting with top management of the Penn Central, the Budd Co., General Electric Co. and Westinghouse Electric Corp.

The report outlines the major technical problems remaining to be solved before the demonstration of improved rail passenger service can begin between Washington and New York.

Boyd said that the report also has been delivered to all principals involved. He said all parties will analyze the report prior to conducting further discussions for implementing it.

The Washington-New York high speed train demonstration program is one of two such programs authorized under the High Speed Ground Transportation Act of 1965. The second demonstration is the planned high speed turbo-train service between New York and Boston.

The Washington-New York demonstration will involve 50 electrically-propelled cars, capable of speeds up to 150 mph.

The trains -- the Metroliners -- are being constructed by the Budd Co. for the Penn Central Railroad. The cars are powered by General Electric and Westinghouse equipment.

The report is attached:

# # # #

# GOVERNMENT-INDUSTRY TASK FORCE REPORT

on the

# WASHINGTON-NEW YORK RAIL

# PASSENGER SERVICE DEMONSTRATION PROJECT

May 31, 1968

# FOREWORD

At the request of the Secretary of Transportation, and with the concurrence of the senior managements of the Penn Central, Budd, Westinghouse Electric, and General Electric companies, a Government-Industry task force was formed on April 17, 1968, to identify those problems delaying the initiation of the Northeast Corridor Washington-New York rail passenger demonstration service, to order these problems as to importance measured against the various objectives of the Demonstration, and to report the proposed solutions of these problems within 30 days.

The following individuals comprised the task force: J. J. Wright and G. R. Weaver (with C. E. Ingersoll as alternate) of the Penn Central; J. A. Miller and N. W. Fesmire of the Budd Company; B. W. Wyman (with J. C. Dwyer as alternate) and C. B. Lewis of the General Electric Company; W. P. Bollinger and F. B. Gunter of Westinghouse Electric; and, representing the Department of Transportation, K. L. Lawson and L. A. Goldmuntz, with J. S. Jordan serving as the Administrative Assistant to the task force.

The task force was organized into various groups, as indicated in Figure 1. These groups were staffed and assisted by Government and Industry personnel.

We wish to thank officials of the Federal Aviation Administration and the National Aeronautics and Space Administration for making available the services of Neal A. Blake, Colin G. Simpson, Henry V. Hermansen, Henry J. Buck, Harry Runyan, and David Stephens. Many industry consultants were particularly helpful, such as Jack Irvin, Bruce Erlichman, and Edmundas Vambutas. Kenneth B. Ullman of the Office of High Speed Ground Transportation also participated. Finally, the principal contractors were very cooperative in helping to plan and conduct certain critical experiments, in making available key personnel and project records on short notice, and in contributing to the content of this report.

## CONCLUSIONS AND RECOMMENDATIONS

The task force has completed its review and considers that, while there are problems remaining, a reliable Demonstration, as defined in the Department of Transportation contract with Penn Central, could be initiated in seven months subject to the prompt implementation of certain task force recommendations. It is our estimate that, with extremely vigorous and carefully coordinated management in all phases of this project--Government, Railroad, equipment suppliers--it may be possible to improve on this schedule. The corollary possibility also exists. Limited non-revenue operations that would not meet the frequency requirements of the Demonstration project, but that could serve a useful purpose in training operational and maintenance personnel could be started within the next three months. Such preliminary operations had been planned as an integral part of the Demonstration project for some time.

The task force found that many of the individual problems delaying the Demonstration had been identified by the various contractors and that substantial resources are now dedicated to the prompt resolution of these problems.

However, the task force finds that managements in the project--Government, Railroad, car builder, equipment suppliers--were overly optimistic with respect to the planning and scheduling requirements of a project of this magnitude and complexity. The Metroliners are the most sophisticated railroad equipment yet attempted anywhere, and properly so. We are dealing with a train consisting of six or eight locomotives that can draw more current than any other railroad load; that contains approximately 70 miles of wire and 25,000 electronic components.

The major remaining technical problems are:

(1) Electronic maintainability;

(2) Wheel thermal stress under specified deceleration when using air brakes alone;

(3) Pantograph-catenary current collection stability at high speed during winter months, particularly under the remaining light wire; and

(4) Acceptability of ride quality.

To achieve a full Demonstration within seven months, we feel it

necessary to implement right now certain maintainability and reliability programs, to proceed rapidly with specified pantograph-catenary experiments so that an early decision can be reached on modifications such as additional car bussing and to continue the current ride improvement experiments with high priority.

## Electronic Maintainability

During the course of the study, electronic reliability calculations indicated that the Mean Time Between Failures (MTBF) of an electronic component in an eight-car train was ten hours.[1] This is a preliminary number based on the failure rate data available to the task force. Attempts are being made to verify the failure rate data. MTBF numbers must be used with caution until the failure modes of equipment are thoroughly analyzed. These could not be completely developed in time for this task force report.

Nevertheless, a preliminary failure mode analysis indicates that the probability of meeting the present Demonstration schedule is greater than 99% with a good lead car since both an 8-car and 6-car train can pull two dead (free wheeling) cars at 100 mph. Furthermore, in case of a failure in lead car electronics or train line control, there is still a probability of at least 99% of meeting the Demonstration schedule by utilizing the back-up power system.

Thus, the redundancy of multiply-powered cars and the emergency power system lead to a high probability of reasonable schedule accomplishment if cars are properly maintained. Non-equipment factors, however, may limit schedule performance.

The major implication of the MTBF for the Metroliner is in maintenance. It is aggravated by scant fault indication equipment. One should add to the train additional fault indicator systems that would make maintenance simpler. One should also design automatic diagnostic equipment for these trains. Since the Demonstration schedule calls for a one-hour turn-around, some such equipment is mandatory.

It is recommended that a task force be established immediately to (a) determine which failures should and can be displayed; (b) determine which failures should and can be diagnosed rapidly with repairs effected at the New York, Philadelphia, and Washington terminals; (c) identify which failures can be repaired only at depots; (d) design train-borne and stationary equipment to aid this diagnosis;

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1. There are approximately 3,000 electronic components per car with an average failure rate of $4 \times 10^{-6}$ hours.

(e) list the spares to be stored at terminals and depots; (f) identify the electronic failure mechanisms that are most deleterious to schedule probability; (g) recommend quick fixes, if any are required, that may be implemented within a six-month period; (h) recalculate the schedule probability; and (i) report back within 45 days.

The major equipment suppliers should be involved in train maintenance, at least for a period of time, which we understand is the Railroad's intention.

## Wheel Thermal Capabilities

At 120 mph (110 + 10% safety factor) the maximum deceleration available based on maximum dry rail adhesion is about 2 miles per hour/second. This will produce a peak heat load of approximately 400,000 ft lbs/second if the braking is accomplished by air alone. According to Schrader[2], this is a hazardous heat rate input, leading to thermal cracks even in Class A wheels. The number of applications of this heat rate necessary to develop a thermal crack is a function of the metallurgical composition of the wheel and its quenching.

The Railroad has already directed a change from Class C to Class A wheels before revenue service commences. The Railroad has further indicated that a change order will be issued to add dynamic brake to the controller emergency brake position so that the maximum thermal rate input to a wheel would be 280,000 ft lbs/second in a Westinghouse propelled car and 220,000 ft lbs/second in a G.E. propelled car, which may be reasonable for the limited number of times an emergency brake application is expected.

These rates could be exceeded only if there was a penalty or alertor brake application, or if there was a major power circuit failure disabling the dynamic brakes, an air brake pipe failure, or deliberate dumping of the air brake pipe by the engineer or conductor at a train speed of 120 mph.

In the case of penalty or alertor brake application, we recommend that dynamic braking be included with air for the same reasons that the Railroad has added dynamic braking to the controller emergency brake position. The remaining cases would seem to be sufficiently rare so that operational procedures might be used to record their occurrences and perform appropriate inspection during regular maintenance periods.

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2. "The Effect of Brake Shoe Action on Thermal Cracking and on Failure of Wrought Steel-Railway Car Wheels", Wetenkamp, Sidebottom, Schrader. University of Illinois Bulletin, June 1950.

These thermal rate inputs under emergency braking could be reduced further if the deceleration rates could be reduced, which would seem possible since, even at 120 mph, the stopping distance is approximately one mile, which seems well within railroad practice. It might also be possible to alter signal spacing to accommodate lower deceleration rates. Actually, the specified braking rates are not obtained in practice (due, presumably, to brake fade).

We recommend that the Railroad, with Government support (if the Railroad so desires), review the metallurgical aspects of thermal cracking, the retardation characteristics of friction brakes, and braking criteria with a view toward specifying among Class A wheels those with minimum cracking susceptibility. We recommend that the Railroad review procedures to determine if it is feasible to reduce deceleration rates. We further recommend that, until these reviews are completed, it would be prudent to limit speed in revenue service to 120 mph.

## Pantograph-Catenary Current Collection

Simulations and experience indicate that, winter or summer, light or heavy wire, up to speeds of 120 mph, a physical separation of the pantograph from the catenary will not occur for periods of more than 1/3 of a second. The electrical interruption will be less than this because of arc conduction. The train propulsion system can tolerate these interruptions. However, the lights may flicker, adding to passenger discomfort.

The wear on pantographs and catenary due to arcing and high speed operation would seem to require pantograph shoe servicing twice as often as under present conditions, a problem which the Railroad feels can be accommodated. The remaining problem seems to be a railway power problem in that the in-rush current upon re-establishment of pantograph-catenary contact is much greater than the normal or even the accelerating train current and seems to have tripped railway substation impulse relays. The Railroad and their consultants do not consider this a major issue, and it is probably soluble by relay changes.

However, to limit passenger discomfort for the Demonstration project and to prepare for future high speed programs, the task force recommends:

(a) A prompt review of the possibility of bussing six- and eight-car trains as compared to the two-car pairs which are presently bussed. Operation would then be with two, three, or four panto-

graphs up feeding the buss in parallel. Bussing seems to be the most promising short range fix to current collection problems for the Demonstration project.

(b) An early determination of the necessity of bussing by designing an experiment to run six- and eight-car trains under artificially sagged or hogged wire, whichever would simulate worst case operation.

Acceptability of Ride Quality

It has been generally conceded that the ride quality of Metroliners needs improvement. The Ride Quality Group, therefore, initiated comparative Metroliner versus Congressional ride experiments.

Based on the ride quality experiments performed on Metroliners and a Congressional car over improved and standard track, one cannot conclude that the ride quality of the Metroliner at 110 mph is at the present time superior to the Congressional at 80 mph. Generally, the lateral and vertical accelerations experienced in the Metroliner over the trucks are greater than the accelerations over the Congressional trucks. However, lateral and vertical accelerations experienced at the center of the Metroliner are less than those experienced at the center of the Congressional tested.

The resonant mounting of the main transformer (six tons under the center of the car) should be tuned to the car bending frequency (6-8 cycles per second) to minimize this source of ride discomfort. Experiments to date have not yet indicated the success of this technique. The Budd Company is continuing to investigate this problem.

Preliminary data seems to indicate that high frequency vibrations (above 10 cycles per second) are contributing to the accelerations experienced and, hence, to ride discomfort. These accelerations may be the consequence of track-wheel interactions which are then transmitted through the trucks to the car body. An air bag suspension system could accommodate this source of passenger discomfort and might warrant further consideration. There is some evidence of compressor or motor alternator vibration exciting the car body, and this should be reduced before a final evaluation can be made of track, truck, car-body interaction.

Nevertheless, enough data has been obtained to indicate that the truck's influence on lateral acceleration (to which humans are most sensitive) can be improved, and the truck manufacturer has such a program underway.

One of the critical, non-technical factors that can delay the Demonstration project has to do with the timely recognition and resolution of questions concerning engineering changes, testing, maintenance, equity, and the like. It seems evident that a tight schedule can be attained only if the several managements take timely action. An example of a question that has gone without resolution for a prolonged period and might add delay to the inception of the Demonstration project has to do with actual versus specified braking performance. One type of propulsion equipment cannot achieve a dynamic braking effort of 1.4 miles per hour/second without major modifications, which would be time consuming. Should higher peak inverse voltage thyristors become available, there would be no modifications required, simply a substitution of parts. It is estimated that these components will be available within 18 months. Then the equipment would meet the initial specification. It is the opinion of the task force that, for the Demonstration program with top speeds of 120 mph, the 1.1 miles per hour/second dynamic braking effort is sufficient. Provisional acceptance of the 1.1 miles per hour/second dynamic braking effort is possible with the understanding that, if higher peak inverse voltage thyristors with specified reliability are not available in two years, the manufacturer could modify his equipment.

TECHNICAL TASK FORCE ORGANIZATION

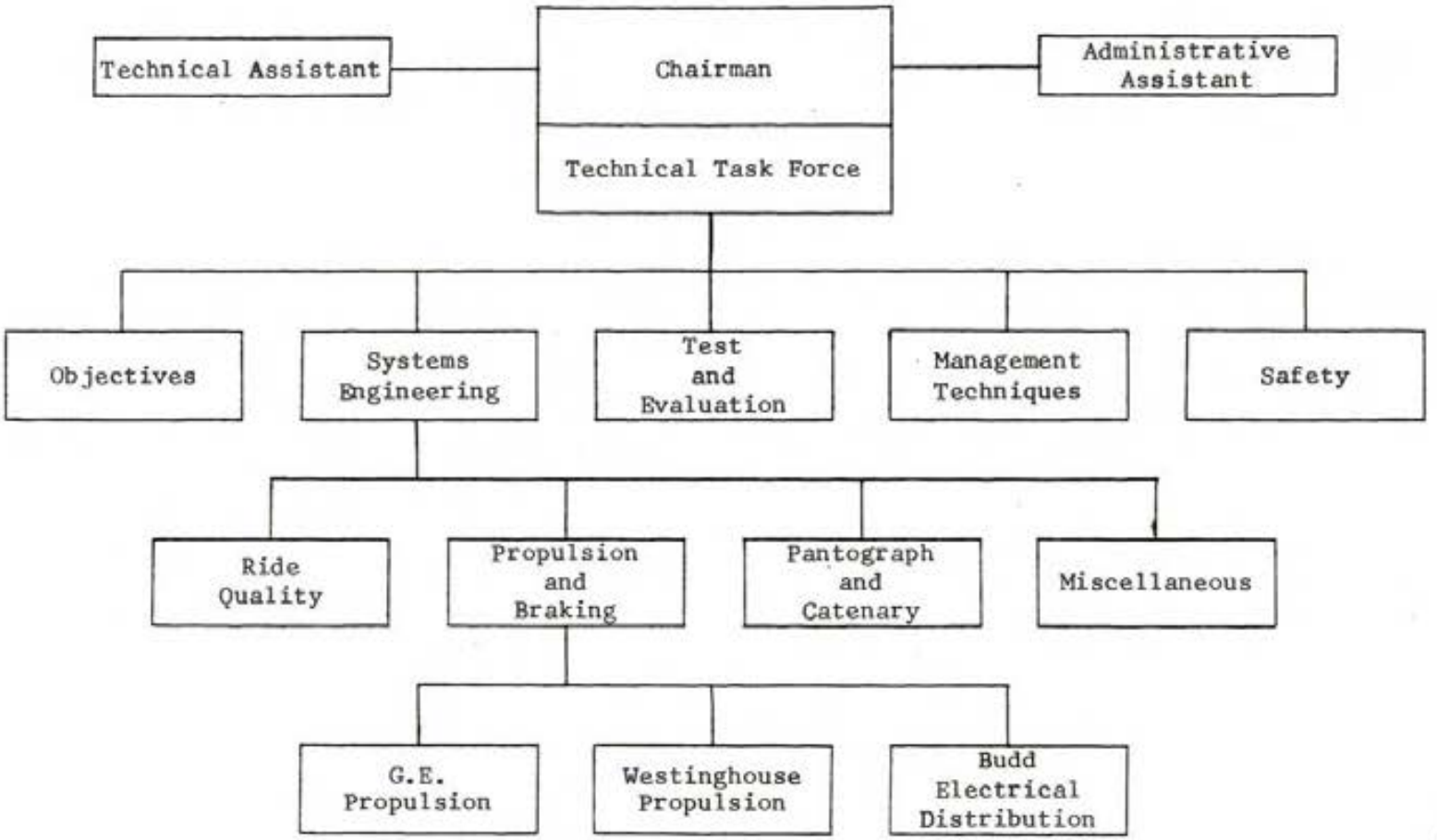


Figure 1.

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE
June 12, 1968

DOT - 5268
963 - 5105

Responding to the requests of residents of Dillingham, Alaska, The Department of Transportation announced today that it is considering the relocation of the boundary line between the Alaska - Hawaii Standard Time Zone and the Bering Standard Time Zone.

The step was initiated under the Uniform Time Act enacted by Congress in 1966.

The present Alaska - Hawaii Standard Time Zone includes all United States territory between 141° W. longitude and 157° 30' W. longitude and the entire State of Hawaii. The present Bering zone includes all of the United States territory between 157° 30' W. longitude and 172° 30' W. longitude and all of the Aleutian Islands.

The city of Dillingham lies at about 158° 30' W. longitude within the Bering zone.

Dillingham advocates for a new boundary point out that their city serves as a commercial trading area for several villages and towns located to the east and lying within the Alaska - Hawaii time zone.

The Dillingham Chamber of Commerce, the Dillingham City Council and representatives of the Western Alaska Airlines, which serves the area, favor a revised zone.

Alaska - Hawaii Standard Time - The seventh standard time zone would be changed to include all territory of the United States between 147° W. longitude and 161° W. longitude, and the entire State of Hawaii.

Bering Standard Time - The eighth standard time zone would include all of the territory of the United States between 161° W. longitude and 172° 30' W. longitude, and all of the Aleutian Islands which lie west of 172° 30' W. longitude, but does not include any part of the State of Hawaii.

Persons interested in commenting on the proposal may submit written data, views, and arguments to the Docket Clerk, Office of the General Counsel, Department of Transportation, Washington, D. C. 20590.

Communications received on or before July 26, 1968 will be considered by the Department before final action is taken.

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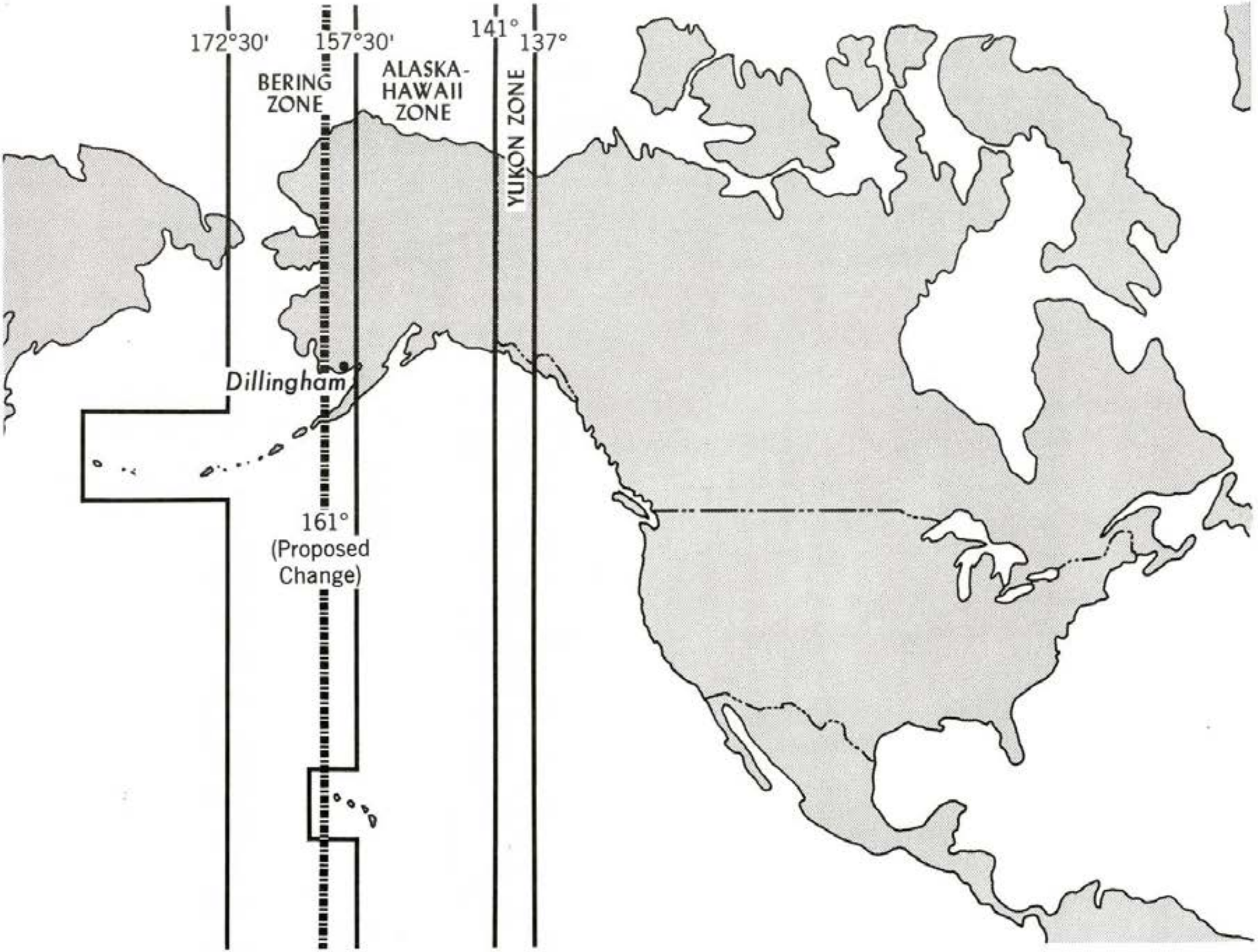
172°30'
157°30'
141°
137°
BERING ZONE
ALASKA-HAWAII ZONE
YUKON ZONE
Dillingham
161°
(Proposed Change)

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
June 12, 1968

DOT - 5368
963 - 5105

Secretary of Transportation Alan S. Boyd will be in Chicago as part of a tour of Northern cities Thursday to get a first hand impression of urban transportation problems.

Boyd will officially assume responsibility for Federal Urban Mass Transit programs July 1.

Boyd and a small number of staff members have visited Baltimore, Philadelphia, New York, Boston and Montreal prior to Chicago.

The schedule follows:

ITINERARY FOR SECRETARY BOYD'S TRIP TO CHICAGO
JUNE 13, 1968

(Lt. Cdr. Potts - Exec Officer)
(AC 312/353-6266)

| | |
|---|---|
| 3:45 | Helicopter flight will return to Meigs Field where city and CTA cars will take Secretary to Planetarium. |
| | At Planetarium Secretary Boyd will meet with George Krambles of Chicago Transit Authority (MO 4-7200) who will accompany him on transit inspection tour. |
| 3:56<br>Run #123 | Leave Planetarium via CTA No. 126 Jackson bus pass thru downtown. |
| 4:12 | Alight on VanBuren at Canal Street. Walk 1-1/2 blocks north on Canal Street to Union Station. Walk thru station and exit on Adams Street. |
| 4:24<br>Run #512 | Board CTA shuttle bus No. 158A Wacker Express on Adams Street east of Canal. |
| 4:26 | Alight at Madison & Canal farside stop C&NW station. |
| 4:40 | Board C&NW train (Train #327) to Davis C&NW Evanston Station. |
| 4:58 | Arrive Davis Station Evanston. |
| 5:11<br>Run #512 | Leave CTA Davis station via CTA rapid transit to Howard Station. |
| 5:18 | Arrive Howard - Walk over bridge or down stairs to get to north-bound platform. See interchange train and bus terminal operation at Howard. |
| 5:21 | Leave Howard via CTA Skokie Swift train using transfer to Dempster terminal Dempster Street. See completed Mass Transportation Demonstration Project, Park'n'Ride lot and terminal activity, |
| 5:35 | Leave Dempster Terminal via Commissioner Pikarsky's car. To Logan Square via Kennedy Expressway. See route and construction in progress of Kennedy rapid transit. Leave expressway at Kimball exit ramp. South to Belmont, east to Kedzie, South to Diversey and west to Kimball, Milwaukee and Diversey area. |
| 6:10 | Arrive Logan Square, inspect subway construction. |
| 6:29<br>Run #112B | Leave Logan Square via CTA rapid transit to Loop. |

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# DEPARTMENT OF TRANSPORTATION | NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
June 12, 1968

DOT - 5368
963 - 5105

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE
Thursday, June 13, 1968

DOT - 5468
963 - 5105

The Department of Transportation has decided against moving the time zone boundary in the State of Kansas in accordance with a resolution of the Kansas Legislature requesting the change.

One-third of the state is on mountain time and the rest observes central time. The legislature petitioned the Department last year to have the entire state included in the central time zone.

A notice of proposed rulemaking was issued by the Department last August asking for comments. Less than four percent of the people living in the affected area responded to the proposal. But 75 percent of those who did respond indicated they preferred remaining in the mountain time zone.

The fact that so little response was forthcoming on the issue of the proposed time zone boundary modification, combined with the fact that the majority of the response received clearly opposed the proposed change, has led the Department to the conclusion that no substantial basis has been established to justify a change in the present time zone boundary line.

The Department is issuing an order to this effect and the northwest corner of the state will continue to observe mountain time while the remainder of the state remains on central time.

This action has no connection with observance of daylight saving time and Kansas has not exempted itself from provisions of the Uniform Time Act which requires observance of advanced time within the established time zones from the last Sunday in April to the last Sunday in October unless a state passes a law exempting itself. Only two states, Hawaii and Arizona, remain on standard time.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
June 21, 1968

DOT - 5668
963 - 5105

The Department of Transportation today announced a $60,000 contract to study the feasibility of improving signs and signals for travelers.

Alan S. Boyd, Secretary of Transportation, and William Slayton, Executive Vice President of Urban America, Inc. said the study will be conducted by Urban America in conjunction with a consortium of five cities - Baltimore, Cincinnati, Dallas, Philadelphia and Washington.

The cities will contribute $2,000 each and will participate in the analysis of artifacts and symbols which are part of the travelers' information system. These include traffic control lights and signs and pedestrian signs on the urban streets and highways and in transportation terminals.

Across the nation there has been criticism of the quality and the effectivenss of the current urban transportation information system. Designers and conservationists have called it ugly and intrusive; safety interests have suggested that it is a factor in accident statistics; travelers say it fails to give them needed information.

The study will support a systems examination of information available to the urban traveler.

