

APPENDIXES

[Explanatory material submitted by the Bureau of the Budget]

APPENDIX 1

DEPARTMENT OF TRANSPORTATION

CONCEPT OF ORGANIZATION AND MANAGEMENT

General concept

The Department of Transportation will initially include functions and programs now performed by in excess of 94,000 civilian and military personnel, with 1966 fiscal year new obligation authority (including highway trust funds) of nearly \$6 billion. It will absorb in their entirety such complex and responsible elements of the executive branch as the Federal Aviation Agency, the Coast Guard, the Maritime Administration, and the Bureau of Public Roads, as well as many other smaller units and functions.

Because of the size of the operating elements included and the critical nature of many of their functions, the Department must be organized in a way which will minimize the disruption of ongoing services essential to the public and the national security. In addition, the organization of the Department must reflect the fact it will take considerable time for the Secretary to develop at the departmental level fully effective machinery for the coordination and oversight of the operating programs.

As illustrated in the attached organization chart, the operating programs of the Department will be placed in a small number of administrations, each headed by an Administrator appointed by the President by and with the advice and consent of the Senate. The Administrators along with the Commandant of the Coast Guard will report directly to the Secretary and Under Secretary. Other officials and offices of the Department would function as staff elements which would help the Secretary in the discharge of his responsibilities under the act or provide common support services.

In accordance with this concept and in recognition of the policy stated in section 4(b) of the Department of Transportation bill, the Federal Aviation Agency, the Coast Guard, the Bureau of Public Roads, and the Maritime Administration will provide the nuclei of major administrations and will carry on their present functions with little immediate change in methods of operation or management practices. A railroad administration is also provided to administer railroad programs transferred to the Department.

It is expected that the Secretary will give initial emphasis to the many urgent transportation policy issues requiring the attention of an official of Cabinet level and to the organization and staffing of

departmental offices. As experience is gained in the administration of the Department, selective realignments aimed at improved service or better coordination will be undertaken.

Role of Assistant Secretaries

The general concept described above takes the Assistant Secretaries of the Department out of the line and makes them available for assignments which cut across departmental programs and require officials of assistant secretary status. This approach will equip the Secretary to cope with policy and program matters which need analysis or action from perspectives broader than particular modes of transportation. It will also avoid undesirable layers of line supervision between the Secretary and the heads of operating administrations, and make the secretaries real aides to the Secretary instead of spokesmen for particular transportation modes. The four assistant secretaries could be used to provide leadership or help to the Secretary in such matters as the following:

1. Long-range planning and policy development.
2. Transportation technology and research.
3. Public and congressional relations.
4. Interagency and intergovernmental relations.
5. International transportation affairs.
6. Transportation safety.

A particular assistant secretary may serve as the head of some departmental staff office or as the supervisor or coordinator of a group of offices if need be. In any event, it is envisaged that the assignments of assistant secretaries will vary from time to time to reflect the priorities of problems confronting the Secretary and the capabilities of the individuals holding these offices.

Assistant Secretary for Administration

As is the general practice in other executive departments, the Assistant Secretary for Administration will be chosen by the Secretary, with the approval of the President, and will serve as the Secretary's principal adviser for managerial and administrative matters. He will also supervise such administrative offices as might be established at the departmental level.

General Counsel

Also in conformity with prevailing practice, a General Counsel for the Department will be appointed by the President, subject to Senate confirmation, and will serve as the legal adviser to the Secretary and the chief legal officer of the Department.

Status of heads of administrations

The heads of the operating administrations discussed above will be appointed by the President and their positions will be placed in executive pay levels commensurate with the complexity of their jobs. This excepts, of course, the position of Commandant of the Coast Guard which is filled on a 4-year tour basis by Presidential appointment, subject to Senate confirmation. The incumbent at the time of establishment of the Department will continue to serve his regular tour. It is expected that the head of the aviation activities will be at level III, that the heads of other major administrations will be at level IV, and that level V positions will be used for the deputies of the largest

administrations and the heads of major components of the Department not otherwise provided for.

National Transportation Safety Board

Because it is desirable that the determination of the cause or probable cause of major transportation accidents and disasters be made by a group independent of the operating entities of the Department, the legislation establishes a five-man National Transportation Safety Board. The Board will also perform certain other functions including appeals on certificate actions. Board members will be appointed by the President for 5-year overlapping terms. The Chairman will be compensated at level IV of the Federal executive salary scale and the members' pay will be set at level V.

Accident investigation

The Secretary will be responsible for the conduct of investigations of accidents, including those for which the findings as to cause are within the province of the National Transportation Safety Board. However, the traditional practice in the field of aircraft accident investigation requires that special provision be made for the objective investigation of major accidents involving that mode of transportation. The bill provides that the Secretary shall establish an Office of Accident Investigation which will carry out the aircraft accident investigations now performed by the CAB's Bureau of Safety.

Administration of the highway safety program

Provision will be made within the Department for the administration of highway safety functions at such time as the content of the program has been determined.

Executive-level positions

The total number of executive-level positions proposed for the Department is 23, including those provided for the Chairman and members of the National Transportation Safety Board. Executive-level positions would include 1 at level I, 2 at level III, 9 at level IV, and 12 at level V. Excluding the National Transportation Safety Board the Department of Transportation will have fewer executive-level positions than five other executive departments. The net increase in the number of executive-level positions resulting from this legislation will be 13.

Supergrade positions

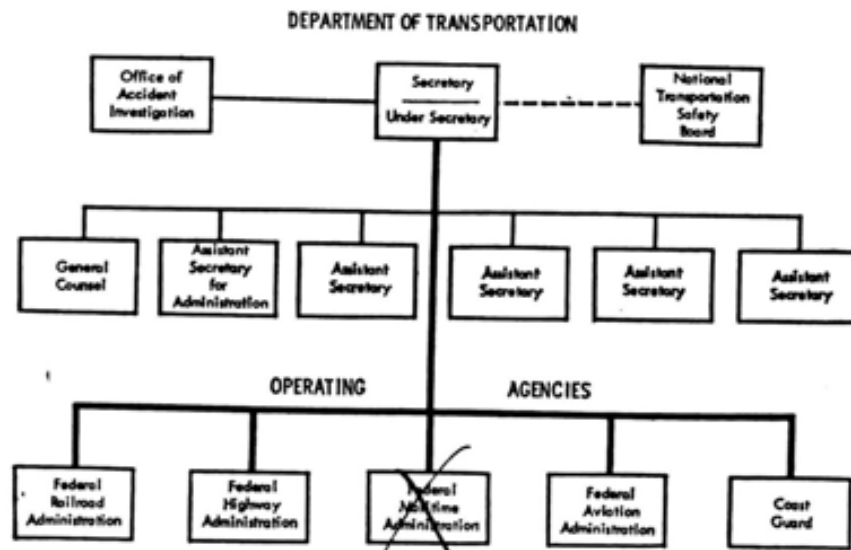
It is contemplated that authorization of additional supergrade positions for the organization and staffing of the officers required by the Secretary at the departmental level will be provided by the Civil Service Commission. The additional supergrade authorizations will be furnished from the increased number to be authorized by legislation now pending before the Congress.

Savings clauses applying to existing officers and employees

The bill provides that no executive pay level official whose position is abolished by the act will be compensated at less than his present executive pay level if he is assigned comparable duties within the new Department. There is also a general savings clause which assures all employees that their grades and compensation will not be adversely affected by virtue of the reorganization during the 12 months following the taking effect of the act.

Status of existing agencies, administrations, and officers

With the exception of the Coast Guard, the act abolishes agencies whose functions are transferred to the Department. It also cancels the positions of heads and officials of abolished elements who have held posts at executive pay levels.



APPENDIX 2

DEPARTMENT OF TRANSPORTATION

ORGANIZATION OF ACCIDENT INVESTIGATION AND SAFETY FUNCTIONS

Transfer of safety functions to the Secretary and the NTSB

Under the provisions of section 6 of H.R. 15963, existing safety functions of the FAA, the CAB, the ICC, and Coast Guard will be lodged in the Department of Transportation. The broad range of safety activities now being carried out in the said agencies will continue to be executed by the components of the Department.

Section 5(b), however, vests in the National Transportation Safety Board (NTSB)—rather than the Secretary—functions, powers, and duties with respect to—

Determining the cause or probable cause of transportation accidents and reporting the facts, conditions, and circumstances relating to such accidents; and

The review, on appeal, of the suspension, amendment, modification, revocation, or denial of any certificate or license issued by the Secretary.

Clause 1 of section 5(b) does not vest in the Board the function and power of conducting accident investigations. Investigative functions will continue essentially as at present with, however, special arrangements for the investigative functions transferred from the CAB. (See discussion of Office of Accident Investigation, below.)

Role of the National Transportation Safety Board

The Board's function in the process of the accident investigation is to provide an independent tribunal which, unrestricted by departmental or other loyalty or partiality, can examine the extent to which accident investigations fairly state the circumstances of an accident. In other words, the Board, with its independent status, provides a mechanism whereby the record of accident investigation made by the Department will be reviewed to determine the cause or probable cause of an accident. In carrying out this function the NTSB will be able to judge whether the Department is functioning properly in enhancing and furthering transportation safety through the procedures, methods, and practices employed by the components of the Department.

It must be recognized that section 5 has been written to accommodate a variety of accident investigation practices and procedures in agencies with a number of statutory responsibilities. Over the years, these practices and procedures have developed in the particular mode of transportation involved to reflect the different practices of the industry concerned, the unique operations in each of the modes, as well as different statutory requirements. Thus, what is needful or convenient in the field of aircraft accident investigation may not necessarily be so in the field of maritime accident investigation. The

differences in the various modes also lead to differences in field organization.

In establishing the NTSB, recognition of these differences without going into elaborate detail was necessary. The provisions of section 5, read in their entirety, allow the necessary accommodation to established practices, and also allow the Secretary of Transportation and the NTSB future flexibility in improving practices and procedures to reflect contributions by staffs of experts in each of the modes of transportation.

Additional authority is granted to the NTSB by certain provisions in section 5(c) under which the Board may require the Secretary to initiate specific accident investigations as the Board determines necessary or appropriate, may arrange for personal participation of members or other Board personnel in accident investigations by the Department, and may require from the Secretary notification of transportation accidents and reports of such accidents as the Board deems necessary. Moreover, section 5(f) requires the Board to report annually to Congress on the conduct of the Board's functions under the act and on the effectiveness of accident investigations by the Department, with recommendations for any legislation deemed appropriate.

Coast Guard

In the maritime safety field, unlike aviation, the formal separation of accident investigative functions from the operating agency has no historical precedent. Ultimate determination of cause is now vested in the Commandant of the Coast Guard for major accidents. There has been no necessity to effect such a separation of accident investigation nor would a separation be practical for this function.

It should be noted with respect to the Coast Guard that functions relating to it should remain identifiable and not be fragmented so that if the President places the Coast Guard under the Navy Department in an emergency or time of war, the transfer of functions involved can be done smoothly and with a minimum of interruption in the transportation industry. The accident investigation (and disciplinary) functions of the Coast Guard are an essential element of the Navy's wartime control of merchant shipping. Were the investigative functions to be separated from the Coast Guard and fragmented by the NTSB into whatever organization the NTSB might establish, the transfer of this function at a later date from the NTSB back to the Coast Guard, under the Navy Department, would be difficult if not impossible, to the detriment of national security requirements.

Under the provisions of section 6, all authority for the Coast Guard to conduct casualty and personnel investigations is transferred to the Secretary. This authority will be delegated to the Commandant of the Coast Guard under the Secretary's authority established by section 9(f) of the bill. Investigations of marine casualties and procedures will be carried out by Coast Guard personnel, as is now the case. However, since the NTSB is given final authority to determine cause under section 5(b) of the bill, certain changes from existing practice will be made in the determination process which follows the preliminary accident investigation.

These functions are transferred to the Secretary; however, the determination of what "• • • caused or contributed to the cause of

such casualty" will be made by the NTSB in those cases which have not been delegated. It is expected that in most cases the determination of cause or probable cause will continue to be made by the Commandant.

Coast Guard statutory authorities for action in connection with suspension, amendment, modification, or revocation of certificates are transferred to the Secretary; however, section 5(b)(2) of the bill vests in the NTSB final appellate authority in those cases which have not been delegated. It is expected that most cases reviewed on appeal would be decided by the Commandant, under delegated authority.

CAB and FAA functions

Under the provisions of section 6, aviation safety functions now carried out by the CAB will be transferred to the Secretary of Transportation. However, determination of probable cause in all aviation accident cases and decisions on appeal on certificate action will be made by the NTSB under arrangements similar to those at present. A provision of section 5(m) making it subject to section 701(g) of the Federal Aviation Act (49 U.S.C. 1441(g)) precludes the Board from delegating determination of probable cause in aviation accident cases. Under the authority of section 5(m), however, certificate appeal actions in categories decided upon by the Board could be delegated to employees of the Board or to the Department for final disposition.

In aviation, unlike the marine field, there has been established a tradition of having a separate accident investigation staff for certain types of accidents. Presumably because of the direct involvement of FAA personnel in flight operations, it has been considered desirable to have a staff, independent of the agency operating the air navigation system conduct investigations of fatal accidents. Investigations of light plane, nonfatal aviation accidents have been carried out by the field staff of FAA under delegation from the CAB. This framework would essentially continue under the new Department:

Investigations of designated categories of nonfatal accidents involving small planes would be carried out by the Department's Federal Aviation Administration field elements, as is now the case.

Investigation of fatal or large aircraft accidents would be carried out by a separate staff element (primarily composed of the personnel transferred from the CAB's Bureau of Safety) in the Office of Accident Investigation—not a part of the aviation component as provided by section 3(f). (See below.)

Determination of probable cause of accidents based on the record of the investigation would be made by the NTSB, after review of investigation results transmitted by the Secretary of Transportation.

As discussed above, the NTSB is expressly authorized to require initiation by the Department of specific accident investigations and to arrange for NTSB participation in any accident investigation by the Department.

ICC functions

In the railway, motor carrier, and pipeline fields, as in the maritime area, there has been no historical separation of accident investigation staffs from the operating units. Serious accidents in both these modes are investigated by an inspection staff which also regularly

carries out a broad range of safety functions including spot check inspections of equipment, checking of carrier records, and discussions with carriers to improve safety programs.

In the new Department these activities, including accident investigation, will continue to be carried out by the staffs in the appropriate operating units of the Department. It is expected that in most accident cases which are investigated by the agency, the determination of cause will, under delegation from the NTSB, be made in the operating units of the Department. Authority to determine cause in certain significant types of accidents, however, may well be retained by the NTSB under authority of sections 5(b) and 5(m).

Unlike the procedures in the aviation and marine areas, there is no Federal licensing authority for employees engaged in motor carrier and railroad transport. Consequently, the provisions of section 5(b) with respect to certificate actions do not apply in this case.

Office of Accident Investigation

Section 3(f) specifies that the Secretary establish an Office of Accident Investigation. This office would be a staff office to the Secretary and as such would be entirely independent of the operating units of the Department. It would also serve as a focal point for accident investigation responsibilities for aviation. The office would house the investigative staff transferred from the CAB, charged with investigating fatal or large plane aircraft accidents.

In addition to being the base of the aircraft accident staff, it seems likely that the office would have a small group concerned with the coordination of accident investigations conducted by the operating components. In other words, this group would recommend to the operating components investigative techniques of proved worth used in each of the transportation modes. It would also help to insure the availability to investigators of appropriate laboratory and other investigative facilities from any of the operating components.

Conclusion

In summary, accident investigation will be carried out by—

Field elements of the appropriate operating units of the agency—aviation, maritime, rail, pipeline, motor carrier; or

The Office of Accident Investigation under the Secretary—for fatal or large aircraft aviation accidents.

Probable cause determination will be made by—

The NTSB in all aviation cases, as well as other cases where authority is not delegated to the Department by the Board; or

By Department of Transportation elements, acting under delegation from the NTSB, in maritime, motor carrier, pipeline, and rail safety cases.

APPENDIX 3

TECHNICAL ADDENDUM TO SECTION-BY-SECTION ANALYSIS

1. Citations to laws and provisions of law in the bill are intended to refer to the most recent version of the law cited, including all amendments.

2. Language identifying the subject matter being transferred is included in section 6 of the bill. Such language is intended merely for identification and, unless otherwise clear in the bill, is not intended to limit the transfer of the entire act or section of an act which is the subject of the transfer.

3. All identifying citations in the bill are to the original statutes at large and to the applicable sections of the United States Code. For further identification and easy reference the following is a summary of the substance of each of the laws transferred under section 6 of the bill. The major functions, powers, and duties so transferred are briefly described. In all cases complete code citations are given. In the case of the Federal Aviation Agency and the Coast Guard, all of their functions, powers, and duties are transferred under section 6 of the bill. The major laws which those agencies administer are described.

LAWS TRANSFERRED FROM COMMERCE DEPARTMENT (SEC. 6(a)(1))

(A) Title 23, United States Code, "Highways"

Title 23 represents a codification into positive law of all permanent acts relating to the Federal aid and other highway programs administered by the Secretary of Commerce.

Section 104. Apportionment.—This section authorizes the Secretary of Commerce to apportion funds to the Federal aid primary, Federal aid secondary, and the Interstate System, among the several States in accordance with the established formula.

Section 104 also directs the Secretary to certify to each State highway department the sum apportioned to that State for the next fiscal year before the preceding January 1.

Section 105. Programs.—This section empowers the Secretary of Commerce to approve programs for proposed projects located on the Federal-aid system after they have been submitted by State highway departments.

Section 106. Plans, specifications, and estimates.—This section authorizes the Secretary of Commerce to approve surveys, plans, specifications, and estimates submitted by the State highway department, after program approval.

The Secretary's approval shall be deemed a contractual obligation of the Federal Government for payment of its proportioned contribution.

Section 107. Acquisition of rights-of-way—Interstate System.—This section provides that the Secretary of Commerce, when requested by

a State, may acquire land required by a State for right-of-way or for other purposes in connection with the prosecution of any project on the Interstate System.

Section 109. Standards.—This section authorizes the Secretary of Commerce to approve geometric and construction standards for the Interstate System, made in cooperation with the State highway departments.

Section 110. Project agreements.—This section provides that the Secretary of Commerce, after plans and specifications for a specific project have been approved, shall enter into a formal project agreement with the State highway department concerning construction and maintenance of such project.

Section 112. Letting of contracts.—This section provides that the Secretary of Commerce shall require in all cases where construction is to be performed by the State highway department or under its supervision, such methods of bidding as shall be effective in securing competition.

Section 113. Prevailing rate of wage—Interstate System.—This section provides that the Secretary shall take such action as to insure that all laborers and mechanics employed by contractors or subcontractors receive the prevailing wage for similar work in the locality where such work is performed.

Section 114. Construction.—This section authorizes the Secretary of Commerce to inspect and approve construction undertaken by State highway departments or under their supervision on the Federal-aid system.

Section 116. Maintenance.—This section provides that if the Secretary of Commerce finds that any project constructed under title 23 or prior acts is not being properly maintained he shall notify the appropriate State highway department. If within 90 days the project is not in the proper condition of maintenance, the Secretary shall withhold approval of all projects for the State.

Section 121. Payment to States for construction.—This section provides that the Secretary of Commerce may, in his discretion, make payments to a State for costs of construction incurred by it on a project on the Federal-aid system and covered by a project agreement.

Section 127. Vehicle weight and width limitations—Interstate System.—This section provides that the Secretary of Commerce shall withhold from apportionment the funds to a State, if he finds a State is not in compliance with the size and weight limitations applicable to the Interstate System. Any amount withheld from the apportionment shall lapse.

Sections 131 and 136. Control of outdoor advertising.—These sections provide that if the Secretary of Commerce determines that on January 1, 1968, a State has not made provisions for effective control of outdoor advertising and junkyards pursuant to standards promulgated by the Secretary, the Secretary shall reduce by 10 percent the amount which would otherwise be apportioned to that State.

(B) *The act of October 23, 1962 (76 Stat. 1145, 23 U.S.C. 307 note), the Federal-Aid Highway Act of 1962*

Most of the provisions of this act are included in amendments to title 23, United States Code. However, this act (section 13) also authorizes the Secretary of Commerce to make engineering studies

and surveys relative to highway construction programs in Alaska, to make a report thereon to Congress, and, from time to time, to submit recommendations to Congress with respect to construction of highways in Alaska.

(C) *The act of July 14, 1960 (74 Stat. 526), as amended by the act of October 4, 1961 (75 Stat. 779, 23 U.S.C. 313 note), National Driver Register*

This act directs the Secretary of Commerce to establish and maintain a register containing the names of individuals whose licenses have been terminated or temporarily withdrawn due to certain offenses, and to make such information available to the States upon request.

(D) *The act of May 6, 1954 (68 Stat. 70), as amended by the act of October 13, 1964 (78 Stat. 1092, no applicable code citation), the Federal-Aid Highway Act of 1954*

Section 14 provides that the Secretary of Commerce apportion \$500,000 to the 10 States bordering the Mississippi River on the basis of needs for planning and expediting the Great River Road. (Not fully executed; a portion of these funds has not yet been apportioned.)

(E) *The act of September 26, 1961 (75 Stat. 670, 23 U.S.C. 120 note)*

This act provides that the Secretary of Commerce may convey to Virginia all interest of the United States in portions of the Shirley Highway and highways comprising the Pentagon road network. The conveyance of highways covered under section 1 of the act will occur when Virginia has agreed to bring such highway up to interstate standards. By agreement, Virginia is maintaining these highways. The Federal share payable for projects on these highways is 95 percent.

Highways covered under section 2 of the act as yet have not been conveyed to Virginia but the \$2,500,000 authorized to be spent for improvement thereunder has been expended.

(F) *The act of June 29, 1956 (70 Stat. 387, 23 U.S.C. 120 note), Highway Revenue Act of 1956, as amended*

Section 209(e)(1) directs the Secretary of the Treasury, after consultation with the Secretary of Commerce, to report to Congress annually on the actual and anticipated financial condition and the results of the operations of the highway trust fund.

Section 209(f)(5), added by section 202(a) of act approved September 3, 1964 (78 Stat. 897, 23 U.S.C. 120 note), directs the Secretary of the Treasury to transfer from the highway trust fund into the land and water conservation fund amounts as determined by him in consultation with the Secretary of Commerce as are equivalent to taxes received after January 1, 1965, with respect to special motor funds and gasoline used in motorboats.

Section 209(g) directs the Secretary of the Treasury after consultation with the Secretary of Commerce to estimate the amounts which will be available in the highway trust fund to defray the expenditures which will be required to be made from such fund. This section also relates to the function of the Secretary of Commerce with respect to the apportionment of funds to the States for the Interstate System.

(G) *The act of October 22, 1965 (79 Stat. 1028, 23 U.S.C. 131, 136), Highway Beautification Act of 1965*

Section 302 provides that the Secretary of Commerce shall furnish Congress a report of the estimate of cost and economic impact of this act not later than January 10, 1967.

Section 303 provides that the Secretary of Commerce shall hold public hearings in each State to gather information on which to base standards, criteria, and rules and regulations, and report to Congress not later than January 10, 1967, with respect to the standards, criteria, and rules and regulations promulgated.

(H) *The act of June 25, 1959 (73 Stat. 141, 48 U.S.C. 21(a)), Alaska Omnibus Act*

Section 21(a) provides that the Secretary of Commerce shall transfer to the State of Alaska all properties of the Bureau of Public Roads except those he must retain for additional road purposes. (Some aspects have not been fully executed.)

(I) *Joint resolution of August 28, 1965 (79 Stat. 578, 23 U.S.C. 101 note)*

Section 3 provides that the Secretary of Commerce shall report to Congress in January 1968 and in January of every second year thereafter his estimate of future highway needs of the Nation.

(J) *Section 525 of the act of August 2, 1946 (60 Stat. 547, 33 U.S.C. 525(c)), the General Bridge Act of 1946, as amended*

Section 525(c) provides that in case of conflict between States as to the location and plans of an interstate bridge the location and plans shall be submitted to the Bureau of Public Roads and if approved by the Bureau of Public Roads approval of State highway departments is unnecessary.

(K) *Act of April 27, 1962 (76 Stat. 59, no applicable code citation), provides for annual audit of the federally created bridge commissions*

Section 2 of the act of April 27, 1962 (76 Stat. 59), provides that the Secretary of Commerce is directed to appoint or reappoint persons as members of the bridge commissions. The Secretary may also remove any member for cause.

Section 3 of the act of April 27, 1962 (76 Stat. 59), provides that the Secretary of Commerce is to review the annual reports and audit reports submitted by the bridge commissions and submit such recommendations to the Congress, based on such review, as he deems necessary.

(L) *Reorganization Plan No. 7 of 1949 (63 Stat. 1070, 5 U.S.C. 133z—15 note)*

Transferred to the Secretary of Commerce functions of:

- (1) The Public Roads Administration.
- (2) The Commissioner of Public Roads.
- (3) The Federal Works Administrator.

LAWS TRANSFERRED FROM COMMERCE DEPARTMENT (SEC. 6(a)(2)(A))

The act of September 30, 1965 (79 Stat. 893, 49 U.S.C. 1631-1642 high-speed ground transportation) authorizes the Secretary of Commerce to:

1. Undertake research and development in high-speed ground transportation.
2. Contract for demonstrations.
3. Collect and collate transportation statistics.