(more)

One of the problems confronting earlier efforts to improve urban transportation information systems has been that of establishing a market of sufficient size to interest manufacturers of the street hardware and equipment which is used. The consortium of cities could offer a possible solution to this problem by providing a sufficiently attractive market to interest equipment manufacturers. The study will determine the feasibility of this approach.

Boyd, in announcing the project observed: "Someone has pointed out that when you create a market for rockets for the moon, you get rockets for the moon. There is no market that is not served by some industry or business, and no industry or business that is not served by some market. In this case this means that if you don't have the technology for something, you can create a market and get the technology. This is what the Department of Transportation and the consortium of cities hope to do here."

The Urban America study is to be completed by early 1969.

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U.S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
June 28, 1968

DOT - 5868
963 - 5105

Three Federal Departments announced today that they will jointly finance planning and design of New York's Linear City. The Project will be funded by the Departments of Transportation, Housing and Urban Development, and Health, Education and Welfare and by the Ford Foundation.

The decision by Secretary of Transportation Alan S. Boyd to approve the request from the State of New York to substantially revise the New York Metro area Interstate Highway system, including the placement of the Cross Brooklyn Expressway on the Federal-aid Interstate Highway System, will provide the State and city with necessary Federal funding to establish an urban highway design team for the project.

(See attached release.)

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Secretary of Housing and Urban Development Robert C. Weaver announced a $250,000 grant to assist in the design of the project, and carry out community facilities planning. Secretary of Health, Education and Welfare Wilbur J. Cohen said HEW will provide $259,000 to study patterns for future education related to the linear educational complex. The Ford Foundation's $100,000 grant will support special planning and design studies.

Designation of the Cross Brooklyn Expressway as an interstate highway facility will close the critical southern link in the outer circumferential loop for New York City.

The Linear City concept involves planning for construction of housing, commercial, industrial and educational projects, including the possible use of air rights over the highway, along the freeway corridor.

The Department of Transportation will make available, through the highway program, 90 percent funding for the engineering design. This will amount to several million dollars.

The Expressway has been associated with the New York Linear City Project and the employment of an interdisciplinary team approach to urban planning and design incorporating the freeway. The Cross Brooklyn Expressway will serve the Linear City as a catalyst for commercial, industrial and residential development within the Brooklyn area.

The project also incorporates the development of a linear educational complex to be constructed within the Expressway corridor by the New York City Board of Education. Plans for this educational complex call for extensive joint development projects involving the highway, including the possible construction of schools on air rights over the highway.

This community facilities complex would be an integral part of the Expressway concentrated primarily in a six-mile section east of Brooklyn College to Broadway Junction over the right-of-way of the Penn Central Railroad. Located where the Bedford-Stuyvesant, Brownsville and the East New York communities meet, Linear City would be closely related to HUD's Model Cities Programs for Central Brooklyn.

It is estimated that the completed Linear City Project would cost in excess of $500 million. Special studies will be initiated to determine how the project can best achieve its goals -- to improve the economy in an inner city area by attracting increased capital investment; to provide superior, integrated educational opportunities, and up-grade community facilities common to all.

Among the facilities proposed for Linear City are 20,000 school spaces at the intermediate and high school level; 6,000 housing units; a new community college and a regional shopping center for the Broadway Junction area. The project will also provide additional multi-story industrial space and stimulate job opportunities.

The City intends to hire disadvantaged residents of the area to work on the design and other aspects of the study. Technicians of the three Federal Departments are now meeting to develop the initial phases of the study in cooperation with the New York City Planning Commission and Mayor Lindsay's Washington Office.

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
June 28, 1968

DOT - 5768
963 - 5105

Secretary of Transportation Alan S. Boyd today announced a major revision of the Interstate Highway System in New York City including the approval of the Cross Brooklyn Expressway.

Secretary Boyd's decision on the Interstate System revisions also includes the addition to the System of the Queens Interborough Expressway and the deletion from the Interstate System of the Mid-Manhattan and Bushwick Expressways as well as the Astoria Boulevard Expressway and the extension of the Arthur Sheridan Expressway.

The approval of the Cross Brooklyn and Queens Interborough Expressways as part of the Interstate System makes possible 90 percent Federal financing of the highways and provides for an urban highway design team for the proposed linear city development along the expressway corridor.

The Department of Transportation's part in planning and developing the linear city concept will be carried out through the New York State Department of Transportation. It will work closely with the City of New York in development of the linear city concept.

The approval of the Cross Brooklyn and Queens Interborough Expressways and the elimination of the Mid-Manhattan and Bushwick Expressways has the effect of reducing the amount of traffic which otherwise would be brought into and through Manhattan and the western portions of Brooklyn and Queens. The Cross Brooklyn Expressway will connect with the Brooklyn Queens Expressway northeast of the Verrazano-Narrows Bridge and will extend along the railroad south of Fort Hamilton Parkway and Linden Boulevard to a junction with the Nassau Expressway near the Aquaduct Race Track.

The Queens Interborough Expressway will extend northward from the Cross Brooklyn Expressway near Pennsylvania Avenue to the Long Island Expressway and will provide a much needed major north-south route through the west-central portion of Queens. The Cross Brooklyn and Queens Interborough Expressways will provide accessibility for central Brooklyn, the largest urban jurisdiction in the Nation not now served by an Interstate System freeway.

New York City and State officials will work cooperatively in the employment of an interdisciplinary design team to undertake the urban planning and design incorporating the freeway links in the linear city concept. The Cross Brooklyn Expressway and the southern portion of the Queens Interborough Expressway will serve as a catalyst for commercial, industrial and residential development within the central Brooklyn area.

# # # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR TUESDAY A.M.'s
July 2, 1968

DOT--6068
963-5105

Secretary of Transportation Alan S. Boyd today, in a report to Congress, recommended a broad safety program for motor vehicles in use which would include development of new Federal standards for new and used motor vehicles and an expanded program by the States for periodic motor vehicle inspection.

The Secretary's recommendations were included in a "Safety for Motor Vehicles in Use" report to Congress, required under Section 108 of the National Traffic and Motor Vehicle Safety Act of 1966. The report identifies safety problems involving all types of motor vehicles in use and recommends immediate and long-range countermeasures to deal with them.

Its major conclusion is that vehicle deterioration is an important highway safety factor, and that State and Federal governments and the general public should work together to substantially upgrade the safety of all vehicles permitted on public thoroughfares.

The report calls for a coordinated Federal, State, and local program which will include:

1. The issuance by the Department of Transportation of standards for all vehicles in use, covering such critical performance properties as braking, steering, handling, suspension, and tires. These standards would complement standards for new vehicles and vehicle equipment already issued which must be met by new car manufacturers.

A preliminary notice will be issued shortly requesting comments for the record on a list of tentative candidates for safety standards for vehicles in use. The systems and components currently being considered as potential standard areas for vehicles in use include: brake systems; steering and suspension systems; tires, wheels, and rims; lamps and reflective devices; glazing; windshield wiping, washing, defrosting, and defogging; occupant restraint systems; horns; rearview mirrors; body, doors, fenders, moldings, and bumpers; fuel supply system; exhaust system; wheel nuts, wheel discs, and hub caps.

2. The issuance of standards for the manufacture of new motor vehicles and equipment which would insure safety performance over a designated period of use.

3. Federal grants-in-aid to assist the States in establishing or expanding periodic motor vehicle inspection programs to meet uniform national standards already promulgated. The report says, "State motor vehicle inspection programs must serve as the foundation of any national used motor vehicle safety effort. There already is evidence that some States with intensive periodic motor vehicle inspection programs have sustantially lower vehicle accident death rates than others." A number of Federal grants have already been provided to the States for this purpose under the Highway Safety Act of 1966.

At the end of May, a total of 31 States and the District of Columbia had periodic motor vehicle inspection laws, fourteen States had so-called random inspection laws or permitted local inspection ordinances, and five States had no vehicle inspection requirements.

The report makes the point that the safety performance of a vehicle in use cannot be isolated from its original design and construction; that therefore it is axiomatic that used car safety can and must start on the new vehicle drawing board. It recommends, therefore, that the Department of Transportation investigate the feasibility of broadening the scope of new vehicle standards to cover safety performance after periods of extended use, together with precedures to facilitate the diagnosis and correction of worn systems and parts. And it calls for an expansion of research into vehicle use and deterioration to establish the maximum permissable deterioration in safety performance to be allowed before corrective repairs are required.

Prepared by the National Highway Safety Bureau after a lengthy study, the report estimates that about half of the 94 million motor vehicles in use today are deficient in critical aspects of safety performance. It says typical defect rejection rates in States with periodic motor vehicle inspection programs average about 40 percent, but estimates that the overall national percentage of vehicles with safety performance deficiencies is higher.

Says the report, "This condition is of concern to everyone. Drivers, passengers, and pedestrians are all potential victims of poorly maintained vehicles. Further, relatively few owners are able to judge the adequacy of corrective repairs.

"Deterioration of a vehicle with time is inescapable," it says, "whether from normal wear, abuse, defective construction, improper maintenance, poor quality of original or repair parts, inadequate skill of mechanics, or other factors. With the deterioration of such components as brakes, steering systems, and tires, the chances of the vehicle becoming involved in a crash increase."

The report envisions and outlines a safety program to counteract and limit this inevitable deterioration -- a program which it emphasizes will affect the owners of some 100 million vehicles.

"Although the public is presumably willing to pay for safety...," says the report, "it must also be given assurance that it is getting value for its money in the form of increased safety. The most difficult decision is to determine the point at which repairs should be made mandatory -- to arrive at a proper balance between cost and risk."

It repeatedly makes the point that the effectiveness and acceptance of programs to upgrade the safety of vehicles in use will depend substantially on the efficiency, cost, and accuracy of State motor vehicle inspection programs. And it adds that modern electronic and other testing equipment for rapid, accurate, and reliable inspection is of central importance to effective inspection.

It estimates that the capital investment for manual inspection equipment and facilities in all States would require an initial outlay of $400 to $600 million. It estimates that expenditures by States and communities for vehicle inspection last year amounted to about $22.5 million, and that annual expenditures will increase to $96.6 million by 1976, as States upgrade existing programs and undertake new ones to provide for the anticipated 25 million increase in the vehicle population.

The report concludes that a broad investigation is needed of the variety of ways that used motor vehicle safety programs will affect consumers. These include the protection of the consumer in the automotive repair and resale market places, which could involve the establishment of skill standards and training programs for mechanics. It also recommends a study of techniques for beginning a presale inspection program in all States in the near future, under which all used vehicles sold or traded each year would be required to pass a basic minimum inspection prior to resale.

The report calls attention to the significant value an effective used vehicle safety program would have for the consumer, both as a purchaser and as an owner with an economic interest in low maintenance costs, and as an occupant in preventing vehicle crashes.

The report also cites the fact that lower income population groups drive vehicles that are in the greatest need of safety related repairs, or that cannot be repaired economically and should be scrapped. It suggests, therefore, that an investigation should be conducted into the means of providing adequate -- perhaps free -- public transportation to minimize the present reliance on private vehicles. This would afford those in lower income groups a choice between private vehicles and public transportation.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR TUESDAY A.M.'s
July 9, 1968

DOT- 5968
963-5105

The Department of Transportation today asked Congress to enact legislation which would allow the U.S. Coast Guard to simplify procedures by which U.S. merchant seamen are hired and released.

The bill proposed by Secretary of Transportation Alan S. Boyd also would enable the Coast Guard to computerize the service records it maintains on merchant seamen. Boyd said the new record-keeping system could save shipping lines and the Government several million dollars a year.

The proposed legislation would replace several laws enacted between 1872 and 1940. Boyd said, in letters to the President of the Senate and the Speaker of the House, that the laws are outdated and do not lend themselves to modern techniques for the maintenance of records.

"The primary data source of information on American maritime manpower is the information gathered through the Coast Guard's issuance of identification documents to seamen," Boyd said. "Accurate data capable of rapid retrieval and evaluation is vital both to national defense and proper planning for a healthy peacetime merchant marine."

(more)

Today, "signing on" and "signing off" a crew of seamen is a cumbersome process which often requires several hours to complete. The forms are filled out by hand. One of the forms is the Shipping Articles, a 12-part document 14 inches wide and 28 inches long.

Under the proposed system, most of the new forms would be filled out automatically through the use of embossed photo-identification cards which would replace the "Z cards" that merchant seamen now carry.

The Shipping Articles are the contract between a ship's master and its crew. They spell out in painstaking detail the daily rations which each seaman can demand -- for example, three fourths of an ounce of "coffee (green berry)" every day; half a pint of molasses on Sundays, Tuesdays and Thursdays; a pound of salt pork on Mondays, Wednesdays and Fridays; half a pint of vinegar on Tuesdays and Saturdays.

The articles also specify that crew members can bring "no dangerous weapons or grog" aboard ship and that they must be given a "daily issue of lime and lemon juice and sugar, or other antiscorbutics."

Boyd said that the protective features of the existing laws are retained in the proposed legislation, but that outdated requirements and time-consuming procedures would be eliminated.

Maritime labor organizations could use merchant seamen's service records to compute pensions and other benefits. "Under the system we are proposing, the Coast Guard will be able to provide accurate information to authorized users more quickly and less expensively," Boyd said.

In addition, merchant mariners will have more time ashore if the time consumed by signing on and signing off is reduced. "This is no small matter for the seaman," Boyd said, "especially in this day when technology allows faster turn-around of ships in port."

# # # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
July 11, 1968

DOT - 6168
963 - 5105

The Department of Transportation today received the first of a series of reports in a $250,000 Union Station Transportation Center Study.

The Department is providing $175,000 toward the cost in the expectation that the Union Station planning process will serve as a guide for planning integrated transportation centers in other metropolitan centers.

The report released today by The National Capital Planning Commission covers the methods to be used in the study. The purpose of the study is to determine which transportation systems - railroad, bus, rapid transit, truck, air and automobile - would be appropriate at the integrated transportation center.

The study is being conducted by Conklin & Rossant of New York City and associated consultants under the supervision of the National Capital Planning Commission and the Inter-Agency Steering Committee. Transportation Secretary Alan S. Boyd is Chairman of the Inter-Agency Steering Committee.

Future reports will forecast future transportation demands, analyze the feasibility of integrating various transportation systems and present preliminary and final plans for the transportation center.

# # # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE SUNDAY
July 14, 1968

DOT - 6268
963 - 5105

Secretary of Transportation Alan S. Boyd announced today the selection of Dana Orwick, a career Foreign Service Officer, to serve as Director of the Office of International Industrial Cooperation in the Department of Transportation.

The Office of International Industrial Cooperation seeks expansion of international exchanges and cooperation in transportation research and development.

Orwick will work with the Department of Transportation through agreement with the State Department and replaces James D. McLean, who resigned recently to become vice president and general manager of Hurst-Airheart Inc. of Van Nuys, California.

Entering the Federal service in 1940 Orwick joined the Department of State in 1947. His tours overseas include four years in Paris as political-military affairs officer with the U.S. Delegation to NATO and two years as political counselor at the U.S. Embassy in Bangkok, Thailand. His assignments with the Department of State have been divided between management analysis and negotiation of international agreements, particularly in the area of international security.

(more)

Orwick was born in Findlay, Ohio where he continues to maintain his legal residence. He was graduated from Miami University of Ohio in 1940 and has done graduate work in economics and international affairs there and at American University and the National Institute of Public Affairs. Since 1964 he has been a member of the Senior Seminar in Foreign Policy of the Foreign Service Institute.

He served as a Coast Guard Officer during World War II. For almost two years after the war he worked with the United Nations Relief and Rehabilitation Administration.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20591

BALTIMORE DEMONSTRATION GRANT

Release Date:
Friday, July 19, 1968

DOT -- 6368
963-5105

Baltimore will test a program of augmented bus service to bring the "hard-core" unemployed to areas of new job opportunities with the aid of a $100,000 grant from the Department of Transportation.

Secretary Alan S. Boyd announced the grant today.

Five new bus routes from the central city to peripheral industrial areas will be tested in this 12-month project. The study will determine benefits in terms of reduced unemployment and welfare costs. Whether the cost of providing special bus service to areas of increased low income job opportunities is justified will also be evaluated.

In addition to general employment and rider analysis, the Baltimore demonstration project will include individual case studies. These will aid evaluation of whether the individual's ability to retain employment is related to job accessibility. The extent to which inadequate public transportation contributes to the individual unemployment problems will also be tested.

Total project cost is $170,000, the balance to be funded by Baltimore City, Metropolitan Transit Authority, and the Regional Planning Council.

This demonstration project is another of the Urban Mass Transportation Administration's (UMTA) programs designed to combat the problem of transportation of the inner city under- and unemployed to outlying areas of industrial opportunities. Last month UMTA issued 13 technical grants to study public transportation needs of low-income residents.

For further information: Mr. Arthur Grotz
Chairman
Metropolitan Transit Authority
919 One Charles Center
Baltimore, Maryland 21201

Project Number: MD-MTD-3

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20591

FOR RELEASE FRIDAY
July 19, 1968

DOT - 6468
963 - 5105

The Department of Transportation today awarded a $232,000 contract to Peat, Marwick, Livingston & Company of Boston, Massachusetts, to develop a computer model which DOT could use as a tool for working with existing and future airline passenger and air cargo demands.

DOT said the research study should develop basic principles which could also be applied to marine transportation.

The anticipated model would enable DOT to quickly compare the cost and capability of different combinations of aircraft, routes and schedules in order to find the best way of handling the continually increasing volume of air traffic. It would, for example, indicate whether or not a new type of aircraft would benefit the public. It would also show which flights could best use the new aircraft and whether schedules and routes should be revised to make the best use of the new aircraft.

The study will take about 50 weeks, with a final report due in July 1969.

# # # #

DEPARTMENT OF TRANSPORTATION NEWS

WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE
July 21, 1968

DOT - 6568
963-5105

Representatives of Federal, State, city and county agencies and organizations concerned with the Federal-aid highway program joined today to urge Congress to reject any addition of mileage to the Interstate and Defense Highway System.

Those joining in the request to Congress were Secretary of Transportation Alan S. Boyd; A. E. Johnson, Executive Director of the American Association of State Highway Officials; Patrick Healy, Executive Director of the National League of Cities; Bernard Hillenbrand, Executive Director of the National Assocation of County Officials, and John Gunther, Executive Director, U. S. Conference of Mayors.

"Any addition of mileage to the 41,000-mile Interstate System at this time, without the opportunity for adequate planning or funding, could cause serious and extended harm to the nation's highway network," the officials said.

The statement was made as Congressional conferees met to resolve differences between the House and Senate versions of the Highway Act of 1968. Legislation passed by the House provides for an additional 3,000 miles to be added to the Interstate System.

The officials joining in the request to Congress listed several fundamental reasons why any addition to the Interstate System at this time is not in the best public interest:

1. The pending highway legislation includes a provision requiring the Department of Transportation, in cooperation with State and local governments, to make a study of the nation's entire highway network and recommend a system of classifying highways, roads and streets in accordance with the economic, social and recreational functions they perform. This "functional classification" study is a fundamental prerequisite to any decision on how to allocate spending between various types of roads, including major arterial urban streets.

2. The originally intended completion date of 1972 for the Interstate System has already slipped between two and three years. Further cost increases, delays in funding, and other factors could push the system's completion even further behind. Addition at this time of 3,000 miles to the system could mean delay in its completion by as much as 8 to 10 years from today.

3. The Interstate program now dominates Federal-aid highway activity, to the degree that it consumes about $4 of every $5 spent by the Federal Government for roads. Necessary development and operation of new kinds of highway programs -- particuarly to improve the quality and mileage of urban roads and streets and rural intermunicipal connectors -- must be delayed until completion of the Interstate System is in sight. Addition of 3,000 miles to the Interstate System at this time will thus delay these badly needed new programs for many years.

"Individually and cooperatively," the officials said, "our organizations have devoted great time and talent during recent months to preliminary planning of the kind of highway program the nation will need on completion of the Interstate System. We have made our views and findings fully known to the Congress. We believe that on balance, these views and findings represent a constructive and progressive basis for sound highway development with particular concern for areas of road improvement too long overshadowed by the Interstate program.

"Thus, we urge the Congress to recognize that addition of this mileage to the Interstate Highway System at this time, without the opportunity for adequate planning or funding, would cause serious and extended harm to the nation's highway program. We urge that the Conference Committee reject the proposal, thereby leaving the way open to early adoption of sound highway programs for the future."

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
July 25, 1968

DOT-6568
963-5105

Secretary of Transportation Alan S. Boyd today praised House and Senate Conferees on the agreement they reached on the Gas Pipeline Safety Bill.

The Secretary said:

I believe that the bill which has been worked out in Conference is a workable instrument for protecting the safety of millions of Americans who live in areas where their safety and health could be jeopardized by the pipeline transportation of gas. I want to extend my congratulations and thanks to Chairman Staggers and Chairman Magnuson and the other members of the Conference Committee, for the work they did to make this Conference a success. I think both the House and Senate can take pride in their mutual efforts for having produced a system of Federal-state regulation of gas pipeline for safety purposes.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
July 26, 1968

DOT-6668
963-5105

The Civil Service Commission has approved new classification and qualification standards for the Federal Aviation Administration's air traffic controllers Secretary of Transportation, Alan S. Boyd, announced today.

The Secretary received the approved new standards yesterday from Civil Service Commissioner John Macy. The new standards, which culminate a study started in May, 1967, recognize the significant changes and developments in the air traffic controller's job and are designed to accommodate adjustments as the system and the volume of air traffic grows.

Among the changes in the new standards are:

1. A new non-supervisory controller level of GS-13 for controllers in centers and terminals with extremely difficult work situations.

2. A top non-supervisory work classification in flight service stations of GS-9, GS-10, or GS-11, depending upon the work involved, and;

3. Coverage of non-supervisory levels of work only. Supervisory levels will be classified through application of appropriate parts of the Civil Service Commission's Grade Evaluation Guide (Part II).

The Federal Aviation Administration will prepare and issue an agency guide, in conjunction with the standards, which will specify the various work situations identified with grade levels in the new standards. The FAA guide will also identify, by work descriptions, the levels of supervisory positions and their relationship to the guidelines in the CSC's grade evaluation guide.

It is expected that the new standards and the FAA guide will initially move the grade levels of approximately 7,000 employees upward. Most of the other employees will remain at the same grade level. Few, if any, will be downgraded.

All changes in titles, series and grade levels will result from implementing the new standard and the supervisory grade evaluation guide. Upgradings will be governed by appropriate pay policies as well as time in grade and qualification requirements.

Printed copies of the new standards will be available in October and advance copies will be made available to FAA regions, areas, and field facilities as soon as practicable. Meanwhile, the Department of Transportation will prepare a detailed plan of implementation for CSC approval. Upon receipt of the Commission's approval of the implementation plan and the availability of funds, the date for implementing the standards will be announced.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
July 30, 1968

DOT-6768
963-5105

Secretary of Transportation Alan S. Boyd today announced formation of an eleven-member advisory committee to plan for tomorrow's air traffic control.

"The anticipated growth of air traffic, particularly in view of the proposed new types of short-range aircraft," Boyd said, "demands action now to maintain in the future today's safety levels for air travel."

Boyd said: "The Advisory Committee on Air Traffic Control will be charged with defining the nation's air traffic control needs in 1980 and beyond and proposing a system to meet these needs.

"By 1980, the number of jet airliners will triple; four times as many passengers will travel on domestic airlines; and the total number of aircraft flying hours will double. There are about 3,200 publicly-owned airports in use today in the United States. In the next ten years, we will need another 900 airports.

"Traffic control problems will be further complicated by a wide variety of aircraft -- jets, helicopters, and planes capable of taking off or landing vertically or on very short runways. Private aircraft also will increase from the current 110 million to more than 200 million."

- more -

"The role of the Advisory Committee is to devise a way to handle this traffic while maintaining or improving the present safety record and reducing or eliminating today's delays caused by traffic congestion."

The Committee will begin work September 1, 1968, and terminate July 1, 1969.

Committee members are:

Chairman -- Ben Alexander (Chairman of the Board, General Research Corporation);

Executive Secretary -- Dr. Lawrence A. Goldmuntz (Technical Advisor to the Assistant Secretary for Research and Technology, Department of Transportation);

Dr. Thomas S. Amlie (Technical Director, Naval Weapons Center, China Lake, California);

Robert R. Everett (Vice-President, Technical Operations, MITRE Corporation);

Prof. Edward L. Glaser (Director, Computing Center, Case Western Reserve University, Cleveland, Ohio);

Richard R. Hough (Vice-President, American Telephone and Telegraph Company);

Prof. John Meyer (Department of Economics, Harvard University);

Prof. Courtland D. Perkins (Associate Dean of the School of Engineering and Applied Science, Princeton University);

Prof. Jack P. Ruina (Vice-President for Special Laboratories, Massachusetts Institute of Technology);

General J. Francis Taylor (Senior Vice-President - Planning Aeronautical Radio, Inc.);

Ex officio member -- James E. Densmore (Deputy Assistant Secretary for Research and Technology, Department of Transportation)

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
July 31, 1968

DOT-6968
963-5154

The Department of Transportation has asked to intervene in an Interstate Commerce Commission rulemaking proceeding which would develop cost standards involving ICC regulation of competition between different forms of transportation.

DOT said it has reviewed the standards for comparing costs of competing carriers and believes that the results of that review would materially assist the Commission in selecting appropriate standards.

ICC began the rulemaking proceeding in April 1962. Although the Commission has not yet issued a decision, the record is now closed. The Department of Transportation asked that it be reopened. The present record, the Department maintained, is not adequate to deal with the complex cost standard problems which arise in competitive cases.

DOT also noted that it could not have intervened when the proceeding began since it was not established until April 1967.

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DEPARTMENT OF TRANSPORTATION NEWS

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
August 1, 1968

DOT - 7068
963 - 5105

Secretary of Transportation Alan S. Boyd today released the following statement expressing the position of the Department of Transportation on the Port of New York Authority's proposed increase in fee schedule for the use of the three New York area airports:

In recent years there has been unprecedented growth in virtually all segments of aviation. This growth has put a strain on the capacity of our airways and airports system -- especially in major metropolitan areas -- with resulting delays and congestion. New York has experienced greater congestion over a longer period than any other area and the problem there is becoming increasingly severe. Unfortunately, there has been no resolution of the issues that are critical to the construction of a fourth jetport for the New York area.

Airspace and airport capacity are scarce resources. The supply is limited in relation to the demand for them by the would-be users on the terms that have normally been applicable. In the past, there has been little or no recognition through the charges imposed on airport users that capacity at peak hours is in fact more valuable than capacity at other times; or that differential pricing could be used to bring demand and supply into better balance. Differential pricing has been used effectively in dealing with a wide variety of congestion problems in transportation and elsewhere. The airlines themselves recognize and apply the principle in their pricing practices, as do telephone companies and many other businesses.

The Department is on record encouraging the use of differential pricing by airport operators as a possible means of obtaining increased utilization by inducing some traffic to shift to off-peak hours. Secretary Boyd was quite clear on this in his testimony in August 1967 before the Aviation Subcommittee of the Senate Commerce Committee when he said:

(more)

"Airport operators might try offering incentives to both air carriers and general aviation to use airports less at peak hours, by raising airport charges for services provided during peak hours, and lowering them during off hours."

The New York Port Authority has acted to institute differential pricing on a limited basis in an effort to reduce peak-hour congestion at major airports within the New York area. The Department notes, however, that the differential charges do not apply to all users -- air carrier as well as general aviation -- and the incremental charge for peak hours may be inadequate for accomplishment of the Port Authority's stated objective.

The legal right of a local airport operator to set fees based on reasonable classifications is clear, assuming the action is otherwise consistent with any applicable Federal or state laws. At airports receiving aid under the Federal Airport Act, the grant agreements between the airport operator and the Government require that the airport be made available to the public on fair and reasonable terms and without unjust discrimination, but give the airport operator the right to prohibit or limit any kind of aeronautical use of an airport when such action is necessary to serve the civil aviation needs of the public.

For these reasons, the Department does not consider the use of a fee schedule which takes into account peak-hour traffic problems, the size of aircraft, the service to be performed, the availability of other facilities, or other relevant characteristics to be, on its face, unreasonable.

The impact in practice of a fee schedule is important to determining whether or not it is unjustly discriminatory, since such a determination must be based on the facts involved. What is or is not unjustly discriminatory will vary from airport to airport depending on the particular situation confronting the airport operator, the precise actions taken, and the nature and effect of the prohibition of limitation that the airport operator seeks to apply.

The Department will wish to examine in greater detail the classifications established by the Port and the reasons therefor, and to observe carefully the actual impact of the New York Port Authority proposal in terms of its effect on civil aviation in the New York terminal area, and the utilization of airport facilities. The Port Authority will be requested to study its operation and to be prepared to evaluate how the fee works out as a matter of practice. The views of other interested parties and their experience under the fee system will also be sought.

The Department will keep this matter under continuing review.

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DEPARTMENT OF TRANSPORTATION NEWS

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
MONDAY, AUGUST 5, 1968

DOT 7168
962-7837

The Department of Transportation has directed five operating units to take extraordinary precautions to assure that all direct and indirect procurements of steel and steel products by the Department, including grants and grants-in-aid, are made at the lowest possible price.

The directive was sent to the Federal Aviation, Federal Highway, Federal Railroad and Urban Mass Transportation Administrations and the United States Coast Guard. It carries out an order issued last week to all Federal agencies by the General Services Administration.

In all future procurements, the directive stated, steps should be taken to assure that the contract requires the purchase of steel by the contractor or his subcontractor at the lowest possible price. For outstanding contracts, the DOT units were told to request voluntary cooperation by contractors and subcontractors.

The directive further stated that cost-type contractors should be informed that purchasing steel at greater than the lowest possible price might result in the disallowance of costs.

All new grants or grants-in-aid from DOT would require recipients to impose similar requirements upon their contractors. Recipients of existing grants or grant-in-aid would also be required to impose similar requirements upon their contractors to the extent permissible under the applicable agreements.

The directive permits exemptions when compliance would create situations hazardous to life or property or would interfere with the military effort.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR TUESDAY AMs RELEASE
August 6, 1968

DOT - 6868
963 - 5105

A comprehensive study of the role of alcohol in highway safety problems was transmitted to Congress Monday by Secretary of Transportation Alan S. Boyd.

The study, called for by Congress in the Highway Safety Act of 1966, finds that "the use of alcohol by drivers and pedestrians leads to some 25,000 deaths and a total of at least 800,000 crashes in the United States each year. Especially tragic is the fact that much loss in life, limb, and property damage involves completely innocent parties."

The study discusses in detail the results of scientific research into the dimensions of alcohol's role as a highway hazard factor.

"Research shows that more than half of adults use the highways at least occasionally after drinking. However, the scientific evidence is irrefutable that the problem is primarily one of persons, predominantly men, who have been drinking very heavily, to an extent rare among drivers not involved in crashes. . . .

"Fatal and other crashes of teenagers and young adults also frequently involve hazardous amounts of alcohol. Adults who use alcohol immoderately, but not identified as problem drinkers by the research to date, are also frequently involved."

The need for broad programs of research and remedial work, in which alcoholism and medical specialists join with highway authorities to measure the problem in practical terms, is stressed. The report also emphasizes that much additional research is needed into such aspects of the problem as the role of light drinking in highway mishaps, the development of more effective countermeasures to the problem, and relationship between violence on the highway stemming from use of alcohol and other manifestations of violence in society.

Following a precise description of the drug alcohol and its effects on the human body, the report details the role of alcohol in highway crashes and violations. Through research conducted over the past 35 years "alcohol has been found to be the largest single factor leading to fatal crashes." Drivers with very high concentrations of alcohol in their blood -- "one to four percent of drivers on the road" -- are accounting for about 50-55 percent of all single vehicle crashes in which drivers are fatally injured.

The report also discusses research which found an extraordinarily large incidence of high blood alcohol concentrations in fatal multiple-vehicle crashes and crashes fatal to pedestrians.

Although crashes involving alcohol occur at all times of day, the report says, the overwhelming majority occur during the late afternoon, evening, and night hours. One research study discussed in the report found that the odds were more than eight to one that a driver fatally injured in a single-vehicle crash between 9 p.m. and midnight had been drinking heavily.

"Preventive and other police activities directed at this problem must be concentrated in the hours when it is most serious." The same applies to the staffing and state-of-readiness of hospital and related emergency services that treat the injured and dying. Many hospitals, police, and emergency services are least prepared for such activity at night and on weekends, the times of greatest need, according to the report.

Other issues and areas covered in the report include:

--The results of experiments to determine the nature and degree of alcohol's adverse effects upon driver perception, comprehension, and performance. "Alcohol degrades individual driving performance in many ways, including deteriorations in judgment, ability to concentrate, comprehension, vision, and coordination."

--A profile of people who drink, drive, and combine the two activities. Research strongly indicates that drivers involved in crashes and violations generated by alcohol "tend to have distinct characteristics which set them apart from other drivers, whether drinkers or not." Such characteristics include substantial histories of arrests and social and medical problems related to alcohol; more frequent histories of alcoholic parents and higher incidence of marital problems.

--A summary and discussion of past and current countermeasures, and their effectiveness where measurable, to the highway safety problems associated with alcohol.

--Analysis of public opinions and attitudes toward highway safety problems related to alcohol. The report states that although the public is not generally aware that fatal and serious crashes far more commonly involve alcohol than do run-of-the-mill crashes, it is "sensitive to the hazards created by combining driving with abusive drinking - and is willing to support effective countermeasures."

--A detailed discussion of legal approaches to alcohol-related problems, including considerations of practicality and constitutionality. The report calls on the States to consider the broader use of chemical testing to screen offenders, as is presently being done in England, and suggests that they pass new laws making it an offense to drive with more than a specified blood-alcohol concentration, thus simplifying the task of the prosecution and conserving court resources.

The summary chapter of the report is attached.

# # # #

# DEPARTMENT OF TRANSPORTATION
# REPORT TO CONGRESS ON
# ALCOHOL AND HIGHWAY SAFETY
# AUGUST, 1968

The use of alcohol by drivers and pedestrians leads to some 25,000 deaths and a total of at least 800,000 crashes in the United States each year. Especially tragic is the fact that much of the loss in life, limb, and property damage involves completely innocent parties.

The problem was first identified in 1904, and was first shown to be serious in 1924. Since then, every competent investigation has demonstrated that the immoderate use of alcohol is a very major source of highway crashes, especially of those most violent. In fact, it contributes to about half of all highway deaths, and to appreciable percentages of the far more numerous nonfatal crashes.

## The Role of the Heavy Drinker

Research shows that more than half of adults use the highways at least occasionally after drinking. However, the scientific evidence is irrefutable that the problem is primarily one of persons, predominantly men, who have been drinking heavily, to an extent rare among drivers and pedestrians not involved in crashes.

Alcoholics and other problem drinkers,* who constitute but a small minority of the general population, account for a very large part of the overall problem. Their involvement in highway crashes and violations after drinking heavily is one of the many tragic derivatives of their deviancy and pathological behavior in society as a whole, and to be dealt with properly must be approached in the larger context. There are at present virtually no programs in the country in which alcoholism specialists and medical and behavioral scientists participate in the evaluation of people coming to attention because of alcohol-related highway problems; to determine the types of drinkers involved, and to reduce repetition in the future.

## Drinking Teenagers and Social Drinkers

Fatal and other crashes of teenagers and young adults also frequently involve hazardous amounts of alcohol. Adults who use alcohol immoderately, but not identified as problem drinkers by the research to date, are also frequently involved. On the basis of considerable scientific evidence, light drinking, although shown to have adverse

*See Appendix 2, page xxvii.

effects, is clearly not the source of most of the problem, but its exact role is at present unknown because of insufficient research.

## Parallels to Alcohol in Relation to Other Forms of Violence

Overall, the relationship between alcohol and highway crashes and violations parallels in many ways the long known, and very frequent relationship between alcohol abuse and other forms of violence.

## Time of Day and Day of Week

Crashes involving alcohol occur at all times of day. During the morning rush hours, however, they are relatively uncommon--a principal reason for the low fatality rates at this time of day. In sharp contrast, the overwhelming majority of alcohol-involved crashes occur during the late afternoon, evening, and nighttime hours. So greatly does the abusive use of alcohol contribute to crashes at these times of day that, the odds are very high that it was involved in any serious crash. In illustration, in one study the odds were found to be more than eight to one that the driver fatally injured in a single vehicle crash between nine p.m. and midnight had been drinking heavily.

While there is an excess of alcohol-related crashes on Saturdays, they are very common on all days of the week. This is believed to reflect both the fact that heavy drinkers do not confine their use of alcohol to weekends, and that social drinking increases on weekends.

Preventive and other police activities directed at this problem must be concentrated in the hours when it is most serious. The same applies to the staffing and state of readiness of hospital and related emergency services that work to salvage the injured and dying, whether or not they have contributed to the damage they have suffered. In fact, many hospitals, police, and emergency services are least prepared for such activity at night and on weekends, the times of greatest need.

## Countermeasures and Their Efficacy

Present enforcement, legal, and administrative approaches contribute considerably to the detection and handling of individual cases. The extent to which they have reduced the magnitude of the problem

or the contribution of each of the several relatively distinct types of drinkers involved, is as yet unknown. That better approaches are needed to augment those now in use is indicated not only by the continued, tragic magnitude of the problem, but also by recent findings that appreciable percentages of those whose licenses have been suspended or revoked for alcohol-related offenses continue to drive. Attention must especially be directed at the development of constitutionally acceptable methods for screening highway users suspected of drinking, as well as those whose violations and crashes are not known to involve alcohol, to determine if they have been drinking to hazardous extents. Such screening is practiced in the United Kingdom under recently enacted legislation. In the United States, however, the so-called "implied consent" statutes under which many breath and blood tests are used apply only in situations in which drivers have already been arrested for driving while intoxicated or for similar offenses.

## Implications for Other Means of Reducing Injury and Death

The historic intractability of the problem of alcohol in relation to highway safety and the likelihood that it will be difficult to reduce the continuing predominant role of heavy drinkers in the near future make particularly important countermeasures that attack other portions of the sequences that lead to the end results of property damage, injury, and death. Thus, improvements in vehicle and highway crash design of types already greatly reducing death and injury in crashes of whatever primary cause, and whether involving "innocent" or other individuals, must be emphasized. Emergency services must also be made far more effective. This is not to suggest a less than all-out attack on the abusive consumption of alcohol in connection with highway use. Rather, it recognizes that all practical means for reducing the nation's staggering highway losses now averaging 10,000 casualties each day from all causes, must be employed to the fullest extent possible.

## The Dearth of Research

It is only during recent years that the complexities of the overall problem have begun to be identified by the few research workers concerned with the field. Less than a score of qualified research scientists are now known to be at work on this serious problem either in the United States or elsewhere in the world. This is in sharp contrast to the thousands of research workers studying traditional social and medical problems. Yet this major source of human

morbidity and mortality will continue to plague our mechanically powered society until its ramifications and many present questions have been exhaustively explored and the precise possibilities for truely effective countermeasures determined. To provide the needed scientific information, a number of the most important questions are being investigated by research groups working on contract for the Department of Transportation.

# DEPARTMENT OF TRANSPORTATION | NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
August 8, 1968

DOT - 7268
963 - 5105

The Urban Mass Transportation Administration today made a $300,000 grant to the Baltimore, Maryland Regional Planning Council to help in planning the development of areas adjacent to the proposed Baltimore rapid transit system.

Planning of the proposed 71-mile rapid transit system was done with the help of an earlier Federal grant. The transit routes and station sites have been selected and the new study would determine the best use for areas around the station sites and, in some instances, along the rights-of-way.

The study will develop plans for locating such facilities as shopping centers, offices, libraries, municipal building, and medical and educational centers. The aim will be to get the greatest desirable development with a minimum disruption of existing neighborhoods.

The study would also test previous forecasts of system use and effects; develop a computer model capable of simulating the effects of altering the system; and developing a system for distributing passengers between transit stations and area facilities, giving special attention to the needs of the handicapped and the aged.

The Federal technical study grant represents two-thirds of the cost of the $450,000 study proposal. The local share of the cost will be provided by the Regional Planning Council, Baltimore City, and Baltimore and Anne Arundel Counties.

For further information: Mr. Robert N. Young
Executive Director
Regional Planning Council
701 St. Paul Street
Baltimore, Maryland 21202

Project No. MD-T9-2

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DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE SUNDAY
August 11, 1968

DOT-7368
963-5105

The major portion of ocean-going world trade through the year 2043 will continue to be carried by conventional ships, according to a demand and technology forecast of oceanborne shipping prepared for the Department of Transportation.

The study forecasts oceanborne world trade in 2043 of about 35 billion long tons - 21.7 billion dry cargo and 13.4 billion tanker cargo. In 1966 oceanborne shipping amounted to approximately 1.7 billion long tons - 787 million in dry cargo and 935 million tanker. Trade forecasts are provided separately for total world oceanborne trade and for U. S. trade with the U. S. trade forecasts broken down by coastal regions.

World oceanborne trade, which has grown at an average annual rate of 7.4 percent since 1950 will continue to grow but at a slightly slower rate. The slowdown will be in the tanker segment where the recent 9 percent growth rate will be slowed by a leveling-off of demand in Japan and Europe and by the effects of competition from nuclear and other energy sources.

The $67,500 study will provide DOT with near-term and long-range forecasts of demand for oceanborne shipping and ship technology. This information will assist the DOT in formulating policy decisions relating to the development of our country's intermodal transportation system.

In particular, the report provides information on shipping needs and technologies which can be used as a basis for looking at alternatives for future development of our marine transportation systems, and also identifies many factors which could influence the development of our ocean port systems.

Other findings:

* An ever-increasing emphasis will be put on speeding-up cargo transfer between transportation modes, with the aim being a closer integration of transportation systems;

(more)

* Low-cost, light-weight, nuclear power plants will secure an increasing share of the conventional commercial ship market beginning at about the turn of the century;

* Present technology is adequate to build tankers up to 1 million deadweight tons -- thus selection of ship size can be made on bases other than technical feasibility;

* Tankers in the 400,000 to 600,000 DWT category will comprise 10 per cent of world tonnage by 1983, while 200,000 DWT would be the largest dry bulk carrier;

* Role of hydrofoils and surface effect ships not clear but they are unlikely to be used in transoceanic shipping;

* Rapidly increasing size of ships will result in a slightly slowed growth in the number of ships in the world fleets but the number is growing rapidly and will pose port congestion problems unless new ship performance and cargo transfer technology evolves;

* A likely speed limit of 17 knots for large tankers -- the economies of scale provided by large tankers would be rapidly lost if speed were increased significantly;

* A completely automated ship, with or without shore control, supervised by a reduced crew is feasible within 35 years, and, in the very distant future, unmanned ships are technically possible.

* Coastal barge trade in the U.S. should evolve by 1983 -- necessitated by inability of most ports to handle supertankers and very large cargo ships.

The report declares that the increasing world demand for ships and shipping services is coupled with a static or declining share in these activities by U.S. firms. This trend, the report continues, is partly technological -- foreign firms are applying improvements more rapidly; partly organizational -- U.S. firms may not be able to take full advantage of potential changes; and partly financial -- the climate is not suitable for investing the large sums required for progress.

A significant aspect of the commercial maritime industry is that it has been unable to sustain major research and development efforts. Most important advances have come from adapting technology developed for other industries or for military purposes.

The report entitled "Oceanborne Shipping: Demand and Technology Forecast," was prepared by Litton Systems, Inc., Advanced Marine Technology Division, and supervised by the Office of Systems Analysis in the Office of the Secretary of Transportation.

Copies of the report will be made available to the public by the Department of Transportation throught the Clearinghouse for Federal Scientific and Technical Information. Accession number and cost will be available later.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
TUESDAY, AUGUST 13, 1968

DOT-7568
963-5154

Mario Ruiz de Chavez, Deputy Director of the Bureau of Legal Affairs of the Mexican Ministry of Communications and Transportation, is meeting in Washington, D.C., August 14-18, with U.S. transportation and communications officials.

Ruiz de Chavez is one of the Mexican representatives of the joint U.S.-Mexico Committee on Emergency Planning and Disaster Assistance.

The Committee plans procedures for mutual assistance between the two countries in the event of natural disasters. The impetus for forming the Committee was provided by last summer's Hurricane Beulah. The Committee was formally established by an exchange of notes between the two countries on May 3, 1968.

Ruiz de Chavez will meet staff personnel of concerned federal agencies to consider agenda topics for a formal committee meeting in Mazatlan, Mexico, on September 5-6.

Agencies representing the U. S. on the Committee are: United States-Mexico Commission for Border Development and Friendship; Office of Emergency Planning; Department of Transportation; Department of Health, Education, and Welfare; Agency for International Development; Environmental Science Services Administration; and the International Boundary and Water Commission.

Coordinator for the visit is John L. McGruder, Director, Office of Emergency Transportation, Department of Transportation.

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DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY
AUGUST 17, 1968

DOT-7468
963-5154

John E. Robson, Department of Transportation Under Secretary, announced a federal grant to the City of Montebello, California, which may total $731,596, in a special dedication ceremony of the Montebello Corporate Yard today.

The Urban Mass Transportation Administration (UMTA) capital grant finances part of the purchase of ten new 45-passenger buses, ten new electric fare boxes, 60 percent of the Montebello Corporate Yard and relocation costs. The grant is presently $550,009, with an additional $181,587 reserved awaiting completion of a comprehensively planned development of the urban area.

The Montebello Municipal Bus Lines (MMBL) services 2.4 million passengers annually, including 370,000 school children, at a break-even point. Federal assistance allows updating equipment to provide a fully modern, attractive bus fleet for the Montebello area. The Corporate Yard enables dependable, economical service through adequate maintenance and storage facilities.

The Corporate Yard will be used jointly by the Montebello buses, the Parks Department, and the Street Department for offices, warehousing and maintenance of city-owned vehicles, and for the storage of all vehicles except police cars. As three city agencies will use the new facility, the UMTA grant was limited to that portion to be used for transit purposes, 60 percent. The total cost of the Corporate Yard is $1,257,277.

MMBL provides the principal mass transportation service in Montebello. It also serves East Los Angeles and Pico Rivera. A line to coordinate service with the Southern California Rapid Transit and an extension route to connect with service on the San Bernardino freeway are contemplated. Integrated service with carriers operating in adjoining communities will be provided.

(more)

The ten new buses replace the oldest nine in the MMBL fleet and provide an additional bus for increased service. The larger models replace six 31-passenger buses. The purchase reduces the average age of the buses from 9.7 to 3.2 years.

Relocation costs of $5,250 defray expenses for three families and one small business.

The sponsors term the project as necessary for the sound, economic and desirable development of the City of Montebello and its metropolitan area. The improved equipment and facilities acquired for the Montebello system contribute to the long-range goal of coordinated areawide transit service in the Los Angeles area.

Project Number: CAL-UTG-17

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY
AUGUST 17, 1968

DOT-7468
963-5154

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Project Number: CAL-UTG-17

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FOR IMMEDIATE RELEASE
MONDAY, AUGUST 19, 1968

DOT-7668
963-5105

A government sponsored "car-in" featuring novel steam, turbine and electric autos will be presented on the Mall September 7 and 8 by the Department of Transportation and the Smithsonian Institution.

The exhibit, titled "Cars of America--Tomorrow," will demonstrate the potential of automotive technological advances which may one day significantly improve the quality of the environment. The vehicles, engines and accessories to be shown will represent new ideas and their antecedents in driver, passenger and pedestrian safety, elimination of air and noise pollution, and reductions in space requirements.

Over 50 leadings scientific and research institutions, automobile manufacturers, and Government agencies have been invited to present their prototypes of innovative or unique cars, engines, and components under consideration for tomorrow's market.

The two-day event, which will be open from 10:30 a.m. to 4:30 p.m., will be held on the Mall directly behind the Smithsonian Museum of History and Technology. A one-block area will be roped off for demonstration of moving vehicles, and other exhibits will be placed in tents. Secretary of Transportation Alan S. Boyd and Dr. S. Dillon Ripley, Secretary of the Smithsonian, will open the exhibit.

Among those invited to the exhibit are:

SAFETY

| | |
|---|---|
| | National Highway Safety Bureau |
| Air Bag Restraint | Eaton Yale & Towne |

MISCELLANEOUS

| | |
|---|---|
| Helicopter Ambulance | Fairchild Hiller |
| Working model of Conveyor System | Goodyear |
| | Jim Fisher |
| Analysis of air pollution from cars | Chromalloy American Corp. |

(more)

## CARS

| | |
|---|---|
| Electric Dual-Mode Car | Alden Self Transit System |
| Electric-gasoline connected car | University of Pennsylvania/UMT |
| Lead Cobalt Battery in Renault | Electric Fuel Propulsion Inc. |
| Electric truck | Allis Chalmers |
| Electric-Battery in Renault | Yardney Electric Corp. |
| Olectric Car | West Penn Power |
| Keane Steam Car | Thermal Kinetics Corp. |
| Electric Ghia | Rowan Industries |
| Freon engine in VW bus | Kinetics Inc. |
| Electric AMC car | Gulton Industries |
| Fuel cell powered motorcycle | Union Carbide Corp. |
| Williams steam car | Williams Engine |
| Cord steam automobile | Cord Automobile Co. |
| Racing car - Dodge Charger (safety) | NASCAR |
| Turbine car | STP Studebaker |
| Electric car | Ford |
| Electrovan | General Motors |
| Markett II - electric | Westinghouse |
| Electric car | MIT |
| Electric car | CALTECH |
| Radar Controlled car (safety) | Goodyear |
| Bobby Unsen (racing car) | MASCAR/Goodyear |
| Model of a car | National Highway Safety Bureau |
| Electric car | Smithsonian |
| Turbine car | Chrysler |
| Electric scooter | Yardney Electric Corp. |
| Wankel engine in Ford Mustang | Curtiss Wright |
| Survival Car II (safety) | Liberty Mutual Insurance Companies |
| Stanley Steamer | William L. Cook |
| 1928 Chrysler (brakes & glass) | William Zerega |
| Turbine car 1963 Chrysler | Smithsonian |
| 1914 Electriccar | Rausch & Lang |
| Electric car | General Electric |
| Turbine racing car | Howmet Corp. |

## ENGINES AND BATTERIES

| | |
|---|---|
| Lithium chlorine battery | Standard Oil of Ohio |
| Electric storage battery | ESB Inc. |
| Zinc air battery | Gulf General Atomic |
| Barrel shaped steam engine | Gibbs |
| Various batteries | U.S.Army Mobility Equipment R & D Center |
| Rotary Engine | P. R. Mallory & Co. |
| Hydro carbon fuel cell | Esso Research & Engineering Co. |
| Steam engine | Thermal Dynamics Systems Inc. |
| Stratified charge engine | Texaco Inc. |
| Rotary internal combustion engine | Tschaudi Engine Corp. |
| Alcohol injector engine | Waag Enterprise |
| Lithium organic battery | Lines-Alpha Corp. |
| Sterling engine | General Motors |

## ADVANCED TIRES

Firestone
Goodyear

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
MONDAY, AUGUST 19, 1968

DOT-7768
963-5105

Three young employees of the Dallas Transit System who have demonstrated unusual management capabilities will receive fellowships for a year of advanced study at West Virginia University, the Department of Transportation's Urban Mass Transportation Administration announced today.

Grants for the schooling were requested by the City of Dallas under UMTA's Graduate and Research Program, an interdisciplinary program with emphasis on management science, urban transportation planning and transportation engineering. UMTA will pay 75 percent of the university costs, including room, board and salary, and the City of Dallas will pay the remaining 25 percent.

Recipients of the fellowships are: Marion H. Johnson, an engineer in the DTS Maintenance Department; Mike I. Smith, managerial trainee in the Transportation Department; and Richard L. Jarrett, staff assistant in the Transportation Department.

For further information: Mr. E. O. Cartwright
Chairman
Dallas Public Transit Board
Interurban Building
Dallas, Texas 75201

Project No. MTTR-3(1-3)

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
MONDAY, AUGUST 19, 1968

DOT-7868
963-5105

The Department of Transportation and Texas A&M University will jointly sponsor the Eleventh Annual Transportation Conference at the University, March 27 and 28, 1969.

Secretary of Transportation Alan S. Boyd and Major General John P. Doyle, of the Texas A&M Texas Transportation Institute, met today in Washington to discuss the conference plans.

The conference theme, "Emergency Transportation," recognizes that in any national defense emergency, some degree of centralized national and regional control may be required. The conference will explore the needs, analyze proposed regulations and procedures, and recommend courses of action leading to improved national transportation preparedness.

"Industry, government and the research agencies should sit down together to work out effective emergency controls," said Secretary Boyd. "We must insure that our regulations and procedures are as simple and practicable as we can make them; the alternative is chaos at a time when we could least afford it."

Major General Doyle, MacDonald Professor of Transportation at Texas A&M, will direct the workshop, working closely with the DOT Office of Emergency Transportation. The College Station, Texas, conference will be attended by transportation industry officials -- operators of the modes of transportation and traffic controllers -- university and research personnel, and representatives from DOT.