LAWS TRANSFERRED FROM COMMERCE DEPARTMENT (SEC. 6(a)(2)(B))

Section 8 of the Urban Mass Transportation Act of 1964 (78 Stat. 306, 49 U.S.C. 1607)

Section 8 of this law requires the Secretary of Commerce and the Secretary of Housing and Urban Development to consult on general urban transportation policies and programs in order to assure coordination of highway, railway, and other mass transportation planning and development programs in urban areas, taking into consideration federally assisted highways. The responsibility of the Secretary of Commerce would be transferred to the Secretary of Transportation.

LAWS TRANSFERRED FROM COMMERCE DEPARTMENT (SECS. 6(a)(3)(A) AND 6(a)(3)(B))

The act of September 7, 1957 (71 Stat. 629, 49 U.S.C., 1324 note). Section 410 of the Federal Aviation Act of 1958 (72 Stat. 769, 49 U.S.C. 1380).

The Secretary of Commerce administers the program for governmental guarantees of loans to enable local air carriers to purchase aircraft suitable for such transportation on reasonable terms.

LAWS TRANSFERRED FROM COMMERCE DEPARTMENT (SEC. 6(a)(3)(C))

Title XIII, War Risk Insurance, of the Federal Aviation Act of 1958 (72 Stat. 800, 49 U.S.C. 1531-1541).

Authorizes the Secretary of Commerce, with the President's approval, to provide aviation war risk insurance to air carriers in international air transportation when such insurance is not available under reasonable terms and conditions in the commercial market.

LAWS TRANSFERRED FROM COMMERCE DEPARTMENT (SEC. 6(a)(4))

The Great Lakes Pilotage Act of 1960 (74 Stat. 259, 46 U.S.C. 216-216i).

Requires the Secretary of Commerce to assure adequate pilotage service for certain restricted waters of the Great Lakes. The Secretary, in agreement with Canada, regulates rates and operations of pilotage service. The Secretary also licenses pilots.

LAWS TRANSFERRED FROM COMMERCE DEPARTMENT (SEC. 6(A)(5))

- (A) *The Merchant Marine Act, 1920* (41 Stat. 988, 46 U.S.C. 861-889, 911, 921-927, 941, 951-954, 961, 971-975, 981-984)

The Secretary of Commerce is authorized:

1. Under section 30, of this act, which is the Ship Mortgage Act, 46 U.S.C. 911, 921-927, 941, 951-954, 961, 971-975, 981-984, to make regulations covering mortgages covering U.S. vessels.

2. To investigate port congestion and remedies applicable thereto, with the object to encourage, and develop ports and facilities in connection with water-bound transportation.

3. Under section 28 to certify inadequate shipping facilities to ICC, so that agency may suspend preferential through rates.

- (B) *Merchant Marine Act, 1928* (45 Stat. 689; 46 U.S.C. 891-891z)

1. Confirmed the policies of the 1920 act.

2. Secretary of Commerce has authority to recommend new vessels to be planned with reference to usefulness as naval and military auxiliaries.

3. Recondition and repair vessels, remodel and improve.

- (C) *The Merchant Marine Act, 1936* (49 Stat. 1985, 46 U.S.C. 1101-1294; also see *Reorganization Plan No. 6 of 1949* (63 Stat. 1069), *Reorganization Plan No. 21 of 1950* (64 Stat. 1273), *Reorganization Plan No. 7 of 1961* (75 Stat. 840), 5 U.S.C. 1332-15 note and 46 U.S.C. 1111 note)

1. Make, amend, and terminate subsidy contracts.

2. Investigate, determine, and keep current records of ocean service, routes, lines from ports in U.S. territory, district, or possession to foreign market and type, speed and requirements for service.

3. Investigate and determine relative cost of constructing comparable vessel in the United States and foreign countries, and also such relative cost of operating vessels.

4. Charter its vessels.

5. Provide Federal ship mortgage insurance and war risk insurance.

6. Provide liaison to secure preference to American cargo vessels.

7. In cooperation with owners and builders, develop plans for economical construction of vessels and machinery.

- (D) *The Shipping Act, 1916* (39 Stat. 725, 46 U.S.C. 801-842)

The Secretary is authorized by section 12 (39 Stat. 732, 46 U.S.C. 811) to investigate:

(a) The cost of building merchant vessels abroad and in the United States.

(b) Cost of operating in the foreign trade.

(c) Rules and classifications abroad.

(d) Marine insurance in the United States and abroad.

(e) Examine navigation laws and legal status of mortgage loans.

The Secretary is authorized by section 9 (39 Stat. 730, 40 Stat. 900, 46 U.S.C. 808) to approve operation of foreign-built vessels, acquired by Secretary by virtue of this section, under other than American registry.

The Secretary is authorized by section 37 (40 Stat. 901, 46 U.S.C. 835) during war or emergency to:

1. Approve U.S. citizen owned vessel transfer to foreign registry;

2. Approve sale, mortgage, lease, charter, delivery of vessel or interest therein, or shipyard to noncitizen of the United States; and

3. Grant approval to transfer mortgage bonds to foreigners.

The Secretary is authorized by section 41 (40 Stat. 902, 46 U.S.C. 839) whenever, by virtue of section 9 of this act (supra) and section 37 (supra), his approval is required to render any transaction lawful, to do so absolutely or upon condition.

- (E) *The Merchant Ship Sales Act of 1946* (60 Stat. 41, 50 U.S.C. app. 1735-1746)

The Secretary of Commerce:

1. Is authorized to approve charter of war-built dry cargo vessels to U.S. citizens for bare-boat use (sec. 5(a));

2. Has responsibility for preservation and maintenance of national defense reserve fleet (sec. 11); and

3. Is authorized to charter any passenger vessel, either war-built or owned by the United States on or after June 30, 1950, pursuant to title VII of the Merchant Marine Act, 1936, and to charter any war-built vessel for use in the domestic trade section 5(f)(1).

(NOTE.—Authority to sell vessels to noncitizens under this act terminated on March 1, 1948; authority to sell vessels to citizens under this act terminated on January 15, 1951.)

- (F) *The Maritime Academy Act of 1958* (72 Stat. 622; 46 U.S.C. 1381-1388) authorizes the Secretary of Commerce to:

1. Assist and cooperate with States and territories by furnishing training vessels if unavailable to such States as Maine, Massachusetts, New York, California, and Texas;

2. Assist by entering into agreements with such academy or college by making annual payments to such colleges; and

3. Make agreements to make subsistence payments to such school per student.

- (G) *The act of June 12, 1940* (54 Stat. 346, 46 U.S.C. 1331-1334) authorizes the Secretary of Commerce to:

1. Examine civilian nautical schools; and

2. Rate such schools as to course of instruction, competency of instructors, suitability of equipment.

- (H) *The United States Fishing Fleet Improvement Act* (74 Stat. 212 as amended by 78 Stat. 614, 46 U.S.C. 1401-1413)

1. Authorizes Maritime Administrator under section 5 (46 U.S.C. 1405) to determine and certify to the Secretary of the Interior the lowest responsible domestic bid for the construction of a fishing vessel; and

2. Supervise construction for which construction subsidy is paid.

- (I) *The act of September 14, 1961* (75 Stat. 514, 46 U.S.C. 1126b-1)

The Secretary is authorized to:

1. Permit, upon designation of the Secretary of the Interior, not to exceed four persons at a time from the Trust Territories of the Pacific Islands to receive instruction at the U.S. Merchant Marine Academy.

(J) *The act of June 13, 1957, to the extent it relates to operating-differential subsidies (71 Stat. 73, 46 U.S.C. 1177a)*

The act provides that to the extent that ODS accrual is represented on the operator's books by a contingent accounts receivable item against the United States as a partial or complete offset to the recapture accrual, the operator is—

1. Excused from making deposits in special reserve fund.
2. Excused deposits in (1) receive same tax treatment as if deposited. Amounts paid on such account must be deposited in special reserve fund.

(K) *The act of June 2, 1951 (65 Stat. 59, 46 U.S.C. 1241a)*

Created vessel operations revolving fund for purpose of carrying out vessel operating functions of the Secretary of Commerce; i.e., charter, operation, maintenance, repair, reconditioning, and betterment of merchant vessels under his jurisdiction.

(L) *The act of July 24, 1956 (70 Stat. 605, 46 U.S.C. 249-249c)*

Authorizes the Secretary to award—

1. Distinguished service medal to U.S. merchant mariners for outstanding act, conduct, or valor beyond line of duty.
2. Distinguished service ribbon bar to masters, officers, members of crew in times of war or national emergency in conditions of danger.
3. Ship citation to gallant ships.

(M) *The act of August 9, 1954 (68 Stat. 675, 50 U.S.C. 196-198)*

Authorizes the Secretary of Commerce during periods in which vessels may be requisitioned under Merchant Marine Act, section 902, to—

1. Purchase, charter, requisition, take title to any vessel not owned by U.S. citizen and lying idle in waters within U.S. jurisdiction and which President deems necessary for national defense.
2. Acquire by voluntary agreement of purchase or charter the ownership of any merchant vessel not owned by citizens of United States.
3. Recondition, repair, recondition any vessel to be utilized under this act.

(N) *Section 500 of the Transportation Act, 1920 (41 Stat.; 499, 49 U.S.C. 142)*

The Secretary of Commerce is authorized—

1. To investigate the subject of water terminals, including docks, warehouses, and equipment.
2. To advise with cities and towns regarding the appropriate location of such terminals.
3. To investigate the existing status of water transportation upon the different inland waterways of the country.
4. To investigate other matters that may tend to promote and encourage inland water transportation.
5. To publish and distribute statistics and information concerning transportation on inland waterways.

(O) *Reorganization Plan No. 21 of 1950 (64 Stat. 1273; 5 U.S.C. 1332-15 note; 46 U.S.C. 1111 note)*

(P) *Reorganization Plan No. 7 of 1961 (75 Stat. 840; 5 U.S.C. 1332-15 note; 46 U.S.C. 1111 note)*

(Q) *Reorganization Plan No. 6 of 1949 (63 Stat. 1069; 5 U.S.C. 1332-15 note; 46 U.S.C. 1111 note)*

The Secretary of Commerce administers the award of subsidies and related promotional functions and is accountable for the effective conduct of such programs, including the size and character of the U.S.-flag fleet, the need for governmental assistance, and requirements for appropriations to support subsidy programs. He investigates and determines relative costs of construction and operation abroad.

NOTE.—49 U.S.C. 142 was enacted in 1920 and was a function of the Secretary of War. It was transferred to the Secretary of Commerce by sec. 6, Reorganization Plan No. 2 of 1939 (5 U.S.C. 133t note). The Inland Waterways Corporation was repealed by Public Law 88-67 (77 Stat. 81) but this section was not repealed.)

LAWS TRANSFERRED FROM COMMERCE DEPARTMENT (SEC. 6(a)(6))

The act of August 1, 1947 (61 Stat. 715, 5 U.S.C. 1161(d))

Authorizes the Secretary of Commerce to establish and fix the compensation of scientific and professional positions which require the services of specially qualified personnel.

The authority of the Secretary of Commerce under this act would be transferred only to the extent it authorizes scientific and professional positions which relate primarily to transportation.

COAST GUARD ADMINISTERED ACTS (SEC. 6(b))

Because of its position as the principal maritime enforcement agency, the Coast Guard or Coast Guard officers are named in provisions of law or are involved in the administration of many other acts such as maritime conservation acts and treaties, customs laws, criminal statutes, Corps of Engineers laws affecting navigable waters, and similar matters.

The Coast Guard also has authority to assist any Federal, State, or local government where personnel and facilities are especially qualified and available. This authority is used frequently.

The Coast Guard's status as an armed force has also led to its participation in defense activities and the commitment of personnel, vessels, and equipment to defense efforts.

Section 2 of title 14, United States Code, indicates in a very general way the scope of Coast Guard activities as follows:

1. Enforce or assist in the enforcement of all applicable Federal laws in waters in which the United States exercises jurisdiction.
2. Administer laws and promulgate and enforce regulations for the promotion of safety of life and property afloat covering all matters not delegated to some other executive department.
3. Develop, establish, maintain, and operate—
 - (a) Aids to maritime navigation;
 - (b) Icebreaking facilities; and
 - (c) Rescue facilities.
4. Maintain a state of readiness as an armed force.

Title LII, Revised Statutes, (Rev. Stat. 4399-4500), and acts supplementary thereto; chapters 2A, 7, 11, 14, and 16, title 46, United States Code.

Provide generally for the supervision of shipping and vessels from the point of view of safety. Specific functions include:

1. Supervision of construction, alteration, and repair of vessels.
2. Inspection of hulls, propulsion equipment, appurtenances, and safety equipment.
3. Licensing of officers and establishment of manning requirements.
4. Promulgation of regulations to carry out marine safety laws.
5. Investigation of marine casualties and personnel actions.

Title LIII, Revised Statutes (R.S. 4501-4612), and acts supplementary thereto; chapter 18, title 46, United States Code

Provide generally for the supervision of merchant marine personnel. Specific functions include:

1. Examination and documentation of seamen.
2. Supervision of the shipment of seamen and of their discharge and payment.
3. Supervision over the wages and effects of deceased seamen.
4. Maintenance of records of the employment of seamen.
5. Maintenance of official log books of American vessels.

Act of August 4, 1949, as amended (63 Stat. 496) (14 U.S.C. 81)

Authorizes the establishment and maintenance of:

1. Aids to maritime navigation to serve the needs of the Armed Forces or the commerce of the United States.
2. Aids to air navigation to serve the needs of the Armed Forces as requested by the Secretary of a military department.
3. Loran stations to serve the needs of the Armed Forces, maritime commerce, and air commerce, the latter as requested by the FAA Administrator.

Act of August 4, 1949, (63 Stat. 501) (14 U.S.C. 88)

Authorizes Coast Guard to:

1. Perform acts necessary to rescue and aid persons and protect and save property.
2. Take charge of property saved from marine or air disasters or floods, and care for bodies of victims.
3. Furnish shelter, supplies, and medical aid to persons assisted.
4. Destroy sunken or floating dangers to navigation.

Act of August 4, 1949 (63 Stat. 502) (14 U.S.C. 89)

Provides generally for the exercise of law enforcement authority by the Coast Guard, and by commissioned, warrant, and petty officers of the Coast Guard. Specific authority mentioned:

1. Permits the boarding of U.S. vessels to examine papers, inspect and search, and arrest for violations of U.S. law where authorized.
2. Permits enforcement of U.S. law by Coast Guard in waters over which United States has jurisdiction and upon the high seas.

Act of August 4, 1949 (63 Stat. 502) (14 U.S.C. 90)

Authorizes the maintenance of floating ocean stations to provide search and rescue, communications, and air navigation facilities and meteorological services.

Act of October 5, 1961 (75 Stat. 827) (14 U.S.C. 94)

Authorizes Coast Guard to engage in oceanographic research including use of necessary equipment and collection and analysis of data.

Act of June 15, 1917, as amended (40 Stat. 220) (50 U.S.C. 191-194)

Authorizes the establishment of a port security program during periods of national emergency and when the security of the United States is threatened.

Act of April 25, 1940 (54 Stat. 163) (46 U.S.C. 526-526u) (Motorboat Act of 1940) and act of September 2, 1958 (72 Stat. 1754) (46 U.S.C. 527-527h) (Federal Boating Act of 1958)

Provide generally for the regulation of motorboats and include—

1. Classification of motorboats.
2. Equipment requirements.
3. Prohibitions against reckless or negligent operation.
4. Numbering requirements.
5. Approval machinery for State numbering systems.
6. Penalty provisions.

Act of August 4, 1949 (63 Stat. 496) (14 U.S.C. 2) and Executive Order No. 7521, 1 F.R. 2527

Provides authority for Coast Guard to develop, establish, maintain, and operate icebreaking facilities.

LAWS TRANSFERRED FROM FAA (SEC. 6(C))

1. *Federal Aviation Act of 1958 (72 Stat. 731; 49 U.S.C. 1301-1542)*¹

Empowers the Administrator of the FAA to—

1. Control and develop the use of the navigable airspace as necessary in the interests of safety and efficiency for both civil and military aircraft;
2. Establish, operate, and maintain air navigation facilities wherever necessary;
3. Prescribe air traffic rules and regulations governing the flight of aircraft for the protection of aircraft, of persons and property on the ground, and for efficient use of the navigable airspace;
4. Undertake or supervise developmental or research work tending to improvement of aircraft or their components and to the development and use of the navigable airspace;
5. Provide for the registration and identification of aircraft and their components and maintain a system for the recording of conveyances affecting titles to or interest in any civil aircraft of the United States;
6. Promulgate rules and regulations for the issuance of the various types of airman certificates, air carrier operating certi-

¹ Titles III, V, VI and XII relate only to powers, functions, and duties of the Administrator. Titles II, IV and VII prescribe the same solely for the Civil Aeronautics Board. The remaining titles contain general provisions applicable to both the CAB and the Administrator.

cates, airworthiness certificates, production certificates, type certificates, and air agency certificates;

7. Prescribe minimum standards for the design, construction, and performance of aircraft and their components;

8. Establish security provisions which permit maximum use of navigable airspace by civil aircraft in a manner consistent with national security.

2. *Federal Airport Act (60 Stat. 170, 49 U.S.C. 1101²)*

Authorizes the Administrator of FAA to:

1. Prepare, periodically revise, and administer a national plan for development of public airports adequate to meet the needs of civil aviation.

2. Make and administer grants of funds to sponsors of public airport development.

3. *International Aviation Facilities Act (62 Stat. 450, 49 U.S.C. 1151³)*

Authorizes the Administrator of FAA to:

1. Acquire and operate in foreign territory airway and airport facilities necessary to the foreign commerce of the United States.

2. Perform such other functions as training of foreign nationals and providing technical assistance to foreign governments in order to promote development of civil aviation outside the continental United States.

4.⁴ *Administration of Washington National Airport [Act of June 29, 1940 (54 Stat. 686), as amended by Act of May 15, 1947 (61 Stat. 94); and by Act of August 23, 1958 (72 Stat. 731)⁵]*

5.⁴ *Second Washington Airport Act [Act of September 7, 1950 (64 Stat. 770), as amended by Act of July 11, 1958 (72 Stat. 354); and by Act of August 23, 1958 (72 Stat. 731)⁶]*

Empower the Administrator of the FAA to control, maintain, and operate Washington National and Dulles International Airports, respectively.

LAWS TRANSFERRED FROM THE CIVIL AERONAUTICS BOARD (SEC. 6(d))

1. *Title VI of the Federal Aviation Act of 1958 (72 Stat. 775, 49 U.S.C. 1422-1430) (safety appeals).*

Under title VI, the only functions exercised by the CAB are review pursuant to section 602 of the denial by the Administrator of the FAA of applications for airmen certificates, and review pursuant to section 609 of orders of the Administrator amending, modifying, suspending, or revoking air safety certificates (i.e., certificates issued to an airman; aircraft; air carrier; air navigation facility; or air agency). Proceedings are adjudicatory in nature and are subject to the Administrative Procedure Act. CAB orders affirming the Administrator's actions or orders, or amending, modifying, or reversing such orders or actions, are subject to judicial review.

² Act of May 13, 1946, as amended. Sec. 1402(b) of FA Act of 1958 (72 Stat. 806), amended the Federal Airport Act to substitute the Administrator of FAA for Administrator of CAA and Secretary of Commerce.

³ Act of June 16, 1948, as amended. Sec. 1403 of FA Act of 1958 (72 Stat. 808) substitutes FAA for Civil Aeronautics Administration in International Aviation Facilities Act.

⁴ Neither law listed here was codified in the U.S. Code.

⁵ The Act of June 29, 1940, was amended by sec. 1402(f) of the FA Act of 1958 (72 Stat. 807) to transfer from CAA to FAA authority to manage Washington National.

⁶ The Act of Sept. 7, 1950, was amended by sec. 1402(g) of the FA Act of 1958 (72 Stat. 807) to transfer from Secretary of Commerce to FAA authority to build and manage Dulles Airport.

2. *Title VII of the Federal Aviation Act of 1958 (72 Stat. 781, as amended by 76 Stat. 921, 49 U.S.C. 1441-1445) (accident investigation).*

Under title VII, the CAB is charged with the responsibility for investigating all accidents involving civil aircraft; determining the probable cause of such accidents; making recommendations based thereon to the Administrator of the FAA designed to prevent similar accidents; making such reports public as may be deemed by it to be in the public interest; and conducting special studies and investigations to reduce accidents. CAB does not act in quasi-judicial capacity in investigation of accidents, and reports relating thereto are not admissible in evidence in actions for damages.

LAWS TRANSFERRED FROM INTERSTATE COMMERCE COMMISSION

Section 6(e)

The following is a brief explanation of the laws transferred from the Interstate Commerce Commission to the Secretary of Transportation.

Reference to laws which are only amendments to the original act have been deleted in the interest of clarity.

(1) The following laws relating generally to safety appliances and equipment on railroad engines and cars, and protection of employees and travelers:

- (A) The act of March 2, 1893 (27 Stat. 531, 45 U.S.C. 1-7).
- (B) The act of March 2, 1903 (32 Stat. 943, 45 U.S.C. 8-10).
- (C) The act of April 14, 1910 (36 Stat. 298, 45 U.S.C. 11-16)—
 - (a) Prescribes certain safety appliances for trains, locomotives, and cars used by railroads engaged in interstate commerce.
 - (b) Authorizes the ICC, after hearing, to prescribe certain other safety appliances for such equipment.
 - (c) Imposes a duty on ICC to inform U.S. attorney of any violations as may come to its knowledge.
- (D) The act of May 30, 1908 (35 Stat. 476, 45 U.S.C. 17-21)—
 - (a) Prescribes ash-pan equipment required on locomotives and specifically imposes duty on ICC to enforce this act.
- (E) The act of February 17, 1911 (36 Stat. 913, 45 U.S.C. 22-29).
- (F) The act of March 4, 1915 (38 Stat. 1192, 45 U.S.C. 30)—
 - (a) Created the office of a director of locomotive inspection and provides for the inspection of all parts and appurtenances and tenders, as well as the boilers, of locomotives used by common carrier railroads.
- (G) Reorganization Plan Numbered 3 of 1965 (79 Stat. 1320)—
 - (a) Abolishes the office of director of locomotive inspection and transfers his functions to the ICC.
- (H) Joint resolution of June 30, 1906 (34 Stat. 838, 45 U.S.C. 35)—

- (a) Directs and authorizes the ICC to investigate and report to Congress on the use and necessity for block signals.

- (I) The act of May 27, 1908 (35 Stat. 325, 45 U.S.C. 36-37)—
 - (a) Authorizes the ICC, at its discretion, to test and report on safety appliances.

- (J) The act of March 4, 1909 (35 Stat. 965, 45 U.S.C. 37)—

- (a) Directs that ICC safety inspectors inspect mail cars and report to Postmaster General.
- (K) The act of May 6, 1910 (36 Stat. 350, 45 U.S.C. 38-43)—
- (a) Requires railroads to report accidents on forms prescribed by ICC.
- (b) Authorizes ICC to investigate accidents and make public reports of investigation.
- (2) The following law relating generally to hours of service of employees:
- (A) The act of March 4, 1907 (34 Stat. 1415, 45 U.S.C. 61-64)—
- (a) Prescribes maximum hours of service of employees of any railroad common carrier and imposes on ICC duty to inform U.S. attorney of any violations as may come to its knowledge and to enforce provisions of this act.
- (3) The following law relating generally to medals for heroism:
- (A) The act of February 23, 1905 (33 Stat. 743, 49 U.S.C. 1201-1203)
- (a) Authorizes the President to grant medals of honor for heroism with respect to rail or motor carrier operations.
- (4) The following law relating generally to explosives and other dangerous articles:
- (A) Sections 831-835 of title 18, United States Code (74 Stat. 808)—
- (a) Prohibits transportation of certain explosives on passenger vehicles operated by common carriers and shipments of such explosives without disclosing their nature.
- (b) Authorizes ICC to prescribe regulations relating to the transportation of explosives and other dangerous articles by land, and marking and packing of such articles transported by land or water.
- (5) The following laws relating generally to standard time zones and daylight saving time:
- (A) The act of March 19, 1918 (40 Stat. 450, 15 U.S.C. 261-264).
- (B) The act of March 4, 1921 (41 Stat. 1446, 15 U.S.C. 265).
- (C) The Uniform Time Act of 1966, Public Law 89-387 (80 Stat. 107).
- (a) Establishes time zones which shall govern movement of all common carriers.
- (b) Authorizes the ICC to define the limits of each zone.
- (6) The following provisions of the Interstate Commerce Act—
- (A) Relating generally to safety appliances, methods and systems: Section 25 (49 U.S.C. 26)—
- (a) Authorizes the ICC, after investigation, to prescribe installation by any railroad of block signal system, interlocking automatic train stop, or other similar appliances, etc.
- (b) Requires carriers to file rules and regulations for installation, operation, and maintenance of such appliances, methods, or systems with ICC and, upon failure of a carrier to do so, authorizes ICC to prescribe such rules.
- (c) Authorizes ICC to inspect such systems, etc., and to determine whether in proper condition.