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR IMMEDIATE RELEASE
Wednesday, August 21, 1968

DOT - 7968
963 - 5105

The Department of Transportation today announced a $353,393 supplemental grant to the Memphis, Tennessee Transit Authority. The Urban Mass Transportation Administration grant increases Federal financial support for the project to expand and improve mass transit service for Memphis and Shelby County.

The original capital grant of $1,060,177, awarded on Feb. 8, 1965, enabled the Memphis Authority to purchase 75 new 53-passenger air-conditioned buses to replace obsolete equipment, and to modernize and expand transit services.

The initial grant, made under the emergency program planning provisions of the Urban Mass Transportation Act of 1964, totalled 50 percent of the $2.1 million net project cost. The supplemental grant was reserved pending completion of area-wide planning and programming requirements of the Act.

Having met these requirements within the three-year limitation, the Memphis Authority was eligible for the additional one-sixth grant. Official disbursement of the funds was today approved by UMTA.

For further information: Mr. Frank V. Ragsdale, President
Memphis Transit Authority
821 Beale Street
P. O. Box 122
Memphis, Tennessee 38101

Project Number: TENN-UTG-1

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# DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, August 23, 1968

DOT - 8168
963 - 5105

Secretary of Transportation Alan S. Boyd today announced a statement of policy for the development of a transportation system in Arctic Alaska requiring public and private investment. The statement is based on the deliberations of a task force appointed by the Secretary as well as extensive conversations with concerned leaders and citizens in Alaska as well as others who have interests in this region.

The Secretary also announced that he would meet with oil companies who have been involved in recent oil discoveries at Prudhoe Bay and other potential discoveries to discuss their transportation requirements and related issues.

The Secretary said that he would also maintain the Alaska Transportation Task Force to provide him with staff support and advice on subjects related to the transportation needs of Arctic Alaska. The DOT policy statement follows:

In the context of its overall national transportation responsibilities, DOT will actively explore means for accomplishing the complementary development of a transportation system for Arctic Alaska through public and private investment.

.. DOT recognizes the importance for Alaskan development of basic transportation which will provide access to Arctic areas and which will lead to a system capable of transporting passengers and both bulk and general cargo.

.. The DOT will encourage both private and public participation in order to bring about such a basic Arctic transportation system and will coordinate the efforts of all those concerned.

.. DOT will seek authority to obtain funds to carry out immediately transportation studies of the needs of Arctic Alaska.

.. DOT will consider such interim measures as are feasible to gain access to the Arctic Alaska.

.. DOT will investigate the feasibility of extending the shipping season so as to permit development of ocean transportation to and from Arctic Alaska.

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR IMMEDIATE RELEASE
Thursday, August 29, 1968

DOT--8268
963-5105

Columbus, Georgia, area passengers will enjoy an all air-conditioned bus fleet thanks in part to a Department of Transportation Urban Mass Transportation Administration grant of $495,660.

The UMTA capital grant allows the Columbus Transportation System (CTS) to purchase 29 new 45-passenger buses, to modernize maintenance facilities, and to construct and equip a paint and body shop. Total project cost is $1,000,120.

CTS, city-owned mass transportation carrier, serves Muscogee and Harris Counties, Ga., Phenix City, Alabama, and the Columbus metropolitan area. Approximately 5 million passengers use the bus services annually.

Introduction of the 29 new buses into the 52-bus fleet allows a completely air-conditioned fleet for the first time. It enables retirement of buses of a make no longer manufactured, for which replacement parts have been difficult to obtain.

The modernization of maintenance facilities and construction of the new paint and body shop results in more expeditious and economical maintenance of system vehicles, permitting inside storage of all buses.

Local contribution will be made in cash from the general operating funds of the City of Columbus. An additional $165,220 has been reserved from UMTA funds, pending completion of areawide mass transit planning requirements within three years.

For further information: Ralph A. Sayers
City Manager
P. O. Box 1340
Columbus, Georgia 31902

Project Number: GA-UTG-2

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, August 29, 1968

DOT--8068
963-5105

Secretary of Transportation, Alan S. Boyd, recently announced the reassignment of emergency transportation responsibilities. The new secretarial order places the Office of Emergency Transportation (OET) under the Assistant Secretary for Administration, Alan L. Dean.

OET assists the Secretary in his statutory responsibilities for developing transportation procedures for national and regional emergencies and national defense needs. Under the overall resource management guidance of the Office of Emergency Planning in the Executive Office of the President, OET coordinates the emergency preparedness of transportation agencies both within and without the Department of Transportation. Its role in a defense emergency would be akin to that of the Office of Defense Transportation in World War II, according to John L. McGruder, Director of the Office of Emergency Transportation.

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# DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, August 29, 1968

DOT--8368
963-5105

John L. McGruder has been named Department of Transportation Director of Management Systems. McGruder continues as Director of the Office of Emergency Transportation, a post he has held for the past three years.

McGruder, 52, returned to Government from the Martin Company in 1965 to assume the OET post. His previous Federal service included Special Assistant to the Chairman and Director of long-range planning in the Atomic Energy Commission.

His new office of Management Systems involves management planning, financial management, data processing systems, management information systems, administrative standards, and the Departmental history.

McGruder has been a member of the faculty of the American University for the past 18 years. He is a Colonel in the Air Force reserve and is active in several civic and transportation organizations, including the Vice Presidency of the National Defense Transportation Association.

McGruder studied business and finance at Drake and Northwestern Universities. He earned a Masters degree in political science from the University of Chicago.

Born in Iowa City, Iowa, McGruder is a resident of Bethesda, Maryland, is married and has two children.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE
September 1, 1968

DOT-8468
963-5105

America's romance with the automobile will take on an added dimension on September 7 and 8 when the Department of Transportation and the Smithsonian Institution present an exhibit of advanced technology which stresses safety and improvement of the environment.

The two-day show, titled "Cars of America - Tomorrow," will feature exhibits such as the "Auto-Ceptor", a unique crash restraint system that cushions and arrests the forward motion of driver and passengers in an automobile by means of a rapidly-inflating air pillow.

The "Auto-Ceptor", developed by Eaton Yeale & Towne, Inc., incorporates three elements: a crash sensor mounted in the vehicle, a compressed gas reservoir, and a deflated air pillow that may be incorporated into the panel design or into the steering wheel for driver protection, or into the back of front seats for rear seat passenger protection.

When the sensor receives crash criteria it triggers the reservoir and inflates the air pillow in less than .040 of one second -- before driver and passengers even start to move forward in the crash sequence.

Another innovation which may go a long way toward helping to meet tomorrow's transportation needs is the staRRcar. Its developers, Alden Self-Transit Systems Corporation, say the staRRcar will give the user all the privacy, convenience and mobility of his own car, and yet it can be put in the category of mass transportation.

It could be driven from the traveler's home on regular roads under power from electric batteries to guideways on which it would travel automatically at 60 miles per hour. The traveler could press a destination button on a system route map and then settle back to read or watch TV. The cost of a trip is estimated from 3 to 10 cents per vehicle mile, depending on the utilization of the system.

Other exhibits include: a mobile automotive exhaust emission measurement laboratory; several electric cars which have been built from the ground up; racing cars with special safety features; special engines; and an aeromedical helicopter for use in transporting persons injured in highway accidents to the hospital.

The exhibit will be held on the Mall directly behind the Smithsonian Museum of History and Technology. Tents will be erected for the static displays and demonstration runs of moving vehicles will be made in a one-block area which will be roped off for the occasion. It opens at 10:30 a.m. each day, closes at 4:30 p.m. on Saturday and at 5:30 p.m. on Sunday.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE
Wednesday, September 4, 1968

DOT -- 8568
963-5105

The Department of Transportation and Department of Housing and Urban Development today announced the award of a $22,860 contract for a three-month study aimed at providing immediate relief from aircraft noise at Boston's Logan International Airport.

The study is funded jointly by DOT and the Department of Housing and Urban Development. The study will be conducted by Bolt Beranek and Newman Inc., of Cambridge, Massachusetts, in cooperation with the Metropolitan Area Planning Council and Massachusetts Port Authority.

Logan International Airport is operated by the Massachusetts Port Authority and is one of the major international airports on the Eastern Seaboard. While many aircraft operations take place over water, severe noise problems are encountered from operations over Boston, Chelsea, Winthrop, and Revere. The Logan study is intended to present to the Port Authority and various other governmental agencies, alternative actions which can be taken to provide immediate relief from noise.

The study will consider such techniques as preferential runway use, airport acoustical barriers, noise monitoring, nighttime curfews, and special aircraft operating procedures. It will also consider the potential for relieving noise exposure by insulating area structures against aircraft noise and by zoning controls in high noise areas.

The Logan study is the first of a series of studies of the causes, growth and impact, and alternative actions that can be taken by all levels of government for achieving preventive and remedial relief from noise exposure. One of the study goals will be to develop a method of conducting a detailed analysis of the noise exposure problem and measures of relief at any major metropolitan airport. Results of the study will be made available as soon as possible.

For further information contact:

Richard Broun, Acting Director
Division of Metropolitan Area Analysis - Department of Housing and Urban Development
Washington, D.C. 20410

Charles R. Foster, Director
Office of Noise Abatement
Department of Transportation
Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR IMMEDIATE RELEASE
THURSDAY, SEPTEMBER 5, 1968

DOT-8668
963-5105

The Department of Transportation's Urban Mass Transportation Administration today announced a $25,000 demonstration grant to conduct a one-year test of a Transportation Center to assist workers in the Southwest area of Washington, D.C.

The Center will be located on the exterior of the Housing and Urban Development Building at 7th and D Streets, S.W. It will be designed to blend with the architectural characteristics of the HUD Building.

Transit route, schedule and fare information of the various bus systems operating in the Washington area will be available at the Center. A carpool selector board will assist persons who desire to form or join car pools. A receptionist will be in the Center to provide additional information and assistance and to accept suggestions and complaints concerning transportation problems in the Southwest area.

The Southwest employment area is about 10 blocks long and 4 blocks wide. It currently has about 38,000 employees and when fully developed will have about 95,000. The mobility of area employees is hampered by peak hour traffic congestion, inadequate bus service, insufficient parking and difficult pedestrian movement.

The project will be supervised by the Washington Metropolitan Area Transit Commission and the Southwest Area Transportation Committee. Construction of the Center will take about 60 days. A report will be made to the Urban Mass Transportation Administration within 60 days after the completion of the test year. Should the analysis of the data collected during the demonstration period indicate that the Center was a success, a source of funds would be sought to continue it after the conclusion of the demonstration period.

Large employment centers are being established throughout the country and will probably have similar transportation demands and problems as those now being experienced in the Southwest area. Public acceptance and use of the Center will indicate the desirability for similar centers elsewhere.

For further information: Mr. Melvin Lewis
Washington Metropolitan Area Transit Commission
1815 North Fort Myer Drive
Arlington, Virginia 22209

Project Number: INT-MTD-16

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# DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, September 6, 1968

DOT--8968
963-5105

The Department of Transportation's Urban Mass Transportation Administration today announced the award of a $7,500 grant to the City of Hollywood, Florida, to conduct technical studies to determine the need and to plan for continuing and improving public transportation in the Hollywood urban area.

The study will cost a total of $11,250 and will take about 90 days to complete.

Since January 1949 the South Broward County Area has maintained bus service through a franchise arrangement with Hollywood Bus Lines, Inc. The present franchise will expire in December. The study will help the City determine whether bus service should be maintained and, if so, will it help in planning for the most effective, efficient and desirable transit operation for the area.

The City will conduct technical studies to: formulate plans for growth; set a plan to correlate with future rapid transit; formulate a plan for maintaining integrity of various expanding business districts; survey school sites to relieve traffic congestion due to lack of full transit services; investigate various types of equipment suited for the South Broward County climate, environment, tourism and other facets; investigate present movements of people, so as to better tailor routes to needs; and complete a public opinion survey to help determine community values.

For further information: J. W. Watson
City Manager
Hollywood, Florida

Project No. FLA-T9-2

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR IMMEDIATE RELEASE
SATURDAY, SEPTEMBER 7, 1968

DOT-8868
963-5105

Boston's busy Boylston Tunnel, through which more than 175 subway cars run hourly during the rush hours causing the inevitable delays will be a principal target of the study financed by a Department of Transportation's Urban Mass Transportation Administration grant of $442,767.

The UMTA grant announced today will be supplemented by $221,384 in local funds for a study of the Massachusetts Bay Transportation Authority's subway system.

The Boylston Tunnel between Copley Junction and Boylston station in downtown Boston serves five surface lines of the MBTA's rapid transit Green Line.

The technical study will examine possible reroutings of two of the rapid transit lines using the tunnel. Also to be considered are replacements for the obsolete cars now in use on the Green Line; possible connections of the Green Line, which serves the west and southwest sectors of the Boston area, and the Blue Line which runs northeast to Logan International Airport and beyond. Four lines now intersect in downtown Boston, with no track connections between lines because of tunnel and platform differences.

MBTA is working closely on the study with other governmental units in the Boston area, particularly with the Boston Redevelopment Authority, to insure coordinated transit and renewal efforts.

The project has the endorsement of the Metropolitan Area Council which is responsible for the comprehensive Greater Boston area planning and the Massachusetts Department of Public Works, responsible for overall transportation planning.

(more)

Much of the local contribution to the grant will be in the form of staff salaries and services.

This is the first project to study improvements to existing rapid transit, as opposed to new systems, such as Los Angeles, Seattle, Baltimore and Atlanta and line extension in Boston.

For further information: Mr. Donald M. Graham
Planning and Development Officer
Massachusetts Bay Transportation Authority
150 Causeway Street
Boston, Massachusetts 02114

# DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR A.M. RELEASE
Monday, September 9, 1968

DOT--9068
963-5105

Secretary of Transportation Alan S. Boyd today announced steps to reduce Federal-aid highway spending by $200 million during fiscal year 1969.

The reduction is one of a number of measures which the Administration is taking in response to the directive of the Revenue and Expenditure Control Act of 1968 that Government expenditures be reduced by a total of $6 billion from planned levels during the current fiscal year.

The $200 million reduction in Federal-aid highway spending during the current fiscal year will be accomplished through the temporary deferral of submissions by the states for approval of new Federal-aid highway projects.

The deferral will remain in effect until about December 1 of this year in order to delay $200 million in resulting expenditures which otherwise would be experienced during fiscal year 1969.

Starting about December 1, new project submissions will be accepted for approval at a rate which will enable the states to obligate most of the deferred funds during the remainder of the fiscal year.

The resulting level of Federal-aid highway fund obligations for fiscal year 1969 will be very close to the previously estimated level of $4.7 billion. The exact level will be determined by state project activity in the second half of fiscal year 1969.

Deferral of approvals for new Federal-aid highway projects until about December 1 is the most reasonable course available to the Government to achieve the required reduction of $200 million in Federal-aid highway expenditures during this fiscal year. It is based on the relationship between highway fund obligations by states for new projects and the actual expenditures to reimburse the states for on-going projects.

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For further information: Ben Kelley
Office: 962-8407
Home: 941-2967

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
TUESDAY, SEPTEMBER 10, 1968

DOT - 9168
963 - 5105

Secretary of Transportation Alan S. Boyd today announced the establishment of a new Office of Pipeline Safety to carry out the provisions of the Natural Gas Pipeline Safety Act of 1968.

The Office will be responsible for establishing and enforcing Federal safety standards covering the transportation of natural gas or other flammable, toxic or corrosive gases.

Named to head the Office are William C. Jennings, Acting Director and Joseph C. Caldwell, Acting Deputy Director.

Jennings is also Chairman of DOT's Hazardous Material Regulations Board and Acting Director of the Office of Hazardous Materials. He joined the Office of the Secretary of Transportation last July 1. From November 1962 to July 1968, Jennings was Executive Director of the Regulatory Council, Federal Aviation Agency. Prior to joining FAA, he was Director of Corporate Law for Western Air Lines.

Jennings was born in Leoma, Tennessee, attended George Washington University, the University of Tennessee and the Law School of Loyola University of Los Angeles. He served in the U.S. Army in World War II and the Korean War. He is married and has three daughters.

Caldwell previously was Associate Chief, Rail and Pipeline Division of DOT's National Transportation Safety Board. During this period he was detailed to the Office of the Secretary as Special Advisor on activities related to the then pending legislation on natural gas pipeline safety. From 1964 to 1967 he was Director of Ground Safety for FAA and was FAA's Southwest Regional Safety Engineer from 1962 to 1964.

(more)

Prior to joining FAA, Caldwell was a safety engineer specializing in oil and gas operations, with Texas Employees Insurance Association and Employers Casualty Company. He was a pilot in the U.S. Air Force from 1951 to 1955. He attended Southwest Texas State and received a B.S. degree in Petroleum Engineering from Texas Technological College. He was born in Marquez, Texas, is married and has one son.

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR IMMEDIATE RELEASE
WEDNESDAY, SEPTEMBER 11,1968

DOT-8768
963-5105

The Department of Transportation's Urban Mass Transportation Administration today announced a $727,344 demonstration grant to the Tri-State Transportation Commission of New York City, to test a self-propelled turbo-electric rail commuter car.

Other participants are The Metropolitan Transportation Authority, the Long Island Railroad, The Budd Company, the Air Research Company and Louis T. Klauder and Associates. Total estimated time required for Phase II is 19 months.

The test will be Phase II of a demonstration program conducted by the Tri-State Transportation Commission. Phase I involved a gas-turbine commuter car which underwent full-scale testing on a non-electrified section of the Long Island Railroad. In Phase II the gas-turbine car will be modified to give it an electric drive capability which will enable it to operate in either electrified or non-electrified territory.

Full scale testing will determine whether a dual-powered vehicle can achieve the requisite reliability, performance levels and economy in both types of drive, including high-speed transition from one drive to the other, to justify use in suburban rail service.

In the commuter car field, it is becoming obvious that unless present equipment is replaced within the next few years service will almost certainly have to be discontinued. Many existing fleets are approaching 50 years in age and their excessive maintenance costs, coupled with their unattractiveness to the public, make continued use undesirable or, in some cases, impossible.

The successful development of a turbo-electric car will give commuter lines a vehicle which could use fixed electrification, with its low operating costs and other advantages, where it exists and the gas turbine in the non-electrified suburban areas to provide a high-speed through trip to urban centers.

UMTA said it appears likely that the turbo-electric version will prove to be a better performing vehicle than a turbo-mechanical one due to the inherent advantages of an electric over a mechanical drive.

(more)

The cost of Phase II will be $1,368,115. A carryover of funds from Phase I reduces the need for new funds to $1,091,026, of which the federal share is $727,344.

For further information: Mr. J. Douglas Carroll, Jr.
Executive Director
Tri-State Transportation Commission
100 Church Street
New York, New York 10007

Project Number: INT-MTD-12 (Phase II)

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR IMMEDIATE RELEASE
THURSDAY, SEPTEMBER 12, 1968

DOT-9268
963-5105

City officials of Wichita Falls, Texas, with the help of a $135,848 grant from the Department of Transportation's Urban Mass Transportation Administration, will conduct technical studies to determine if and how it should operate a public mass transit system.

The Wichita officials feel that its present mass transit system, provided by a private corporation, Wichita City Lines, Inc., is not adequate to meet community demands. The total cost of the studies is estimated at $212,210 with the balance of the funds being provided by the city.

The city officials insist that there is a strong need for improved public transit to fill three basic needs: transportation for residents of low income areas to places of employment; transportation to and from Sheppard Air Force Base for military personnel and civilian employees; and transportation for school children lacking alternate means.

The project will provide a basis and serve as a guide for the capital improvements and operational changes needed to implement a comprehensive public mass transit system for the Wichita Falls urban area.

For further information: Mr. L. Jack Davis
City Manager
City of Wichita Falls, Texas
P. O. Box 1431
Wichita Falls, Texas 76307

Project Number: TEX-T9-1

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DEPARTMENT OF TRANSPORTATION

NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, September 12, 1968

DOT - 9368
963 - 5105

The Department of Transportation's Urban Mass Transportation Administration today made a $84,868 supplemental capital grant to the City of Lafayette, La., to complete the modernization of its transit system.

In July 1966 UMTA granted the City $233,860 to help purchase 15 transit buses and to construct an off-street downtown terminal and a maintenance-storage garage.

The new project will include concreting the parking area and miscellaneous site improvements at the maintenance building; construction of service station facilities; purchase and installation of bus washing equipment; and the purchase of office furniture and equipment. Total cost of the additional project is estimated at $127,304, with the City's share being $42,436.

The facilities and equipment proposed by the City represent logical improvements to the transit system at this time and are necessary for the sound, economic and desirable development of the Lafayette area, UMTA said.

For further information: Dan J. Boudreax
Trustee of Finance
City of Lafayette
Lafayette, Louisiana

Project No. LA-UTG-2

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR P.M. RELEASE
Friday, September 13, 1968

DOT--9468
963-5105

The Department of Transportation and the Department of Housing and Urban Development took a major step today towards coordinating their urban transportation responsibilities.

It was taken in the signing of a Memorandum of Agreement by Transportation Secretary Alan S. Boyd and Housing and Urban Development Secretary Robert Weaver.

The purpose of the Agreement is to promote the effectiveness of Departmental programs, and to do so with maximum efficiency and economy, by enabling each Department to make use of the experience, skills and capabilities of the other.

These activities relate to: (1) planning transportation and other systems that promote sound future urban development; (2) developing procedures which will encourage state and local planning agencies to work more closely together in sharing planning facilities and resources and in planning for related functions and programs; (3) helping solve urban problems arising out of construction or initiation of transportation projects or systems or out of other urban activities affecting transportaiton systems; (4) exchanging information and advice on urban needs, programs and technologies relating to the character, design or scheduling of transportation systems and the development of urban areas; and (5) developing working relationships at national, state and local levels to insure program coordination.

DOT and HUD agreed to establish formal and continuing procedures for developing and executing program responsibilities in urban transportation planning, relocation planning, review of transportation projects and in providing for research, development and demonstration projects, grants for technical studies and grants for research and training in urban transportation problems.

The Memorandum of Agreement is pursuant to the President's Reorganization Plan No. 2 of 1968 which became effective on July 1. The broad outline of the plan was recommended by the President in a message to Congress in February 1968. At that time he said:

(more)

"The plan transfers to and unifies in a new Urban Mass Transportation Administration in the Department of Transportation those functions which involve urban mass transportation project assistance and related research and development activities. Because urban research and planning and transportation research and planning are closely related, however, the plan provides that the Department of Housing and Urban Development perform an important role in connection with transportation research and planning insofar as they have significant impact on urban development."

# # # # #

AGREEMENT BETWEEN THE SECRETARY OF THE
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

AND THE

SECRETARY OF THE DEPARTMENT OF TRANSPORTATION

A. Purpose. The purpose of this Agreement is to promote the effectiveness of certain programs for which the Secretary of the Department of Transportation and the Secretary of the Department of Housing and Urban Development are responsible, and to do so with maximum efficiency and economy, by enabling each Department to make use of the experience, skills and capabilities of the other as they relate to --

(1) providing assistance to the planning of transportation and other systems in a manner that promotes a sound future development of urban areas;

(2) developing procedures which will encourage State and local planning agencies to work more closely together in sharing planning facilities and resources and in establishing procedural arrangements which assure maximum coordination of planning for related functions and programs;

(3) assisting in the solution of urban problems arising out of construction or initiation of transportation projects or systems, or out of other urban activities that may have an impact on transportation systems;

(4) exchanging information and advice on urban needs, programs, and technologies which bear upon the relationship between the character, design or scheduling of transportation systems and the development of urban areas; and

(5) developing working relationships at national, State and local levels to insure coordination among programs supported in whole or in part by the two Departments.

B. General Understanding. The Secretaries of the two Departments agree to be guided in all activities under this Agreement by the following general understandings --

(1) Every effort will be made to assure that full account is taken of urban development goals, needs and problems, at the earliest possible time, in the planning of transportation systems and programs affecting urban areas; and

likewise that early account shall be taken of the probable impact on transportation plans and programs of any other programs or planning for programs in which HUD participates.

(2) Every effort will be made to achieve, as rapidly as possible, fully effective working relationships among transportation planning activities being carried on in or for urban areas pursuant to different Federal programs, and other federally assisted planning activities in those areas.

(3) The fullest exchange of information and regular consultation shall be maintained at all levels between the two Departments, and shall be encouraged among State and local agencies and interested industry and private groups insofar as these have responsibilities or interests related to this Agreement.

(4) All activities are to be carried on in a manner that will promote the expeditious handling of requests for assistance and the most prompt resolution of problems, consistent with applicable law, regulations and policy; minimize the possibilities of duplicating or overlapping effort; and simplify procedures and requirements that must be met by State and local agencies.

C. Program Relationships. The two Departments agree to establish formal and continuing procedures for the purpose of cooperating in the development and execution of certain of their program responsibilities, as follows:

(1) Urban Transportation Planning.

(a) The criteria for urban transportation system planning will be developed jointly by the two Departments.

(b) DOT will assit HUD in the development of criteria for review and in the review of program proposals under the 701 Planning Assistance Program and other HUD programs, insofar as they relate to transportation plans, programs, or requirements.

(c) HUD will assist DOT in the development of criteria and in the review of proposed State allocations of research and planning funds (as provided for in section 307, title 23, United States Code) specifically involving transportation planning in urban areas.

(d) Procedures will be developed assuring the timely exchange between the two Departments of information on locally prepared transportation system plans or other local plans affecting transportation systems.

(e) HUD will assist DOT by providing advisory certifications or other advice in connection with determinations by DOT whether there is, or is being developed, a program for a unified or officially coordinated urban transportation system as part of the comprehensively planned development of the area, as required by sections 3(c), 4(a), and 5 of the Urban Mass Transportation Act.

(f) HUD will assist DOT by providing advisory certifications or other advice, in connection with determinations by DOT as to the adequacy of the continuing transportation planning process established and carried on in particular urban areas pursuant to section 134 of title 23, United States Code.

(g) HUD will assist DOT in connection with the development of criteria for joint development projects (e.g., the concurrent development of highway projects and adjacent land for other uses) and, as determined from time to time pursuant to this Agreement, other activities, projects, or programs involving substantial or continuing requirements for information, data, or advice, relating to comprehensive planning and urban development activities.

(2) Relocation Planning

HUD will assist DOT, upon the latter's request, in the consideration, formulation, and review of relocation plans developed in connection with transportation projects.

(3) Review of Transportation Projects

(a) The initial responsibility for reviewing transportation projects for their consistency with the planned development of urban areas rests with the review agency designated pursuant to section 204 of the Demonstration Cities and Metropolitan Development Act of 1966. While primary reliance will be placed upon the 204 review as a basis for DOT approval, DOT will also obtain HUD comments and recommendations on projects in the following categories:

(i) Projects which the 204 review agency has indicated would have a significant impact inconsistent with the comprehensive planned development of the area;

(ii) Projects which have a significant impact on the development of an urban area (usually those raising issues requiring the involvement of the Secretary of Transportation in the approval process);

(iii) Specific projects in which HUD states it has an interest related to the planned development of an urban area.

To apprise HUD of all highway projects in which it might have an interest, the State highway departments will be requested to supply a written notice of all public hearings to the appropriate HUD regional office.

HUD will prepare and submit to DOT in a timely manner its comments and recommendations on all projects being reviewed under this section.

(b) HUD will advise DOT of all proposed urban development projects for which it provides financial aid which would have a significant impact on transportation systems.

(4) Section 6, 9, and 11 Projects

(a) In view of the mutual interest of DOT and HUD in the implementation of sections 6, 9, and 11 of the Urban Mass Transportation Act, the two Departments recognize that it is imperative to develop suitable coordinative arrangements for the consideration, administration, and review of project proposals and undertakings. Copies of all applications for funds under Sections 6, 9, and 11 and summaries of project proposals under consideration will be exchanged by the two agencies. On a regular basis representatives of DOT and HUD will discuss these project proposals and applications with a view to the avoidance of duplication of effort and the fullest possible exploitation of available funds. The Secretary of each Department will designate an official to serve as the principal point of contact in executing this overall coordinative responsibility.

(b) Although HUD and DOT recognize their common interest in the administration of sections 6, 9, and 11, it is anticipated that DOT's primary interest will be in the development of urban transportation systems and that HUD's primary interest will lie in the assessment of the relationships between transportation and comprehensive urban development.

D. Detailed Implementation

(1) The foregoing represents the initial stage of the continuing cooperative arrangement anticipated by the two Departments. The two Secretaries will each designate one or more officials, with supporting staff as needed, who shall be responsible for --

(a) developing specific statements of work requirements on a quarterly or other periodic basis, giving due regard to the needs of the two Departments, the payments to be made hereunder, and the responsibilities and capabilities of each; and

(b) reviewing activities under this Agreement on a continuing basis and at least annually to permit adequate planning for the next year.

(2) Within ten days after the effective date of this Agreement, the two Secretaries will each designate an official to serve as co-chairman of a joint task force to develop the detailed policy and procedural documents necessary to carry out the program relationships set forth in section C of this Agreement. The co-chairmen shall submit bi-weekly joint progress reports to the two Secretaries.

E. Payments

During the fiscal year 1969, the Department of Transportation shall pay the Department of Housing and Urban Development for those services to be performed under this Agreement by HUD (except those services pertaining to the administration of the Urban Mass Transportation Act), in advance, quarterly or more often if necessary, upon submission of proper documentation. Such payments shall not exceed $300,000.

Similar arrangements for payments by the Department of Housing and Urban Development to the Department of Transportation shall, where appropriate, be made with respect to activities performed by the Department of Transportation for the Department of Housing and Urban Development pursuant to this Agreement.

Procedures shall be established under the preceding section D for adequate justification of work, staffing and support payments.

F. Duration of Agreement

This Agreement shall continue in force until cancelled by mutual agreement between the Secretary of Transportation and the Secretary of Housing and Urban Development, or by either party upon 90 days notice in writing.

(signed) Robert C. Weaver
SECRETARY
DEPARTMENT OF
HOUSING AND URBAN DEVELOPMENT

(signed) Alan S. Boyd
SECRETARY
DEPARTMENT OF
TRANSPORTATION

DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR RELEASE FRIDAY
SEPTEMBER 13, 1968

DOT - 9568
963 - 5105

As a first step in implementing the new joint cooperative effort the Department of Housing and Urban Development and the Department of Transportation today announced the publication of an Interim Guide for non-profit institutions of higher learning seeking research and training grants under Section 11 of the Urban Mass Transportation Act of 1964.

Section 11 of the Act, as amended in 1966, authorizes Federal grants to public and private non-profit institutions of higher learning to assist in establishing or carrying on comprehensive interdisciplinary research in the problems of urban transportation. Grants may be made for the training of personnel to conduct research or to obtain employment in private or public organizations which plan, construct, operate or manage urban transportation systems.

The jointly-issued guide will provide information for applicants seeking grants in the 1968-69 academic year. Proposals to be considered for funding at this time must be submitted to the two departments as soon as possible. Procedural guidelines for grants in subsequent years will be distributed later.

Single copies of the Interim Guide are obtainable from: the Office of Metropolitan Development, Department of Housing and Urban Development, Washington, D.C. 20410, or from the Urban Mass Transportation Administration, Department of Transportation, Washington, D.C. 20590.

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DEPARTMENT OF TRANSPORTATION NEWS

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, September 16, 1968

DOT -- 9668
963 - 5105

"I have never been more confident that the wave of the future in our cities is public transportation," Under Secretary of Transportation John E. Robson said today.

Predicting that "we are on the verge of a new era in urban transportation," the Under Secretary announced that his Department is now working on legislation to help provide long-range funding for the public transportation needs of the cities.

In an address before the annual meeting of the American Transit Association in Cleveland, Ohio, Robson criticized traditional methods of making urban transportation decisions. "The elimination of urban traffic congestion simply by the construction of additional roadways may be an impossible goal," he said, noting that today's urban transportation systems are "increasingly centered on the private automobile and decreasingly able to cope with the demands."

"We have come to know," he stated, "that the private automobile can no longer be the dominant feature of the urban transportation landscape."

Robson called for "a new dimension in urban transportation decision-making" in order to consider all the needs of the city, including such needs as fresh air, parklands, neighborhood preservation, urban diversity and "the very need for a center city itself."

As our mobility decreases, the Under Secretary said, "we lose some of our personal freedom." As possible solutions to traffic congestion, Robson suggested improvements in bus or rail mass transit, and new techniques such as computerized traffic control, bus preference, and exclusive bus lanes on highways. These devices, he said, "can improve capacity on existing facilities without major new construction."

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(For further information contact R. Cochran, 962-0193)

DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE
Monday, September 16, 1968

DOT--9768
963-5105

The Department of Transportation announced today it is issuing an order extending the Alaska-Hawaii Time Zone 270 miles to the west in order to include several Alaskan communities in the Bristol Bay area within the zone. Previously the communities had been located in the Bering Time Zone.

The Alaska-Hawaii Time Zone presently encompasses all territory of the United States lying between 141° W. longitude and 157°30' W. longitude and the entire State of Hawaii. The Bering Time Zone includes all of the United States territory between 157°30' W. longitude and 172°30' W. longitude and all of the Aleutian Islands.

Under the new order the Alaska-Hawaii Zone will extend from 141° W. longitude to 161° W. longitude, and the Bering Zone will encompass everything between 161° W. longitude and 172°30' W. longitude, as well as all of the Aleutians west of 172°30'.

The communities in Bristol Bay will now observe Alaska-Hawaii time, which is an hour earlier than the Bering time previously observed.

Dillingham is the principal city in the Bristol Bay area. The change will allow Dillingham and surrounding communities to observe the time being observed by commercial trading areas to the east. The move will also ensure that all communities in the Bristol Bay area will be observing the same time.

The order becomes effective September 22, 1968.

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DEPARTMENT OF TRANSPORTATION

NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR IMMEDIATE RELEASE
Friday, September 20, 1968

DOT - 9868
963 - 5106

Rutgers University will get a $49,900 Federal grant to continue studying the feasibility of operating low-altitude air shuttle service in the New York-New Jersey-Connecticut area.

Conceivably, the service could entail aircraft operating between short runways in the tri-state area and floating "Aquadromes" anchored around the shores of Manhattan Island.

The grant was made by the Department of Transportation's Urban Mass Transportation Administration. Total cost of the new study is $65,900. The grant supplements an earlier $49,306 grant for evaluating the potential role in urban transportation of the presently under-used air space below 1,500 feet.

The University's previous studies established the existence of a substantial potential market, largely among commuters, for a high-speed (200 miles per hour) air shuttle service in the tri-state area. Work so far completed also indicated that the requisite aircraft characteristics probably could be met.

The supplemental study is expected to bring out the facts needed to decide whether actual trial of the low-altitude V/STOL (vertical/short takeoff and landing) concept is warranted and how much time and money an actual trial would entail.

The new study will evaluate navigation and traffic control problems, including all-weather operations; study noise problems associated with low-flying V/STOL aircraft in populous areas; and resolve problems connected with the research and development of the types of aircraft required for this service.

For further information: Cooper B. Bright, Project Director
Center for Transportation Studies
Eagleton Institute of Politics
Rutgers University
New Brunswick, N. J. 08903

Project No. NJ-MTD-1

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DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

DOT - 9968
963 - 5105

FOR RELEASE
Monday, September 23, 1968

DOT OKAYS EXPRESSWAY IN SAN ANTONIO PARK AREA

Secretary of Transportation Alan S. Boyd today announced conditional approval of an application to build an expressway through the Brackinridge Park area in San Antonio, Texas.

It was the first ruling by the Secretary under a provision of the Federal-Aid Highway Act of 1968 which prohibits routing a Federal-aid highway through public parks, recreation areas and wildlife refuges "unless there is no feasible and prudent alternative to the use of such land." The law also requires all possible planning to "minimize harm to such areas."

Secretary Boyd gave the Texas State Highway Department approval to proceed with the 9.6 mile project, but emphasized that no part of the project will be approved until after the following design changes have been submitted to and approved by the Federal Highway Administration's Bureau of Public Roads:

1. A short cut and cover section of road between an outdoor amphitheater, sunken gardens and Alamo Stadium;

2. Certain limitations on the elevation of the expressway in the Alamo Dam area, and

3. Construction of a shelter house and park recreational center in the picnic area in the Alamo Basin Park.

4. Find alternative to Alamo basin for borrowing fill material.

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR RELEASE TUESDAY
September 24, 1968

DOT - 10068
963 - 5105

The City of Toledo, Ohio, will study the feasibility of a publicly-owned transit system with the help of a $21,220 technical study grant by the Department of Transportation's Urban Mass Transportation Administration.

The total cost of the nine-month study of the Toledo Region, including Wood and Lucas Counties is $31,830. This study will complement the transit study and plan of the Toledo Regional Area Plan for Action, which is examining intermediate and long-range transit service needs.

Transit service in the Toledo area is now provided by the Community Traction Company and two subsidiaries. The present franchise expires in 1970. In view of the deteriorating condition of transit equipment and the unmet needs of residents for improved service, the city feels that a publicly-run transit system is desirable.

The technical study will determine: (1) the public interest and need for local transit service; (2) the financial requirements for present and prospective transit services over the next five years, including capital requirements; (3) available revenue sources; and (4) the form of ownership and management needed to provide optimum transit service.

For further information: Louis R. Young
Acting City Manager
Safety Building
525 Erie Street
Toledo, Ohio 43624

Project No. OHIO-T9-2

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DEPARTMENT OF TRANSPORTATION NEWS

WASHINGTON, D.C. 20590

FOR TUESDAY A.M.'s
September 24, 1968

DOT--10168
963-5105

The Department of Transportation today asked the Interstate Commerce Commission to order the Penn Central Railroad to take immediate ownership of the New Haven Railroad.

In a statement of position filed with the ICC, the Department said the "public interest requires that the Commission order the Penn Central to take ownership and possession of property and assets of the New Haven no later than January 1, 1969."

The Department said that the U.S. District Court for the District of Connecticut in it's August 12 decision made it clear that it will not sanction continued operation of the New Haven if the Penn Central fails to take over the New Haven Railroad.

"For the sake of millions of the people for whom the New Haven provides the only available railway service, we cannot afford to assume that the Court was making an idle threat," the DOT statement said.

Stating that the "matter has dragged on far too long," the Department said: "The delays and the uncertainties incident to the cases serve the interests of neither the public nor the parties to them."

The Connecticut Court sent the reorganizational proceedings of the New Haven Railroad back to the ICC with the request that inclusion of the New Haven in the Penn Central be considered first.

The DOT statement pointed out further that the Supreme Court's decision of last January 15, 1968, which approved the merger of the New York Central Railroad and the Pennsylvania Railroad, removed any doubts over the obligation of the Penn Central to take over the New Haven Railroad.

The DOT statement quoted U.S. District Court Judge Robert P. Anderson's comments relative to the Supreme Court's decision:

"There is presently no reason why the Penn Central should not take over the New Haven at the beginning of 1969. The record of the merger and inclusion cases make it abundantly clear that the inclusion of the New Haven was an absolute and unequivocal condition of the approval of the merger of the Pennsylvania and New York Central Railroads, from the order of the Commission through the decision of the Supreme Court."

The Department also said that the question of the immediate takeover of the New Haven by the Penn Central can be resolved without immediate determination of the purchase price.

The statement was submitted by Federal Railroad Administrator A. Scheffer Lang.

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR THURSDAY A.M.'s
September 26, 1968

DOT - 10268
963 - 5105

The U.S. Department of Transportation's Urban Mass Transportation Administration today announced a $491,771 capital grant to the Bi-State Development Agency of St. Louis, Missouri. Today's grant supplements a $500,000 grant announced in June. Both grants are to be used toward the purchase of new passenger buses and two-way radios which will be part of a fleet of 50 transit type buses and two suburban coaches, all radio-equipped and purchased as an UMTA-supported Bi-State Development Agency Project.

The grant announced today will be matched by comparable funds from the Development Agency. Today's grant will bring the Federal contribution, which also reserves additional funds pending completion of certain planning requirements on the project, to a total of $1,322,361. The local share of the project is $661,181.

Today's grant was made possible as the result of a new amendment to the Urban Mass Transportation Act which permits 50% of net project cost to be provided from the retained earnings of a transit system.

For further information: Col. R. E. Smyser, Jr. (Ret.)
Executive Director
Bi-State Development Agency
818 Olive Street
St. Louis, Missouri

Project No. INT-UTG-5

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR RELEASE TUESDAY
October 1, 1968

DOT - 10368
963 - 5105

Manhattan's busiest local subway station - BMT 49th Street - will get a $2,046,000 face lifting with the help of a 50 percent capital grant from the Department of Transportation's Urban Mass Transportation Administration.

The station, built in 1919, is located under Seventh Avenue between 47th and 49th Streets in the heart of Manhattan's entertainment district. The remodeling is the New York City Transit Authority's first total effort to completely modernize a subway station and will be used as a guide for the Authority's total station modernization program.

Improvements will include new floors, walls, ceilings and rest rooms; new lighting, heating and ventilating systems; stairway snow-melting mats; and acoustical treatment to reduce noise. In addition, platforms will be extended so that train lengths can be increased from eight to ten cars.

On a typical weekday, 24,000 passengers enter this station. However, 40 percent of this volume is concentrated into the morning and evening rush hours and more than 15 percent use the station between 8 p.m. and midnight. Completion of the project will result in improved personal security and comfort for transit patrons.

The Urban Mass Transportation Administration and the City of New York are each contributing $1,023,000 towards the cost of the project.

For further information: William Lassow, Assistant to the Chairman
New York City Transit Authority
370 Jay Street
Brooklyn, New York 11201

Project No.: NY-UTG-7

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
October 4, 1968

DOT - 10468
963 - 5105

Secretary of Transportation Alan S. Boyd announced today the issuance of a major revision of the Federal regulations for the transportation of radioactive materials.

The new regulations are based on the international standards set by the International Atomic Energy Agency. Several years of effort by the Department of Transportation, the Interstate Commerce Commission, the Atomic Energy Commission, and the nuclear and transportation industries have gone into the development of the new standards.

Boyd stated that the new standards are the first step in the Department's plan to convert the Federal hazardous materials regulations from the present detailed engineering design specifications to more flexible performance standards.

The conversion plan was announced in the Federal Register on August 21, 1968.

A draft of the new regulatory amendments was published on January 20, 1968, for public comment. Hundreds of comments were filed by carriers, shippers, and various government agencies. All of their comments were considered in developing the final amendments, Boyd said.

The new regulations include four major changes in philosophy:

1) Emphasis has been placed on the effects of serious transportation accidents upon packages of radioactive materials.

2) The classification and packaging standards are now based on the radiotoxicity and the potential hazard of the contents, rather than just the type of radiation being emitted from the package.

(more)

3) The new United Nations labeling system for radioactive materials has been adopted.

4) Greater flexibility has been provided for the packaging of radioactive materials. Comprehensive performance standards have been prescribed to serve as a basis for safety evaluation of new and existing packaging.

Single copies of these regulations may be obtained from the Office of Hazardous Materials, Department of Transportation, Washington, D.C. 20590.

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR IMMEDIATE RELEASE
October 10, 1968

DOT - 10568
963 - 5105

The multi-million dollar efforts of the Massachusetts Bay Transportation Authority to modernize its Boston area system today received a $13,956,153 boost in Federal aid from the Department of Transportation's Urban Mass Transportation Administration.

The funds will be used for four major MBTA projects. Announcement of the grant was made by Urban Mass Transportation Administrator Paul L. Sitton during ceremonies marking the dedication of MTBA's Aquarium subway station located below the New England Aquarium in downtown Boston.

The Authority, with the additional grant, has now received $42.5 million in Federal funds which represents 50% of the net cost of the projects.

The projects and Federal share:

1) Modernization of MBTA's existing rapid transit stations. The additional $1,529,320 brings the total to $6,077,280 for the project approved February 1963.

2) 150 new air-conditioned buses. The $800,000 supplemental brings the total to $3.2 million for the project approved May, 1967.

3) Construction of a rapid transit tunnel under the Charles River to Charlestown. The new facility will permit the demolition of an unsightly elevated structure in Charlestown. The $3 million supplemental brings the total to $12 million for project approved June, 1966.

(more)

4) South Shore Rapid Transit Extension. The Eastern Massachusetts Street Railway Company will be acquired and 76 new rapid transit cars purchased by the MBTA. The $8,638,835 supplemental brings the total to $35,164,835 for project approved March, 1968.

The supplemental funds announced today were withheld at the time of the project approval pending the completion of the comprehensive transportation planning requirements of the Urban Mass Transportation Act.

For further information: Planning & Development Officer
Massachusetts Bay Transportation Authority
150 Causeway Street
Boston, Massachusetts 02114

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, October 11, 1968

DOT - 10668
963 - 5105

Secretary of Transportation Alan S. Boyd today announced the formation of an Urban Transportation Coordination Group to coordinate and focus the full range of the Department of Transportation's programs, financial resources, and talent on urban transportation problems.

The responsibilities of the new group include:

-- providing a central point of contact for cities and regions inquiring about Federal assistance for transportation planning and projects.

-- insuring the fullest coordination of the Department's programs on urban transportation planning, projects and research.

-- coordinating the activities of the Department with those of other Federal agencies on urban transportation matters.

"Many of our cities and regions are beginning to take a broad-gauge, imaginative approach to transportation," Boyd said.

"They are now thinking in terms of urban transportation as a whole -- not just the highway problem, or the airport problem, or the bus problem, but the problems of the transportation system. The formation of the Coordination Group will enable the cities to have a single point of contact to help them solve these problems."

"We have a wide range of programs which provide Federal assistance," said Secretary Boyd. "Our task will be to make sure that we put together the pieces from all these programs in the most effective way possible to meet the needs of a particular city or regional area."

The Urban Transportation Coordination Group will be chaired by, and will report to, Under Secretary of Transportation John E. Robson. Other members of the Coordination Group are:

(more)

Philip Darling.....Assistant to the Under Secretary for
Urban Transportation Planning

Richard Barber.....Deputy Assistant Secretary for
Policy Development

Robert Barraclough.....Director, Office of Transportation
Data Research

Oscar Gray.....Consultant to the Assistant Secretary for
International Affairs & Special Programs

Edward H. Holmes.....Director, Office of Policy Planning
Federal Highway Administration

Frank W. Lehan.....Assistant Secretary for Research and
Technology

Robert McManus.....Director, Division of Planning Coordination
Urban Mass Transportation Administration

Robert A. Nelson.....Director, High Speed Ground Transportation
Federal Railroad Administration

Clyde W. Pace, Jr.....Deputy Director, Airports Service
Federal Aviation Administration

(Inquiries and requests for Federal assistance should be addressed to Philip Darling, Office of the Secretary of Transportation, Washington, D. C. 20590, Telephone 962-0709 or Code 13, ext. 20709.)

# DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE
October 13, 1968

DOT - 10968
963 - 5105

The Department of Transportation will hold its first Annual Awards Ceremony, Tuesday, October 15, at 10 a.m. in the Departmental Auditorium, located on Constitution Avenue between 12th and 14th Streets, N. W.

Seventy-five DOT civilian and military employees will be recognized for exceptional performance, including 15 military decorations for service in Vietnam. Approximately 1500 Coast Guard military personnel are currently serving in the Vietnam area.

The awards will be presented by Transportation Secretary Alan S. Boyd. The awards ceremony marks the second anniversary of the signing of the Department of Transportation Act.

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# DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY

**WASHINGTON, D.C. 20590** Telephone: 962-3928
963-5105
963-3514

FOR IMMEDIATE RELEASE
October 14, 1968

DOT - 11068

Vice President Hubert H. Humphrey will be the principal speaker when the Department of Transportation accepts its two TurboTrains at ceremonies at 10:00 a.m., Monday, October 21, in New London, Connecticut

Ceremonies will be held at the U. S. Coast Guard Academy. Other speakers will be Transportation Secretary Alan S. Boyd and Academy Superintendent Rear Admiral Arthur B. Engel.

The TurboTrains will be leased by DOT from United Aircraft and operated by the New Haven Railroad during a two-year demonstration program. Regularly scheduled passenger operations between Boston and New York are expected to begin soon. Under present schedules, the best time between Boston and New York is 4 hours and 15 minutes. The TurboTrain will reduce this to 3 hours, 15 minutes.

The TurboTrain demonstration is one of two DOT programs under the High Speed Ground Transportation Act of 1965. The second is the electrically-powered "Metroliner" service between New York City and Washington, D. C. The purpose of these programs is to determine the extent of public acceptance of substantially-improved intercity rail passenger service and the role the railroads may play in serving the transportation needs of regions like the Northeast Corridor.

The TurboTrain is powered by six-450 horsepower aircraft-type gas turbine engines. It is capable of speeds greater than 170 miles per hour but initial top speeds in passenger-carrying service will be about 120 miles per hour. Due to its unique suspension system, the train will be able to negotiate existing curves at 30 percent higher speeds.

The DOT TurboTrains consist of a domed, passenger-carrying power car at each end with a single passenger coach in between. The trains are equipped with third-rail pickup for operation in New York City tunnels.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
MONDAY, OCTOBER 14, 1968

DOT - 10868
963 - 5105

Secretary of Transportation Alan S. Boyd today announced appointment of 17 persons to a Citizens' Advisory Committee on Transportation Quality. The committee will hold its first meeting in Washington, D.C., on Oct. 17.

The committee was established by a departmental order issued last Sept. 5. Its principal objectives are to evaluate and react to the quality of transportation and transportation programs from the citizens' viewpoint and to act as a sounding-board on selecting alternative solutions to transportation problems.

Secretary Boyd said the Committee will provide the vital contacts needed to make technology truly responsive to human needs.

The Committee will be chaired by Mrs. Henry W. Suydam, Jr., a Washington, D.C., housewife. Executive Secretary is Robert S. Grubmeyer, a consultant with the Department of Transportation. Other Committee members are:

James Allen, attorney, Detroit, Mich.;

Capt. Ralph S. Barnaby, aeronautical consultant, Boothbay Harbor, Me.;

Mrs. N. A. Begovich, housewife, Fullerton, Calif.;

Ray Dennison, legislative representative, AFL-CIO, Washington, D.C.;

Paul Finney, editor, Business Week magazine, New York, N.Y.;

Mrs. Ben Hed, housewife and president of Oklahoma City Junior League, Oklahoma City, Okla.;

Franklin Jarman, Jr., executive vice president, Genesco Inc., Nashville, Tenn.;

Andre Letendre, vice president, U.S. Junior Chamber of Commerce, Wausau, Wis.;

John Massey, vice president, Container Corp., Chicago, Ill.;

Rev. H. Carl McCall, minister, New York, N. Y.;

Mrs. James McDivitt, wife of Astronaut James McDivitt; Houston, Texas;

Mrs. Jane Rieker, journalist, Coconut Grove, Fla.;

James H. Smith, trustee, Aspen Corp., Aspen, Colo.;

Martin Stone, president, Monogram Industries, West Los Angeles, Calif.; and

Dr. Warren Wittreich, psychologist, Bala Cynwyd, Pa.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

OCT 16 1968

DOT - 10768
963 - 5105

The Department of Transportation's Summer Youth Opportunity Campaign accounted for more than 70,000 jobs in 1968, Secretary Alan S. Boyd announced. He said this represented an increase of more than 175 percent above 1967.

According to Boyd, the Department's effort was conducted in coordination with the Federal Government, state highway departments, local government and industry relating to transportation. A high percentage of the jobs were filled by disadvantaged youths of the ghettoes within the 50 Target Cities.

Boyd noted that in the Department's first year effort, the support and cooperation given this program by leaders within and outside of the Government indicates that the results generated this year to secure jobs has demonstrated the need for still greater effort. Reports from the Department of Transportation represented efforts on behalf of Federal Highway Administration, Federal Aviation Administration, Federal Railroad Administration, Coast Guard, National Transportation Safety Board, and the St. Lawrence Seaway Development Corporation.

Boyd said that as of September 30, 1968, the Transportation Department hired 2,879 youths between the ages of 16-21. This number exceeded the goal of one disadvantaged youth for every 40 regular Department employees.

Boyd expressed satisfaction in noting that many jobs were made available by the 50 state highway departments, numerous sponsors among the local government, and thousands of private contractors.

(more)

Negroes, American Indians, Mexican-Americans and Orientals were among the ethnic and racial minorities hired who were identified by the reporting agencies to indicate that there was a high degree of support for the campaign on the part of employers in the private and public sectors.

The Secretary's Summer Youth Opportunity Campaign Committee is gathering information for the final report which will include all phases of the summer activities. This material will be submitted to the President's Council on Youth Opportunity.

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR RELEASE FRIDAY
October 18, 1968

DOT - 11168
963 - 5105

The Department of Transportation's Urban Mass Transportation Administration today announced two supplemental capital grants, totaling $8,240,166, to the City of Chicago, Illinois, for construction of a new 9.5 mile rapid transit line and the purchase of 150 rapid transit cars.