- (d) Requires railroads to report to ICC failures and accidents relating to such systems.
- (e) Imposes duty on ICC to enforce provisions of this section.
- (B) Relating generally to investigation of motor vehicle sizes, weights, and service of employees: Section 226 (49 U.S.C. 325):
- (a) This is an obsolete provision, enacted in 1935, which authorized the Commission to investigate and report on the need for Federal regulation of motor vehicle sizes and weights, which investigation was completed and a report submitted to Congress in 1941. It also includes authorization for a similar investigation with respect to qualifications and maximum hours of service of employees of all motor carriers and private carriers of property by motor vehicle. The Commission found a need for such regulations and by 1940 had prescribed them under its specific power in section 204(a)(1), (2), and (3), which power now would be transferred to the Secretary of Transportation.
- (C) Relating generally to qualifications and maximum hours of service of employees and safety of operation and equipment: Sections 204(a)(1) and (2), to the extent that they relate to qualifications and maximum hours of service of employees and safety of operation and equipment, and section 204(a)(3), (3a), and (5), relating to safety (24 Stat. 379, 49 U.S.C. 304).
- (a) Prescribe requirements relating to qualifications and maximum hours of service of employees and safety of operation and equipment for motor common and contract carriers.
- (b) Prescribe requirements relating to qualifications and maximum hours of service of employees and standards of equipment for private carriers of property by motor vehicle.
- (c) Prescribe requirements relating to comfort of passengers, qualifications and maximum hours of service of employees, and safety of operation and equipment for carriers of migrant workers by motor vehicle.
- (d) Avail itself of the research agencies of the Federal Government in carrying out the motor carrier safety regulations.
- (D) To the extent they relate to private carriers of property by motor vehicle and carriers of migrant workers by motor vehicle other than contract carriers: Section 221 (a) and (c) and section 224 (49 U.S.C. 321 (a) and (c) and 324)—
- (a) Requires that private carriers designate the name and address of the person upon whom service of notices or orders may be made.
- (b) Also requires the name and address of a person upon whom processes issued by any court may be served in any proceeding at law brought against such carrier.
- (c) Authorizes the ICC to require the display of suitable identification plates upon motor vehicles used in transportation subject to part II of the act.

Section 6(f)(2)

(A) This subsection provides that the Secretary shall have the same administrative powers under the Interstate Commerce Act as the Commission had before such transfer with respect to the functions transferred in subsection 6(e).

(B) This subsection provides that "administrative powers under the Interstate Commerce Act" means any functions under the following provisions of the Interstate Commerce Act: Sections 12, 13(1), 13(2), 14, 16(12), the last sentence of 18(1), 20 (except clauses (3), (4), (11), and (12) thereof), 204(a) (6) and (7), 204(c), 204(d), 205(d), 205(f), 220 (except subsec. (c) and the proviso of subsec. (a) thereof), 222 (except subsecs. (b)(2) and (b)(3) thereof), and 417(b)(1). These sections generally relate to the administrative functions of the Commission necessary to secure information, to investigate complaints, to execute and enforce provisions of the act by instituting actions in the proper courts of the United States, to issue reports and decisions, to apply to the U.S. attorney for enforcement of orders, to pay witness fees, to require reports from carriers, to administer oaths and subpoena witnesses and documents, and other provisions necessary to enforce that part of the Interstate Commerce Act which is transferred to the Department.

LAWS TRANSFERRED FROM DEPARTMENT OF THE ARMY (SEC. 6(g))

(1)(A) Section 7 of the River and Harbor Act of March 4, 1915 (38 Stat. 1053, 33 U.S.C. 471); and

(B) Article 11 of section 1 of the act of June 7, 1897 (30 Stat. 98; 33 U.S.C. 180).

(C) Rule 9 of section 1 of the act of February 8, 1895 (28 Stat. 647; 33 U.S.C. 258).

(D) Rule numbered 13 of section 4233 of the Revised Statutes (33 U.S.C. 322).

Authorizing the Secretary of the Army to establish anchorage grounds for vessels in all harbors, rivers, bays, and other navigable waters of the United States. These areas are reserved for vessels to unload or load cargoes, or to await clearance for entering a harbor or approaching a dock, and also for small vessels not exceeding 65 feet in length to anchor without anchor lights.

(2) Section 5 of the act of August 18, 1894 (28 Stat. 362, 33 U.S.C. 499).

Authorizes the Secretary of the Army to prescribe such rules and regulations as in his opinion the public interests require, to govern the opening of drawbridges built across the navigable rivers and other waters of the United States, for the passage of vessels and other watercraft.

(3) The act of June 21, 1940 (54 Stat. 497, 33 U.S.C. 511-524) (Truman-Hobbs Act).

Railroad and publicly owned highway bridges determined by the Secretary of the Army to be unreasonably obstructive to the free navigation of any navigable waters of the United States may be required to be altered by the owner so as to remove such obstruction. The Federal Government shares in the cost of such alterations in accordance with the formula established at 33 U.S.C. 516.

(4)(A) Section 4 of the act of August 23, 1906 (34 Stat. 85, 33 U.S.C. 494);

(B) Section 503 of the General Bridge Act of August 2, 1946 (60 Stat. 847, 33 U.S.C. 526);

(C) Section 17 of the act of June 10, 1930 (46 Stat. 552, 33 U.S.C. 498a);

(D) Act of June 27, 1930 (46 Stat. 821, 33 U.S.C. 498b); and

(E) Act of August 21, 1935 (49 Stat. 670, 33 U.S.C. 503-507).

The Secretary of the Army is authorized to review and determine the reasonableness of rates charged for transit across a bridge over navigable waters by the bridge owner. With some limited exceptions, toll bridge rates are subject to the Secretary's regulatory rates. The exceptions would be bridges built under the authority of the legislature of the State across rivers or other waterways the navigable portions of which lie wholly within the limits of a single State, bridges on which the tolls are prescribed by a contract entered into by or with any State or political subdivision thereof, or any municipality, and international bridges, where the enacting legislation of such bridges did not make them specifically subject to the 1906 act. Also excepted are intrastate bridges constructed under the authority of the 1946 act.

(5)(A) Act of August 30, 1961 (75 Stat. 402), Oil Pollution Act, 1961. (33 U.S.C. 1001-1015.)

The Oil Pollution Act, 1961, implements the provisions of the International Convention for the Prevention of the Pollution of the Sea by Oil, 1954. The act implements the convention by prohibiting American ships from discharging waste in any of the zones named, including 50 miles around our own coasts; provides for the keeping of records showing where such wastes were discharged; and provides for the inspection of oil record books. The Secretary of the Army generally administers the provisions of this act.

(6) (A) Section 9 of the act of March 3, 1899 (30 Stat. 1151, 33 U.S.C. 401);

(B) The act of March 23, 1906 (34 Stat. 84, 33 U.S.C. 491-498) (the General Bridge Act of 1906); and

(C) The act of August 2, 1946 (60 Stat. 847, 33 U.S.C. 525-539) (the General Bridge Act of 1946).

The location and plan for bridges over the navigable waters of the United States are required to be approved by the Chief of Engineers and the Secretary of the Army before construction is commenced. It is the responsibility of the Chief of Engineers and the Secretary of the Army under these laws to assure that such bridges provide adequate clearances for the reasonable needs of navigation at the least cost to both land and water transportation.

(NOTE.—Sec. 9 of the act of March 3, 1899, requires the consent of Congress or a State legislature, and approval of the Chief of Engineers and Secretary of the Army for the construction of any bridge, dam, dike, or causeway in navigable waters of the United States. Under the proposed legislation, the Department of the Army would retain responsibility for administering those provisions of sec. 9 as it relates to dams and dikes. Causeways are considered to be bridges and authority therefor would be transferred to the Department of Transportation.)

ADDITIONAL VIEWS OF HON. BENJAMIN S. ROSENTHAL

I enthusiastically endorse this legislation. It acknowledges an important principle in modern politics—the quality of any Federal effort is largely a function of how that effort is organized. Progressive administration rarely ransoms faulty programs; but it continues to be a necessary condition for successful ones. And I concur with the committee's finding that this is particularly true for our national transportation policy.

I wish to emphasize the committee's special concern with the social costs of transportation, and cite a specific instance where I believe we can be more aggressive in protecting the public interest.

The need for passenger safety is recognized in the proposed coordination of all Federal safety activities under a single department, and in the creation of the National Transportation Safety Board with firm statutory powers relating to all modes of transportation. The argument for such policy and for a single safety board is highly persuasive. Safety activity must be conducted by officials who are not distracted by other competing responsibilities.

These points are convincing with regard to transportation safety. Yet I believe they are equally applicable to another important social cost of transportation—noise.

For several years, Congress has noted the increased need for aircraft noise abatement. In 1962 and 1963 extensive hearings on aircraft noise problems were conducted by the House Committee on Interstate and Foreign Commerce. These hearings solicited the views of many people already interested in noise abatement, and stimulated the concern of those previously unacquainted with the field. Only this year, however, did we receive a sufficiently clear Presidential statement stressing the need for "a concerted effort to alleviate the problems of aircraft noise." Efforts over the past years have been far less concerted than many of us in Congress have thought necessary and believed possible. Airplane manufacturers have not been falling over each other in competition to produce quieter aircraft. Noise abatement research and development, after all, hardly promises higher profits. Indeed, it can be said that noise abatement has been to the airline industry what safety engineering has been to the automobile industry. It has been, in short, an irritating and costly sacrifice which private industry is understandably reluctant to undertake.

What progress has been made is largely due to the outcry of aggrieved citizens living near airports, and their representatives in Congress. Yet the constituency for noise abatement is predictably less organized and powerful than those interests who would offhandedly dismiss aircraft noise as a regrettable but necessary social inconvenience. I believe the Congress is unwilling to be an accomplice to that irresponsibility. Accordingly, I feel we must act to assist the executive branch in a more energetic response to aircraft noise abatement needs.

Up to now, the National Aeronautics and Space Administration and the Federal Aviation Agency have followed separate and modest research and development programs. For example, in fiscal 1966, NASA, which is principally responsible for such aeronautical research and development, requested absolutely nothing for noise abatement suppression studies.¹ For fiscal 1967, NASA asked for \$3 million, though more than half of this is to be spent on sonic boom research. The weakness of this effort is appalling given the clear and present public need.

The Federal Aviation Agency has moved with little more energy. Only this month did it request authority to prescribe standards and regulations for noise abatement, and to seek power to implement such standards in the issuance or suspension of aircraft certification.

In my view, these activities have been so modest because they have lacked any specific and vigorous statutory instruction. They have been so limited because no office has been specifically designated by the Congress to study and prosecute noise abatement policy. The conditions requiring an effective Federal aircraft noise abatement program, in other words, are exactly similar to those arguing for a strong transportation safety policy. The effort must be centralized, coordinated, designated by statute, and instructed to direct all its energies to a single purpose.

For that reason, I had offered in committee an amendment to establish within the proposed Department an Office of Aircraft Noise Control and Abatement. As projected the Office would take upon itself the supervision of all those aircraft noise abatement operations presently being pursued by Government agencies. More important, it would be the Office to which new programs of research and regulation would be assigned.

Just as a new Department is a precondition for vigorous new transportation policy, so an Office of Aircraft Noise Control and Abatement is a requisite for new abatement activities. This seems to be the logical outgrowth of all recent discussion, including the President's Special Panel on Jet Aircraft Noise whose March 1966 report concluded:

Initiative for solving problems of jet aircraft noise can effectively come only from a source not compromised by economic interests in conflict with those of the major groups now involved—engine and aircraft manufacturers, airline operators, and local governments. And there is only one source meeting this constraint which can be functionally effective—the Federal Government.

Finally, I approve the committee's decision, expressed in subsection 4(a), to place specific responsibility on the Secretary of Transportation to promote aircraft noise abatement. I would point out, however, that NASA, FAA, and the Office of Transportation in the Department of Commerce have all received from time to time such broad and general indications of congressional concern. Apparently these have not been adequate. For past experience has not convinced many of us that the executive departments, left to themselves with vague designation of duty, have produced vigorous programs. Nor are we confident that ad hoc interagency committees established by

Executive order will have sufficient power and resources to direct the sort of effort that is so clearly necessary.

The President and his Advisory Panel have acknowledged that the aircraft noise problem will get worse before it gets better. Accordingly, Congress must now assign responsibilities directly, specifically, and by statute. We simply cannot let this problem be the victim of administrative apathy and bureaucratic ambiguity.

I appreciate the committee's desire to provide the Secretary of Transportation with flexibility in the organization of his duties. I am not anxious to tie his hands. Nor, however, do I wish to allow him to keep them in his pockets. I recommend, therefore, an Office of Aircraft Noise Control and Abatement in the new Department of Transportation.

BENJAMIN S. ROSENTHAL.

ADDITIONAL VIEWS OF HON. FLORENCE P. DWYER, HON. OGDEN R. REID, HON. FRANK J. HORTON, HON. DONALD RUMSFELD, HON. WILLIAM L. DICKINSON, HON. JOHN N. ERLBORN, HON. JOHN W. WYDLER, AND HON. CLARENCE J. BROWN, JR.

We support the establishment of the Department of Transportation and urge the enactment of H.R. 15963.

The United States is the most highly developed and technologically advanced society in the world. In such a society, a modern, efficient, safe, and economical transportation network is of paramount importance. As the Republican coordinating committee stated in its recently issued task force report on "Transportation in Modern America":

Transportation is the lifeblood of America's economy. Together with its sister industry, communications, transportation is the greatest common denominator of American commerce and industry. It is a factor indispensable to all economic activities. A physically sound, modern, and efficiently operated transportation system is an indispensable component of our national security and defense.

Without such a system of transportation, the businessman or farmer will be unable to market his goods efficiently and cheaply, the consumer's choice of products to fulfill material needs will be restricted and costly, the military's ability to meet the requirements of national defense will be undermined, and the workman and housewife will be impaired in their efforts to travel to job or store. In sum, a deficient transportation system can impede or immobilize our economy and endanger our national defense.

THE IMPORTANCE OF TRANSPORTATION

A brief recitation of economic statistics relating to transportation will highlight the basic importance of transportation to the life and well-being of every citizen in the Nation:

- (1) Gross national product in 1965 was \$675 billion; for 1966 it may exceed \$725 billion and will reach \$1 trillion in the near future. Of this, approximately 20 percent may be related directly or indirectly to outlays for transportation.
- (2) In 1945 America's population was about 140 million; today it approaches 200 million; and projections indicate that by the end of the century it will double.
- (3) In 1946 there were 31 million motor vehicles; in 1966 there are about 90 million; and the projection for 1975 is 120 million.
- (4) In 1946 there were 1.5 million miles of paved roads and streets; today, there are over 3¼ million miles.
- (5) In 1946 there were 38,000 private and commercial aircraft and the latter flew 209 million miles; in 1965, there were approxi-

mately 100,000 such craft and the commercial carriers flew 1 billion miles.

(6) In 1941 619 billion ton-miles of cargo were moved by the industry; in 1966, 1.6 trillion ton-miles were moved and this figure will at least double in 20 years.

(7) Total intercity passenger-miles have now reached a rate of 900 billion annually and will double in 20 years.

(8) Annually, transportation consumes approximately 71 percent of all rubber products; 52 percent of petroleum; 53 percent of lead; 29 percent of steel; 22 percent of aluminum; 28 percent of cement; and 19 percent of copper.

(9) Net investment in privately owned and operated transportation plant, equipment, and facilities totals \$140 billion—10 percent of all privately owned assets in the United States; and the public investment in transportation annually is about \$15 billion.

(10) Approximately 14 percent of the total civilian employment is in some phase of transportation.

(11) Nearly 18 cents of each tax dollar is donated to transportation resources.

SIGNIFICANT ACHIEVEMENT IN THE PAST

As documented by the figures above, the transportation industry deserves recognition of its achievements. In spite of rapidly growing population, an ever-increasing movement of goods and people, and a continuing demand for greater investment in plant and equipment, the industry has generally managed to keep abreast of demand. And, although the Federal Government has significantly assisted in the development of transportation, basic credit must go to private enterprise which has shouldered the major burden of operating and financing the system.

BUT SERIOUS PROBLEMS REMAIN

The fact that we have managed to keep our heads above water, however, must not blind us to the fact that serious shortcomings exist. While we are in the midst of constructing an advanced Interstate Highway System, secondary roads and urban thoroughfares become increasingly outdated. While we are in the midst of developing a supersonic air transport, our merchant marine declines to that of a fourth-rate power. While a passenger can fly from one city to another in a matter of minutes or hours, the same passenger can spend an equal period of time traveling the short distance from the airport to home. While our highways are growing increasingly overcrowded with cars and trucks, railroads are discontinuing passenger service and failing to replace freight cars and other equipment. These and other problems will continue to multiply and worsen unless we seek some basic solutions.

THE NEED FOR FEDERAL COORDINATION

The Federal Government has aided in the past and continues to aid the various modes of transportation through various forms of financial assistance. Yet, because of the lack of a national transportation policy, the absence of coordination in research and regulation,

imbalance in promotional efforts, indifference to its own influence as a prime user of transportation, and the overburdening of shippers and carriers by forms and records, the Government has failed to develop as adequate and balanced a transport system as is now required by our society and economy.

In particular, the promotion and regulation of transportation by the Federal Government is conducted in a piecemeal fashion. Each mode of transportation is handled by a different agency of Government. While certain of these agencies—FAA, ICC, CAB—have autonomous status, others are mere appendages of large departments—Bureau of Public Roads, Coast Guard, Federal Maritime Administration. Moreover, within any particular mode of transportation, duties and responsibilities are frequently divided among more than one agency. The CAB and the FAA both engage in aviation activities. NASA is also involved in various phases of aviation while HUD has been assigned certain aircraft-noise-abatement responsibilities. The Federal Maritime Administration and the Federal Maritime Commission are assigned maritime responsibilities, while the Coast Guard, Bureau of Customs, Corps of Engineers, and ICC are also involved to a greater or lesser extent in water transportation. The ICC has been granted authority over railroads, motor carriers, and pipelines in addition to certain inland water carriage duties. Yet, the Department of Commerce is involved in high-speed rail transportation and certain aspects of automobile safety, the FPC is concerned with pipeline regulation, and HUD has responsibility for urban mass transportation. Other agencies are also involved in various phases of transportation, and innumerable examples can be found where duplication, divisiveness, and inconsistency exist.

In the light of this situation, we believe that the need now exists for setting up the machinery to develop a coordinated and unified approach to transportation within the free enterprise system in order to attack problems, correct deficiencies, establish order, advance the art, and better assist the promotion of the industry. The plethora of agencies dealing with the various modes and phases of transportation does not lend itself to a unified approach; nor does the failure of Congress to develop an overall transportation policy which can mold the various components of transport into a cohesive whole. For these reasons, we believe that a Department of Transportation should be established which will be in a position to examine the industry from an overall vantage point, coordinate the Federal responsibilities in transportation, and make recommendations to Congress for its approval or necessary changes.

THE REPUBLICAN PRECEDENT

In supporting this position, we are following in the footsteps of many leading Republicans who have urged such a measure in the past. The Hoover Commission Task Force on Transportation recommended the creation of a department in 1946. President Eisenhower did the same in his budget message of fiscal year 1961. Senators Capehart and Case introduced legislation to this effect, as have Congressman Younger and other Republican Members. Most recently, the task force on transportation of the Republican coordi-

nating committee endorsed the establishment of a department in its report of June 27, 1966.

It is also significant that almost every segment of the industry testified in favor of creating a Department of Transportation, although each presented specific reservations or objections as they may have related to its own mode. The maritime industry did urge the establishment of an independent agency though it acknowledged that a new department may improve their situation.

In taking a stand for a new Department of Transportation, however, we wish to make it clear that (1) we support the continued operation of the transportation industry by private enterprise, (2) the Federal Government should make every effort to reduce regulation, subsidy and needless paperwork, (3) Government promotional efforts should be nondiscriminatory and one mode of transportation should not be advanced at the expense of another mode, and (4) any development or revision of national transportation policy should be transmitted to Congress for its approval.

NOT A PANACEA

We must also caution that, while we endorse the concept of a Department of Transportation, we wish it to be recognized that the creation of the Department will not resolve all problems. The interests and operations of the industry are too disparate in nature, and the problems it faces are too complex to expect that major improvements can be made merely through changes in Government organization. Through the establishment of the Department, policies can be established and programs can be set in motion which can place the industry on the road to improvement. But, much depends, of course, on establishing the right type of organization, giving it necessary authority, and making certain that it effectively carries out the mandate of Congress.

DEPARTMENT TO HAVE LIMITED AUTHORITY AND RESPONSIBILITY

Economic regulation

This having been said, it must be recognized that the Department of Transportation, now being proposed, will not, in many respects, be given adequate authority to cope with the problems. In this respect, probably the most significant absence of authority is in the field of economic regulation. Under section 6, the Department will be given authority over promotional and safety matters, as they relate to transportation, but none of the economic regulatory functions and duties now resting in the transportation regulatory agencies are to be transferred. The Interstate Commerce Commission, the Civil Aeronautics Board, and the Federal Maritime Commission will continue to have sole responsibility for passing upon routes, rates and related economic activities of railroads, trucks, water carriers, pipelines and airlines. This is not to say that there are not good reasons for continuing this arrangement. The quasi-judicial nature of their operations dictates that these regulatory agencies remain separate from and independent of executive-type functions which will be carried on by the new Department. But, it must be realized that while section 2 declares that the Department is to be established in order to facilitate

the development and improvement of coordinated transportation services and while there has been a great deal of talk about the need for developing a unified organizational approach to the subject of transportation, the Department, as created, will only be given limited responsibility.

Urban mass transportation

The movement of large numbers of people cheaply and efficiently within metropolitan areas is perhaps the greatest transportation problem facing the Nation today. In city after city individuals, especially those of limited means, are subject to hardship and discomfort because of the absence of adequate mass transportation. Both central city and suburb have been damaged by this transportation imbalance and its consequences—overcrowded highways, irrational use of scarce land, high cost of transportation, inconsistent routes and schedules, etc. At the same time, other segments of the industry have either been constructing more roads and airports, or discontinuing commuting and intercity rail transportation—all of which have resulted in increased dislocations and relocations.

It would seem obvious, then, that the close relationship and interdependence between urban mass transportation and the other forms of transportation would dictate that the urban mass transportation program be transferred from the Department of Housing and Urban Affairs to the new Department. This is not contemplated at this time, however. Instead, the administration plans to have the matter studied for a year on the theory that the program has only recently been assigned to HUD and should be given an opportunity to be organized before transferring it again.

Although an argument can be made that urban mass transit is closely allied to urban problems, it is more clearly an integral aspect of transportation. The fact that this program has only recently been assigned to HUD would seem to be a factor favoring its transfer to the new Department at this time.

If this program is not transferred at this time, however, we firmly believe that a decision as to its ultimate location should be made within 1 year. While the President's message only calls for a 1-year study of this matter, there is nothing in the legislation which requires that a final decision be made within 1 year. Unless every effort be made to see that a decision is reached within this period, the urban mass transit program could drift on ineffectually to the detriment of the urban area dweller, the revitalization of metropolitan areas, and the development of national transportation policy. And, since present evidence so clearly seems to justify the transfer to the new Department, we strongly recommend that it be made after the study has been completed unless overwhelming justification is presented to the contrary.

In view of the urgency of the transportation problem in urban areas and of the increasing importance of mass transportation facilities in solving that problem, we would expect that any reorganization plan proposing the transfer of the mass transportation program from HUD to the Department of Transportation would provide for (a) an equal organizational and operational status for mass transportation in the new Department, and (b) procedures which will assure the fullest coordination of highway and mass transit in the planning and construction of urban transportation systems.

Aircraft noise abatement

Another deficiency in the proposed legislation creating a Department of Transportation relates to the failure to deal adequately with the subject of aircraft noise abatement. Urban dwellers face a severe disruption of life due to the noise created by aircraft flying over metropolitan areas. Those who live in such areas, and they are the majority of the population, have been fighting for years to obtain remedial action for this problem. Not only has little been done, but no one in government has assumed direct responsibility for taking such corrective action. Yet, when certain members of the committee sought to establish an Office of Aircraft Noise Abatement within the Department which would be directly responsible for conducting research and establishing standards to reduce this nuisance, they were voted down on the grounds that the organizational structure of the Department should not be upset by affixing definite responsibility within a designated segment of the Department. Instead, it was agreed, reluctantly, that the duties of the Secretary in section 4 be amended to provide that, among his other duties, he should conduct research on the problem. This could mean that once again no one will take effective responsibility for abating aircraft noise.

Exemption of the Federal Government as a user of transportation

This proposed legislation is also deficient in that it fails to deal with the activities of the Federal Government as they relate to the use of transportation. Section 2 declares that the Department is to be established in order to assure the coordinated, effective administration of the transportation programs of the Government. This is of vital importance since the Government is the largest single user of transportation services and facilities. Its behavior as a user has a major effect upon the industry. Yet, nowhere in the bill is the Department of Transportation given such coordinating authority. To the contrary, in section 7, which relates to the establishment of standards and criteria for the efficient investment of Federal funds, the Federal Government, as a user of transportation, is specifically excluded. The sole measure of authority given to the Secretary of Transportation in this regard is in section 4 where the Secretary is permitted to "consult" with Federal agencies as to their transportation requirements. As a result, the Post Office Department will be permitted to pull off railway postal cars, the Department of Agriculture will be free to pressure for discriminatory railway rates for the carriage of surplus grain, the Department of Defense will be able to force uneconomical maritime rates for the carriage of troops and supplies, etc., all to the detriment of healthy railroads, merchant marine, and other modes of transport. In the same manner, excluding the Government's own activities in the field of transportation from the purview of the act will dampen any efforts that could be made to lessen the Government's competition with private enterprise in this field. The Republican task force on transportation dealt with this problem when it stated in its recent report:

Today the Federal Government is engaged in a wide variety of transportation enterprises. It is a very great challenge to the private enterprise system when the Federal Government is already the largest electrical power producer, the largest insurer, the largest lender, the largest borrower,

the largest landlord, the largest shipowner, the largest truck operator, the largest shipper, and even runs railroads and airlines.

Some of these operations are necessary to the national defense. But too often they compete with private enterprise through making it more difficult for taxpaying businesses to survive. We believe that in the absence of national defense considerations, the Federal Government should not transport persons or property which privately owned carriers are fit, willing, and able to carry.

We believe that there is a growing need for a thorough examination of this issue.

SAFETY BOARD'S LACK OF INDEPENDENCE AND AUTHORITY

Of all the issues raised on the subject of transportation, the one that has perhaps promoted the greatest discussion is that of safety. The President in his message on transportation devoted considerable space to this item. Throughout the hearings, the supporters of the new Department repeatedly stressed the benefits to be gained by having one agency of Government involve itself in the safety aspects of all modes of transportation.

In particular, reference was made to the advances in the field of safety that could be made by the National Transportation Safety Board which is to be created along with the Department. This Board, many have been led to believe, would be designed to serve as an independent check upon the operations of the Department and of the industry, would appraise objectively the problems of safety from an overall vantage point, would conduct investigations into the causes of accidents, and would be in a position to propose necessary solutions to the causes of accidents.

The fact is, though, that the Safety Board will not be completely independent of the Department. Instead, its appropriations, and thus, in some measure its scope of operations will be controlled by the Department. In addition, it will have no authority to conduct its own accident investigations. Rather, such investigations will be conducted by the Department which will also be charged with the institution of safety regulations, inspections, and other practices that could contribute to the causing of accidents. The Safety Board, in its own right, will be assigned only the duties of determining the cause of accidents (after the investigations have been completed), passing upon the revocation of licenses and certificates, conducting studies, submitting recommendations to the Secretary, and arranging to participate in accident investigations conducted by the Secretary. It is correct that the gathering together of these various safety functions within one body may afford some improvement over existing conditions. It is also true that the bill was wisely amended to provide that the Safety Board shall make public all reports, orders, decisions, rules, and regulations that it issues and also make public every recommendation that it makes to the Secretary, every special study it conducts and every action by the Board requiring the Secretary to take action under section 5. Yet, it may be questioned how great these improvements will be. The reason for our concern is that we question whether any agency will supply the necessary degree of objec-

tivity to an accident investigation when its own policies and practices may be subjected to questioning by so doing. An examination of the practices conducted in the field of aviation accident investigations throws particular light upon this issue.

For many years, the promotion of aviation and airways systems, the operation of navigational aids and control tower systems, and the promulgation of safety rules and regulations were assigned to the same agency of Government which was responsible for the investigation of aviation accidents. The result was less than satisfactory. In fact, complaints and accusations among industry representatives, Government personnel, and outside observers became so pronounced that Congress in 1958 enacted the Federal Aviation Act.

Under this act, an independent Federal Aviation Agency was established which was to have control over regulation of the airways and over various promotional aspects of aviation. By the same act, there was created the independent Civil Aeronautics Board which was charged with the economic regulation of aviation and with the conduct of aviation accident investigations. In the latter instance, the CAB created a Bureau of Safety which, over the years, has acquired an outstanding reputation for experience, thoroughness, and impartiality in the investigation of aviation accidents. Since establishment of these twin but independent bodies, aviation has prospered and air safety has been advanced.

Now, under the legislation to create a Department of Transportation, this successful working system may be seriously damaged.

The functions of the Federal Aviation Agency are to be transferred to the new Department and so are those of the CAB's Bureau of Safety. If such is permitted to happen, we will have gone full circle back to the less than satisfactory arrangements that existed prior to 1958.

It is recognized that the FAA functions are to be transferred to the Federal Aviation Administrator within the new Department while the Bureau of Safety will be transferred to a separate Office of Accident Investigation. But, the overall result will be the same; namely, both functions will be under the control of a single Department head. No independent tribunal will exist to check errors in safety committed by the Department as the CAB was able to do over the FAA. Of course, the newly proposed National Transportation Safety Board will be able to review investigations conducted by the Department. It may also be permitted to participate in them and to request the Secretary to gather additional information. But, such an arrangement cannot carry the same force as a safety board which was in a position to direct its own independent investigation.

If this seems a somewhat academic argument, it must not be forgotten that the FAA, despite an excellent record, has been found deficient in the past in the performance of some safety responsibilities.

Only last month, the CAB, upon completion of an accident investigation in Kansas City, urged the FAA to institute new regulations requiring airlines to give their pilots special instruction on the dangers of the tire-floating phenomenon called aquaplaning or hydroplaning which occurs when a thin film of water develops on a runway. As a result of this phenomenon together with the fact that, according to the CAB, the FAA personnel on the ground failed to provide all the reported weather information to the pilot, the aircraft rolled off the end of the runway while attempting to land and broke into three

parts. The CAB has also reported that aquaplaning was involved in 18 other accidents between 1959 and 1962.

Similarly, the Government as well as an airline were found guilty in a judicial decision of "concurrent carelessness and negligence" in a 1962 crash that occurred at Kennedy International Airport which resulted in 26 deaths. In assessing liability for the accident, the court found that the Government as well as the airline was at fault in permitting the aircraft to land in dense fog while allowing the pilot to believe that visibility was 1 mile.

Along these same lines, an airline plane was forced to ditch in the North Atlantic at night in September 1962. One of the key issues in this accident was whether or not safety equipment for ditching emergencies, approved by the FAA, was adequate. The accident was investigated by the CAB which determined that rescue would have been enhanced if lifejackets had been provided with lights. Since they had not been, a number of passengers were not rescued.

It must be recognized, then, that if accidents can occur in spite of all the safety precautions that can be taken and in spite of the independent check that the CAB has over the FAA, how much more numerous and serious may such accidents become if we loosen or downgrade the checks and controls. Accidents do continue to occur but since the passage of the Federal Aviation Act of 1958, great strides have been made in aviation safety. It would seem to be worse than foolhardy to do damage to this effective and workable arrangement. And, it may be worth adding that those that have the most to lose through inferior air safety—the airlines—themselves strongly testified in favor of retaining the separation between safety regulation and accident investigation.

A logical solution, of course, would be to leave aviation accident investigation within the CAB. But, recognizing that there may be value in consolidating safety and accident investigation for all modes of transportation within one body, a satisfactory alternative would be to transfer the functions of aviation accident investigations to the National Transportation Safety Board. As a corollary, every effort must be made by the Secretary to obtain adequate appropriations for the Safety Board. The legislation specifies that the Board is to be independent of the Department. But, unless the Board receives sufficient money to carry out its duties fully and effectively, its independence could be jeopardized.

INVESTMENT STANDARDS AND CRITERIA

The remaining provision of the proposed legislation which is open to question is section 7. This section authorizes the Secretary of Transportation to develop standards and criteria for the investment of Federal funds in transportation. Every Federal agency intending to submit a proposal for the expenditure of Federal funds concerning which the Secretary has issued standards and criteria is required to conform the proposal to such standards and criteria and also to other requirements imposed by the Secretary relating to growth projections, transportation needs, relative efficiency of various transport modes, available transportation services, and the general effect the proposed investment would have on the overall transportation system of the area, the region, and the national economy.

This section could be interpreted as giving the Secretary the authority to determine whether the investment of Federal money should be made on behalf of one mode of transportation or another, or whether money should be invested in neither. If the Secretary would have this right to determine how money is to be invested and for what purposes, the section could invade, at least to some extent, the authority and prerogatives of Congress and could establish a harmful precedent.

Of all the bill's weaknesses pointed out by witnesses who appeared before our committee, section 7 met the most resistance. In fact, the section was criticized even by those witnesses who otherwise supported the establishment of a Department of Transportation. We have also been led to believe that some officials within the administration themselves are lukewarm over the enactment of section 7. And, the Transportation Association of America whose membership represents all modes of transportation, plus shippers and investors, and which has otherwise strongly supported creation of the new department, has announced its opposition to this section. In lieu of enacting the section, the association has urged that the matter be studied by the Secretary of the Treasury before further consideration be given to it.

It is recognized that section 7 has been considerably amended since its introduction. The original version exempted from coverage (1) transportation equipment and facilities acquired by the Federal Government, (2) an interocean canal outside the continental United States, (3) defense features included in civilian transportation at the direction of the Defense Department, and (4) programs of foreign assistance. As reported from committee, (5) grant-in-aid programs, and (6) water resource projects have also been exempted. To this extent, the potentially harmful effect of this section has been greatly lessened.

Yet, we believe that section 7 in its more restricted form could still be subject to abuse if the Secretary sought to use it as an indirect means for establishing national transportation policy through the adoption of transportation investment standards without seeking congressional approval.

It is recognized that section 4(e) prohibits the enactment of standards and criteria by the Secretary which are "contrary to or inconsistent with" acts of Congress. The fact, however, that Congress has passed few, if any, laws prescribing investment standards and criteria for transportation could possibly mean that the Secretary would still be free to establish new standards and criteria in a way which might interfere with transportation policy.

In addition, we believe that section 7 may be subject to misuse if the Secretary were led to concentrate upon investments in some forms of transportation but not others. In regard to this latter point, the very fact that so many types of transportation investment programs have been exempted under the section could mean that the Secretary might place undue emphasis upon those which remain. Such an imbalance, if it were to occur, could adversely affect the operation of both those programs considered and those precluded from consideration.

Spending on air traffic centers and aviation systems would remain under his control, while the construction of airports would not. The

alteration of bridges under the Truman-Hobbs Act in the interest of navigation would continue to be considered while the construction of highway bridges and feeder roads would not. The expenditure of funds for marine navigation and shipping aids would be subjected to his control while many other phases of ship safety and water navigation would not. These are but some examples of inconsistent administration that could result.

There would seem to be considerable merit, then, in deleting section 7 and having this matter studied for a year as may occur in the case of the Urban Mass Transit Act and as has been proposed by the Transportation Association of America, or, in the alternative, limiting the Secretary's authority under this section to that of recommending investment standards and criteria to Congress for its approval as is required in the case of national transportation policy. If the section is to remain in the bill, however, we believe that the Secretary must exert every effort to avoid the pitfalls pointed out above.

CONCLUSION

We support the establishment of the Department of Transportation. The increasing demands made by society upon all facets of transportation require that the research, promotional, and safety aspects of transportation be dealt with in a coordinated and integrated manner. In supporting the establishment of the Department, however, we believe that there are areas where the legislation can be improved. Not only are certain important transportation activities excluded, but the assignment to the Department of responsibility for aviation accident investigations is open to serious question. In addition, the grant of authority to the Secretary under section 7 to develop investment standards and criteria could invade the policy-making authority of Congress and could cause a harmful imbalance among the various modes of transportation in the investment of Federal funds if improperly administered. We recommend, then, that the bill be improved in those areas discussed above. We also urge the establishment of a Commission on the Organization of the Executive Branch of the Government. The fact that important areas of transportation have been excluded from this bill points to the need for the creation of a new Hoover-type commission which will be charged with the responsibility for conducting an overall examination of Federal Government organization.

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ADDITIONAL VIEWS OF HON. HOWARD H. CALLAWAY AND HON. ROBERT DOLE

We endorse the general concept of a Department of Transportation. There may be a need for establishing such a Department in order to move travelers and goods more rapidly, efficiently, safely, and economically. But we do not believe that the presently proposed Department will cure existing ills, relieve existing burdens, or resolve existing problems. In fact, we are of the opinion that the Department of Transportation, as presently proposed, would create more harm than good. Only half in jest, we feel that the American public is about to be taken for a ride.

FRACTURED RESPONSIBILITY

We are told that there is a lack of coordination among the present modes of transportation; that research in transportation is disorganized; that transportation equipment and methods of operation are outdated; and that traffic safety is being ignored. To overcome these enumerated shortcomings, we are asked to create a new department.

But, will this new Department in fact solve these problems? Let us look at what is proposed and determine for ourselves.

The Federal Aviation Agency will be transferred to the Department, but not the Civil Aeronautics Board, NASA, or the Military Airlift Command. Thus, the Department will have only a partial voice in aviation.

The Maritime Administration and the Coast Guard will be incorporated within the Department, but not the Maritime Commission, the Bureau of Customs, or the Military Sea Transport Service. Thus, the Department will have only a piece of water transportation.

The high-speed ground transportation program will be transferred, but not the railroad functions of the ICC or the urban mass transportation program. Thus, the Department will have only a share of rail transportation matters.

These are only some examples of the fractured responsibility that will occur between existing transportation agencies and the proposed Department. We are not suggesting that all of these agencies should be combined into one superstructure of Government. We frankly do not know at this time what the best form of transportation organization should be. Far more study is required of this issue before an answer can be developed. What we are saying is that creating a piecemeal structure, as is now proposed, is not the answer.

THE HEALTH OF THE INDUSTRY

We are told that our transportation system is antiquated. We are told that travelers and shippers are frustrated and lose time and money. We are told that congestion is mounting. We are told that technological advances are being ignored.

In some cases these conditions exist; in others they don't. It would seem desirable then to separate good from bad, determine what prompts this disparity, and who is to blame. It is also necessary to determine whether the new Department will offer a cure.

Merchant Marine

No one would argue that the American merchant marine is in good shape. Its vessels are outdated, its operating costs continue to rise faster than those of foreign competition, and its carriage of cargo continues to decline. Today, the United States has sunk to 12th place—behind such countries as Poland and Yugoslavia—in ship tonnage built annually. Less than 9 percent of all goods exported from the United States travels in our own vessels. In 1946 the figure was 68.4 percent. The number of active vessels is down to 900 from 1,200 in 1939 and 85 percent of these vessels are of pre-World War II vintage. Our merchant marine has sunk so low that we are unable to carry all our military cargo to Vietnam to support the war there. This, in turn, means that by making ourselves dependent upon other nations for shipping, we are jeopardizing our ability to support our military operations abroad or to defend our national security.

But, whose fault is it that our merchant marine is in this state of affairs? The answer which everyone connected with the industry supplies is that the administration is at fault. Congress would appropriate additional money for the construction of ships, but it is not requested. Congress has urged the administration to seek greater appropriations for the merchant marine, but it refuses. The industry and the labor unions have shouted and pleaded to the executive branch for greater understanding of and greater cooperation with their problems, but to no avail.

The Maritime Administration is buried within the Department of Commerce. By the time a program seeps up from the maritime basement through the Secretary of Commerce to the Bureau of the Budget and beyond; or by the time outside calls for help and sound advice filter through this maze of bureaucracy to the maritime personnel in the basement any attempt at improvement has been dissipated. It would be hard to get a rowboat built under such circumstances.

Aviation industries

By way of contrast, our aviation industry is thriving. More people are being carried on American commercial air carriers than on air carriers of other nations. Our commercial fleet is more modern than that of any other country. There are more private airplanes being flown in the United States than elsewhere. All but one commercial trunkline is off subsidy and earning a good return on investment. Regional carriers are improving their financial position. And, our airport construction program is moving ahead satisfactorily.

But, the aviation industry has not always been in such good shape. At one time, it was regulated by a Government agency located within a larger department, as the merchant marine is today. In those days, the airlines faced a dismal future. When in 1958, however, the independent FAA and CAB were established, the air industry came into its own and began to prosper. Those regulating the industry were able to devote their entire time to this one area, instead of being bottled up within another department. The Bureau of the Budget,

the President, and the Congress learned firsthand what the needs and problems of the industry were. As a result, a degree of prosperity has been realized and the American traveling public has been benefited.

Railroad industry

Railroads are another matter, however. There are many who say that this industry has been declining for some time and that it does not seem to improve.

In many instances, equipment has been permitted to deteriorate, trains and routes have been discontinued, passengers are ignored and insulted, freight business has been lost, and profits have disappeared. When this has occurred, part of the blame must be placed upon the railroads themselves who for too long have ignored the challenge of competition from other modes of transportation. But, a good share of the blame must be placed upon the Interstate Commerce Commission who have become so bogged down in trivia, who have sought to overregulate the industry, and who have been forced to divide their time among other modes of transportation (trucks, water carriers, and pipelines) that the health and the needs of the railroad industry have been ignored at least to some extent.

By examining these and other industries separately, it may be seen that some are healthy, while others are in need of help. It may be asked, then, will the new Department of Transportation improve matters? The answer would seem to be that it won't. In fact, it could damage those areas of the industry which are prospering.

LACK OF ADMINISTRATIVE AUTHORITY

It is proposed that there be established within the Department four Assistant Secretaries. These Assistant Secretaries are given no prescribed duties but will be assigned such authority as the Secretary may give them. We are told that they will be assigned staff and coordinating functions such as research, planning, development, etc. But, this is pure conjecture.

There are also to be established within the Department four administrators who will each supervise a separate modal transport administration—aviation, rail, maritime, and highways. But, here again, no specific responsibilities are assigned to them. We are told that the FAA functions will be assigned to the Aviation Administration, that the merchant marine functions will be assigned to the Maritime Administration, etc. Here again, however, this is conjectural. Nothing in the proposed legislation requires anyone but the Secretary to have any duties and responsibility.

What could be the effect of this organizational arrangement upon the modes of transportation?

Continued decline of maritime industry

The Maritime Administration, now being permitted to rot in the basement of the Commerce Department will be assigned to someone, perhaps the Maritime Administrator, in the new Department. But, we cannot be certain who will be in charge of these functions or that all the present duties will be handled by one man with clearcut authority. Some maritime responsibilities may be given to the Maritime Administrator, others may be given to an Assistant Secretary, and still others may be given to someone of whom we are not even aware. Instead of

having a fourth-level official responsible for promoting the merchant marine, as is now the case, we could wind up with no one having concise responsibility. Such a fractured arrangement could further disorganize our floundering civilian fleet. How, then, will this new Department benefit this mode of transportation?

Damaged aviation industry

Turning to the aviation industry, we have seen that because of the independent status of the FAA and the CAB, our air commerce has prospered. But, now, we are asked to submerge the FAA within the new Department and place its functions under the control of some unknown individual. Thus, we may once again cause the disruption of civilian aviation by promoting disorientation of responsibility. How will transportation be benefited in this case?

Railroads remained untouched

As for the railroads, it is proposed that the functions of the ICC be left undisturbed. This means that we are going to permit the railroads to be regulated in the same myopic way they have been for years. How will creation of a new Department improve this area of transportation?

SAFETY

If we turn to the subject of safety, we are told that serious deficiencies in safety exist today in the field of transportation, that many persons are killed annually while traveling, and that the new Department of Transportation will greatly alleviate this problem.

We, of course, are extremely concerned about the deaths and injuries that result from transportation accidents. We are most anxious that improvements be made and be made quickly. But, will creation of the new Department contribute to the alleviation of this problem?

Railroads and people

The Secretary of Transportation is to be assigned the safety responsibilities of the ICC as they relate to railroads and pipelines. In effect, though, he will only be supervising the personnel of the ICC who will be transferred to him. Since this is one area where the ICC has not performed particularly badly—2,300 persons involved in railroad accidents last year, less than 20 persons involved in pipeline accidents in the past 10 or more years—it seems questionable how much improvement the Secretary will be able to make.

Maritime

The Coast Guard, which has responsibility over maritime accidents, will be transferred to the new Department. Thus, the Secretary will have theoretical responsibility over ship and boat accidents. But, we are told that the Coast Guard will be permitted to retain their accident investigation responsibility because they have been doing such a good job. Therefore, how will the transfer of responsibility improve matters?

Aviation

In the case of aviation accidents, both the FAA's and the CAB's responsibility over safety is to be transferred to the Department. But, the rate of aviation accidents has declined remarkably over the past few years. This improvement came about after these two agencies were established as independent bodies. We believe that this

advance in air safety is a direct result of separating the regulation of safety (FAA) from the investigation of safety (CAB). Through this arrangement, the independent CAB has been given primary responsibility for determining whether the FAA, as well as the airlines, has been at fault when accidents have occurred. In some instances, the FAA has been found to have contributed to the cause of accidents. The mere fact, moreover, that there exists an independent check upon the operation of airway systems (FAA) has meant that the FAA has had to remain on guard in order to prevent laxness and carelessness in its operations and those of the airlines.

Now, however, we are asked to not only destroy the independence of the FAA, but to eliminate the CAB's independent check upon air safety. The FAA, as we have seen, is to be transferred to the new Department. The Bureau of Safety of the CAB, presently responsible for aviation accident investigations, is also to be transferred to the new Department. Thus, we are about to transfer to one department and to one Secretary both the duty to set safety regulations, operate airway systems, and also the duty to investigate aviation accidents. In effect, we will be authorizing the Secretary to sit in judgment of himself. This is the arrangement that existed before 1958 when all aviation matters were within the Department of Commerce. One need only examine the history of air safety at that time to see how unsatisfactory that arrangement was. Yet, we are asked to repeat our past mistakes. How will creation of the new Department and the incorporation of this discarded arrangement advance safety?

Motor vehicles

When we turn to motor vehicle safety, a different story exists. Almost 50,000 deaths were recorded on the highways last year. Greater numbers are predicted for the forthcoming years. This is, of course, intolerable. Congress is presently engaged in enacting legislation to deal with this problem. But, the major factor here is not improper or inadequate regulation by existing Government agencies. Rather, the fact is that, contrary to other fields of transportation, there has been no agency specifically charged with the duty of curtailing motor vehicle accidents. Thus, it would seem that the need here is not that of creating a whole new department to handle this problem, but instead the assignment to one particular agency of Government the responsibility for this matter.

Safety Board

Mention should be made of the National Transportation Safety Board—to be established in conjunction with the Department. Many statements have been made as to how this new Board will advance the cause of transportation safety by bringing together all facets of this problem under one roof and by permitting a single unit of Government to deal with the subject as a single entity. While the effort to unify the supervision of transport safety may contain some merit, it could also seriously jeopardize effective safety investigation by assigning persons trained in one mode of transportation safety to another without adequate training or by attempting to apply safety principles applicable to one mode of transportation to another. The equipment, the procedures, and the methods of operation of the different modes of transportation are sufficiently disparate, one from

another, that attempts to crossbreed in this area could lead to serious harm.

Aside from this issue, it is even more important to stress the fact that the Safety Board is not even to be given the authority to conduct accident investigations. Instead, it will only be charged with the duty of determining causes of accidents, reviewing the certification of licenses, conducting studies, making reports and recommendations, et cetera. The Secretary himself will be charged with conducting accident investigations. And, as pointed out above, he will frequently be charged with investigating himself. In this area also, then, it may be questioned whether or to what extent creating the Department of Transportation will advance the cause of safety.

OTHER DRAWBACKS

We could devote considerable additional time to discussing many other potential drawbacks and questionable arrangements in relation to the proposed new Department. Thus, we could discuss the fact that the Government, as the single largest user of transportation, is excluded from coverage under the legislation; that the many problems relating to labor difficulties are ignored; that the subject of aircraft noise abatement is only treated in passing; that the Corps of Engineers, charged with the duty of maintaining navigable waters, is to be divested of its bridge clearance and bridge obstruction responsibilities although the location and operation of bridges is a vital aspect of preserving navigability; etc. But, since these have either been dealt with by others or their omission presents fairly obvious drawbacks, we shall not pursue these issues further.

The failure of this legislation to deal with labor problems is particularly significant at this time. For over a week now, at the date of this writing, a small number of employees have succeeded in crippling 60 percent of the commercial air transportation of the Nation. Many thousands of lives have been disoriented, innumerable businesses have been damaged, and other modes of transportation have been disrupted.

SECTION 7

There is one additional matter, however, which deserves particular attention because it is probably the most objectionable feature of the entire legislation. This is section 7 of the bill which authorizes the Secretary of Transportation to develop standards for the investment of Federal funds in transportation and to impose these standards on the other agencies of Government who administer investment programs enacted by Congress.

We recognize that many exemptions have been included in this section. But a degree of authority remains over some programs. What is more serious, however, is that a new principle is being established. With enactment of this section, we are now laying the groundwork for authorizing an executive officer of Government to exercise a degree of authority, now held by Congress, over the determination of how money will be spent, for what purpose, and to what extent. While, under this proposed law, the Secretary may only recommend changes in national transportation policy to Congress for its approval, the Secretary shall be free under this section to rearrange

and rechannel investment programs in a way which could undermine or alter such national policy.

Today, we see the Department of Defense alone or in conjunction with the Bureau of the Budget develop systems analyses, planned program budgeting, and the like. In some instances, these may be useful tools of administration. But, from them we have also been confronted with the TFX aircraft which no military service wants, the lack of modern merchant vessels to carry troops and supplies to Vietnam, the refusal to construct cost-proven nuclear carriers or nuclear support vessels to fight a modern war, and so forth. Yet, now we are asked to give the Secretary of Transportation the same degree of planning authority so that he may "revitalize our transportation network." If past experience is any guide, the health and growth of this industry may be revitalized out of existence.