These grants supplement earlier UMTA grants totaling $24,766,500, or 50 percent of the total cost of the projects which reserved the funds now given in the supplemental grants pending the completion of necessary planning and programming requirements. The supplemental grants bring the Federal total to $33,006,666, or about two-thirds of the total cost of $49,533,000.

The new transit line, costing nearly $30 million, will run south from the "Loop" to 95th Street. It will be located in the median strip of the Dan Ryan Expressway. In addition to the roadbed and track, construction will include power facilities, nine stations, signal equipment, a transportation building, inspection shed and rail car storage.

The service area for the new line includes about 750,000 people, with about 150,000 using combinations of rail and bus rapid transit services each weekday. Initially, the city estimated, some 94,000 passengers should save from seven to twenty-eight minutes on a one-way trip.

The new route will operate 24 hours daily, with about 500 trains running each way on weekdays. Approximately $46,000 of the cost of building the new line will go toward relocating persons and businesses displaced by the project.

For further information: Milton Pikarsky
Commissioner of Public Works
City Hall - Room 406
Chicago, Illinois 60602

Project Nos. ILL-UTG-4,
ILL-UTG-5

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# DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SUNDAY
October 20, 1968

DOT - 11368
963 - 5105

An important milestone in the Department of Transportation's High Speed Ground Transportation program will be reached on the grounds of the U.S. Coast Guard Academy in New London, Conn., Monday, October 21.

At 10:00 a.m., Monday, Secretary of Transportation Alan S. Boyd will formally accept two TurboTrains from the United Aircraft Corporation during appropriate ceremonies.

Among the other participants will be: Governor John N. Dempsey of Connecticut; Senators John O. Pastore (D., Conn.); Abraham Ribicoff (D., Conn); and Claiborne Pell (D., R.I.).

Following the acceptance ceremonies, one TurboTrain will go to Boston, stopping at Providence where Governor John A. Volpe of Massachusetts will board. The other train will go to New York stopping at New Haven and Bridgeport.

The Boston train will arrive at South Station at 1:25 p.m.; the New York train, at Grand Central Station at 2:00 p.m.

New London was selected because it is the mid-point on the Boston-New York rail corridor and is the home of the Coast Guard Academy.

The TurboTrains will be leased by DOT from United Aircraft and operated by the New Haven Railroad during a two-year demonstration program.

The TurboTrains will lop an hour off the presently scheduled four hours and fifteen minutes running time between Boston and New York.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
October 22, 1968

DOT - 11668
963 - 5105

The Department of Transportation announced today that it is issuing an order changing the boundary line between the Central Standard Time Zone and the Mountain Standard Time Zone, to include within the Mountain Time Zone those counties, and portions of counties, in southwest North Dakota that have historically and unofficially observed Mountain Standard Time.

Mountain Standard Time now applies only in a small portion of the southwest corner of the State.

Under the new Department of Transportation order, the mountain time zone will extend, with certain minor exceptions, to that area of North Dakota lying south of the Little Missouri River and south and west of the Missouri River. Excepted from the time zone change are the portions of Dunn and McKenzie Counties lying north of the Little Missouri and the communities of Fort Yates and Mandan.

The order was developed on the basis of a petition from the Governor of North Dakota that the boundary be moved, "in an easterly direction in order to accommodate the historical pattern of time observed in North Dakota." A strong general preference for mountain time in the area concerned was expressed in a separate time preference ballot conducted September 3, 1968, during the North Dakota primary election.

The order becomes effective at 2:00 a.m. on October 27, 1968, to coincide with the date set by the Uniform Time Act for the nationwide changeover from Daylight Saving Time.

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# DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY
**WASHINGTON, D.C. 20590**

FOR RELEASE TUESDAY
October 22, 1968

DOT - 11768
962 - 3928

The Department of Justice and the Department of Transportation joined today in requesting the Interstate Commerce Commission to order the Penn Central Railroad to immediately include the New Haven Railroad in its system.

Their joint memorandum points out that "only 10 weeks remain before the New Haven may be forced to cease operations" and while it is important "to ascertain the useful life of the various New Haven assets" in order to set the price, such valuation issues can be resolved after the transfer. The two departments recommend a partial payment by the Penn Central upon assumption of ownership, with later determination of terms of settlement.

The action follows by one day dedication of the experimental TurboTrains which would operate over the New Haven line between Boston and New York. The trains are part of a Department of Transportation demonstration project to test public reaction to high-speed train service. Efficient operation of the railroad is important to the project.

Acquisition of the New Haven is a basic condition of the Penn Central merger, which became effective February 1 this year. Takeover has been delayed by litigation over the bankrupt railroad's value. Meanwhile New Haven losses continue to mount. Passenger deficit in 1967 exceeded $10 million and deficit from hauling freight, $9 million. No Federal funds are available to offset these operating losses.

- MORE -

U. S. Circuit Judge Robert P. Anderson, 2nd Circuit, Hartford, Connecticut, who is supervising the current bankruptcy reorganization, has ruled that continued operation of the New Haven apart from the Penn Central beyond January 1, 1969 would result in an unconstitutional taking of the property of the New Haven's creditors and therefore could not be allowed. As the brief emphasizes: "No inclusion, no New Haven."

The New Haven is the fourth largest passenger-carrying line in the United States. It operates 1502 miles of road in four states, serving an area of 17 million population. Its roadbed includes 130 miles in New York, 635 in Connecticut, 136 in Rhode Island and 601 in Massachusetts.

As early as 1966 the Interstate Commerce Commission held that the "only solution" for the New Haven's troubles is inclusion of the Penn Central system. The joint brief with Justice is the latest in a series of actions by the Department of Transportation trying to rescue this railroad, which provides the "only available railway service for millions of people."

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
October 23, 1968

DOT - 11868
963 - 5105

The Department of Transportation announced today that it is issuing an order changing the boundary line between the Alaska-Hawaii Standard Time Zone and the Bering Standard Time Zone, so as to include within the Alaska-Hawaii zone that part of Alaska lying between 161° W. longitude and 162° W. longitude.

Alaska-Hawaii time now applies to that part of Alaska between 142° W. longitude and 161° W. longitude. Under the new order the Alaska-Hawaii Time Zone will extend one degree of longitude to the west and will include the community of Bethel, Alaska.

The change made by the order was in response to expressed desires of the Bethel community and local governmental activities to be in the same time zone as Anchorage and other neighboring communities to the east of Bethel.

The order becomes effective at 2:00 a.m. on October 27, 1968, to coincide with the date set by the Uniform Time Act for the changeover from Daylight Saving Time.

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# DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590


FOR RELEASE WEDNESDAY
October 23, 1968

DOT - 12268
963 - 5105

The Department of Transportation's Urban Mass Transportation Administration today announced award of a $74,620 supplemental grant to the City of Lafayette, La., for completion of a mass transit modernization project.

An initial grant of $223,860 was made to the city in July 1966, and a supplemental grant of $84,868 was awarded in September 1968 for additional facilities and equipment, bringing total grant assistance to $383,348.

The modernization project included purchase of 15 air-conditioned buses, construction of a downtown bus terminal, construction of a maintenance shop and office facility, purchase of used maintenance equipment and tools, fare boxes, and related equipment.

The supplemental grant which raises Federal participation in the project to two-thirds of the cost, had been deferred pending the City's completion of the full comprehensive and transportation planning requirements prescribed by the Urban Mass Transportation Act of 1964.

For further information: Honorable J. Rayburn Bertrand
Mayor, City of Lafayette
Lafayette, La.

Project No. LA-UTG-2

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR WEDNESDAY RELEASE
October 23, 1968

DOT - 11968
963 - 5105

The Department of Transportation's Urban Mass Transportation Administration today announced a $340,962 supplemental capital grant to the Port Authority of Allegheny County to enable it to complete two bus garages in the Pittsburgh, Pa., Metropolitan area.

UMTA made a $5,567,780 capital grant to the Port Authority in May, 1965 covering two-thirds of the cost of buying 180 new buses, building 2 operating garages and buying a garage site. The supplemental grant will pay for two-thirds of the cost of unforseen garage construction costs and an unanticipated state sales tax.

For further information: John W. Dameron
Executive Director and General Manager
Port Authority of Allegheny County
P.O. Boc 1918
121 Seveth Street
Pittsburgh, Pa. 15230

Project No. PA-UTG-1

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
October 23, 1968

DOT - 12168
963 - 5105

The Port Authority of Allegheny County, Pa., was awarded today a $340,962 supplemental capital grant for completion of two bus garages in the Pittsburgh metropolitan area, the Department of Transportation's Urban Mass Transportation Administration announced today.

A $5,567,780 capital grant from mass transit funds was made to the Port Authority in May 1965 to cover two-thirds of the cost of buying 180 new buses, building two operating garages and buying a garage site. The supplemental grant will pay for two-thirds of the cost of unforeseen garage construction costs and an unanticipated state sales tax.

For further information:
Mr. John W. Dameron
Executive Director & General Manager
Port Authority of Allegheny County
P.O. Box 1918
121 Seventh Street
Pittsburgh, Pa. 15230

Project No. PA-UTG-1

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR RELEASE THURSDAY
October 24, 1968

DOT - 12368
963 - 5105

Six communities received grants totaling $665,566 today from the Department of Transportation's Urban Mass Transportation Administration for technical studies to solve their transportation problems.

Paul L. Sitton, Urban Mass Transportation Administrator, indicated that these grants will permit approaches for better planning, improved administrative controls, and more flexible financing to be considered as a result of the studies.

The grants were awarded to the communities of San Jose, California; Dade County, Florida; Village of Skokie, Illinois; Erie, Pa.; Eugene, Oregon; and Chicago, Illinois.

The summary of the grants follows:

Chicago, Ill. -- $177,320 Federal grants for a study to provide the basis for the implementation of a short-range program of coordinated bus and rail mass transportation for the southside of Chicago and the south suburban areas in both Illinois and southeastern Indiana.

Chicago has a special mix of public and private carriers both in the city and the suburbs. However, unlike a city such as New York, it has no metropolitan authority to coordinate operations and development programs of the carriers.

This project represents a unique cooperative effort between all the public and private organizations to conduct the study and implement its recommendations.

(more)

For further information contact:

Mr. E. Wilson Campbell
Chicago Area Transportation Study
130 North Franklin Street
Chicago, Illinois 60606

Erie, Pa., -- $16,000 Federal grant, supplemented by $8,000 from state and local sources, will develop a program of bus improvements for Erie metropolitan area. The Erie Metropolitan Transit Authority has a Federal commitment of $1,432,170 to partially finance the purchase of new buses in the modernization of the system.

For further information contact:

Dr. R. L. Lasher
Chairman, Erie Metropolitan Transit Authority
213 State Street
Erie, Pennsylvania 16507

Eugene, Oregon -- $13,600 Federal grant, supplemented by $6,800 local share, to study mass transit needs including an analysis of existing private-owned transit sytsem, the problems related to public acquisition, and methods of financial assistance.

The Central Lane Planning Council will supervise the study.

For further information contact:

Mr. Lawrence A. Rice
Executive Secretary
Lane Planning Council
1643 Oak Street
Eugene, Oregon 97401

Skokie, Illinois -- $47,400 Federal grant, supplemented by $23,700 from local sources, will be used in study methods to improve and coordinate the mass transportation system serving North Suburban Chicago Area.

The North Suburban Transportation Council, an organization comprising 14 communities in North Cook and South Lake Counties, will direct the project.

The study will be concerned with coordinating the transportation operations of public and private companies serving the area.

(more)

The carriers participating in the council through advisory representatives and indicating their willingness to cooperate are:

The Chicago Transit Authority, Chicago and North Western Rail Co;, the Chicago, Milwaukee, St. Paul and Pacific Railroad, the United Motor Coach, Co., the Evanston Bus Company, and the Glenview Bus Company.

For further information contact:

Honorable Alber J. Smith
Mayor of Skokie and Council President
North Suburban Transportation Council
Skokie, Illinois 60076

San, Jose, Calif. -- $145,066 Federal funds awarded to Santa Clara County to develop a comprehensive public transportation system for the area. The local contribution through cash and services amounts to $70,524.

The study will complement existing work now being done by the San Jose and proposed project for Mt. View. Recommendations will result for the amount and timing for the purchase of new transit facilities and equipment.

For further information contact:

Mr. Howard W. Campen
County Executive
County of Santa Clara
70 West Redding Street
San Jose, California 95110

Dade County, Fla. -- $266,180 Federal funds will be used to obtain recommendations for a balanced transportation system to meet the county's present and future traffic needs.

The project will convert the findings of the Miami Urban Area Transportation Study, an interagency land use transportation planning program, into action.

For further information contact:

Mr. P. W. Romer
County Manager
Metropolitan Dade County, Fla.
911 Courthouse
Miami, Florida 33130

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
October 25, 1968

DOT - 12068
963 - 5105

The Department of Transportation announced today the appointment of Frederick Davis of the Air Transport Association and Harold L. Graham of Pan American World Airways Inc. as chairmen of two new task forces of the Transportation Facilitation Committee.

The appointments were announced by Donald G. Agger, Assistant Secretary of Transportation for International Affairs and Special Programs. Agger is chairman of the Transportation Facilitation Committee.

The Committee is composed of government and transportation industry officials who are directing wide-ranging efforts to simplify the movement of people and goods and to foster the development of coordinated transportation service. Other task forces and work groups are working on problems associated with documentation, containerization and intermodal transportation systems.

Davis, Vice President of the Air Transport Association in Washington, will be chairman of a new Task Force on International Passenger Terminal Processing. This Task Force will seek to develop simplified, automated and standardized procedures to facilitate the clearance of passengers and baggage through international air and ocean terminals.

Graham, Vice President, Cargo Sales, for Pan Am in New York, will be chairman of a new Task Force on International Cargo Terminal Processing. It will examine physical facilities, cargo-handling techniques and administrative procedures with a view toward eliminating impediments in the flow of goods through international air and ocean terminals.

- MORE -

"These two new task forces will be concerned with such questions as how we can better utilize automation in our processing of international cargoes and international travelers," Assistant Secretary Agger said.

"Containerships on the ocean and aircraft such as the jumbo jet and the airbus offer us exciting transportation opportunities. But we cannot take full advantage of those opportunities unless we modernize the environment in which transportation functions."

Members of the Task Force on International Passenger Terminal Processing:

-- From industry: J. Donald Reilly, Acting Executive Vice President, Airport Operators Council, Washington; and O. J. Weber, Vice President, American Export Isbrandtsen Lines, Washington.

-- From government: James F. Greene, Associate Commissioner, Immigration and Naturalization Service; Will Arey, Acting Director, U. S. Travel Service; and Thomas J. Gorman, Jr., Director of the Division of Inspection and Control, Bureau of Customs.

Members of the Task Force on International Cargo Terminal Processing:

-- From Industry: James A. Warren, Assistant to the President, REA Express, New York, Emery F. Johnson, President, Air Cargo, Inc., Washington; Richard E. Mooney, Director of Aviation, Massachusetts Port Authority, Boston; Capt. Julian O. Mello, Vice President -- Operations, American Export Isbrandtsen Lines, New York; R. R. Manion, Vice President, Operations and Maintenance Department, Association of American Railroads, Washington; Donald G. McDougall, Executive Secretary, Operations Council of The American Trucking Association, Washington; and Ralph C. Gross, President, Commerce and Industry Association of New York.

-- From government: Brig. Gen. Maurice F. Casey, Director of Transportation, U. S. Air Force, Washington; and Gorman of the Customs Bureau.

Activities of the Transportation Facilitation Committee are coordinated through the Office of Facilitation in the Department of Transportation. Edward A. Guilbert, deputy director of the Office of Facilitation, will represent the Department on both of the new task forces.

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR IMMEDIATE RELEASE
Friday, October 25, 1968

DOT--12468
963-5105

Ten new 51-passenger buses will be added to the fleet of the Tacoma transit system because of a $203,990 grant announced today by the U. S. Department of Transportation's Urban Mass Transportation Administration.

The Federal funds will be supplemented with local funds for purchase that will cost about $305,987.

The need for the additional buses stems from the September 1968 closing of McCarver Junior, Central Elementary School and the sixth grade at Stanley Elementary School. As a result, about 500 students need to be transported to other schools in the area requiring new scheduling and routing.

Paul L. Sitton, Urban Mass Transportation Administrator commented that "the transit service which this grant makes possible will eliminate any need for a separate school bus service in Tacoma."

The Federal funds are made available under the capital improvement program of the Urban Mass Transportation Act of 1964.

For further information: Mr. David D. Howlands
City Manager
County - City Building
Tacoma, Washington 98402

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR RELEASE TUESDAY
October 29, 1968

DOT - 12568
963-5105

The Washington, D.C. metropolitan area will be the site of a Federally-supported transportation experiment using two-way express bus service to make suburban jobs more accessible to urban workers.

The Federally-supported $745,338 test will be conducted by the Metropolitan Washington Council of Governments. A secondary purpose of the project is to determine the feasibility of using a regional body to manage projects.

The Department of Transportation's Urban Mass Transportation Administration will pay 90 percent of the total project cost, $670,804. The balance will be financed by the District of Columbia, Prince George's and Montgomery Counties, Maryland, and Fairfax County, Virginia.

Paul L. Sitton, Urban Mass Transportation Administrator, in announcing the grant, said: "Bus transit service has been traditionally oriented toward the suburban resident who works in central city areas. Today a great many job opportunities are available in suburban areas, but in many cases, potential employees, particularly those who live in center city poverty areas, are unable to seek such employment because they have no fast, direct transportation to the suburbs."

The Washington experiment will test the use of an express bus loop in which buses, instead of returning empty to their starting points, would be routed through areas of the city to pick up workers for suburban jobs. The procedure would be reversed during the evening rush period.

- more -

The first express route will operate from the Prince George's Plaza shopping center in Hyattsville, Maryland, to downtown Washington and return via employment offices operated by the United Planning Organization in the Anacostia and Cardozo sections of the city.

The return route will serve job sites in Prince George's County along Kenilworth Avenue and Baltimore Boulevard, the University of Maryland campus and the shopping center. Shuttle bus service will be developed to connect the Plaza stop with other employment centers.

The new loop service will provide eight round trips between the Plaza and downtown during both morning and evening rush periods. D. C. Transit Company buses will be used.

Additional loops may be added later in Montgomery County and northern Virginia if warranted.

For further information:

Walter Scheiber, Executive Director
Metropolitan Washington Council of Governments
1225 Connecticut Avenue, N.W.
Washington, D.C. 20036

Project No. INT-MTD-17

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR RELEASE TUESDAY
October 29, 1968

DOT - 12668
963-5105

Urban Mass Transportation Administrator Paul L. Sitton today announced a $96,666 grant to the Bi-State Development Agency, of St. Louis, Missouri, to assist in continued planning for a St. Louis regional mass transit system.

The Bi-State Development Agency will analyze public transportation alternatives for the St. Louis area, including engineering and operating costs, and projected ridership estimates. A detailed study for a recommended regional mass transportation system will be developed.

Earlier, a $170,000 technical study grant was made to the Bi-State Agency for a regional rapid transit system.

"These mass transportation studies are essential to the development of a unified rapid mass transit system as part of the planned comprehensive development of the St. Louis area," Sitton said.

For further information:

Col. R. E. Smyser, Jr. (Ret.)
Executive Director
Bi-State Development Agency
818 Olive Street
St. Louis, Missouri 63101

Project No. INT-T9-4

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR RELEASE TUESDAY
October 29, 1968

DOT - 12768
963-5105

Kansas City, Missouri, will begin preliminary design work on a bus freeway to its new airport, and the city of Warren, Ohio, will buy 24 new transit buses, both with help from grants announced today by the Department of Transportation's Urban Mass Transportation Administration.

The Kansas City Area Transportation Authority received a $121,466 UMTA grant, or two-thirds of the $182,200 cost for preliminary engineering work on the bus freeway.

Kansas City International Airport is located 18 miles from downtown Kansas City. Now under construction, it is expected to open in 1970. The Authority plans to use the transit freeway for local transit service for employees at the airport and surrounding industrial and commercial areas, as well as to provide express service to the airport.

The proposed downtown terminal would be located near Model Cities Areas and would give residents of these areas ready access to thousands of new jobs opening at or near the airport.

Warren's grant totals $353,132, or one-half of the cost of the buses and related facilities. UMTA has reserved an additional $117,376 for the Warren project pending completion of certain planning requirements. The Federal participation in the project is two-thirds of the cost.

- more -

Warren, on the basis of a study of its transit needs, has decided to take over the local bus system from a private company. The city has been subsidizing bus operations for almost two years to maintain continued service in the Warren area.

The company's present buses average 18.2 years of age. New buses will provide more comfortable transportation, lower maintenance costs and will enable it to increase service, the city said. In addition to the buses, the city will purchase land and build a combination bus storage, maintenance, and office facility.

For further information:

Kansas City, Missouri
William Icenogle, Executive Director
Kansas City Area Transportation Authority
414 Board of Trade Building
127 West Tenth Street
Kansas City, Missouri 64105

Warren, Ohio
Harold Schultz, Director
Planning City Development
135 Pine Avenue, S.E.
Warren, Ohio 44481

Project No. OHIO-UTG-5

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY PM's
October 31, 1968

DOT--12968
962-8411

The Department of Transportation today apportioned $5.5 billion of Federal-aid highway funds to the States for fiscal year 1970. The apportionment for fiscal year 1969 was $4.8 billion.

The apportionment, including $4 billion for the National System of Interstate and Defense Highways, was authorized by the Federal-Aid Highway Act of 1968 which President Johnson signed into law August 23, 1968.

The amounts apportioned to each State, the District of Columbia and Puerto Rico are shown in the accompanying tables.

The Federal-aid highway programs are under the direction of Federal Highway Administrator Lowell K. Bridwell. They are financed through the Highway Trust Fund from Federal taxes on highway users.

Federal aid for highways has been provided to the States continuously since 1916. The 1970 apportionment sends the total funds apportioned since the beginning of the program to $59.5 billion. Federal-aid funds may be used only for new construction or highway improvements, right-of-way, and engineering costs. Roads so built remain under State ownership and maintenance.

Under Federal-State partnership, the States choose the routes to be improved, select and plan projects, award contracts, supervise construction, and acquire right-of-way. All these operations require review and approval of the Federal Highway Administration.

$4 Billion for Interstate Highway System

The fiscal 1970 apportionment includes $4 billion for the Interstate Highway System, $200 million above the apportionment for fiscal 1969. The Interstate Highway program was created in 1944, but only token amounts of construction funds were available prior to 1956. The Federal-aid funds for

(more)

the Interstate are apportioned among the States in the ratio that the estimated cost of completing the system mileage in each State bears to the total estimated cost of completing the entire system. The Federal Government pays 90 percent of the cost, the States 10 percent.

When completed, the 41,000-mile Interstate System will comprise slightly more than 1 percent of the total U. S. road and street mileage and carry over 20 percent of the Nation's traffic. Interstate projects are designed to handle safely and efficiently the traffic anticipated 20 years beyond their design period.

The network of controlled-access superhighways, stretching from coast to coast and border to border and serving all major cities, is expected to save 8,000 lives annually. It will benefit highway users by $11 billion a year in reduced driving time and costs, and enhance the Nation's economy.

More than 26,000 miles of the Interstate System are now open to traffic and construction is underway on another 6,000 miles.

$1.225 Billion for Primary, Secondary and Urban Highway Programs

The fiscal 1970 apportionment for Federal-aid primary, secondary and urban highway programs totals $1.225 billion, an increase of $225 million over fiscal 1969.

The increase reflects an additional $100 million for the regular ABC Federal-aid system and $125 million additional for rural primary and secondary roads.

The Federal-Aid Highway Act of 1968 also provides for the first time $200 million for a special program to increase the capacity and safety of streets and roads known as TOPICS (Traffic Operations Program to Increase Capacity and Safety) and $100 million for a new program to provide for advance acquisition of right-of-way.

Under the primary, secondary and urban programs the States match the Federal grants on a 50-50 basis, except that in those States that have large areas of public lands the Federal share is proportionately greater.

The apportionment includes $495 million for the Federal-aid primary system which, including the Interstate System, comprises almost all main routes of travel in the United States and is 268,000 miles in length; $330 million for the 642,000-mile Federal-aid secondary system of farm-to-market and feeder roads; and, $275 million for the urban portions of the Federal-aid primary and secondary systems. The portions of the two systems in urban areas total 51,000 miles.

Primary, secondary, and urban funds are apportioned among the States according to formulas established in the Federal-aid legislation, which take into account the relative population, area, and post-road (rural mail delivery and star route) mileage in each State.