IN CONCLUSION

In conclusion, we agree that the proposed new Department might, as its sponsors suggest, better coordinate research, statistical gathering, computer operating, printing, and other common support functions. We also agree that if the organization of and responsibility assigned to a Department of Transportation are properly drawn, the need for establishing such a Department may be justified. But, without these assurances, we seriously doubt that the interests of the transportation industry, the traveling public, or the taxpayer will be advanced by establishing a 100,000-employee, \$6 billion Department of Transportation as now proposed.

HOWARD H. CALLAWAY.
ROBERT DOLE.

ADDITIONAL VIEWS OF HON. CLARENCE J. BROWN, JR., AND HON. WILLIAM L. DICKINSON

H.R. 15963, to create a Cabinet-level Department of Transportation, is a mildly revised and disguised version of H.R. 13200, on which extensive hearings were held by the Executive and Legislative Reorganization Subcommittee of the Government Operations Committee during the spring and early summer. During the course of the testimony it became apparent that all parties with interest generally favored the concept of a Transportation Department—but few favored the specific Department proposals in this legislation.

While H.R. 15963 corrects some of the more criticized faults of the original bill, the major weaknesses still remain. They are as follows:

1. Congressional prerogative will be yielded up to the Secretary of Transportation (and thus to the executive branch of Government) under section 7 of this legislation, which provides for the Secretary to establish standards and criteria for the investment of Federal funds and Federal activities in the promotion of various modes of transportation.

2. The various modes of transportation (some of which have been doing excellent jobs without the benefit of Federal "coordination") will not be adequately represented in the organizational concept of the new Department.

3. The knotty problem of urban mass transit is completely ignored in the establishment of the new Department.

4. The independence of accident investigation, which has been the very key to the success of the CAB, has been sacrificed by placing such investigation within the Department at the mercy of the fiscal control of the Secretary of Transportation where it will, in effect, be investigating and sitting in judgment on itself.

While no one questions the possible advantages to the transportation industry which could flow from a properly organized and well administered Cabinet-level Department of Transportation, the issue in this legislation is whether or not it establishes such a Department. Or does this legislation, in fact, create a Department which could be inimical to the interests of transportation in America?

Everyone recognizes that the railroads in America have been "economically sick" for many years because they have been on a forced feeding of overregulation by the Federal Government. By contrast, the airlines of our Nation, which have operated under Federal regulations that were more broadly drawn and applied, have experienced economic health and rapid growth in recent years.

This bill purports to apply to the rail industry accident investigation approaches which have been so successful in the air industry in recent years. In fact, however, the approach of this legislation on accident investigation actually reverts back to pre-CAB days when investigations were not so effective. Similarly, the independence of the FAA will also be sacrificed by placing it within an administrative

framework which will make it responsive to presidential and secretarial whim.

The same concern can be expressed for the program and funds administered by the Bureau of Public Roads and Federal waterways projects. The highway system of this country, under the independent administration of the Bureau of Public Roads, has thrived in recent years as a result of the direct interest of the Congress in the development of the diverse geographic areas and economic elements of our Nation. By contrast, the U.S. merchant marine, which is such an important adjunct to the national defense posture of our Nation in wartime, has failed to benefit noticeably from any such promotional programs established by the Chief Executive, who has double responsibilities in this area as Commander in Chief. How the interests of these two modes of transportation will be benefited by moving into a Cabinet department the promotional aspects of the independent agencies directly involved in their development was never explained in subcommittee hearings.

MODES HAVE NO VOICE

One might assume that each of these modes could benefit by having a strong-voiced advocate at Under Secretary or Assistant Secretary level within the proposed Department of Transportation. Such an advocate for each mode of transportation could carry his case to the Secretary of Transportation or to the Congress with the necessary vigor to see that proper attention was given his particular modal interest. But such is not the organizational plan for the new Department. Rather, the promotional activities of the previously independent agencies have been transferred to Administrator levels and below within the new Department of Transportation. This would imply that the concept of the new Department is to "hand down" from the Secretary to the agency administrator level policy suggestions advocated by the individual modal administrators up to the secretarial or decisionmaking level.

H.R. 15963 provides for the establishment of five Assistant Secretaries who shall perform "duties as the Secretary shall prescribe from time to time"—but whose functions are otherwise undefined. Presumably they will be in charge of program, policy development, research, and similar euphemistic responsibilities, and will have no modal orientation. With their staff of bureaucrats, they will be the "brain trust" which will assist the Secretary in establishing standards and criteria for the transportation policy of our Nation. This policy will then be "handed down" to a Federal Highway Administration (the former Bureau of Public Roads), a Federal Railway Administration (part of the ICC), a Federal Maritime Administration (the former Maritime Administration), and a Federal Aviation Administration (formerly the Federal Aviation Agency) for administrative implementation.

Not represented—even at this lower administrator level—is one mode of transportation which carries 17 percent of all the goods now moved in the United States: the pipeline industry. The committee was advised that pipeline transportation is not represented in the new Department because no substantial Federal regulation has been required in the pipeline industry. And yet, pipelines carry a substantial amount of the goods moved across the face of our Nation.

The only conclusion to be drawn from that is: if a transportation mode is so successful that it has never had cause to come under Federal regulation, then it does not desire to be represented in a Department of Transportation whose objective it is to meet the future needs of transportation in America.

When the future transportation policy of our Nation is being planned, should not pipelines be considered to move more goods more efficiently in the years ahead, rather than being ignored completely? Certainly pipelines might offer a more efficient method of moving milk, or wheat, or water someday than would ships or rail cars. If this bill, which purports to look ahead in an effort to tackle the future transportation needs of our Nation, does not look far enough ahead in administrative organization to include any consideration of the pipeline industry in the development of standards and criteria for the Nation's future transportation needs, what kind of thinking ahead can we expect of the Department when in operation?

The answer is clear. The Transportation Department as organized by H.R. 15963 is not designed to represent the various modal interests of the transportation industry in our Nation in the formulation of the Nation's future transportation policy.

If the president of a trucking firm, for instance, feels that national transportation policy is working against the interests of his firm and the trucking industry generally, where does he go with his complaint based on his own practical operating experience? Nowhere does the legislation before us provide him an opportunity or an individual through whom to make his viewpoint known. The Secretary of Transportation, whose background may be in the railroad industry, has the responsibility of balancing the desirability of all the modes. The legislation does not call for the Assistant Secretaries to be specialists in any mode. Their responsibility is undefined in the legislation, but from testimony it is presumed that the Assistant Secretaries will be more oriented to research, statistical studies, etc. Of course, the Federal Highway Administrator and his administration would be interested in trucking problems from the standpoint of existing regulations, but nowhere does the legislation call for this agency or its Administrator to participate in policy development activities. And the role of the Congress, the way this legislation is drawn, has been reduced merely to that of providing funds to the Department of Transportation so that it can implement national transportation policy developed by the Secretary of Transportation from the standards and criteria which he has established himself with the approval of the President. Unless the trucking company president has a friend in the White House, chances are he will have difficulty getting his viewpoint considered.

CONGRESSIONAL PREROGATIVES

Section 7 says:

The Secretary shall develop * * * standards and criteria * * * for the formulation and economic evaluation of all proposals for the investment of Federal funds for transportation facilities or equipment. * * * The standards and criteria shall be promulgated by the Secretary upon their approval by the President.

No consideration by or consultation with Congress on these standards and criteria is included. An effort mounted in the subcommittee

and again in the full committee to require approval by Congress of these standards and criteria by which national transportation policy will be set was defeated on several occasions.

A sop was offered in an effort to allay concern over the complete abdication of congressional prerogative by including section 4-(e) of the bill which states, "nor shall the Secretary promulgate investment standards or criteria pursuant to section 7 of this act which are contrary to or inconsistent with acts of Congress relating to standards or criteria for transportation investments."

The fact of the matter is, there are few acts of Congress which set standards or criteria with which the Secretary could be "contrary or inconsistent." Most of the standards in determining Federal waterways investments, for instance, have grown up over the years by common consent between the Public Works Committees of the Congress and the Corps of Engineers. The standards for action in the Bureau of Public Roads have been set by that independent agency charged with specific responsibility in this modal area. But the independent Bureau of Public Roads has had continuing surveillance from the Public Works Committees of Congress. The FAA, another independent agency, has developed its own standards and criteria for the development of national aviation policy under the watchful attention of the Interstate and Foreign Commerce Committee.

Section 7 proposes to transfer *all authority not specifically written into present legislation* into the hands of the Secretary of Transportation and thus into the hands of the President. If this is not a clear abdication of the prerogative of the legislative branch of Government to the executive branch, what would be? Without the specific delegation of this power to the executive branch of Government and the Secretary of Transportation, this power now presumably reposes in the Congress.

The argument that Congress still holds the purse strings on the Secretary of Transportation is specious. The Secretary of Defense now refuses to spend congressional appropriations at his own will. Presumably a Secretary of Transportation, by setting his own standards and criteria, might even juggle appropriations between various transportation modes in spite of the specific appropriation of these moneys by the Congress.

Now the Congress, through its committee system, can "look in" frequently on independent agencies to determine the kind of job being done by each agency in the modal area in which it is interested. But when the Secretary of Transportation is given the legislative authority to set his own standards and criteria, how can Congress say him nay should it disapprove of those standards and criteria? Under section 7:

Every survey, plan, or report formulated by a Federal agency which includes a proposal as to which the Secretary (of Transportation) has promulgated standards and criteria shall be prepared in accord with such standards and criteria and upon the basis of information furnished by the Secretary. * * *

Thus the Secretary's standards and criteria and those of every other Federal agency involved will be based upon information provided by the Secretary himself. And what information is this? The language of the bill goes on to say that the Secretary will give information with respect to projected growth of transportation needs and traffic in the

affected area and the relative efficiency of various modes of transportation, the available transportation services in the area and the general effect of the proposed investment on the overall transportation system of the area and on the regional and national economy.

That is a pretty broad base on which to develop standards and criteria. In other words, the Secretary of Transportation could determine that the ultimate development of the national economy calls for subways through the desert or a seaport in the mountains no matter what the cost. Under the language of this legislation he can determine his own facts with respect to costs and benefits and decide that the cost-benefits ratio favors his ideas in the interests of expanding the national economy.

But, under this legislation, the Secretary is not to establish standards and criteria concerning the investment of Federal funds relative to grant-in-aid programs authorized by law, and interoceanic canal located outside the continental United States, defense features included at the direction or upon official certification of the Department of Defense in the design and construction of civil air, sea, and land transportation, programs of foreign assistance, or water resource projects, and—rather surprisingly—transportation services by Federal agencies for their own use.

Why the Federal Government and, separately, the Department of Defense, should be eliminated from the standards and criteria of a Federal Department of Transportation is a puzzlement. Apparently water resources projects were specifically eliminated because it was conceded that the language of section 4(e) (referred to above) did not really take care of the prerogative which has been exercised by Congress and the Corps of Engineers in this field for years.

But this exception in section 7 still leaves a question about the primacy of the Secretary or the Corps of Engineers in any future question which may see a highway bridge in conflict with a water project, for instance. In such a conflict, whose viewpoint on standards and criteria will prevail? The relative Federal status between a Cabinet-level Secretary of Transportation and the Chief of the Corps of Engineers would seem to make the answer obvious.

MASS TRANSIT

The omission from this legislation of the problem of urban mass transit is either a matter of political expediency or a complete failure to recognize the importance of the problem of mass transit to many Americans. It is true that there are still problems in air transportation, in highway planning, and in railroad economics, but the problem of urban mass transportation in our Nation today looms head and shoulders above all others. And yet, this bill does not speak to that problem.

A study of the solution to the urban mass transit dilemma is to be conducted by the Department of Housing and Urban Development during its first year or so of existence. The Transportation Department, however, will apparently not even consider exploring the problem until that study is completed. What could be more appropriate for a Transportation Department than the biggest problem in transportation today?

Airline passengers spend more time getting to the airport than they do in flying. You can get from downtown Washington to downtown Baltimore quicker than you can get from the suburbs into the downtown section of either city. Railway trains can move vast quantities of perishable consumer goods swiftly over thousands of miles, but cannot get commuters to work on time in the Nation's biggest cities. Interstate buslines are among the Nation's thriving independent businesses, but most municipal bus systems are in economic trouble. Interstate highways move automobiles here and there; but a block from the interstate, traffic crawls through city streets.

And yet, the Department of Transportation will not give consideration to the problem of mass transit. Unless this glaring omission is corrected, the legislation mocks itself.

SAFETY

The Department will, however, give its attention to the question of safety in transportation. As a matter of fact, the way the legislation is drawn and the testimony presented by Government witnesses would lead to the conclusion that concern over the safety of the American transportation industry is as much the reason for the creation of this Department as is the long-range planning for transportation development in our growing Nation. But the formula for giving attention to safety which is presented in this legislation is the same formula tried in air safety at one time, found wanting, and discarded.

Under this legislation, safety regulation, accident investigation, and the assignment of error will all come under the Secretary of Transportation. No independent agency will check on the actions of the Department in the safety area as the independent CAB now does over the independent FAA.

Although the Safety Board is separately appointed and confirmed, it still would function under the Secretary of Transportation who has control over the appropriations requested for it and control of Transportation Department expenditures for the Board, much as the Secretary of Defense can now control the appropriations requests and expenditure or nonexpenditure of funds by divisions within his Department.

This, then, represents a backward step in safety investigation and supervision, rather than a forward step. It underscores again the problem which exists so glaringly in section 7 and by implication in the general organization of the Department: the Department is not only aimed at "coordination," but is aimed at centralizing control of the transportation industry in the hands of the executive department.

CONCLUSION

The transportation industry in this Nation is too big and too diverse to permit assignment of responsibility for it only in the hands of a few Federal planners. A Transportation Department is needed to coordinate Federal activities in the transportation field. But this is not the legislation under which that Department can best be organized, unless glaring errors in this legislation are corrected.

Congress must not yield up all of its policymaking functions in the transportation field to the executive branch of Government.

The various interests of the successfully operating transportation modes must be protected, at least to the extent that they will have a voice in the formulation of our Nation's transportation policy. The organizational structure of the Department of Transportation should specifically allow for this.

Mass transit should be included in the consideration of any Department of Transportation.

Federal activity in safety investigation should be completely separate from Federal activities in safety regulation.

Without the correction of these obvious errors, this legislation should be tossed back to the committee for further consideration, improvement, and presentation to Congress in better form.

CLARENCE J. BROWN, Jr.
Member of Congress.
WILLIAM L. DICKINSON.
Member of Congress.

ADDITIONAL VIEWS OF HON. JACK EDWARDS

I have only recently become a member of the Government Operations Committee and have not been privy to the hearings, discussions, and debates on H.R. 15963. Consequently, I do not feel that I am in a position to join in any of the views expressed in the committee report. However, I have been active as a member of the Subcommittee on Merchant Marine of our Committee on Merchant Marine and Fisheries during the 89th Congress, and therefore feel competent to comment upon the inclusion of the Maritime Administration within the Department of Transportation to be established by H.R. 15963.

During the 2d session of the 89th Congress, the Subcommittee on Merchant Marine has been holding extensive and continuous hearings on the subject, "Vietnam—Shipping Policy Review," in an examination of the many problems facing the American merchant marine. Throughout the volumes of testimony received by the subcommittee, one primary and basic fact has been made crystal clear: The American merchant marine is floundering in a sea of confusion, because of the lack of an administration program to either implement our existing maritime policy or to formulate the "new" maritime policy promised by the President in his state of the Union message of January 1965.

Witness after witness appearing before the Subcommittee on Merchant Marine within the past 6 months has stressed the fact that our "fourth arm of defense"—the American merchant marine—has been allowed to wither away in a morass of bureaucratic twaddle, largely because the voice of the Maritime Administration charged with the promotion of our merchant marine, has been submerged so far down in the bureaucracy that its weak cry for help has been muted and confused. By the time a request has worked its way up through the present organizational structure from the Maritime Administrator to the Under Secretary of Commerce for Transportation to the Secretary of Commerce to the Bureau of the Budget to the President, and finally to the Appropriations Committee of the respective Houses, bypassing in the process authorization review by our Committee on Merchant Marine and Fisheries, all the wind has been taken out of its sails, all the steam has been dissipated, and the request has been rendered as useless flotsam.

The rather simple and obvious cure for the ills of the American merchant marine is to build more American ships in American yards with American skills and sail these American-built ships under the American flag with American seamen. Unfortunately, so obvious a remedial measure as this does not seem to receive the consideration it merits by our policymakers of today, witness the administration's current budget request for merchant-ship construction for fiscal 1967 representing a cut of about one-third below the prior fiscal year's level of actual appropriation.

There is absolutely no reason or basis for one to presume that this adverse course of the American merchant marine will be altered simply by removing the Maritime Administration from the depths of

the Department of Commerce and burying it in an equally insignificant position in the Department of Transportation, which is largely oriented toward domestic transportation matters and not those of an international nature facing the American merchant marine.

The only way to treat a patient with a progressively deteriorating condition is to place that patient in an intensive-care unit and nurse him back to health. Removing the patient from one overcrowded ward to another only portends diminishing care and an acceleration of his demise because he sees no hope of interest in his disease.

Yes, the American merchant marine is a sick industry. It needs immediate and intensive care. Its voice needs to be heard, and the only way it can be heard properly is by gaining an independent status in the Government bureaucracy. At the very least, if the Maritime Administration is to be included within the Department of Transportation, then its role within this new Department should be more definitively spelled out than as now provided for under the provisions of H.R. 15963. The functions associated with the awarding and administration of aviation subsidies, for example, will be left within the independent Civil Aeronautics Board. Yet for some unaccountable reason the comparable functions associated with maritime subsidies are to be submerged within the Department of Transportation without any mention whatsoever as to the manner in which these more important quasi-judicial functions are to be handled.

It is almost unbelievable but true that today the American merchant marine carries less than 9 percent of our waterborne commerce. We rank 12th as a shipbuilding nation. Our privately owned fleet has dropped from more than 1,200 ships in 1939 to slightly more than 900 in 1966. Today 85 percent of the ships of the American merchant marine are of World War II vintage or are more than 21 years old and will reach the end of their economic life within 4 years. Yet while we should be building more than 30 ships a year to meet this "block obsolescence" problem, we will be lucky if we build a dozen or so ships with the funds requested for fiscal year 1967. As the maritime editor of the Baltimore Sun expressed it on June 30 of this year, and I quote:

Since President Johnson first stated on the floor of Congress that a new maritime policy was forthcoming, the United States has slipped from 1st to 6th place in the size of its active fleet; from 6th to 14th (or 15th) in ship construction, and literally to rockbottom for the number of new ships being built to fly the Stars and Stripes.

In sharp contrast to the marked decline in the American merchant marine, Soviet Russia once considered a nonmaritime nation is actively engaged in the construction of a large modern merchant marine with the stated goal having been expressed by its Minister of Merchant Marine to be "to gain control of the seas." As of October 31, 1965, the U.S.S.R. had 464 merchant ships of 1,000 gross tons or more either under construction or on order as compared with 41 in the United States. In 1965 alone, the Soviets accepted delivery of 129 new ships, while the United States took delivery of only 16. Compared with 85 percent of our merchant tonnage which is more than 20 years old, 80 percent of the Soviets' commercial fleet is less than 10 years old. The intensity of this Soviet buildup at sea has not floundered for lack

of funds, including the expenditure abroad of scarce "hard" currency. In 1965 alone, the U.S.S.R. spent over \$600 million for new ship construction, while we spent less than one-fourth of that amount. There can be little doubt, therefore, that the Soviet Union has developed a marked appreciation of a country's need for a strong merchant marine, and that its shipping strength is growing with the expectancy of challenging U.S. supremacy at sea.

At the present time, our Committee on Merchant Marine and Fisheries has before it almost 20 bills which, if enacted into law, would provide for an independent Federal Maritime Administration. Hearings are scheduled to commence on these measures during the week of July 17, 1966. At the very least, H.R. 15963 should not come to the floor of the House until the Committee on Merchant Marine and Fisheries has had an opportunity to consider these legislative measures and provide the House with the benefit of its expertise in a report on the several bills.

It is my considered opinion, however, that the best interests of this country would be served by the removal of the Maritime Administration from the Department of Commerce and from the Department of Transportation, as now proposed in H.R. 15963. The Maritime Administration should be given independent status so that the once proud American merchant marine may once again take its rightful place and become the master of the seas, second to none.

JACK EDWARDS.

○

Calendar No. 1628

89TH CONGRESS }
2d Session }

SENATE }

REPORT
No. 1660

ESTABLISHING A DEPARTMENT OF TRANSPORTATION, AND FOR OTHER PURPOSES

SEPTEMBER 27, 1966.—Ordered to be printed

Mr. McCLELLAN, from the Committee on Government Operations,
submitted the following

REPORT

[To accompany H.R. 15963]

The Committee on Government Operations, to which was referred the bill (H.R. 15963), to establish a Department of Transportation, and for other purposes, having considered the same, reports thereon without recommendation.

The committee, in ordering H.R. 15963 reported without recommendation, calls attention to the fact that it has reported favorably S. 3010, the Senate version of this legislation.

○

71 89-670

APPROVED
OCT 15 1963
C. A. ...

EXECUTIVE OFFICE OF THE PRESIDENT
BUREAU OF THE BUDGET
WASHINGTON, D.C. 20503

MEMORANDUM FOR THE PRESIDENT

Subject: Enrolled Bill H.R. 15963 - Department of Transportation Act
Sponsor - Rep. Holifield (D) California

OK
MPS

Last Day for Action

Purpose

Establishes a Department of Transportation.

Agency Recommendations

Bureau of the Budget	Approval
Department of the Army	No objection
Civil Aeronautics Board	Approval
Civil Service Commission	Approval
Department of Commerce	Approval
Federal Aviation Agency	Approval
Federal Maritime Commission	Approval
Department of Health, Education, and Welfare	Approval (informally)
Interstate Commerce Commission	Approval
Department of the Treasury	Approval
Department of Justice	No objection

Discussion

H.R. 15963 is designed to provide Cabinet-level leadership in the development, direction, and coordination of the principal transportation functions of the Federal Government. The bill transfers to the new Department of Transportation the following agencies and functions:

(1) the Federal Aviation Agency; (2) the Coast Guard; (3) the safety functions of the Interstate Commerce Commission; (4) the safety functions of the Civil Aeronautics Board; (5) the Bureau of Public Roads; (6) minor functions of the Corps of Engineers; (7) the functions of the Under Secretary of Commerce for Transportation; (8) St. Lawrence Seaway Development Corporation; (9) the Alaska Railroad; and (10) the vehicle and highway safety activities of the Department of Commerce.

The bill also establishes a five-member, Presidentially-appointed, bipartisan National Transportation Safety Board. The Board is authorized to (1) determine the cause or probable cause of transportation accidents; (2) review on appeal suspensions, revocations, or denials of licenses issued by the Department; (3) carry out the aviation accident investigation functions transferred from the Civil Aeronautics Board; (4) carry out rail, highway, and pipeline accident investigations as it deems appropriate; and (5) conduct special safety studies and make recommendations to the Secretary.

The bill also establishes in statute a particular formula to be used by the Water Resources Council in establishing standards and criteria for the economic evaluation of waterways projects.

A Department of Transportation has been proposed by many groups over a long period. Recently two different Presidential Task Forces—in 1964 and 1965—recommended it. You proposed the creation of such a department in your special transportation message on March 2, 1966.

While the enrolled bill follows in general the concepts underlying your proposal, major changes were made in the Administration's bill by the Congress.

The most significant of these changes are in the following three areas:

1. Restrictions on the authority of the Secretary. As a sound principle of management it is desirable to vest all statutory authority in the head of a department or agency. This ensures that the President and the Congress can hold a single individual accountable for the effectiveness of his department, and provides the agency head with desirable flexibility in organizing his department. Legislation and a series of reorganization plans have transferred generally to the heads of Executive departments the functions vested in other officers, agencies, and employees of the departments. (Defense and HEW are exceptions.)

The Department of Transportation bill restricts the full authority of the Secretary in the safety field. All of the aviation safety functions in specified sections of the Federal Aviation Act are to be exercised by the Federal Aviation Administrator. His decisions with respect to those functions are administratively final, with appeals taken to the National Transportation Safety Board or the courts.

Other somewhat less restrictive limits on the Secretary's authority are found in the rail and highway areas. Decisions which involve notice and hearing made by the rail and highway administrators with respect to the safety functions transferred from the Interstate Commerce Commission are to be administratively final.

In these three areas—air, rail, and highway—where safety functions are assigned to subordinates of the Secretary, the bill provides that those functions may not be transferred except by statute or reorganization plan.

While these statutory restrictions are undesirable and may cause some administrative difficulty particularly in the case of aviation, they are not insurmountable in view of the Secretary's overall authorities, especially his control of the budget process and other administrative and policy-making functions. Moreover, at an appropriate time in the future it may be possible to submit a reorganization plan to conform the structure of authority in the Department to that of most other departments by vesting in the Secretary the functions placed by this bill in his subordinates.

2. Omission of the Maritime Administration. The Administration's bill included the Maritime Administration as one of the major constituent elements of the new Department. After extensive debate and considerable pressure from the maritime industry, the House of Representatives eliminated all reference to maritime functions from the bill. This action prevailed in conference. Thus, the Maritime Administration is left under the supervision of the Secretary of Commerce with all authority under the various maritime laws vested in the Secretary. The maritime industry-backed bill to establish the Maritime Administration as an independent agency is now pending in the House.

The elimination of the Maritime Administration from the Department of Transportation removes from the direct influence of the Secretary one of the Nation's critical transportation problem areas, and will make it more difficult to develop overall national transportation policy. If the Maritime Administration remains in Commerce, it may well be desirable to assign the Secretary of Transportation an important consultative role in developing maritime policy even though he is not responsible for administering the Maritime Administration. At a future date, it may be possible to submit a reorganization plan to shift the Maritime Administration to the Department of Transportation.

3. Criteria and standards for transportation investment. The Administration bill would have authorized the Secretary of Transportation to establish standards and criteria for the formulation and economic evaluation of proposals for the investment of Federal funds in transportation facilities or equipment, including water resources projects. Such standards and criteria were to be promulgated by the Secretary after approval by the President.

H.R. 15963 provides that the standards and criteria can be promulgated only after approval by the Congress. This provision, in effect, negates the purpose of the authority. In addition, the bill makes two important broad exemptions from the list of categories to which such standards and criteria were to apply under the Administration's bill: grant-in-aid programs and water resources. The bill specifically provides that

criteria for water resources projects must be developed by the Water Resources Council. The bill also specifies a formula, used by the Corps of Engineers prior to November 20, 1964, to be used in the economic evaluation of waterways projects. Placing the formula in the law will restrict the flexibility of the Executive Branch in developing the most efficient and meaningful methods of evaluating the benefits of waterway projects.

The enrolled bill differs from the Administration's proposal in other significant aspects:

- It places aviation accident investigation responsibility in the National Transportation Safety Board rather than the Department of Transportation.
- It raises the salary levels of the modal Administrators—aviation, highways, and railroad—and the National Transportation Safety Board members one level higher in the Federal Executive Salary Schedule than those contemplated by the Administration.
- It does not include a provision for 45 super-grade positions and reduces from 9 to 4 the number of new Executive Salary schedule positions added to the Presidential pool.

The new Department of Transportation will represent a significant step forward in the effort to organize more effectively the transportation responsibilities of the Federal Government. While significant deficiencies in this bill are evident—notably the elimination of the transfer of the Maritime Administration and the restrictions on the Secretary's authority—the bill as a whole will allow the new Secretary of Transportation to assume leadership in formulating and executing our national transportation policy. Defects in the structure of the Department can be corrected by reorganization plans or legislation in the future.

Wilfred H. Rommel

Assistant Director for
Legislative Reference

Enclosures



GENERAL COUNSEL OF THE DEPARTMENT OF COMMERCE
WASHINGTON, D.C. 20230

OCT 14 1966

Honorable Charles L. Schultze
Director, Bureau of the Budget
Washington, D. C. 20503

Dear Mr. Schultze:

This is in reply to your request for the views of this Department concerning H.R. 15963, an enrolled enactment

"To establish a Department of Transportation, and for other purposes."

H.R. 15963 would establish a Department of Transportation and bring together in one Department the following organizational units and functions:

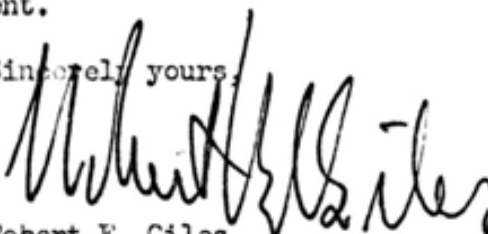
- the Federal Aviation Agency;
- the Coast Guard;
- the Bureau of Public Roads, the traffic and highway safety program, the high speed ground transportation program, the aviation war risk insurance program, the aviation loan guarantee program, the Great Lakes Pilotage Administration, the transportation research program, and the transportation policy functions of the Office of the Under Secretary of Commerce for Transportation, all from this Department;
- the safety and standard time functions of the Interstate Commerce Commission;
- certain functions of the Army Corps of Engineers relating to drawbridge regulation, oil pollution, anchorages for ships, location and clearances of bridges, and control of rates on toll bridges;
- the Alaska Railroad;
- the Saint Lawrence Seaway Development Corporation;
- a newly established National Transportation Safety Board which would determine cause or probable cause of transportation accidents, review on appeal of denials or revocations of licenses issued by the Secretary, and conduct aircraft, rail, highway and pipeline accident investigations.

The new Department would develop national transportation policies and programs, bring together major transportation programs of the Federal Government, and promote and enforce safety in transportation.

The bill is consistent with the President's proposal to establish a Department of Transportation and this Department recommends the bill for the President's signature. There are, of course, a number of differences between the Administration's proposal and the enrolled enactment. Attached is a list of major differences between the Administration's bill and the enrolled enactment and a more detailed comparative analysis of the two bills for your information. While the enrolled bill does not include the Maritime Administration and does not provide the desirable degree of Secretarial flexibility recommended by the Administration, the enrolled bill is a first step toward establishment of truly effective coordination of transportation in the Federal Government.

Enactment of this legislation would reduce considerably the appropriations required for this Department.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Robert E. Giles", written in a cursive style.

Robert E. Giles
General Counsel

Enclosures



UNITED STATES CIVIL SERVICE COMMISSION
WASHINGTON, D.C. 20415

IN REPLY PLEASE REFER TO

YOUR REFERENCE

OCTOBER 14, 1966

Mr. Wilfred H. Rommel
Assistant Director for
Legislative Reference
Bureau of the Budget

Dear Mr. Rommel:

This is in response to your request for the Commission's views and recommendation on enrolled bill H. R. 15963 "To establish a Department of Transportation, and for other purposes."

The Commission fully supports the purposes of this legislation and insofar as its personnel provisions are concerned recommends that the President sign enrolled bill H. R. 15963.

Under the provisions in this legislation, the key officials in the new Department of Transportation will be appointed by the President with Senate confirmation and will be compensated at the salary levels indicated below:

Level I (\$35,000)	Secretary of Transportation
Level II (\$30,000)	Under Secretary of Transportation Administrator, Federal Aviation Administration
Level III (\$28,500)	Administrator, Federal Highway Administration Administrator, Federal Railroad Administration Chairman, National Transportation Safety Board
Level IV (\$27,000)	Members, National Transportation Safety Board (4) Assistant Secretaries of Transportation (4) General Counsel Deputy Administrator, Federal Aviation Administration Director of Public Roads Administrator, Saint Lawrence Seaway Development Corporation

Level V (\$26,000)

Traffic Safety Director
Highway Safety Director

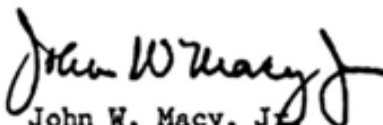
Also in level V would be an Assistant Secretary for Administration, appointed by the Secretary of Commerce, with approval by the President, under the classified civil service.

Section 10(d)(6) of the bill authorizes the President to place four additional positions in levels IV and V of the Federal Executive Salary Schedule. These are made available by increasing from 30 to 34 the number which the President may place in those levels under 5 U.S.C. 5317 and therefore are not limited to use in the new department.

Other parts of the enrolled bill provide for the procurement of temporary and intermittent services of experts and consultants, establishment of advisory committees, transfer of personnel and functions, and salary retention for certain individuals. These provisions are consistent with existing personnel statutes.

By direction of the Commission:

Sincerely yours,


John W. Macy, Jr.
Chairman



THE GENERAL COUNSEL OF THE TREASURY
WASHINGTON, D.C. 20220

OCT 14 1966

Sir:

Your office has requested the views of this Department on the enrolled enactment of H.R. 15963, "To establish a Department of Transportation, and for other purposes."

The enrolled enactment would establish a new executive Department of Transportation to which would be transferred most of the major transportation agencies and functions involving promotion and safety of the Federal Government. Within the Department, a National Transportation Safety Board would be created to exercise certain functions in the field of transportation accident investigation.

Of primary interest to this Department are those provisions of the enrolled enactment which would transfer the Coast Guard from the Treasury to the new Department and continue the operation of the Coast Guard as a legal entity and an Armed Force.

The Department supports the establishment of the new Department and the operation of the Coast Guard within it as a legal entity and an Armed Force. Accordingly, the Department recommends that the enrolled enactment be approved by the President.

Sincerely yours,

Fred B. Smith
General Counsel

The Director

Bureau of the Budget

Interstate Commerce Commission

Washington, D.C. 20423

OFFICE OF THE CHAIRMAN

October 14, 1966

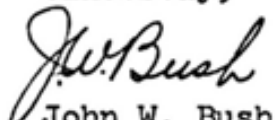
Mr. Wilfred H. Rommel
Assistant Director for Legislative
Reference
Bureau of the Budget
Washington, D. C. 20503

Dear Mr. Rommel:

This is in response to your communication of August 14, 1966, requesting the Commission's views and recommendations on the enrolled bill, H.R. 15963, "To establish a Department of Transportation, and for other purposes." I am authorized to submit the following comments.

The Interstate Commerce Commission strongly supports H.R. 15963 and recommends its enactment.

Sincerely,


John W. Bush
Chairman

FEDERAL MARITIME COMMISSION

WASHINGTON, D.C. 20573

IN REPLY REFER TO:

October 14, 1966

Honorable Charles L. Schultze
Director, Bureau of the Budget
Washington, D. C. 20503

Dear Mr. Schultze:

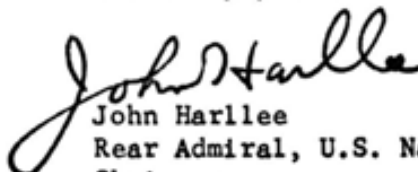
You have requested the views of the Federal Maritime Commission with respect to the Enrolled Enactment H.R. 15963, an Act

"To establish a Department of Transportation and for other purposes."

The bill would provide for establishment at the seat of government of an executive department known as the Department of Transportation. It further provides for the transference to that Department of certain functions, powers and duties of the Secretary of Commerce, the Interstate Commerce Commission and other agencies which would properly be vested in a Department of Transportation. Establishment of this Department would be in the public interest and would assure coordination and effective administration of transportation programs of the Federal Government.

The Commission recommends prompt approval of this bill.

Sincerely yours,


John Harllee
Rear Admiral, U.S. Navy (Retired)
Chairman



FEDERAL AVIATION AGENCY
Washington, D.C. 20553

OFFICE OF
THE ADMINISTRATOR

October 14, 1966

Dear Mr. Rommel:

This is in reply to your request for the views of this Agency respecting action on H.R. 15963, an enrolled enactment

"To establish a Department of Transportation, and for other purposes."

The Federal Aviation Agency favors Presidential approval of this legislation.

Sincerely,


WILLIAM F. MCKEE
Administrator

Mr. Wilfred H. Rommel
Assistant Director for
Legislative Reference
Bureau of the Budget
Washington, D.C. 20503



DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

OCT 18 1966

Dear Mr. Schultze:

This is in reply to Mr. Rommel's letter of October 14, 1966, transmitting a copy of enrolled bill H.R. 15963, "To establish a Department of Transportation, and for other purposes", and requesting an expression of our views relative to this legislation.

We recommend approval of this enrolled bill.

Sincerely,

Frederic J. Cohen

Under Secretary

Honorable Charles L. Schultze
Director
Bureau of the Budget
Washington, D. C.



DEPARTMENT OF THE ARMY
WASHINGTON, D.C. 20310

14 October 1966

Honorable Charles L. Schultze

Director, Bureau of the Budget

Dear Mr. Schultze:

Reference is made to your request for the views of the Department of Defense on enrolled enactment H. R. 15963, 89th Congress, "To establish a Department of Transportation, and for other purposes." The Department of the Army has been assigned responsibility for expressing the views of the Department of Defense on this enrolled enactment.

The Department of the Army on behalf of the Department of Defense fully supports the establishment of a Department of Transportation and therefore has no objection to approving the enrolled enactment. However, Section 7 on Transportation Investment standards may, depending on how it is interpreted, cause extremely serious problems in developing water resource investment proposals.

By one interpretation of Section 7 the Water Resources Council, although charged with developing standards and criteria for the economic evaluation of water resource projects, would nevertheless be bound to promulgate a standard for calculating navigation benefits which would very well result in a wholly false and misleading statement of the economic benefits accruing from a particular project. By this interpretation the executive branch would be placed in the position of recommending to the Congress navigation investments which were in fact not economically justified.

There may be appropriate occasions for uneconomic transportation investments, but decisions on this score should be made in the

FOR THE SECRETARY

OCT 14 1966

DECLINED

light of all relevant facts, and through the process of legislation subject to Presidential approval.

If interpreted to bind the President in formulating the specific navigation investment proposals he wishes to recommend to the Congress, then Section 7 would have most mischievous effects, for the result would be to conceal from the Congress the true economic consequences of the action recommended to it.

However, Section 7 can be interpreted only to require that present economic standards used in formulating navigation investment proposals be continued while the Water Resources Council carries on an effort to improve those standards. This interpretation is inconsistent with that contained in the Senate Committee report on the bill. Consequently we urge that the point be dealt with in the course of a signing statement when the President approves the bill.

Alfred B. Fitt

Alfred B. Fitt
Special Assistant (Civil Functions)



CIVIL AERONAUTICS BOARD

WASHINGTON, D.C. 20428

IN REPLY REFER TO: B-1-38A

Mr. Wilfred H. Rommel
Assistant Director for
Legislative Reference
Bureau of the Budget
Washington, D. C. 20503

OCT 14 1966

Dear Mr. Rommel:

This is in reply to your oral request of October 14, 1966 for the views of the Board with respect to H.R. 15963, an enrolled bill "To establish a Department of Transportation, and for other purposes."

The enrolled bill preserves, as did earlier bills S. 3010 and H.R. 13200, without impairment the Board's independent status and economic regulatory functions. Although the Board would be required in applying clause (3) of subsection (b) of section 406 of the Federal Aviation Act (the subsidy provision) to take into consideration any standards and criteria prescribed by the Secretary of Transportation for determining the character and quality of transportation required for the commerce of the United States and the national defense, this provision embodies only the established principle that a regulatory agency such as the Board should give weight to the views of other governmental components having responsibility in related areas. Thus, it assures that the Board's subsidy program will be administered with due regard for overall national transportation policy.

With regard to the transfer of the Board's safety functions to the National Transportation Safety Board, the Board stated in reports to the Senate and House Committees on Government Operations with respect to S. 3010 and H.R. 13200 that it recognized the potential benefits of a coordinated safety program for the various modes of transportation such as would be provided by such bills. Moreover, the Board stated that its investigative staff of experts which would be transferred would bring with them special skills and experience that might serve as a catalyst for developing new and improved techniques for safety investigation in the other modes of transportation.

In these circumstances, the Board recommends approval by the President of the enrolled bill.

Sincerely yours,

Charles S. Murphy
Chairman

BB:ew

Sheet 1 of 6

October 14, 1966

EXECUTIVE

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FG 110	FG 120
FG 155-15	

The President cordially invites you to the White House to attend the signing of HR 15963, A bill to establish a cabinet level department of Transportation. The Ceremony will be held this Saturday afternoon, Oct. 15, 1966 at 1:00pm. Please present this telegram at 12:45 pm. on Saturday at the Northwest Gate of the White House. Would you please confirm your attendance by return wire to Sherwin Markman, The White House.

Joseph A. Califano, Jr.
Special Assistant to the President.

TIPTON, Stuart, Air Transport Assn. of America
ALAMS, Joseph, Assn. of Local Transport Airlines
HARR, Karl G., Jr., Aerospace Industries Assn. of America
BURNARD, E. Thomas, Airport Operators Council
McMULLEN, A. B., Natl Assn of State Aviation Officials
HARTMANFT, J. B., Aircraft Owners and Pilots Assn.
BECK, Alvin B., Airfreight Forwarders Assn.
SMITH, Frank K., Natl Air Taxi Conference
WARD, Robert B., Natl Business Aircraft Assn.
RUBY, Charles, Airline Pilots Assn.
KECK, George E., United Airlines Inc.
SMITH, C. R., American Airlines, Inc.
HALL, Floyd D., Eastern Airlines Inc.
TILLINGHAST, Charles C., Jr., Trans World Airlines, Inc.
TRIPPE, Juan T., Pan American World Airways, Inc.
HALABY, Najeeb E., Pan American World Airways, Inc.
PRESCOTT, Robert W., The Flying Tiger Line Inc.
WHITE, Harry S., Pacific Air Lines, Inc.
BARNES, Leslie O., Allegheny Airlines Inc.
DAVIS, Thomas H., Piedmont Airlines
ALLEN, William M., The Boeing Company
DOUGLAS, Donald W., Douglas Aircraft Company
GROSS, Courtland S., Lockheed Aircraft Corporation
HORNBER, H. M., United Aircraft Corporation
PIPER, W. T., Piper Aircraft Corporation
UHL, Edward G., Fairchild Hiller Corporation
WALLACE, Dwane L., Cessna Aircraft Company
BEECH, Olive Ann, Beech Aircraft Corporation
RAUPE, Craig, Eastern Air Lines
FOX, Francis T., Department of Airports
EVANS, Lou, Grumman Aircraft Corporation
JOHNSON, Vernon, Lockheed Aircraft Corp.
WEXLER, Harvey, Continental Air Lines
WOODWARD, Warren, American Airlines
PRILL, George C., Internatl Telephone Telegraph Corp.

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Joseph A. Califano, Jr.
Special Assistant to the President.

LOOMIS, Daniel P., Assn of American Railroads Transportation
BURKS, Carroll P., American Short Line Railroad Assn.
RODDEWIG, Clair M., American Assn. of Western Railroads
JOHNSON, Stanfield, Assn. of southeastern Railroads
LENNARTSON, Nils, Railway Progress Institute
LEIGHTY, George E., Railway Labor Executives Assn.
HEATH, Perry, Brotherhood of Locomotive Engineers
GILBERT, H. E., Brotherhood of Locomotive Firemen and Enginemen
LUNA, Charles, Brotherhood of Railroad Trainmen
CROTTY, H. C., Brotherhood of Maintenance of Way Employees
SAUNDERS, Stuart T., Pennsylvania Railroad Company
PERLMAN, Alfred E., New York Central Railroad
DEVINE, Gregory S., Chesapeake and Ohio Railroad
PEVLER, Herman, Norfolk and Western Railway Company
RICE, W. Thomas, Atlantic Coast Line Railroad Company
BROSNAN, Daniel W., Southern Railway Company
HEINEMAN, Ben W., Chicago and Northwestern Railway Company
BIAGGINI, B. F., Southern Pacific Company
BAYLEY, E. H., Union Pacific Railroad Union
MARSH, Ernest S., Atchison Topeka and Santa Fe Railway Company
BUDD, Edward, Budd Company
LASHER, E. C. R., North American Car Corporation
THOMPSON, T. M., General American Transportation Company
PRINCE, Gregory S., Assn. of American Railroads
HOLLAR, Phillip, Assn. of American Railroads
THOMPSON, William B., Assn. of American Railroads
MARTON, Eldon, Burlington Lines
DEBUTTS, Harry A.,
JOHNSON, William B., Illinois Central Railroad
JOHNSON, A. E., American Assn. of State Highway Officials
KACHLEIN, George, American Automobile Assn.
PRENTISS, Louis W., American Road Builders Assn.
HARDIN, Ira., Assn. General Contractors of America
BUTLER, Arthur C., Natl Highway Users Conference
IKARD, Frank, American Petroleum Institute
ORMSEY, Ross, Rubber Manufacturers Assn.
MANN, Thomas, Automobile Manufacturers Assn.
HUTCHINSON, Everett, Natl Assn. of Motor Bus Operators
BRESNAHAN, William, American Trucking Assn.
ZACRI, Sidney, Internatl Brotherhood of Teamsters
CARMICHAEL, Glen V., American Assn of Motor Vehicles Administrators
ZWINGLE, C. G., Pacific Intermountain Express Company
AMOS, John E., Bell Lines Inc.
CUTLER, Robert H., Illinois-Calif. Express
BROTHERS, G. David, New Dixie Lines Inc.
RUAN, John, Ruan Transport Corporation
ROBESON, Mark, Yellow Transit Freight Lines.

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Joseph A. Califano, Jr.
Special Assistant to the President.

CAREY, Walter F.,
MATHEWS, Joe, Natl Trailways Inc.
TRAUTMAN, G. T., Greyhound Corporation
ABERNATHY, Roy, American Motors Corporation
TOWNSEND, Lynn, Chrysler Corporation
ROCHE, John M., General Motors Corporation
MILLER, Arjay, Ford Motor Company
REUTHER, Walter, United Auto Workers
BAUMAN, J. N., White Motors Corporation
RICE, John S., Rice Truck Lines
MARKLEY, Rodney W., Jr., Ford Motor Company
RYDER, James A., Ryder System Incorporated
PINKNEY, James, American Trucking Assn.
NINESS, Samuel F., Leaman Transportation Corporation
CUTLER, Lloyd
FIRESTONE, Raymond, Firestone & Rubber Company
DEYOUNG, Russell, Goodyear Tire & Rubber Company
O'NEIL, M. G., General Tire & Rubber Company
KEENER, J. Ward, B. F. Goodrich Company
VILLA, George R., The US Rubber Company
CARR, Braxton, American Waterways Operators
HIRSCHFIELD, James A., Lake Carriers Assn.
HERSHEY, J. W., American Commercial Lines Inc.
MECHLING, F. A., A. L. Mechling Barge Lines
BUCKMAN, Henry J., Natl Rivers and Harbors Congress
BRENT, Jesse, Brent Towing Company Inc.
HOAGLAND, Gresham, Hoagland Barge Lines Inc.
WINTER, Everett P., Mississippi Valley Assn.
MORAN, Edmond, Moran Towing and Transportation Company
BUSHEY, Francis B., Spentonbush Fuel Transport Service
BRYANT, R. L., Dow Chemical Company
RODDICK, Richard, Freight Forwarders Institute
DURAND, J. Donald, Assn. of Oil Pipelines
MEANY, George, AFL-CIO
KIRKLAND, Lane, AFL-CIO
WRIGHT, M. A., Humble Oil and Refining Company
BOOTH, Arch N., U.S. Chamber of Commerce
KELLEY, Ben, Transportation and Communications Department
GULLANDER, Werner P., Natl Assn. of Manufacturers
HEALY, Patrick, Natl League of Cities
HILLENBRAND, Bernard F., Natl Assn. of Countries
CRIHFIELD, Brevard, Council of State Governments
HARMOND, Harold, Transportation Assn. of America
BANE, Frank, Advisory Committee on Intergovernmental Relations
FRANKEL, Irwin M., American Society of Travel Agents
BAKER, George P., Harvard Business School

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Joseph A. Califano, Jr.
Special Assistant to the President.

RODGERS, Paul, Natl Assn. of Railroad and Utilities Commissioners
VORE, Kenneth, Natl Defense Transportation Assn.
WAGER, C. H., Natl Industrial Traffic League
BEARD, Charles, Union Carbide and Carbon Corporation
HOLDING, Hunter, Securities Investment Department Equitable Life Assurance
Society of the U. S.

NEWSOM, Hershill D., Natl Grange
SHUMAN, Charles B., American Farm Bureau Federation
DECHANT, Tony, Natl Farmers Union
WILCOX, F. R., Natl Council of Farmer Coops
KOCH, George, Grocery Manufacturers Assn.
LUNDY, James A., Naruc New York Public Service Commission
ALLEN, Frederick M., Maine Public Utilities Commission
CARVER, James W., Illinois Commerce Commission
TOBIN, Austin, Port of NY Authority
PALMER, Arthur,
MOYER, G. R., United States Freight Lines
ARNOLD, Grant, E. J. Lavino Company
DOOR, L. J., Natl Industrial Transportation League
DIAL, Morris G., Union Carbide Company
WHITSETT, W. Gavin, Natl Freight Traffic Assn
MUNDY, E. F., Natl Biscuit Company
SHEPHERD, William, Arkansas Power and Light Company
SHAFFER, John H., TRW Corporation
SEWELL, A MORRIS,
CARR, James K.,
HOVING, John,
GEWIRTZ, Stanley, United Research Corp.
MANUEL, Thomas B.
HARDING, William B., Smith Barney and Company
GLASS, Fred, Cosmos American Corporation
ANDERSON, Andres G., Transportation Assn. of America
DOYLE, John P., MacDonald Professor of Transportation Texas A&M University
TUCKER, Raymond R., High Speed Ground Transportation Advisory Committee
LEIGHTY, George E., High Speed Ground Transportation Advisory Committee
GILBERT, Milton A
HUTCHINSON, Everett
DOUGLAS, Donald W., Jr.,
JOHNSON, William B.
JENNEY, Robert M.
BROCKEL, Harry C.
LLOYD, Kenneth M. Mahoning Valley Industrial Council
McKEE, Miles F., San Products Incorporated
McMAHON, Thomas P., McMahon and Crotty
OTTERSHAGEN, Martin W.

The President cordially invites you to the White House to attend the signing of HR 15963, A bill to establish a cabinet level department of Transportation. The ceremony will be held this Saturday afternoon, Oct. 15, 1966 at 1:00pm. Please present this telegram at 12:45pm. on Saturday at the Northwest Gate of the White House. Would you please confirm your attendance by return wire to Sherwin Markman, The White House.

Joseph A. Califano, Jr.
Special Assistant to the President.