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

Apportionment of Funds Authorized

For the Advance Acquisition of Right-of-Way
For the Fiscal Year 1970

| State | Amount ($100,000,000) |
|---|---|
| Alabama | $1,886,655 |
| Alaska | 959,597 |
| Arizona | 1,434,798 |
| Arkansas | 785,153 |
| California | 8,376,768 |
| Colorado | 1,427,046 |
| Connecticut | 1,612,608 |
| Delaware | 288,609 |
| Florida | 1,845,461 |
| Georgia | 2,037,889 |
| Hawaii | 1,091,611 |
| Idaho | 753,486 |
| Illinois | 5,238,924 |
| Indiana | 2,028,428 |
| Iowa | 1,269,121 |
| Kansas | 1,096,229 |
| Kentucky | 1,670,165 |
| Louisiana | 2,200,859 |
| Maine | 668,910 |
| Maryland | 1,802,889 |
| Massachusetts | 2,345,256 |
| Michigan | 3,947,353 |
| Minnesota | 2,233,538 |
| Mississippi | 1,127,744 |
| Missouri | 2,114,259 |
| Montana | 1,745,754 |
| Nebraska | 679,617 |
| Nevada | 668,457 |
| New Hampshire | 523,237 |
| New Jersey | 2,643,434 |
| New Mexico | 1,083,182 |
| New York | 5,236,129 |
| North Carolina | 1,552,045 |
| North Dakota | 699,336 |
| Ohio | 4,228,426 |
| Oklahoma | 1,020,202 |
| Oregon | 1,939,397 |
| Pennsylvania | 4,916,264 |
| Rhode Island | 522,939 |
| South Carolina | 1,117,758 |
| South Dakota | 699,712 |
| Tennessee | 2,308,060 |
| Texas | 5,172,568 |
| Utah | 1,280,086 |
| Vermont | 613,945 |
| Virginia | 2,257,845 |
| Washington | 2,548,459 |
| West Virginia | 2,750,920 |
| Wisconsin | 1,236,539 |
| Wyoming | 648,193 |
| Dist. of Col. | 1,484,833 |
| Puerto Rico | 179,307 |

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

Federal-aid Highway Funds Apportioned
For the Fiscal Year 1970

(Thousands of dollars)

| State | Interstate ($4,000,000) | ABC ($1,100,000) | TOPICS ($200,000) | Rural ($125,000) | Total ($5,425,000) |
|---|---|---|---|---|---|
| Alabama | $74,939 | $20,612 | $2,689 | $2,576 | $100,816 |
| Alaska | - | 44,415 | 131 | 6,731 | 51,277 |
| Arizona | 59,573 | 13,812 | 1,495 | 1,790 | 76,670 |
| Arkansas | 24,389 | 14,498 | 1,050 | 1,979 | 41,916 |
| California | 355,624 | 64,983 | 21,649 | 5,367 | 447,623 |
| Colorado | 55,003 | 17,048 | 2,036 | 2,169 | 76,256 |
| Connecticut | 71,033 | 10,972 | 3,150 | 1,012 | 86,172 |
| Delaware | 9,653 | 4,694 | 459 | 616 | 15,422 |
| Florida | 67,571 | 23,081 | 5,624 | 2,338 | 98,614 |
| Georgia | 78,051 | 24,546 | 3,241 | 3,059 | 108,897 |
| Hawaii | 51,890 | 5,084 | 742 | 616 | 58,332 |
| Idaho | 28,329 | 10,060 | 423 | 1,444 | 40,254 |
| Illinois | 217,133 | 45,700 | 12,842 | 4,273 | 279,948 |
| Indiana | 76,712 | 24,413 | 4,488 | 2,779 | 108,392 |
| Iowa | 40,128 | 22,511 | 2,138 | 2,990 | 67,817 |
| Kansas | 32,072 | 21,650 | 1,962 | 2,894 | 58,578 |
| Kentucky | 67,177 | 17,783 | 1,997 | 2,290 | 89,247 |
| Louisiana | 95,190 | 17,305 | 3,121 | 1,990 | 117,606 |
| Maine | 26,831 | 7,269 | 673 | 965 | 35,744 |
| Maryland | 79,076 | 12,500 | 3,617 | 1,147 | 96,340 |
| Massachusetts | 99,170 | 17,959 | 6,901 | 1,292 | 125,322 |
| Michigan | 161,461 | 36,708 | 9,070 | 3,693 | 210,932 |
| Minnesota | 86,641 | 26,139 | 3,279 | 3,293 | 119,352 |
| Mississippi | 40,818 | 16,069 | 1,174 | 2,201 | 60,262 |
| Missouri | 76,318 | 28,756 | 4,444 | 3,450 | 112,978 |
| Montana | 74,702 | 15,815 | 458 | 2,311 | 93,286 |
| Nebraska | 16,469 | 16,434 | 1,153 | 2,260 | 36,316 |
| Nevada | 24,389 | 9,627 | 302 | 1,402 | 35,720 |
| New Hampshire | 22,025 | 4,790 | 529 | 616 | 27,960 |
| New Jersey | 110,556 | 20,744 | 8,593 | 1,362 | 141,255 |
| New Mexico | 40,897 | 14,077 | 967 | 1,940 | 57,881 |
| New York | 188,962 | 63,023 | 23,035 | 4,779 | 279,799 |
| North Carolina | 51,338 | 25,621 | 2,623 | 3,353 | 82,935 |
| North Dakota | 23,679 | 11,641 | 352 | 1,698 | 37,370 |
| Ohio | 168,671 | 41,953 | 11,302 | 4,025 | 225,951 |
| Oklahoma | 29,747 | 19,982 | 2,806 | 2,581 | 54,516 |
| Oregon | 84,592 | 15,379 | 1,671 | 1,992 | 103,634 |
| Pennsylvania | 199,205 | 46,304 | 12,729 | 4,389 | 262,707 |
| Rhode Island | 20,409 | 5,717 | 1,202 | 616 | 27,944 |
| South Carolina | 42,710 | 13,707 | 1,432 | 1,800 | 59,729 |
| South Dakota | 22,852 | 12,368 | 364 | 1,806 | 37,390 |
| Tennessee | 99,900 | 21,054 | 2,849 | 2,731 | 123,334 |
| Texas | 193,730 | 64,121 | 11,115 | 7,437 | 276,403 |
| Utah | 56,027 | 10,025 | 1,043 | 1,308 | 68,403 |
| Vermont | 27,619 | 4,358 | 214 | 616 | 32,807 |
| Virginia | 93,053 | 21,562 | 3,408 | 2,558 | 120,651 |
| Washington | 113,945 | 17,244 | 2,992 | 1,999 | 136,180 |
| West Virginia | 133,645 | 10,867 | 1,052 | 1,435 | 146,999 |
| Wisconsin | 34,435 | 24,804 | 3,870 | 2,967 | 66,076 |
| Wyoming | 23,207 | 9,758 | 236 | 1,436 | 34,637 |
| Dist. of Col. | 72,299 | 5,789 | 1,256 | - | 79,344 |
| Puerto Rico | - | 7,263 | 1,536 | 782 | 9,581 |

U. S. Department of Transportation
Federal Highway Administration

## Apportionment of Forest Highway Funds Authorized For the Fiscal Year 1970

| State | Amount ($33,000,000) |
|---|---|
| Alabama | $ 94,499 |
| Alaska | 2,876,562 |
| Arizona | 1,857,514 |
| Arkansas | 448,621 |
| California | 4,726,164 |
| Colorado | 2,369,913 |
| Florida | 191,703 |
| Georgia | 116,265 |
| Idaho | 3,359,992 |
| Illinois | 38,034 |
| Indiana | 22,122 |
| Kentucky | 67,837 |
| Louisiana | 76,149 |
| Maine | 12,360 |
| Michigan | 354,118 |
| Minnesota | 456,382 |
| Mississippi | 155,676 |
| Missouri | 168,664 |
| Montana | 2,630,564 |
| Nebraska | 30,806 |
| Nevada | 591,987 |
| New Hampshire | 176,347 |
| New Mexico | 1,322,373 |
| North Carolina | 203,323 |
| North Dakota | 117 |
| Ohio | 18,072 |
| Oklahoma | 22,759 |
| Oregon | 4,546,062 |
| Pennsylvania | 88,077 |
| South Carolina | 108,183 |
| South Dakota | 258,544 |
| Tennessee | 110,626 |
| Texas | 104,466 |
| Utah | 1,095,947 |
| Vermont | 59,046 |
| Virginia | 214,596 |
| Washington | 2,293,686 |
| West Virginia | 130,230 |
| Wisconsin | 184,550 |
| Wyoming | 1,407,757 |
| Puerto Rico | 9,307 |

DEPARTMENT OF TRANSPORTATION

NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR RELEASE FRIDAY
November 1, 1968

DOT - 13068
963-5105

The Department of Transportation today announced a $795,500 capital grant to the city of Euclid, Ohio, to be used to purchase 12 new 53-passenger buses and for the construction of maintenance and storage garages for the city's transit facility.

The Euclid system serves the city and adjacent industrial areas and the grant will permit improved job access into those areas. The garage construction will mean reduced operating costs over existing conditions under which fuel costs are high and equipment life is shortened because buses must be run constantly during the winter months.

The Urban Mass Transportation Administration of DOT, in announcing the grant, indicated that the Federal support for the project constituted half its total cost of $1.591 million. If full planning requirements of the Urban Mass Transportation Act are met within a three-year period, an additional one-sixth of the project cost will be forthcoming, making the total Federal contribution $1.06 million.

For additional imformation contact:

Charles A. Crown
Administrative Director
City of Euclid
Euclid, Ohio 44117

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR RELEASE SUNDAY
November 3, 1968

DOT - 13168
963-5105

The Department of Transportation's Urban Mass Transportation Administration today announced a $300,000 grant for preliminary studies of a 12-mile rubber-tired, fully-automated transit system in Pittsburgh, Pennsylvania.

The grant goes to the Port Authority of Allegheny County for preliminary engineering, economic and operating feasibility and design studies of a line connecting the South Hills area of Allegheny County with Pittsburgh's central business district. The federal grant amounts to two-thirds of the $450,000 total cost for the studies.

The Port Authority will consider ridership estimates, station locations, land acquisition requirements, system operational requirements, construction and operational costs, and anticipated revenues. A financing plan for the proposed project, which the Authority now estimates will cost about $100 million, will also be prepared.

UMTA had previously made demonstration grants totaling $4,472,000 to the Port Authority to test the feasibility of the Transit Expressway system.

For further information:

John W. Dameron
Executive Director and General Manager
Port Authority of Allegheny County
121 Seventh Street
Pittsburgh, Pennsylvania 15230

Project No. PA-T9-1

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY A.M.
November 7, 1968

DOT -- 13268
963-5105

Secretary of Transportation Alan S. Boyd announced today that the U. S. Coast Guard will conduct a series of tests of proposed simplified procedures for the hiring and releasing of U.S. merchant seamen.

The first tests will begin Friday, November 8, on the Great Lakes. A team of Coast Guard officials will conduct the tests in the Cleveland, Ohio, area on board freighters owned by Ogelbay, Norton and Company, and the Cleveland-Cliffs Iron Company.

These tests are to be completed before the winter curtailment of shipping on the Great Lakes. Additional tests will be conducted early next year in San Francisco, New Orleans, and New York City.

"Signing on" and "signing off" a crew of seamen is now a cumbersome and time-consuming process. Several forms are involved. They are filled out by hand.

The system to be tested involves the use of new forms which would be filled out automatically through the use of embossed photo-identification cards. They would replace the "Z" cards that merchant seamen now carry.

The Coast Guard maintains extensive service records on merchant seamen. The proposed system would enable the Coast Guard to computerize the records. Information on maritime manpower could then be retrieved rapidly and inexpensively.

- more -

The Department of Transportation has urged Congress to enact legislation that would facilitate use of the new system on a nationwide basis.

The proposed legislation would replace several laws enacted between 1872 and 1940. Boyd said those laws, which include detailed specifications for the records to be maintained, do not lend themselves to modern techniques for the preparation and maintenance of records.

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# DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
November 8, 1968

DOT - 13368
962 - 3928

The Department of Transportation today announced interim Federal safety standards for gas pipelines. DOT adopted the present state standards in 48 of the states and the District of Columbia and set standards for Nebraska, South Dakota and Puerto Rico, which do not have any present standards. The standards become effective December 12, 1968.

The Natural Gas Pipeline Safety Act of 1968, which became effective August 12, 1968, required DOT to establish interim standards within three months and permanent standards within two years. The Act also directed the Department to adopt initially as the minimum Federal standards in each state the state standards in effect on August 12. Where there was no state standard, DOT was directed to set as the Federal standards those common to a majority of the jurisdictions having standards. Most jurisdictions had standards based on the 1968 edition of the United States of America Standards Institute "Standard Code for Pressure Piping - Gas Transmission and Distribution Piping Systems B31.8."

DOT noted that in many states the present standards do not apply to interstate transmission facilities and in some states publicly-owned facilities are exempt. However, the Federal standards will apply to all facilities within each state.

For distribution lines and gathering lines in non-rural areas, the Safety Act provides two means by which local authorities may perform the major portion of the supervision and enforcement of the Federally adopted standards. For interstate transmission lines, the Department said it would authorize those states willing to enforce the Federal standards to act as DOT's agents.

DOT also asked for public comment on the desirability of proceeding immediately to establish uniform Federal standards based primarily on the B31.8 Code. This would eliminate the inconsistencies that exist in the interim Federal standards because of the adoption of different state codes.

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR RELEASE THURSDAY PM
November 21, 1968

DOT -- 13468
963-5154

The U. S. Department of Transportation's Urban Mass Transportation Administration today announced a conditional grant of $28 million to the San Francisco Bay Area Rapid Transit District for the purchase of approximately 125 high-speed transit cars.

In approving the grant, Secretary of Transportation Alan S. Boyd stated that Federal funds for purchasing the cars cannot be committed until there is reasonable assurance that non-Federal funds will be available for completion of the basic 75-mile BART system and for purchasing the remainder of the total of 250 cars needed for the system.

The Federal grant will be used to order high-speed, air-conditioned rapid transit cars equipped with automatic vehicle monitoring and central computer control. Depending upon the cost of each vehicle, about 125 cars will be purchased with Federal funds. The remainder of the 250 cars will be purchased with local funds.

BART will use $32,210,000 of its own funds to build subway stations in Glen Park and Concord; purchase and install more than 100 miles of main line and yard track; electrify 2 rapid transit lines; and construct an aerial transit structure from north Oakland to the North Portal of the Berkeley Hills Tunnel.

This is the fourth Federal urban mass transportation grant to BART and brings the total Federal aid to a total of $80 million. In addition, the City and County of San Francisco and the City of Berkeley have received capital improvement grants in excess of $25 million for their portions of the overall BART system.

- more -

The grant to BART is particularly significant in terms of its consistency with the purposes of the Urban Mass Transportation Act. The BART system, especially its rapid transit cars, will demonstrate new advances in transit facilities, design and equipment. Coupled with state and local funds, the $28 million Federal Grant will further completion and equipping of BART, the Nation's newest regional rapid transit system.

Both comprehensive and transportation planning in the entire San Francisco Bay area are being developed in connection with BART construction. More than 100 local and special purpose governmental units have worked with BART, which is widely recognized as a basic force in new community development throughout the San Francisco Bay area.

For further information:

Richard J. Shephard, Secretary
Bay Area Rapid Transit District
814 Mission Street
San Francisco, California 94103

Project No. CAL-UTG-19

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
November 25, 1968

DOT - 13568
962 - 3928

Forty Department of Transportation safety officers and engineers met in Chicago during the week of October 27th to discuss current and future safety program developments.

The conference included representatives from the Office of the Secretary, United States Coast Guard, Federal Aviation Administration, Federal Highway Administration, Federal Railroad Administration, Saint Lawrence Seaway Development Corporation and the National Transportation Safety Board. Chairman of the conference was Capt. F. X. Riley, Chief, Departmental Safety Division, OST.

This was the second annual conference of Departmental safety personnel. It was held in conjunction with the National Safety Congress and the Federal Safety Conference sponsored, respectively, by the National Safety Council and the Department of Labor. Regional and district personnel came from as far away as Hawaii and Alaska.

A major new program announced during the conference was the Department's requirement that physical examinations be given all government vehicle operators 40 years or over before operating permits are issued or renewed. The Department's order (DOT 1700.15) also provides procedures to assure that a proper driving background check is conducted for all Departmental motor vehicle operators, both on new permits and renewals. FHWA's National Driver Register will be used to check the applicant's driving records.

FHWA-developed advanced Driver Training Program was presented to the conferees by Bernard Landry, FHWA Safety Engineer, as a course of instruction that may be offered to Department motor vehicle operators. Mr. Landry's presentation followed a discussion of the National Safety Council's Defensive Driver Course now being used by the Coast Guard and FAA. Both courses are professional approaches to the problem of educating adult drivers in the application of proven accident avoidance techniques.

Capt. M. B. Williams, Director of Safety, USCG, discussed the importance of interagency exchange of safety information in order to correct hazardous conditions. George McCord, Agency Safety Engineer, FAA, stressed the importance of setting up internal procedures that will assure timely correction of known hazards.

Developments in President Johnson's Mission Safety-70 Program were also discussed. The goal of this program is a 30% reduction of the Department's composite 1964 injury rate by the end of 1970. Goals were set for each administration, as well as for the Department as a whole. The Departmental goal is not more than 3.7 disabling injuries per million manhours of work. The other goals are: FAA--2.9; FRA--12.4; FHWA--3.5; SLSDC--18.3; OST--3.5; NTSB--3.5, and the Urban Mass Transportation Administration--3.5. The Coast Guard goal for civilian personnel was set at 7.9 and for military personnel at 43.8.

The Departmental conference was followed by two days of administration conferences.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, November 26, 1968

DOT--13668
963-5105

Secretary of Transportation Alan S. Boyd today announced the appointment of Langhorne M. Bond as the Assistant Administrator for Public Affairs of the Urban Mass Transportation Administration.

Bond, formerly a special assistant to Secretary Boyd, will be responsible for UMTA's relations with Congress, state and local governments, industry and the press.

Bond, who is 31, was born in Shanghai, China, but spent most of his youth in Virginia. He is a graduate of the University of Virginia and its law school and also attended McGill University, London School of Economics, Queens College at Oxford and the Hague Academy of International Law. He is a member of the Virginia Bar Association and a private pilot.

Bond is married to the former Queta Carter and lives in Alexandria, Virginia.

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR RELEASE WEDNESDAY
November 27, 1968

DOT - 13768
963 - 5105

The City of Waterloo, Iowa, aided by a $31,800 Federal grant from the Department of Transportation, will buy four minibuses for operation in a downtown loop.

The grant was one of three supplemental grants announced today by DOT's Urban Mass Transportation Administration. The other grants went to the Erie (Pa.) Metropolitan Transit Authority ($90,189) and the City of Topeka, Kansas ($8,200). Both of these will go toward meeting the higher than anticipated costs.

Waterloo's minibuses will carry 19 to 23 passengers and will operate in two downtown loops, making complete cycles every seven to ten minutes. When the minibuses go into operation, the city's regular transit buses will no longer operate in the 12-block downtown core area. The larger buses will link the downtown loops with the outlying residential areas.

Today's grant supplements a $245,000 one made in July 1966 to help purchase 30 new 35-passenger transit buses. The new grant amounts to one-half of the cost of the minibuses. UMTA reserved an additional $10,600 for the minibus project pending the completion of certain planning requirements.

The Erie grant supplements a $1,432,170 funding made in August 1967 for the purchase of 50 transit buses, a new garage and related equipment. It will go toward increased costs for the garage construction and the installation of washing and fueling facilities, inadvertently omitted from the original application.

The UMTA grant finances one-half of the increased costs. An additional $30,063 has been reserved for this project pending completion of required planning.

(more)

The Topeka grant supplements one made in July 1966 for $192,500 to help finance a new garage and office facility for the Topeka Transportation Company. The new grant, which amounts to one-half of the supplemental costs, will go toward additional equipment and design improvements which add safety and efficienty to the facility.

For further information:

Project No. IA-UTG-1
Honorable Lloyd L. Turner
Mayor, City of Waterloo, Iowa
City Hall
Waterloo, Iowa 50705

Project No. PA-UTG-5
Dr. R. L. Lasher
Chairman, Erie Metropolitan
Transit Authority
213 State Street
Erie, Pennsylvania 16507

Project No. KANS-UTG-1

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR RELEASE WEDNESDAY
November 27, 1968

DOT - 13868
963 - 5105

The City of Chattanooga, Tennessee, where transit ridership in the past seven years has dropped 55%, will examine its transit problems with the help of a $24,840 technical study grant from the Department of Transportation.

The grant, made by DOT's Urban Mass Transportation Administration, will finance two-thirds of the $37,320 cost of a 21-week study. The city's study will evaluate transit service and operation in Chattanooga and adjacent areas in Hamilton County, Tennessee and Walker County, Georgia.

Transit service in the area is now provided by Southern Coach Lines which has expressed a desire to terminate service. From 1960 to 1967 transit ridership has dropped 55.2% as compared with 11.8% for the United States as a whole. This decline is due, in part, to substantial competition from jitney service in the Chattanooga area. Eighty-nine full-time and 30 part-time jitneys operate on a fixed 8-mile route adjacent to the central business district and serve the low-income people who would otherwise use the transit system.

The technical study will consider alternate forms of ownership and operation and will formulate a transit development plan to serve continuing community needs for public transportation service.

For further information: Honorable Ralph Kelly
Mayor, City of Chattanooga
Room 100, Municipal Building
Chattanooga, Tennessee 37402

Project No. TENN-T9-1

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DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR RELEASE FRIDAY
November 29, 1968

DOT - 13968
962 - 3928

The Department of Transportation's Urban Mass Transportation Administration today announced a $699,074 supplementary grant to the University of Pennsylvania for additional studies of the Minicar Mass Transit Concept.

The minicar concept envisions a system of rental vehicles specifically designed for short trips exclusively within the central city area. The system would also be able to grow into future automatic transportation systems.

On the basis of its original study, the University of Pennsylvania concluded that additional research and development of the system was highly desirable. Use of the system in Philadelphia would, for example, reduce long-term central business district off-street parking facility investments by at least $30 million, UMTA said. Street capacity and traffic flow would be significantly increased, air pollution reduced and individual transportation made available to many who lack it today.

During the supplemental project, the University and Minicars, Inc., a Santa Barbara, Calif, subcontractor would:

* Design a small-scale experiment of a minicar system using Philadelphia as the study city;

* Make additional studies of public preference in vehicles and service features and interaction with other means of transportation;

* Make the minicar system compatible with future personal rapid transit concepts;

* Design and road test prototype minicars; and

* Design and evaluate experimental propulsion methods for the minicars.

For further information:

Dr. Manfred Altman, Project Director
Institute of Direct Energy Conversion
University of Pennsylvania
Philadelphia, Pa. 19104

Project No. PA-MTD-8

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DEPARTMENT OF TRANSPORTATION

NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR RELEASE WEDNESDAY
December 4, 1968

DOT -- 14068
963-5154

The Department of Transportation's Urban Mass Transportation Administration today announced 4 supplemental grants, totaling $1,297,041, to Puerto Rico to help purchase 210 transit buses and construct a ferry terminal.

The new grants raise Federal contributions to the projects to $5,198,170 or two-thirds of $7,782,256 total cost. Completion of planning and programming requirements by San Juan area authorities made the higher Federal grants possible.

The Metropolitan Bus Authority received three supplemental grants, totaling $1,229,059, for the purchase of the buses and construction of a garage, terminal and shelters. Total Federal grants to the Bus Authority now amount to $4,916,238.

The Ports Authority received an additional $67,983 for construction of a ferry terminal to replace a deteriorated wooden facility in Old San Juan. Total Federal participation in this project amounts to $271,932.

For further information:

Mr. Herminio Fernandez-Torrecillas
President and General Manager
Metropolitan Bus Authority
Post Office Box 1029
Hato Rey, Puerto Rico 00919

Project Nos. PR-UTG-1,3,4

Mr. Ruben Sanchez
Executive Director
Ports Authority
Post Office Box 3508
San Juan, Puerto Rico 00904

Project No. PR-UTG-2

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
December 4, 1968

DOT 14168
962-3928

Secretary of Transportation Alan S. Boyd today announced the establishment of an Office of Environmental Impact. The new office will assist the Department of Transportation's operating administrations in their efforts to protect the environment against undesirable effects of transportation activity.

Operations of the new office will be concerned with preserving parks and recreation areas, conservation and wildlife areas and historic sites. It also will be concerned with the effect of transportation activities on public health and on esthetic and social aspects of the urban environment.

The office has been assigned to Donald G. Agger, Assistant Secretary for International Affairs and Special Programs. Acting Director of the new office will be Oscar S. Gray, 42, a lawyer.

Boyd pointed out that establishment of the office is in keeping with a recent recommendation by the President's Council on Recreation and Natural Beauty. In a report, entitled "From Sea to Shining Sea," the council proposed "that Federal departments and agencies concerned with the environment establish or designate within their organization a focal point with responsibility for considering environmental quality aspects of program and policy proposals, and to promote coordination of policies, plans and programs so as to enhance environmental quality."

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
December 6, 1968

DOT - 14368
963 - 5105

A new program to develop express bus service between poverty areas and employment sites which lack adequate public transportation access was announced today by Secretary of Transportation, Alan S. Boyd.

Federal funding for the new service development program will cover 90 percent of net costs (project costs after deduction revenues) and will come from DOT's Urban Mass Transportation Administration. In the past, demonstration projects have shown that improved transportation is a vital factor in increasing employment when jobs for the unemployed are available. The new project will be customer-oriented and door-to-door service will be its ideal.

Today's program will support the national effort to find more jobs in the public and private sectors for the hard-core unemployed in urban areas. Planning for transportation access to such jobs will be coordinated with the National Alliance of Businessmen, State and U.S. employment agencies, the President's Council on Summer Youth, and other groups which have programs directed toward the goal of more and better job opportunities for the hard-core unemployed.

The new service development program will make grants to local public agencies. New route development will be administered by local public and private transit operators. Although designed to support bus operations, the program may be used to develop rail service.

(more)

Projects proposed under the program announced today should have a term of at least 18 months, which UMTA officials consider the minimum time needed to develop patronage for such experimental routes.

Inquiries concerning the new service development program should be directed to:

Office of Research
Urban Mass Transportation Administration
U.S. Department of Transportation
Washington, D.C. 20591

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, December 9, 1968

DOT
963-5154

CORRECTION:

The correct title of the Council that will advise the Department of Transportation on all aspects of transportation in urban areas is the Urban Transportation Advisory Council, not the Urban Mass Transportation Council as stated in a news release (DOT 14268) issued on December 9, 1968.

Secretary of Transportation Alan S. Boyd will serve as Chairman. Under Secretary of Transportation John Robson will serve as alternate chairman.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
December 9, 1968

DOT - 14268
963-5105

Establishment of the Urban Mass Transportation Advisory Council was announced today by Secretary of Transportation Alan S. Boyd.

The Council will advise the Department of Transportation on all aspects of transportation in urban areas. The Secretary of Transportation will serve as chairman of the Council.

"We expect the Advisory Council to play an important role in the search for solutions to the problems of transportation in the cities," said Boyd.

"We are gratified by the response of civic, business, and labor leaders to our invitation to become working members of the Council," he added.

Membership of the Advisory Council includes civic, business and labor leaders and represents a wide range of urban interests. Members are: Gerard A. Anderson, member of the Cleveland Transit Board, Edmund Bacon, Executive Director of the Philadelphia City Planning Commission; Mayor J. D. Braman of Seattle, Chairman of the Transportation Committee of the National League of Cities; E. Delbert Brockett, Chairman of the Gulf Oil Corporation, Pittsburgh; S. L. Caria, President, American Transit Association, and General Manager, Twin Cities Lines, Minneapolis; John M. Elliott, President, Amalgamated Transit Union, Washington; Jefferson Fordham, Dean, University of Pennsylvania Law School, Philadelphia; W. Ashley Gray, President, General Steel Industries, St. Louis, and Past President, Railway Progress Institute, Washington.

Other members include Alfred E. Johnson, Executive Secretary, American Association of State Highway Officials, Washington; Daniel Patrick Moynihan, Director, Harvard-MIT Joint Center for Urban Studies, Cambridge; William Overton, President and Director,

- more -

Dallas, Texas Corporation; Milton Pikarsky, Commissioner of Public Works, City of Chicago; Richard H. Rich, Rich's, Atlanta and Chairman of Metropolitan Atlanta Rapid Transit Authority; Mark Robeson, President, American Trucking Association, Kansas City; James Roche, Chairman, General Motors Corporation, Detroit.

Also, Dr. William Ronan, Chairman, New York State Metropolitan Transportation Authority, Albany; Stuart Saunders, Chairman, Penn Central Transportation Company, Philadelphia; Benno C. Schmidt, J. H. Whitney and Company, New York; William L. Slayton, Executive Vice President, Urban America, Washington, D.C.; B. R. Stokes, General Manager, Bay Area Rapid Transit District, San Francisco; Theodore Watkins, Watts Labor Action Committee, Los Angeles; Paul N. Ylvisaker, Commissioner, New Jersey Department of Community Affairs, Trenton.

The Council will hold its first meeting in January.

The Council will consider transportation on streets, highways, and rail lines within urban areas. It will also examine proposals for technological and financial innovations to improve the quality of urban transportation and will consider steps to improve public participation in transportation decision-making as well as the possible expansion of legislative proposals. In addition, it will examine the need for increasing the involvement of municipal, region, and state bodies in urban transportation planning, programs, and policies.

The Advisory Council's activities will complement those of the recently announced Urban Transportation Coordination Group, with membership from the Federal Aviation Administration, the Federal Highway Administration, Federal Railroad Administration, and the Urban Mass Transportation Administration, which coordinates internal Departmental activities which relate to urban transportation programs.

John E. Robson, Under Secretary of Transportation, who is alternate chairman of the Departmental Coordination Group, will serve as chairman of the Advisory Council.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE 5 P.M.
Friday, Dec. 13, 1968

DOT - 14668
962 - 3928

Secretary of Transportation Alan S. Boyd today advised the Chairman of the House Public Works Committee, George H. Fallon (D. Md.), the Chairman of the House Public Works Subcommittee on Highways, John C. Kluczynski (D. Ill.) and the Chairman of the Senate Public Works Committee, Jennings Randolph (D. W.Va.) that the Department of Transportation has allocated 1,472.5 miles, in 28 states, of the 1,500 additional Interstate Highway miles authorized by Congress.

The added mileage was authorized by the Congress in the Federal Highway Act of 1968 to fill missing critical links which have developed since the system was first laid out in 1946.

Secretary of Transportation Alan S. Boyd said the new mileage "will lend more flexibility to the entire system to permit it to meet the tremendous changes in population and development that have occurred since the original 41,000 mile network was charted."

The estimated total cost of the additional mileage announced today is $2,428,800,000. (The Federal Highway Trust Fund finances 90 percent of this, the States 10 percent).

Congress authorized a total of 1,500 miles of new Interstate highways. The Federal Highway Administration officials said that the difference between 1,472.5 miles and the 1,500 authorized would be held in a reserve pool to make adjustments that might be necessary.

Today's action by the Secretary means that 1,472.5 miles of Interstate mileage has been added to the system in 28 states. The timing on when the added mileage is built is up to the individual states.

Included in the 1,472.5 miles added to the system today is 25.5 miles of highways in North Carolina, Texas and Oklahoma which already have been built up to Interstate standards and have been added to the system without charge.

- more-

In authorizing the additional 1,500 miles, Congress did not provide for additional financing. However, it is expected that the cost of the mileage will be included in the next cost estimate for completing the Interstate System which is scheduled to go to Congress in 1970. The last cost estimate, sent to Congress this past year, estimated it would cost $56.5 billion when the system is completed.

Bureau of Public Roads officials said the states, in filing applications for the added 1,500 miles, had submitted suggested projects totaling more than 10,000 miles.

The attached table shows the mileage allocated to the various states with the estimated cost of the projects.

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December 14, 1968
1500 Mile Increment - Recommended Routes by States
A

| State | Route | Length Sub-Total | Length (Miles) | Cost Sub-Total | Cost (Millions) |
|---|---|---|---|---|---|
| Ala. | Huntsville, spur from I-65 | | 19.2 | | 22.9 |
| Ariz. | Phoenix, Papago Freeway, Phase I | | 4.9 | | 79.8 |
| Calif. | San Diego to Colton (San Bern.-Riverside) | 102.5 | | 201.2 | |
| | Los Angeles, extend I-605 to I-210 | 5.5 | 109.6 | 19.0 | 251.4 |
| | San Francisco, spur to Int. Airport | 1.6 | | 31.2 | |
| Colo. | Denver, belt, S.W. quadrant | 24.8 | 30.4 | 70.0 | 89.3 |
| | Denver, extend I-80S to I-70 | 5.6 | | 19.3 | |
| Conn. | Hartford, extend belt I-291 to I-84 | 6.1 | 50.6 | 29.0 | 158.0 |
| | Conn. portion of Hartford-Providence route | 44.5 | | 129.0 | |
| Fla. | St. Petersburg to Miami | | 252.0 | | 210.0 |
| Ga. | Columbus, spur from I-85 | | 38.8 | | 32.6 |
| Ill. | Springfield via Decatur to Champaign | | 80.0 | | 56.0 |
| Ind. | Evansville, spur from I-64 | | 14.0 | | 26.0 |
| Iowa | I-80 via Cedar Rapids to Waterloo | 74.3 | 74.8 | 123.9 | 126.9 |
| | Iowa portion of Sioux City-South Sioux City Spur | 0.5 | | 3.0 | |
| Kansas | Kansas portion of Kansas City west belt | | 19.6 | | 52.1 |
| La. | New Orleans, south belt | | 30.0 | | 220.0 |
| Mass. | Providence belt, N.E. quadrant | 14.3 | 15.8 | 44.3 | 47.4 |
| | Providence belt, S.E. quadrant (to R.I. St. Line) | 1.5 | | 3.1 | |
| Mich. | Marshall via Lansing to Flint | | 96.0 | | 104.4 |

(Columns totaled on Chart B)

December 14, 1968
1500 Mile Increment - Recommended Routes by States
(Continued) B

| State | Route | Length Sub-Total | Length (Miles) | Cost Sub-Total | Cost (Millions) |
|---|---|---|---|---|---|
| Minn. | Radial to I-494 in Minneapolis | | 9.4 | | 29.0 |
| Mo. | Missouri portion of Kansas City west belt | 9.0 | | 14.9 | |
| | Kansas City north belt to K.C. Int. Airport | 17.0 | 26.0 | 39.1 | 54.0 |
| Nebr. | Nebr. portion of Sioux City-South Sioux City spur | | 1.9 | | 7.8 |
| New York | Binghamton to Schenectady | | 130.0 | | 210.0 |
| N. C. | N. Carolina portion of Charlotte-Columbia route | 9.1 | | 0.0 | |
| | Durham via Raleigh to Smithfield | 58.1 | 67.2 | 81.6 | 81.6 |
| Ohio | Dayton, extension of I-675 belt | | 3.5 | | 7.3 |
| Okla. | Oklahoma City, belt S. W. quadrant | | 9.3 | | 14.9 |
| Oregon | Portland connector | | 1.1 | | 11.0 |
| R. I. | R. I. portion of Hartford-Providence route | 20.7 | | 61.3 | |
| | Providence belt, S.E. quadrant to Mass. St. Line | 12.2 | 32.9 | 107.5 | 168.8 |
| S. C. | S. C. portion of Charlotte-Columbia route | | 75.0 | | 65.0 |
| Texas | Ft. Worth belt, N. W. quadrant | 13.5 | | 22.0 | |
| | Amarillo to Lubbock | 125.0 | 138.5 | 43.1 | 65.1 |
| Va. | Norfolk, west belt (ext. of I-64) | | 9.2 | | 120.0 |
| Wash. | Tri-Cities spur | | 28.0 | | 25.0 |
| Wisc. | Milwaukee to Green Bay | | 104.8 | | 92.5 |
| | | | 1,472.5 | | 2,428.8 |

Form DOT F 1320.1 (1-67)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

DATE: 12/17/68

In reply refer to:

SUBJECT: Documents for the Johnson Library

FROM : Gwen Robertson, TPA-20 GLR

TO : Dr. Walter F. Cronin, TAD-22

Here is one copy of all DOT press releases still available, covering the period 10/28/66 through 12/13/68.

Other material is being assembled and should be sent to you shortly. Twelve of the Secretary's press conferences have been recorded and consolidated on two tapes. Joe MacConkey will arrange for you to borrow these tapes if you want to make copies for the library.

Attachment

DEPARTMENT OF TRANSPORTATION NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

DOT NEWS FEATURE
FOR IMMEDIATE RELEASE

DOT -- 14468
963-5154

Most people grit their teeth and put up with the inconvenience of travel in the cities because they are not aware of how conditions could be improved. However, city governments are realizing that they must seek fundamental changes in transportation patterns or watch their business districts strangle in traffic.

The Urban Mass Transportation Administration was set up in 1964 and recently placed under the wing of the Department of Transportation to help the cities take advantage of new concepts of urban movement. Now cities can turn to a single Federal agency for consultation and financial assistance as they buy updated transit equipment, set up new systems, and reorganize existing programs and facilities. They know that to rely solely upon the automobile is to invite a social disaster compounded of congestion, ugliness, pollution, and urban decay.

Under the direction of a career public servant, Paul Sitton, the UMTA dispenses capital grants for coordinated metropolitan efforts to improve transportation systems as a whole. Demonstration grants are available for experimental transit equipment or techniques. Universities and research companies are eligible for assistance to develop untested systems and new principles of organizing and controlling mass transportation networks. UMTA's principal concern is to provide seed money for the upgrading of transportation in urban environs.

- more -

Since the relocation of UMTA within the Department of Transportation, grants totaling $65,433,620 have been made to 38 communities and to organizations and individuals in 23 states.

There is wide variety in the type and geographical distribution of grants. For example, a grant was made to study the use of minicars, small rental vehicles for use on short trips within Philadelphia's central city. The system may serve as the model for future automatic transportation systems elsewhere.

The San Francisco Bay Area Rapid Transit District (BART) the Nation's first new subway system in more than 40 years, was granted $28 million in November, bringing Federal grants there to $80 million. The BART system will demonstrate advances in transit facilities, design and equipment and may serve as a model for other cities in the United States and abroad.

Grants have been made to other communities ranging in size from New York City to Waterloo, Iowa. New York will use a $1.02 million grant to underwrite 50 percent of the cost of face-lifting the half century old 49th Street subway station in mid-town Manhattan. A grant of $31,800 to the City of Waterloo, Iowa will be used to buy four minibuses for use in the city's downtown loop.

Past urban transportation grants have made it possible for cities across the Nation, planning organizations, and the transit industry to test a variety of transport innovations. Grants have supported the test of a water-borne air-cushion vehicle in Oakland, new measurement systems of tunnel construction in Boston and the establishment of a public transportation system as part of community facilities for the new town planned at Columbia, Maryland.

Other projects have studied transportation needs of low-income residents of the St. Louis inner city, tested home-to-destination-and-return bus service in Flint, and developed and field-tested a simulation model that the New York State Department of Public Works will use to plan urban transportation facilities.

As a result of earlier programs, in Pittsburgh, the Port Authority has received a grant to develop techniques for advertising and promoting mass transportation facilities in a large urban area. In the Washington, D.C. metropolitan area, urban transportation funds made it possible to test the use of script in lieu of cash for bus service. Seattle tested a system of "Blue Streak" reserved bus lanes and the Virginia Polytechnic Institute studied training techniques for transit management.

(more)

Since UMTA's establishment on July 1, 1968, $58,401,750 in capital grants has gone to 14 cities in 14 states. UMTA has granted $4,788,275 for research, development, and demonstrations during the current fiscal year, substantially more than in past years. Technical studies during the last five months have been granted $2.1 million, and grants for managerial training have amounted to $37,722.

UMTA anticipates expansion of its programs in the years ahead. In research, development, and demonstration programs, for example, efforts will be directed toward the promotion of user and community acceptance. UMTA will also use Federal grants to stimulate private investment in promising areas of technological innovation. In addition, UMTA will try to find ways around some of the institutional bottlenecks that in the past have impeded transportation innovations in urban areas.

Future university research and training programs will be directed toward attracting graduate students to programs of study in urban mass transportation. Managerial programs will be expanded to increase training of personnel for managerial, technical and professional positions in urban mass transportation

In addition, UMTA will promote greater use of Federal loans to assist State, local, and regional public bodies to acquire, build, and improve the capital equipment of urban transit systems.

Mass transportation is vital to a dynamic urban economy and environment. Planners, municipal executives and downtown merchants have all come to realize that urban highways cannot satisfy the full range of urban transportation needs. In addition to the vast numbers of Americans who use mass transportation facilities out of choice, there are some 30 million Americans -- young, old, poor and handicapped -- who must have public transportation service which is fast, safe and comfortable.

The Urban Mass Transportation Administration as a vital element in the Department of Transportation will continue to promote better urban transportation for all Americans.

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December 6, 1968

FOR IMMEDIATE RELEASE

DOT - 11268
963 - 5105

Secretary of Transportation Alan S. Boyd today commended 75 Department of Transportation civilian and military employees for "especially significant service" during the Department's first two years.

Secretary Boyd spoke at the Department's first Annual Award Ceremony, which marked the second anniversary of the signing by President Johnson of the Department of Transportation Act. Many DOT employees have distinguished themselves in this short period, Boyd said, and today's ceremony honors the most noteworthy of these achievements.

Eighteen civilian employees received awards and 57 military, including 15 decorations for service in Vietnam.

The awards included:

Award for Outstanding Achievement

Gen. William F. McKee, USAF Ret., former Administrator, Federal Aviation Administration, Washington, D.C.

Award for Meritorious Achievement

R. Tenney Johnson, Deputy General Counsel, Office of the Secretary, Washington, D.C.

Douglas L. Siegel, Chairman, Contract Appeals Board, Office of the Secretary, Washington, D.C.

James E. Dow, Director, Office of Budget, Federal Aviation Administration, Washington, D.C.

(more)

Edward W. Stimpson, Assistant Administrator for Congressional Liaison, Federal Aviation Administration, Washington, D.C.

Paul G. Welch, Project Engineer, Federal Aviation Administration, Saigon, Vietnam

James W. McGary, formerly Director of Oceanography, U.S. Coast Guard, Washington, D.C.

Charles N. Pinson, Industrial Manager, U.S. Coast Guard, Honolulu, Hawaii

Phillips S. Stitt, Admeasurer, U.S. Coast Guard, Washington, D.C.

William W. Fryhofer, Division Engineer, Federal Highway Administration, St. Paul, Minn.

Benjamin D. Stewart, Jr., Supervisory Highway Engineer, Federal Highway Administration, Vientiane, Laos

John F. McLellen, Regional Director of Railroads, Federal Railroad Administration, Atlanta, Ga.

Edward E. Slattery, Jr., Director, Office of Public Affairs, National Transportation Safety Board, Washington, D.C.

Ernest Weiss, Executive Director, National Transportation Safety Board, Washington, D.C.

Award for Valor

Michael A. Tougher, Jr., Electronics Technician, Federal Aviation Administration, Wake Island

Dr. James T. Vento, Dental Officer, Federal Aviation Administration, Wake Island.

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N E W S  R E L E A S E

U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

FOR RELEASE

DOT -- 5567
962-5157

Alaska will be an important proving ground in the nation's efforts to improve the efficiency and safety of its transportation system, Secretary of Transportation Alan S. Boyd said today.

"Alaska, perhaps more than any other state, depends on a variety of long-range modes of transportation for its livelihood," Boyd told a meeting of the Anchorage Chamber of Commerce.

"It is here that the results of our efforts to improve the system through research and application of new technology may well first show results," Boyd said.

Boyd noted that it will be "some years before the Department's efforts pay off but we have made a good beginning."

Boyd said one step in the direction of better coordination was the recent formation of committees representing each of the Department's agencies in 30 "principal transportation hubs -- two of them here in Alaska."

The committees, in Juneau and Anchorage, represent the Federal Aviation Administration, the U. S. Coast Guard, the Federal Highway Administration, and the Federal Railroad Administration.

"These committees will provide a better exchange of information not only among our own agencies but between the Federal Government and your state and local officials.

"They will help us know exactly what your needs are in transportation and how we can best help you meet them," Boyd said.

"Transportation daily touches almost everyone," Boyd told the group. "Some 20 percent of our gross national product is linked to transportation. About 14 percent of all civilian employment in the United States is in the transportation field. And approximately 18 cents out of each tax dollar comes from transportation sources.

"Today there are 90 million motor vehicles in the United States. By 1975 there will be 120 million.

"Last year domestic airlines flew almost 57 billion passenger miles. By 1975 they expect to fly close to 130 billion.

"In 1964, 1.5 trillion ton miles of cargo service was performed by American's transportation industry. By 1980 the industry will move almost twice that much cargo.

"The Federal Government is involved -- in some way -- in every form of transportation. During 1965 more than $5 billion in Federal support went into highway construction, the development of rivers and harbors, the operation of airlines, the construction of airports, and subsidies for our maritime industry. In shipping, for example, 1,500 of our Nation's 2,500 ocean-going cargo vessels are part of the Government-owned Reserve Fleet.

"But this substantial Federal investment in transportation is dwarfed by the investment of other sectors of our economy. State and local expenditures on transportation have reached some $12 billion annually, but most important, however, is the private outlay which may be as much as $150 billion each year.

"And this is the way it will continue to be."

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NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE DOT -- 15

Secretary of Transportation Alan S. Boyd today announced the appointment of John R. Kennedy as Executive Secretary of the new Department of Transportation. Mr. Kennedy has been serving in a similar capacity in the Federal Aviation Agency.

In his new position, Mr. Kennedy will be a key administrative officer in the Cabinet's newest and fourth largest department. Directly responsible to Secretary Boyd, Mr. Kennedy will head up a central staff to assist the principal officers of the Department in their conduct of Departmental business and to insure responsiveness of all elements of the Department to the direction of the Secretary. He will also maintain direct liaison with the White House and serve as focal point for the Secretary's reports to the President's Cabinet.

Mr. Kennedy brings to his new position an extensive and impressive background in Government. Before serving with the FAA, he spent five years on the White House staff and was assistant to the Executive Director of the Outdoor Recreation Resources Review Commission.

Mr. Kennedy was Editor-in-Chief of the Federal Register, The National Archives, for eight years. After three years as an officer in the U.S. Army during World War II, he served as a Special Assistant in the Department of State and in the U.S. Information Agency.

(over)

Mr. Kennedy holds a B.S. degree from Georgetown University, School of Foreign Service.

A native of Aurora, Illinois, he now lives in Washington with his wife, Mary, and three children, Mark, Mary and Jane.

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# N E W S  R E L E A S E

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

DOT -- 6

FOR IMMEDIATE RELEASE

BOYD ANNOUNCES RELEASE OF $175 MILLION IN ROAD FUNDS

Secretary of Transportation Alan S. Boyd has announced the release of $175 million of the previously deferred $700 million in Federal-aid highway funds.

Mr. Boyd said the funds can be used only for preliminary engineering and right-of-way acquisition "to take care of safety and other problems, and to enable the States to move ahead rapidly with construction once the deferred funds are released."

The Bureau of Public Roads will advise the States promptly of allocations under the release and of procedures for its utilization, Mr. Boyd stated.

Mr. Boyd's announcement came as he testified at a joint session of the Senate and House Public Works Committees yesterday.

He also said:

1. Examination and careful consideration of the need for an additional $400 million deferral in highway construction obligations show that such action is not necessary.

2. A full annual program level of $4.4 billion will be put into effect with the start of the new fiscal year on July 1.

3. Additional amounts of the deferred funds will be released as soon as the economic situation warrants. If the moderation in economic activity and in price trends -- including highway prices -- which has characterized the past several months continues, additional funds can be released this fiscal year.

4. Funds which have been accumulated during the deferral period may be used to increase the program above the $4.4 billion budgeted level for fiscal year 1968 provided economic circumstances permit and depending upon decisions yet to be made in this fiscal year.

(over)

On November 23, 1966, States were informed by the Bureau of Public Roads that the Federal-aid highway program was being limited to $3.3 billion in total project obligations during fiscal year 1967 in recognition of the need for reducing non-military Federal expenditures and the resultant program to reduce inflationary pressures.

Distribution of the $175 million is shown on the attached table.

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Attachment

2-28-67

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Distribution of $175 million of Federal-aid highway funds based on F. Y. 1968 apportionment
(Thousands of Dollars)

| State | Amount |
|---|---|
| Alabama | 3,698 |
| Alaska | 1,625 |
| Arizona | 2,593 |
| Arkansas | 1,596 |
| California | 15,606 |
| Colorado | 2,241 |
| Connecticut | 3,237 |
| Delaware | 416 |
| Florida | 3,843 |
| Georgia | 2,857 |
| Hawaii | 1,352 |
| Idaho | 1,164 |
| Illinois | 9,444 |
| Indiana | 3,877 |
| Iowa | 2,471 |
| Kansas | 1,809 |
| Kentucky | 3,480 |
| Louisiana | 4,069 |
| Maine | 873 |
| Maryland | 2,652 |
| Massachusetts | 3,605 |
| Michigan | 5,384 |
| Minnesota | 4,114 |
| Mississippi | 2,083 |
| Missouri | 4,354 |
| Montana | 1,963 |
| Nebraska | 1,373 |
| Nevada | 1,203 |
| New Hampshire | 830 |
| New Jersey | 4,334 |
| New Mexico | 2,134 |
| New York | 9,220 |
| North Carolina | 2,185 |
| North Dakota | 1,057 |
| Ohio | 9,915 |
| Oklahoma | 2,170 |
| Oregon | 2,940 |
| Pennsylvania | 8,254 |
| Rhode Island | 964 |
| South Carolina | 1,376 |
| South Dakota | 1,684 |
| Tennessee | 3,754 |
| Texas | 9,206 |
| Utah | 2,431 |
| Vermont | 1,128 |
| Virginia | 4,984 |
| Washington | 3,911 |
| West Virginia | 3,511 |
| Wisconsin | 2,046 |
| Wyoming | 1,695 |
| District of Columbia | 2,022 |
| Puerto Rico | 267 |

NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE DOT -- 7

The Department of Transportation and the General Services Administration today announced an agreement to bring about a thorough integration of procedures and mechanisms of the two agencies in order to produce the most effective safety standards for all motor vehicles and equipment.

DOT Secretary Alan S. Boyd and GSA Administrator Lawson B. Knott, Jr., said that the integration resulting from the inter-agency agreement means that neither agency will issue safety standards without the knowledge and cooperation of the other agency, with safety standards being developed jointly by both agencies.

The agreement, drawn up by both agencies at the request of President Johnson, provides for "a unified Federal program that will lead to progressively higher levels of motor vehicle safety performance for both public and private users of motor vehicles."

Under it, GSA and DOT "will work together in establishing vehicle safety performance standards," with GSA continuing to issue standards relating to Government vehicles, and DOT having primary responsibility for standards for vehicles sold to the public.

The agreement will bring joint action between the agencies to accelerate progress in traffic safety and sharing of information on compliance and on research findings. They will share progress in developing testing techniques and evaluating design concepts.

The purpose of the agreement was defined by Secretary Boyd and Administrator Knott as assurance "that both agencies do all they possibly can to reduce the senseless slaughter on our Nation's highways."

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N E W S  R E L E A S E

DEPARTMENT OF TRANSPORTATION
INTERAGENCY TASK FORCE

FOR IMMEDIATE RELEASE DOT -- 1

Vice Admiral Paul E. Trimble, Assistant Commandant of the U.S. Coast Guard and Chairman of the interagency Department of Transportation Task Force, today announced the establishment of an interim information service to handle press queries concerning the new department, and the naming of an interagency working group to develop organization and policy recommendations for the department's public and employee information functions.

Admiral Trimble said that press queries concerning the Department of Transportation should be directed to Thomas F. McGarry, c/o Bureau of Public Roads, 1717 H Street, NW., Washington, D.C. 20235 -- telephone 967-4356, area code 202, who will handle the interim information service as well as act as chairman of the information working group. Regular information services concerning each of the units that will comprise the new department will continue to be handled by their existing information staffs. Information on employment in the new department for persons with specialized knowledge and experience in the transportation field will

continue to be handled by the temporary office established in Room 505A of Federal Office Building 10-A, 800 Independence Avenue, SW., Washington, D.C. 20553 -- telephone 962-5671.

The members of the interagency information working group, representing the agencies which will have all or part of their functions transferred to the Department of Transportation, are: Edward E. Slattery, Jr.
Civil Aeronautics Board

Captain Albert A. Heckman
Coast Guard Headquarters

Donald W. Stull
Department of Commerce

Charles G. Warnick and Dennis Feldman
Federal Aviation Agency

Warner Baylor
Interstate Commerce Commission

10/28/66

# NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE DOT -- 5

February 27, 1967

The Department of Transportation Act, creating a new department of government charged with the responsibility of formulating the nation's transportation policy, will take effect April 1, Alan S. Boyd, Secretary of the Department, announced today.

Mr. Boyd said that President Johnson will issue an executive order soon calling for the department to go into full, formal operation on the effective date. The bill establishing the department was signed by President Johnson on October 15, 1966.

The Department of Transportation will be the fourth largest department in the Federal Government and will coordinate the activities of nearly 100,000 government employees.

Major operating elements which will make up the new department are:

1. The office of the Undersecretary of Commerce for Transportation and its policy, program, emergency transportation and research staffs.

2. The Bureau of Public Roads and the Federal-aid Highway program it administers.

3. The National Highway Safety Bureau and the National Traffic Safety Bureau which will administer the comprehensive traffic safety program enacted by the last session of Congress.

4. The Federal Aviation Agency.

5. The Coast Guard.

(over)

6. The safety functions of the Civil Aeronautics Board.

7. The safety functions and car service functions of the Interstate Commerce Commission.

8. The Great Lakes Pilotage Administration, the St. Lawrence Seaway Development Corp., and The Alaska Railroad.

The Transportation Act also calls for the organization of a new government office--the National Transportation Safety Board. The Board will function independently of the operating units of the Department and its primary aim will be to insure the safety of the nation's travelers.

In his message to Congress last March calling for the formation of the department, President Johnson listed as its responsibilities:

Coordination of the principal existing programs that promote transportation.

Application of new technology to a total transportation system by promoting research and development in cooperation with private industry.

Improvement of safety in every means of transportation.

Encouragement of private enterprise to take full and prompt advantage of new technological opportunities.

Encouragement of high quality, low cost service to the public.

Furtherance of systems analyses and planning to strengthen the weakest parts of today's transportation system.

Development of investment standards, and analytical techniques to assist all levels of government and industry in their transportation investments.

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