ACCARDO, Joseph J., Transport Topics	DAWSON, William L., Congressman
AGNEW, Bruce, Business Week Magazine	DAY, James V., Fed. Maritime Comm.
BEDINFIELD, Robert, NY Times	DEAN, Alan, FAA
BRDLIK, Mel, Trucking Business Magazine	DEASON, Willard, ICC
BRITON, Lewis W., Traffic World	DEEGAN, James L., CAB
COYNE, Joe, Associated Press	DOLE, Robert, Congressman
ESTABROOK, Tobert, Washington Post	DOW, John G., Congressman
FORBES, Malcolm S., Forbes Magazine	DWYER, Florence P., Congressman
HAMM, E. F., Jr. Traffic World	DYE, Ira, Maritime Administration
HEVNER, Charles, Commerical Car Journal	ERVIN, Sam, Senator
MILLER, Luther S., Railway Age	FAINSLEY, Charles P., Congressman
PARRISH, Wayne W., Aviation Daily	FASCELL, Dante D., Congressman
RAWSON, Charles B., Commercial Car Journal	
RAY, Ronald G., Distribution Age	FEL DOTTO, Dolores, Congress
SERLING, Robert J., United Press Internatl	FENN, Dan, U.S. Tariff Comm.
SHEDD, Tom, Modern Railroads	FITT, Alfred, Army
TAFT, Walter J., Railway Age	FORD, Gerald, Congressman
WILSON, J. Paul, Transport Topics	FREAS, Howard, ICC
ADAMS, Brock, Congressman	GALLAGHER, Cornelius E., Congressman
ADAMS, John CAB	GILLILAND, Whitney, CAB
ALLEN, Bobbie, CAB	GOFF, Abe McGregor, ICC
BANE, Frank Adv. Committee on Intergovernmental Relations	
BARRETT, Aston C., Fed. Maritime Comm.	GOLDMAN, Joseph, CAB
BLATNIK, John A., Congressman	GOODRICH, Nathaniel, FAA
BOLAND, Edward P., Congressman	GRINSTEIN, Gerald, Senato
BOND, Langhorne, Commerce	GRUENING, Ernest, Senator
BOYD, Alan S., Commerce	GULICK, James, Maritime Admin.
BREWSTER, Daniel B., Senator	HAAR, Charles, HUD
BRIDWELL, Lowell K., Commerce	HARDY, Porter, Congressman
BROOKS, Jack., Congressman	HARLEE, John, Fed. Maritime Comm.
BROWN, Virginia Mae, ICC	HARRIS, Godfrey, Budget
BURSLEY, Patrick, U.S. Coast Guard	HEARN, George H., Fed. Maritime comm.
BUSH, John, ICC	HELSTOSKI, Henry, Congressman
CALLOWAY, James R., Senate staff	HENDERSON, Elmer W., Congress
CAPUTO, Vincent, Defense	HERLONG, A. S., Congressman
CARTER, Tim Lee, Congressman	HOLIFIELD, Chet, Congressman
COLLINS, Gerald W., Natl Defense Transportation Agency	
CONTE, Silvio, Congressman	HORTON, Frank J., Congressman
COPENHAVER, William, Congress	HORTON, Ralph W., Senate
CONNOR, John T., Commerce	HRUSKA, Roman L., Senator
COTTON, Norris, Senator	JACKSON, Henry M., Senator
CRAMER, William, Congressman	JAVITS, John Jacob K., Senator
CUNNINGHAM, Glenn, Congressman	JONES, Lawrence, Bureau of Public Roads
CURTIS, Carl T., Senator	KALLEN, Arthur D., Budget
DAHLIN, Douglas, Congress	LANG, A. Scheffer, Commerce
DAVIS, Christine Ray, Congress	LANIGAN, James A., Congress
	LONG, Russell, Senator.

The President cordially invites you to the White House to attend the signing of HR 15963, A bill to establish a cabinet level department of Transportation. The ceremony will be held this Saturday afternoon, Oct. 15, 1966 at 1:00pm. Please present this telegram at 12:45pm. on Saturday at the Northwest Gate of the White House. Would you please confirm your attendance by return wire to Sherwin Markman, The White House.

Joseph A. Califano, Jr.
Special Assistant to the President.

LOY, Frank, State

McCANN, Joseph H., St. Lawrence Seaway Development Corp.

McCLELLAN, John L., Senator

McCORMACK, John, Speaker of House

McGIFFERT, David, Army

McGRUDER, John, Commerce

MacDONALD, Torbert H., Congressman

MACKEY, Cecil, Commerce

MAGNUSON, Warren G., Senator

MAHON, George, Congressman

MANSFIELD, Mike, Senator

MEYER, George, ICC

MONTOYA, Joseph., Senator

MOORHEAD, William, Congressman

MOOT, Robert, Defense

MORTON, Thruston, Senator

MUNDT, Karl, Senator

MURPHY, Charles, CAB

MURPHY, John, Congressman

MURRAY, Gordon M., Budget

NOBLEMAN, Eli, Senate

NORDHOUSE, Bob, Congress

O'BRIEN, Leo, Congressman

O'BRIEN, W. E., Senate

O'KEEFE, Daniel, Commerce

OTTERSHAGEN, Martin W., St. Lawrence Seaway Adv. Committee.

PASTORE, John, Senator

PELL, Claiborne, Senator

PFAHLER, Robert, ICC

PICKLE, J. J., Congressman

RANDALL, William J., Congressman

RANDOLPH, Jennings, Senator

REID, Ogden, Congressman

REUSS, Henry, Congressman

RHODES, John J., Congressman

RIBICOFF, Abraham, Senator

ROBACK, Herbert, Congress

ROGERS, Paul G., Congressman

ROMMEL, Wilfred H., Budget

ROMNEY, Miles W., Congress

ROSENTHAL, Benjamin S., Congressman

ROUSH, J. Edward, Congressman

ROYCE, Richard, Senate

SCHULTZE, Charles, Budget

SEIDMAN, Harold, Budget

SENDER, Stanton, Senate

SHERRILL, James C., Joint Chiefs of Staff

SIKES, Robert, Congressman

SITTON, Paul L., Commerce

SMATHERS, George, Senator

SMITH, W. J., U. S. Coast Guard

SOUTHWICK, Paul, Commerce

SPRINGER, William, Congressman

STEED, Tom, Congressman

STEVENSON, Andrew, Congressman

SULLIVAN, Richard, Congress

TIERNEY, Paul J., ICC

TRIMBLE, Paul Adm. U.S. Coast Guard

TUCKER, William H., ICC

TURNER, Frank, Bureau of Public Roads

WALRATH, Laurence K., ICC

WEISS, Ernest, ICC

WHALEN, Mark, U.S. Coast Guard

WHITTON, Rex M., Bureau of Public Roads

WILLIAMS, John Bell, Congressman

WILLIAMSON, W. E., Congress

WRIGHT, Jim, Congressman

ZWICK, Charles J., Budget.

The White House

1966 OCT 13 PM 11 03

10/14/66

OOGA WAD

BOOK OF 172 GOVT NL PD

THE WHITE HOUSE 13

THE PRESIDENT CORDIALLY INVITES YOU TO THE WHITE HOUSE TO ATTEND THE SIGNING OF HR 15963, A BILL TO ESTABLISH A CABINET LEVEL DEPARTMENT OF TRANSPORTATION.

THE CEREMONY WILL BE HELD THIS SATURDAY AFTERNOON, OCTOBER 15, 1966 AT 1:00 P.M.

PLEASE PRESENT THIS TELEGRAM AT 12:45 P.M. ON SATURDAY AT THE NORTHWEST GATE OF THE WHITE HOUSE. WOULD YOU PLEASE CONFIRM YOUR ATTENDANCE BY RETURN WIRE TO SHERWIN MARKMAN, THE WHITE HOUSE JOSEPH A CALIFANO JR, SPECIAL ASSTANT TO THE PRESIDENT.

WHB58 x

STUART TIPTON, PRESIDENT

x AIR TRANSPORT ASSOCIATION OF AMERICA 1000 CONNECTICUT AVE WASHDC

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GENERAL JOSEPH ADAMS, PRESIDENT

x ASSN OF LOCAL TRANSPORT AIRLINES WYATT BUILDING 777 14TH STREET WASHDC

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KARL G HARR JR, PRESIDENT

x AEROSPACE INDUSTRIES ASSOCIATION OF AMERICA 1725 DESALES ST WASHDC

WHB61

E THOMAS BURNARD, EXECUTIVE VICE PRESIDENT

x AIRPORT OPERATORS COUNCIL 1700 K STREET NW WASHDC

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A B McMULLEN, EXECUTIVE VICE PRESIDENT

x NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS SUITE 405 1029 VERMONT AVE NW WASHDC

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J B HARTRANFT, PRESIDENT

AIRCRAFT OWNERS ANDPILOTS ASSN 4650 EAST-WEST HIGHWAY BETHESDA MD

WHB64

ALVIN B BECK, PRESIDENT

AIR FREIGHT FORWARDERS ASSN 703 RING BUILDING WASHDC

WHB65

FRANK K SMITH, EXECUTIVE DIRECTOR

NATIONAL AIR TAXI CONFERENCE DUPONT CIRCLE BLDG 1346 CONN AVE WASHDC

WHB66

ROBERT B WARD, EXECUTIVE DIRECTOR

NATIONAL BUSINESS AIRCRAFT ASSN 401 PENNSYLVANIA BLDG WASHDC

EXCLUSIVE
FG 175
FG 211
FG 604
FG 236
FG 155
FG 251
FG 11-6
FG 110-4
FG 115
FG 155-15
FG 110
FG 226

FG 297
FG 11-1
FG 105
FG 280
FG 115-4
FG 203
FG 170
FG 120

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AIR LINE PILOTS ASSN 55TH STREET AND CICERO AVE CHGO

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UNITED AIRLINES INC 1200 ALGONQUIN ROAD ELK GROVE TOWNSHIP ILL

WHB69
C R SMITH, CHAIRMAN OF THE BOARD
AMERICAN AIRLINES INC 633 THIRD AVE NYK

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FLOYD D HALL, PRESIDENT
EASTERN AIR LINES INC 10 ROCKEFELLER PLAZA NYK

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CHARLES C TILLINGHAST JR, PRESIDENT
TRANS WORLD AIRLINES INC 605 THIRD AVE NYK

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JUAN T TRIPPE, CHAIRMAN OF THE BOARD
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PAN AMERICAN WORLD AIRWAYS INC PAN AM BLDG 200 PARK AVE NYK

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THE FLYING TIGER LINE INC INTERNATIONAL AIRPORT LOSA

WHB75
HARRY S WHITE, PRESIDENT
PACIFIC AIR LINES INC
SAN FRANCISCO INTERNATIONAL AIRPORT SFRAN

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LESLIE O BARNES, PRESIDENT
ALLEGHENY AIRLINES INC HANGAR 12 NATIONAL AIRPORT WASHDC

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PIEDMONT AIRLINES
SMITH REYNOLDS AIRPORT WINSTON-SALEM NCAR

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FAIRCHILD HILLER CORPORATION HAGERSTOWN MD

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BEECH AIRCRAFT CORPORATION 9709 EAST CENTRAL WICHITA KANS

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EASTERN AIR LINES SUITE 501 815 CONNECTICUT AVE NW WASHDC

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FRANCIS T FOX, GENERAL MANAGER
DEPARTMENT OF AIRPORTS CITY OF LOS ANGELES ONE WORLD WAY LOSA

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LOU EVANS
GRUMMAN AIRCRAFT CORPORATION BETHPAGE L D NY

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LOCKHEED AIRCRAFT CORP 900 17TH STREET NW WASHDC

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CONTINENTAL AIR LINES 1701 K STREET NW WASHDC

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WARREN WOODWARD
AMERICAN AIRLINES 918 16TH STREET NW WASHDC

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WASHDC

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AMERICAN ASSN OF WESTERN RAILROADS 224 UNION STATION CHGOO

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ASSN OF SOUTHEASTERN RAILROADS 1710 H STREET NW WASHDC

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RAILWAY PROGRESS INSTITUTE 38 SOUTH DEARBORN STREET CHGO

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RAILWAY LABOR EXECUTIVES ASSN 400 FIRST STREET NW WASHDC

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H C CROTTY, PRESIDENT
BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYEES 400 FIRST ST NW WASHDC

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PLAZA PHILA

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CHESAPEAKE AND OHIO RAILROAD TERMINAL TOWER CLEVE

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SFRAN

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UNION PACIFIC RAILROAD UNION PACIFIC BLDG 15TH AND DODGE STREETS
OMAHA NEBR

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ATCHISON TOPEKA AND SANTA FE RAILWAY COMPANY 80 EAST JACKSON BLV
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GENERAL AMERICAN TRANSPORTATION COMPANY 135 SOUTH LA SALLE ST CHGO

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PHILLIP HOLLAR
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TRANSPORTATION BLDG 815 17TH ST NW WASHDC

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MONTMORENCY UPPERVILLE VIR

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AMERICAN ASSN OF STATE HIGHWAY OFFICIALS 917 NATIONAL PRESS BLDG
WASHDC

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AMERICAN AUTOMOBILE ASSN 1712 G STREET WASHDC

WHB124

LOUIS W PRENTISS, EXECUTIVE VICE PRESIDENT
AMERICAN ROAD BUILDERS ASSN 525 SCHOOL STREET S W WASHDC

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ASSOCIATED GENERAL CONTRACTORS OF AMERICA 1957 E STREET NW WASHDC

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ARTHUR C BUTLER, DIRECTOR
NATIONAL HIGHWAY USERS CONFERENCE 966 NATIONAL PRESS BLDG WASHDC

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AMERICAN PETROLEUM INSTITUTE 1011 17TH ST NW WASHDC

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AUTOMOBILE MANUFACTURERS ASSN 1710 H STREET NW WASHDC

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NATIONAL ASSN OF MOTOR BUS OPERATORS 805 17TH ST NW WASHDC

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AMERICAN TRUCKING ASSN 161 P STREET NW WASHDC

WHB132
SIDNEY ZAGRI
INTERNATIONAL BROTHERHOOD OF TEAMSTERS 25 LOUISIANA AVE NW WASHDC

WHB133
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AMERICAN ASSN OF MOTOR VEHICLE ADMINISTRATORS 504 HILL BLDG
1155 15TH ST NW WASHDC

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C G ZWINGLE, PRESIDENT
PACIFIC INTERMOUNTAIN EXPRESS COMPANY 1415 CLAY STREET OAKLAND CALIF

WHB135
JOHN E AMOS
BELL LINES INC 1020 KANAWAHA VALLEY BLDG CHARLESTON WVIR

WHB136
ROBERT H CUTLER
ILLINOIS-CALIFORNIA EXPRESS P O BOX 9762 EL PASO TEX

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G DAVID BROTHERS NEW DIXIE LINES INC P O BOX 1595 RICHMOND VIR

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RUAN TRANSPORT CORPORATION P O BOX 855 DES MOINES IOWA

WHB139
MARK ROBESON, VICE PRESIDENT
YELLOW TRANSIT FREIGHT LINES P O BOX 8462 KANSAS CITY MO

End of sheet 2,
WHB140
WALTER F CAREY
6125 MIDDLE BELT ROAD BIRMINGHAM MICH

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NATIONAL TRAILWAYS INC 12TH AND NEW YORK AVE NW WASHDC

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GREYHOUND CORPORATION 1465 CHESTER AVE CLEVE

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AMERICAN MOTORS CORPORATION 14250 PLYMOUTH ROAD DET

WHB144
LYNN TOWNSEND, PRESIDENT
THE CHRYSLER CORPORATION 314 MASSACHUSETTS AVE DET

WHB145
JOHN M ROCHE, PRESIDENT
GENERAL MOTORS CORPORATION GENERAL MOTORS BLDG DET

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ARJAY MILLER, PRESIDENT
FORD MOTOR COMPANY AMERICAN ROAD DEARBORNE MICH

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WALTER REUTHER, DIRECTOR
UNITED AUTO WORKERS 26 16TH STREET NW WASHDC

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J N BAUMAN, PRESIDENT
WHITE MOTORS CORPORATION 842 EAST 79TH ST CLEVE

WHB149
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RICE TRUCK LINES 712 CENTRAL AVE GREAT FALLS MONT

WHB150
RODNEY W MARKLEY, JR
FORD MOTOR COMPANY 815 CONNECTICUT AVE WASHDC

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JAMES A RYDER
RYDER SYSTEM INCORPORATED 2701 SOUTH BAYSHORE DRIVE MIAMI FLO

WHB152
JAMES PINKNEY
AMERICAN TRUCKING ASSN 1616 P STREET NW WASHDC

WHB153
SAMUEL F NINESS
LEAMEN TRANSPORTATION CORPORATION 520 EAST LINCOLN HIGHWAY DOWING
PENNSYLVANIA

WHB154
LLOYD CUTLER
900 17TH ST NW WASHDC

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RAYMOND FIRESTONE, CHAIRMAN OF THE BOARD
FIRESTONE & RUBBER COMPANY AKRON OHIO

WHB156
RUSSELL DEYOUNG, CHAIRMAN OF THE BOARD
THE GOODYEAR TIRE & RUBBER COMPANY AKRON OHIO

WHB157
M G O'NEIL, PRESIDENT
THE GENERAL TIRE & RUBBER COMPANY AKRON OHIO

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J WARD KEENER, CHAIRMAN OF THE BOARD
THE B F GOODRICH COMPANY AKRON OHIO

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THE US RUBBER COMPANY 1230 AVE OF THE AMERICAS NYK

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BRAXTON CARR, PRESIDENT
AMERICAN WATERWAYS OPERATORS 1250 CONNECTICUT AVE NW WASHDC

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VICE ADMIRAL JAMES A HIRSCHFIELD USCG (RET)
LAKE CARRIERS ASSN 305 ROCKEFELLER BLDG CLEVE

WHB162
J W HERSHEY, PRESIDENT
AMERICAN COMMERCIAL LINES INC 2919 ALLEN PARKWAY HOU

F A MECHLING, EXECUTIVE VICE PRESIDENT
A L MECHLING BARGE LINES 51 NORTH DES PLAINES ST JOLIET ILL

WHB164

HENRY J BUCKMAN, PRESIDENT
NATIONAL RIVERS AND HARBORS CONGRESS 1028 CONNECTICUT AVE WASHDC

WHB165

JESSE BRENT, PRESIDENT
BRENT TOWING COMPANY INC P O BOX 323 GREENVILLE MISS

WHB166

GRESHAM HOAGLAND, EXECUTIVE VICE PRESIDENT
HOAGLAND BARGE LINES INC 1231 SOUTH THIRD ST PADUCAH KY

WHB167

EVERETT P WINTER, EXECUTIVE VICE PRESIDENT
MISSISSIPPI VALLEY ASSN SUITE 1032 T 225 SOUTH MERAMEC AVE STL

WHB168

ADMIRAL EDMOND MORAN, CHAIRMAN
MORAN TOWING AND TRANSPORTATION COMPANY 17 BATTERY PLACE NYK

WHB169 FRANCIS B BUSHEY, PRESIDENT

SPENTONBUSH FUEL TANSPORT SERVICE 764 COURT ST BROOKLYN NY

WHB170

R L BRYANT, CORPRATE MARINE MANAGER
DOW CHEMICAL COMPNAY FREEPORT TEX

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RICHARD RIDDICK, EXECUTIVE SECRETARY
FREIGHT FORWARDERS INSTITUTE 1012 14TH STREET NW WASHDC

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J DONALD DURAND
ASSN OF OIL PIPELINES 1725 K STREET NW WASHDC

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GEORGE MEANY, PRESIDENT
AFL-CIO 815 16TH ST NW WASHDC

WHB174

LANE KIRKLAND
AFL-CIO 815 16TH ST NW WASHDC

WHB175

M A WRIGHT, CHAIRMAN OF THE BOARD
HUMBLE OIL AND REFINING COMPANY P O BOX 2180 HOU

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ARCH N BOOTH, EXECUTIVE VICE PRESIDENT
U S CHAMBER OF COMMERCE 1615 H STREET NW WASHDC

WHB177

BEN KELLEY, MANAGER
TRANSPORTATION AND COMMUNICATIONS DEPARTMENT US CHAMBER OF COMMERCE
1615 H STREET NW WASHDC

WHB178

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NATIONAL ASSN OF MANUFACTURERS 918 16TH STREET WASHDC

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PATRICK HEALY, EXECUTIVE DIRECTOR
NATIONAL LEAGUE OF CITIES 1612 K STREET WASHDC

WHB180

BERNARD F HILLENBRAND, EXECUTIVE DIRECTOR
NATIONAL ASSN OF COUNTRIES 1001 CONNECTICUT AVE NW WASHDC

WHB181

BREVARD CRIHFIELD, EXECUTIVE DIRECTOR
COUNCIL OF STATE GOVERNMENTS 1313 EAST 60TH ST CHGO

WHB182

HAROLD HAMMOND, PRESIDENT
TRANSPORTATION ASSN OF AMERICA 1101 17TH STREET NW WASHDC

WHB183

FRANK BANE, CHAIRMAN
THE ADVISORY COMMITTEE ON INTERGOVERNMENTAL RELATIONS 1701
PENNSYLVANIA AVE NW WASHDC

WHB184

IRWIN M FRANKEL, PRESIDENT
AMERICAN SOCIETY OF TRAVEL AGENTS THE TRAVEL MART 415 FULTON FEDERAL
BLDG ATLA

WHB185

GEORGE P BAKER, DEAN
HARVARD BUSINESS SCHOOL CAMBRIDGE MASS

WHB186

End. of sheet 3.
PAUL RODGERS
NATIONAL ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS
INTERSTATE COMMERCE COMMISSION BUILDING CONSTITUTION AVE WASHDC

WHB187

KENNETH VORE, PRESIDENT
NATIONAL DEFENSE TRANSPORTATION ASSN 1612 K ST NW WASHDC

WHB188

C H WAGER
NATIONAL INDUSTRIAL TRAFFIC LEAGUE 711 14TH ST NW WASHDC

WHB189

CHARLES BEARD, GENERAL TRAFFIC MANAGER
UNION CARBIDE AND CARBON CORPORATION 30 EAST 42ND ST NYK

WHB190

HUNTER HOLDING, VICE PRESIDENT
SECURITIES INVESTMENT DEPARTMENT EQUITABLE LIFE ASSURANCE SOCIETY
OF THE UNITED STATES 1285 AVE OF THE AMERICAS NYK

WHB191

HERSHILL D NEWSOM, NATIONAL MASTER
NATIONAL GRANGE 1616 H STREET NW WASHDC

WHB192

CHARLES B SHUMAN, PRESIDENT
AMERICAN FARM BUREAU FEDERATION 1000 MERCHANDISE MART PLAZA CHGO

WHB193

TONY DECHANT, PRESIDENT
NATIONAL FARMERS UNION 1012 14TH STREET NW WASHDC

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F R WILCOX, PRESIDENT
NATIONAL COUNCIL OF FARMER COOPS 1200 17TH ST NW WASHDC

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GROCERY MANUFACTURERS ASSN DUITE 1048 WASHINGTON BLDG 15TH AND NEW
YORK AVE WASHDC

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COMMISSIONER JAMES A LUNDY, PRESIDENT
NARUC NEW YORK PUBLIC SERVICE COMMISSION 199 CHURCH ST NYK

WHB197

COMMISSIONER FREDERICK M ALLEN, FIRST VICE PRESIDENT
NARUC MAINE PUBLIC UTILITIES COMMISSION STATE HOUSE AUGUSTA MAINE

WHB198

COMMISSIONER JAMES W CARVER, SECOND VICE PRESIDENT
NARUC ILLINOIS COMMERCE COMMISSION 160 NORTH LASALLE ST CHGO

WHB199

AUSTIN TOBIN, DIRECTOR
PORT OF NEW YORK AUTHORITY 111 EIGHTH AVE NYK

WHB200

ARTHUR PALMER, TRANSPORTATION COORDINATOR
OFFICE OF THE MAYOR CITY HALL NYK

WHB201

G R MOYER, CHAIRMAN
UNITED STATES FREIGHT LINES 711 THIRD AVE NYK

WHB202

GRANT ARNOLD, VICE PRESIDENT TRAFFIC
E J LAVINO COMPANY 3 PENN CENTER PLAZ PHILA

WHB203

L J DOOR, EXECUTIVE SECRETARY
NATIONAL INDUSTRIAL TRANSPORTATION LEAGUE 711 14TH STREET WASHDC

WHB204

MORRIS G DIAL, RESIDENT VICE PRESIDENT
UNION CARBIDE COMPNAV 777 14TH ST WASHDC

WHB205

W GAVIN WHITSETT, PRESIDENT
NATL FREIGHT TRAFFIC ASSN LOUISVILLE AND NASHVILLE RAILROAD 908
WEST BROADWAY LOUISVILLE KY

WHB206

E F MUNDY, VICE PRESIDENT
NATIONAL BISCUIT COMPANY 45 PARK AVE NYK

WHB207

WILLIAM SHEPHERD, PRESIDENT
ARKANSAS POWER AND LIGHT COMPANY 6TH AND PINE PINE BLUFF ARK

WHB208

JOHN H SHAFFER
TRW CORPORATION 1875 CONNECTICUT AVE NW WASHDC

WHB209

MAJOR GENERAL SEWELL A MORRIS USA (RET)
CHAIRMAN OF THE BOARD NATIONAL DEFENSE TRANSPORTATION ASSN
1612 K STREET NW WASHDC

WHB210 JAMES K CARR, GENERAL MANAGER OF PUBLIC UTILITIES
PUBLIC UTILITIES COMMISSION 287 CITY HALL SFRAN

1000 CONNECTICUT AVE NW WASHDC

WHB212

STANLEY GEWIRTZ

UNITED RESEARCH CORPORATION 8929 WILSHIRE BLVD BEVERLY HILLS CALIF

WHB213

COL THOMAS B MANUEL

6500 TROPICAL WAY EAST PLANTATION FLO

WHB214

WILLIAM B HARDING

SMITH BARNEY AND COMPANY 20 BROAD ST NYK

WHB215

FRED GLASS, CHAIRMAN

COSMOS AMERICAN CORPORATION 375 PARK AVE NYK

WHB216

ANDRES G ANDERSON

TRANSPORTATION ASSN OF AMERICA PAN AMERICAN BLDG SUITE 2232
200 PARK AVE NYK

WHB217

MAJ GEN JOHN P DOYLE, USAF (RET)D

MACDONALD PROFESSOR OF TRANSPORTATION TEXAS A&M UNIVERSITY COLLEGE
STATION TEX

WHB218

PROFESSOR RAYMOND R TUCKER, MEMBER

HIGH SPEED GROUND TRANSPORTATION ADVISORY COMMITTEE 6451 VERMONT AVE
STL

WHB219

GEORGE E LEIGHTY, MEMBER

HIGH SPEED GROUND TRANSPORTATION DVISORY COMMITTEE 400 1ST ST NW
WASHDC

WHB220

MILTON A GILBERT, MEMBER

HIGH SPEDD GROUND TRANSPORTATION ADVISORY COMMITTEE 441 NINTH AVE
NYK

WHB221

EVERETT HUTCHINSON, MEMBER

HIGH SPEED GROUND TRANSPORTATION ADVISORY COMMITTEE 829 17TH ST NW
WASHDC

WHB222

DONALD W DOUGLAS JR, MEMBER

HIGH SPEED GROUND TRANSPORTATION ADVISORY COMMITTEE DOUGLAS
AIRCRAFT COMPANY INCORPORATED LONG BEACH CALIF

WHB223

WILLIAM B JOHNSON, MEMBER

HIGH SPEED GROUND TRANSPORTATION ADVISORY COMMITTEE 135 EAST
ELEVENTH PLACE CHGO

WHB224

ROBERT M JENNEY, MEMBER

HIGH SPEED GROUND TRANSPORTATION ADVISORY COMMITTEE JENNEY
MANUFACTURING COMPANY BOX 100 CHESTNUT HILL MASS

WHB225

WHB226

KENNETH M LLOYD, MEMBER
MAHONING VALLEY INDUSTRIAL COUNCIL 800 UNION NATIONAL BANK CLGD
YOUNGSTOWN OHIO

WHB227

MILES F MCKEE, MEMBER
SAN PRODUCTS INCORPORATED 2489 FIRST NATIONAL BLDG DET

WHB228

THOMAS P MCMAHON MEMBER
MCMAHON AND CROTTY 1028 LIBERTY BANK BLDG BUFFALO NY

WHB229

MARTIN W OTTERSHAGEN, MEMBER
900 WESTERN AVE FLOSSMOORE ILL

End of sheet 4

PLS GIVE CORRECT NAME OF ADSEE , NBR 181

ALSO, COULD YOU GIVE ME A RERUN OF 217?

WHB180

BERNARD F HILLENBRAND, EXECUTIVE DIRECTOR
NATIONAL ASSN OF COUNTRIES 1001 CONNECTICUT AVE NW WASHDC

MX MIN

NO, NEED ADSEE'S LAST NAME IN 181

ALSO, NEED RERUN OF 217 APPEARS TO BE 2 ADSEES IN 217

SRV HAD PHONE CALL WILL GIVE YOU 217

WHB217

MAJ GEN JOHN P DOYLE, USAF (RETD)
MACDONALD PROFESSOR OF TRANSPORTATION TEXAS A&M UNIVERSITY COLLEGE STAG
XXX STATION TEX

GOT THAT ?

OK, TKS ONLY 1 MORE THING
IN 181, LAST NAME OF ADSEE COMES "CRINFIELD"

THATS RIGHT

PLEASE ACK

RECD WHB058 - 229 1150P THANK YOU WAD

MOTNXS NO&-

GA

The White House
Washington

1966 OCT 14 PM 4 04

BA WC
BOOK OF 18 COPIES

GOVT PD

THE WHITE HOUSE 14

THE PRESIDENT CORDIALLY INVITES YOU TO THE WHITE HOUSE TO ATTEND THE SIGNING OF HR 15963, A BILL TO ESTABLISH A CABINET LEVEL DEPARTMENT OF TRANSPORTATION.

THE CEREMONY WILL BE HELD THIS SATURDAY AFTERNOON, OCTOBER 15, 1966 AT 1:00 P.M.

PLEASE PRESENT THIS TELEGRAM AT 12:45 P.M. ON SATURDAY AT THE NORTHWEST GATE OF THE WHITE HOUSE. WOULD YOU PLEASE CONFIRM YOUR ATTENDANCE BY RETURN WIRE TO SHERWIN MARKMAN, THE WHITE HOUSE JOSEPH A CALIFANO JR, SPECIAL ASSTANT TO THE PRESIDENT.

WHB30
JOSEPH J ACCARDO JR, ASSISTANT EDITOR
*TRANSPORT TOPICS 1616 P ST NW WASHDC

WHB31
BRUCE AGNEW
*BUSINESS WEEK MAGAZINE NATIONAL PRESS BLDG WASHDC

WHB32
ROBERT BEDINFIELD
FINANCIAL NEWS THE NEW YORK TIMES 229 W 43RD STREET NYK

WHB33
MEL BRDLIK, MANAGING EDITOR
*TRUCKING BUSINESS MAGAZINE WHEATON ILL

WHB34
LEWIS W BRITON EXECUTIVE EDITOR
*TRAFFIC WORLD WASHINGTON BLDG WASHDC

WHB35
JOE COYNE
THE ASSOCIATED PRESS WASHDC

WHB36
ROBERT ESTABROOK
THE WASHINGTON POST WASHDC

WHB37
MALCOLM S FORBES, PUBLISHER
*FORBES MAGAZINE 70 FIFTH AVE NYK

WHB38
E F HAMM, JR, PUBLISHER
TRAFFIC WORLD WASHINGTON BLDG WASHDC

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CENTRAL FILES

WHB39
CHARLES L HEVNER, PUBLISHER
*COMMERCIAL CAR JOURNAL CHESTNUT AND 56TH STREET PHILA

WHB40
LUTHER S MILLER, EDITOR
* RAILWAY AGE 30 CHURCH STREET CHGO

WHB41
WAYNE W PARRISH, PRESIDENT
* AVIATION DAILY 1001 VERMONT AVE NW WASHDC

WHB42
CHARLES B RAWSON, EDITOR
COMMERCIAL CAR JOURNAL CHESTNUT AND 56TH STREET PHILA

WHB43
RONALD G RAY, EDITOR
* DISTRIBUTION AGE CHESTNUT AND 56TH STREET PHILA

WHB44
ROBERT J SERLING
* UNITED PRESS INTERNATIONAL WASHDC

WHB45
TOM SHEDD, EDITOR
* MODERN RAILROADS 5 SOUTH WABASH STREET CHGO

WHB46
WALTER J TAFT
* RAILWAY AGE NATIONAL PRESS BLDG WASHDC

WHB47
J PAUL WILSON, EDITOR
TRANSPORT TOPICS 1616 P STREET NW WASHDC

10/14/66

(F)

LIST FOR SIGNING OF THE TRANSPORTATION BILL
SATURDAY, OCTOBER 15, 1966 - 1:00 P. M.

Abernathy, Roy
Accardo, Joseph J., Jr.
*Adams, Brock
*Adams, John
Agnew, Bruce
*Allen, Bobbie
Allen, Frederick
Amos, John E.
Anderson, Andrew G.
Arnold, Grant

Baker, George F.
*Bane, Frank

Barcella, Ernest
Barnes, Leslie O.
*Barrett, Aston C.
Bayley, E. H.
Beard, Charles
Beatty, Albert R.
Beck, Alvin B.
Bedinfield, Robert
Beech, Olive Ann
*Blatnik, Hon. John A.
*Boland, Hon. Edward P.
*Bond, Langhorne
Booth, Arch N.
*Boyd, Alan S.
Brent, Jesse
Brdlik, Mel
Bresnahan, William
*Brewster, Daniel B. Sen.
*Bridwell, Lowell K.
Britton, Lewis W.
Brockel, Harry C.
*Brooks, Jack Rep.
Brothers, G. David
Brown, Russell
*Brown, Virginia Mae
Bryant, Farris
Bryant, R. L.
Buckman, Henry J.
Budd, Edward

American Motors Corporation
Transport Topics
House of Representatives
Civil Aeronautics Board
Business Week Magazine
Civil Aeronautics Board
Maine Public Utilities Commission
Bell Lines, Inc.
Transportation Assn. of America
E. J. Lavino Company

Harvard Business School
Advisory Committee on Intergovernmental
Relations
General Motors
Allegheny Airlines, Inc.
Federal Maritime Commission
Union Pacific Railroad
Union Carbide and Carbon Corp.
Transportation Bldg. Washington, D. C.
Air Freight Forwarders Assn.
Financial News; New York Times
Beech Aircraft Corporation
House of Representatives
House of Representatives
Department of Commerce
U.S. Chamber of Commerce
Department of Commerce
Brent Towing Company, Inc.
Trucking Business Magazine
American Trucking Assn.
U.S. Senate
Department of Commerce
Traffic World
Municipal Port Director, Milwaukee
House of Representatives
New Dixie Lines, Inc.
Insurance Institute for Highway Safety
Interstate Commerce Commission
Office of Emergency Planning
Dow Chemical Company
National Rivers and Harbors Congress
The Budd Company

JACK
SULLIVAN

Burks, Carroll P.
Burnard, E. Thomas
*Bursley, Cmdr. Patrick
*Bush, John
Bushey, Francis B.

*Calloway, James R.
*Caputo, Vincent
Carey, Walter F.
Carr, Braxton
Carr, James K.
*Carter, Tim Lee
Carver, James w.
Cassezza, Larry
Clark, Robert
*Collins, Gerald W.
*Conte, Hon. Silvio
*Copenhaver, William
Colodny, E. I.
*Connor, John T.
*Cotton, Hon. Norris
Coyne, Joe
*Cramer, William
Creal, J. B.
Crihfield, Brevard
Crotty, H. C.

*Cunningham, Hon. Glenn
*Curtis, Hon. Carl T.

*Dahlin, Douglas
*Davis, Mrs. Christine Ray
Davis, Thomas H.
Davis, W. True
*Dawson, William L.
*Day, James V.
*Dean, Alan
*Deason, Willard
*Deegan, James L.
Devine, Gregory S.
Dial, Morris G.
*Dole, Hon. Robert
Door, L. J.
*Dow, Hon. John G.
Doyle, Maj. Gen. John P.
Durant, J. Donald
*Dwyer, Florence P.
*Dye, Ira

American Short Line Railroad Assn.
Airport Operators Council
U.S. Coast Guard
Interstate Commerce Commission
Spentonbush Fuel Transport Service

Senate staff
Department of Defense

American Waterways Operators
Public Utilities Commission
House of Representatives
Illinois Commerce Commission
Bureau of Public Roads
Santa Fe Railroad
Natl. Defense Transportation Agency
House of Representatives
House of Representatives Staff
Allegheny Airlines
Secretary of Commerce
U.S. Senate
Associated Press
House of Representatives
American Automobile Assn.
Council of State Governments
Brotherhood of Maintenance of Way
Employees
House of Representatives
U.S. Senate

House of Representatives staff
House of Representatives staff
Piedmont Airlines
Treasury Department
House of Representatives
Federal Maritime Commission
Federal Aviation Agency
Interstate Commerce Commission
Civil Aeronautics Board
Chesapeake and Ohio Railroad
Union Carbide Company
House of Representatives
Natl. Industrial Transportation League
House of Representatives
MacDonald Professor of Transportation
Association of Oil Pipelines
House of Representatives
Maritime Administration

Edwards, Walter
* Ervin, Hon. Sam
Estabrook, Robert

Fallis, Bill
* Farnsley, Hon. Charles P.
* Fascell, Hon. Dante B.
* Fel 'Dotto, Miss Dolores
* Fenn, Dan
Firestone, Raymond
Fisher, Yule
* Fitt, Alfred
Forbes, Malcolm S.
* Ford, Hon. Gerald
Fowler, Hon. Henry
Fox, Francis T.
Frankel, Irwin M.
* Freas, Howard

* Gallagher, Cornelius E.
Gewirtz, Stanley
* Gilliland, Whitney
* Goff, Abe McGregor
* Goldman, Joseph
* Goodrich, Nathaniel
* Grinstein, Gerald
Gross, Courtland S.
* Gruening, Sen. Ernest
* Gulick, James
Gunther, John

* Haar, Charles
Halaby, Najeeb E.
Hall, Floyd D.
Hamm, E. F.
Hammond, Harold
Harding, William B.
* Hardy, Hon. Porter
* Harllee, John
Harr, Karl G. Jr.
* Harris, Godfrey
Hart, L. M.
Hartranft, J. B.
Health, Perry
Healy, Patrick
* Hearn, George H.

Chrysler Corporation
U. S. Senate
Washington Post

House of Representatives
House of Representatives
House of Representatives staff
U.S. Tariff Commission
Firestone Rubber Company
Natl. Highway Users Conference
Department of the Army
Forbes Magazine
House of Representatives
Secretary of Treasury
Los Angeles Department of Airports
American Society of Travel Agents
Interstate Commerce Commission

House of Representatives
United Research Corporation
Civil Aeronautics Board
Interstate Commerce Commission
Civil Aeronautics Board
Federal Aviation Agency
U.S. Senate staff
Lockheed Aircraft Corporation
U.S. Senate
Maritime Administration
U.S. Conference of Mayors

Housing and Urban Development
Pan American World Airways
Eastern Airlines
Traffic World
Transportation Assn. of America
Smith, Barney and Co.
House of Representatives
Federal Maritime Commission
Aerospace Industries Assn. of America
Bureau of the Budget
White Motor Corporation
Aircraft Owners and Pilots Assn.
Brotherhood of Locomotive Engineers
National League of Cities
Federal Maritime Commission

* Helstoski, Hon. Henry	House of Representatives
* Henderson, Elmer W.	House of Representatives staff
* Herlong, Hon. A. S.	House of Representatives
Hershey, J. W.	American Commercial Lines, Inc.
Hevner, Charles L.	Commercial Car Journal
Hirschfield, Vice Adm. James A.	Lake Carriers Association
Hoagland, Gresham	Hoagland Barge Lines, Inc.
Holding, Hunter	Equitable Life Assurance Society of the US
* Holifield, Hon. Chet	House of Representatives
Hollar, Phillip	Association of American Railroads
* Horton, Hon. Frank J.	House of Representatives
* Horton, Ralph W.	U. S. Senate staff
Hoving, John	
* Hruska, Roman L.	U. S. Senate
* Jackson, Hon. Henry M.	U. S. Senate
* Javits, John. Jacob K.	U. S. Senate
Johnson, Stanfield	Association of Southeastern Railroads
Johnson, Vernon	Lockheed Aircraft Corporation
* Jones, Lawrence	Bureau of Public Roads
Kachlein, George	American Automobile Association
* Kallen, Arthur D.	Bureau of the Budget
Kelley, Ben	U. S. Chamber of Commerce
Kerrick, John C.	Amer. Assn. of Motor Vehicle Administrators
	AFL-CIO
Kirkland, Lane	Grocery Manufacturers Association
Koch, George	
* Lang, A. Scheffer	Department of Commerce
* Lanigan, James A.	House of Representatives staff
Lasher, E. C. R.	North American Car Corporation
Leighty, George E.	Railway Labor Executives Assn.
Lennartson, Nils	Railway Progress Institute
Lloyd, Kenneth M.	Mahoning Valley Industrial Council
Loomis, Daniel P.	Association of American Railroads
* Long, Hon. Russell.	U. S. Senate
* Loy, Frank	Department of State
Luna, Charles	Brotherhood of Railroad Trainmen
* McCann, Joseph H.	St. Lawrence Seaway Development Corp.
* McClellan, Hon. John L.	U. S. Senate
* McCormack, Hon. John	Speaker of House
McCulloch, E. L.	Brotherhood of Locomotive Engineers
McGarry, Tom	Special Asst to Highway Commissioner
* McGiffert, David	Department of the Army
* McGruder, John	Department of Commerce

*End of
Sheet 5.*

McKee, Miles F.
McKee, William
McMahon, Thomas P.
McMullen, A. B.
McPherson, John D.

- * Macdonald, Hon. Torbert H.
- * Mackey, M. Cecil
- * Magnuson, Hon. Warren G.
- * Mahon, Hon George
Mann, Thomas
- * Mansfield, Hon. Mike
Manuel, Col Thomas B.
Markley, Rodney W.
Martin, Eldon
Mathews, Joe
Mechling, F. A.
- * Meyer, George
Mields, Hugh
Miller, Arjay
Miller, Luther S.
Minetti, Joseph
Moir, G. R.
- * Montoya, Hon. Joseph
- * Moorhead, Hon. William
- * Moot, Robert
Moran, Adm. Edmond
- * Morton, Hon. Thruston
- * Mundt, Hon. Karl
Mundy, E. F.
- * Murphy, Charles
- * Murphy, Hon. John
- * Murray, Gordon M.

Newsom, Hershill D.
Niness, Samuel F.

- * Nobleman, Eli
- * Nordhouse, Bob

- * O'Brien, Hon. Leo
- * O'Brien W. E.
- * O'Keefe, Daniel
- * Ottershagen, Martin W.
Ouellette, Roland

- Palmer, Arthur
Parrish, Wayne
- * Pastore, Sen. John

Sand Products Inc.
Federal Aviation Agency
McMahon and Crotty
National Assn. of State Aviation Officials
Air Freight Forwarders Assn.

House of Representatives
Department of Commerce
U. S. Senate
House of Representatives
Automobile Manufacturers Assn.
U. S. Senate

Ford Motor Company
Burlington Lines
National Trailways, Inc.
A. L. Mechling Barge Lines
Interstate Commerce Commission
U. S. Conference of Mayors
Ford Motor Company
Railway Age
Civil Aeronautics Board
U. S. Freight Lines
U. S. Senate
House of Representatives
Department of Defense
Moran Towing & Transportation Co.
U. S. Senate
U. S. Senate
National Biscuit Co.
Civil Aeronautics Board
House of Representatives
Bureau of the Budget

National Grange
Leamen Transportation Corp.
U. S. Senate staff
House of Representatives staff

House of Representatives
U. S. Senate staff
Department of Commerce
St. Lawrence Seaway Advisory Committee
Transportation Assn.

Office of the Mayor of New York City
Aviation Daily
U. S. Senate

* Pell, Hon. Claiborne
 Perlman, Alfred
 Pevler, Herman
 * Pfahler, Robt.
 * Pickle, Hon. J. J.
 Pinkney, James
 Prentiss, Louis W.
 Prescott, Robert W.
 Prill, George C.
 Prince, Gregory S.

* Randall, Hon. William J.
 * Randolph, Jennings
 Raupe, Craig
 Rawson, Charles B.
 Ray, Ronald G.
 * Reid, Hon. Ogden
 * Reuss, Hon. Henry
 * Rhodes, John J.
 * Ribicoff, Abraham
 Rice, John S.
 Riddick, Richard
 * Roback, Herbert
 Robeson, Mark
 Rodgers, Paul

* Rogers, Paul G.
 * Rommel, Wilfred H.
 * Romney, Miles W.
 * Rosenthal, Benjamin S.
 * Roush, J. Edward
 * Royce, Richard
 Ruan, John
 Ruby, Charles
 Ryder, James A.
 Russell, George

* Schultze, Charles
 * Seidman, Harold
 * Sender, Stanton
 Serling, Robert
 Shaffer, John
 Shedd, Tom
 Shepherd, William
 * Sherrill, Gen. James C.
 Shuman, Charles B.

U. S. Senate
 New York Central Railroad
 Norfolk & Western Railway Co.
 Interstate Commerce Commission
 House of Representatives
 American Trucking Corp
 American Road Builders Assn.
 The Flying Tiger Line
 International Telephone Telegraph Corp.
 Association of American Railroads

House of Representatives
 U. S. Senate
 Eastern Airlines
 Commercial Car Journal
 Distribution Age
 House of Representatives
 House of Representatives
 House of Representatives
 U. S. Senate
 Rice Truck Lines
 Freight Forwarders Institute
 House of Representatives staff
 Yellow Transit Freight Lines
 National Assn of Railroad & Utilities
 Commissioners
 House of Representatives
 Bureau of the Budget
 House of Representatives staff
 House of Representatives
 House of Representatives
 U. S. Senate staff
 Ruan Transport Corporation
 Air Line Pilots Association
 Ryder System Incorporated
 General Motors

Bureau of the Budget
 Bureau of the Budget
 U. S. Senate staff
 United Press International
 TRW Corporation
 Modern Railroads
 Arkansas Power & Light
 Joint Chiefs of Staff
 American Farm Bureau Federation

* Sikes, Hon. Robert
* Sitton, Paul L.
+ Smathers, George
+ Smith, W. J. Adm.
+ Southwick, Paul
Sprause, J. M.
+ Springer, William
+ Steed, Tom
+ Stevenson, Dr. Andrew
+ Sullivan, Richard
Sweeney, John
Swingle, C. G.

Taft, Walter J.
Thompson, T. M.
Thompson, Wm. B.
* Tierney, Paul J.
Tillinghast, Charles C.
Tipton, Stuart
Townsend, Lynn
Trautman, G. T.
Trippe, Juan T.
* Trimble, Paul Adm
Tucker, Raymond R.

* Tucker, William H.
* Turner, Frank
Tuomey, Douglas

Uhl, Edward G.

Wager, C. H.
Wallace, Dwane, L.
+ Walrath, Laurence, K.
Ward, C. D.
Ward, Robert B.
Weaver, Robert
* Weiss, Ernest
Weller, H. D.
Wexler, Harvey
+ Whalen, Adm. Mark
White, Harry S.
Whitsett, W. Gavin
+ Whitton, Rex M.
Wilcox, F. R.

House of Representatives
Department of Commerce
U.S. Senate
U.S. Coast Guard
Department of Commerce
Assn. of General Contractors
House of Representatives
House of Representatives
House of Representatives staff
House of Representatives staff
Appalachian Regional Commission
American Trucking Co.

Railway Age
General American Transportation Co.
Association of American Railroads
Interstate Commerce Commission
Trans World Airlines
Air Transport Assn. of America
Chrysler Corporation
Greyhound Corporation
Pan American World Airways, Inc.
U.S. Coast Guard
High Speed Ground Transportation
Advisory Committee
Interstate Commerce Commission
Bureau of Public Roads
New York Port Authority

Fairchild Hiller corporation

National Industrial Traffic League
Cessna Aircraft Co.
Interstate Commerce Commission
Natl. Association of Counties
National Business Aircraft Assn.
Secretary of HUD
Interstate Commerce Commission
White Motor Corp.
Continental Airlines
U.S. Coast Guard
Pacific Airlines, Inc.
National Freight Traffic Assn.
Bureau of Public Roads
National Council of Farmer Coops

* Williams, John Bell
* Williamson, W. E.
Wirth, Harold
Wilson, J. Paul
Winter, Everett P.
Wood, Robert
* Wright, Jim

Zagri, Sidney
* Zwick, Charles J.
Zwingle, C. G.

House of Representatives
House of Representatives staff
Firestone
Transport Topics
Mississippi Valley Assn.
Under Secy. HUD
House of Representatives

International Brotherhood of Teamsters
Bureau of the Budget
Pacific Intermountain Express Co.

Worland - no
C.R. Smith - no

Collins

↓ Morris -
no

Vore - no

Harold With

X
THE WHITE HOUSE
WASHINGTON

8:05 p.m., Thursday
October 13, 1966

FOR THE PRESIDENT

FROM Joe Califano *Califano*

We have sent telegrams out this evening to all the transportation people inviting them to the signing ceremony on Saturday at 1:00 p.m.

I have not yet sent telegrams to the maritime people because I wanted to check before I did it. I recommend that we invite them. *7,7. See me*

Approve ☒

Disapprove ☐ *Why invite them?*

*10/14
203
really
disappointed.
Califano*

Orig to Mrs. Leno

SUGGESTED LIST OF INVITEES
TO THE SIGNING OF THE
DEPARTMENT OF TRANSPORTATION BILL

RECEIVED
OCT 19 1966
CENTRAL FILES

Ocean Shipping

10. Ralph K. James, Rear Admiral (Ret.), Executive Director
Committee of American Steamship Lines
1155 15th Street, N. W.
Washington, D. C. 20005

9. Edwin M. Hood, President
Shipbuilders Council of America
1730 K Street, N. W.
Washington, D. C.

1. Ralph Casey, President
American Merchant Marine Institute
11 Broadway
New York, New York 10004

2. Ray R. Murdock, Legislative Director
Andrew Furuseth Foundation
1725 K Street, N. W.
Washington, D. C. 20006

3. Richard Kurrus, General Counsel
American Tramp Shipowners Association
2000 K Street, N. W.
Washington, D. C.

Paul Amundson, Executive Director
American Association of Port Authorities
601 Southern Building
805 15th Street, N. W.
Washington, D. C. 20005

Edward J. Vickery, National President
The Propeller Club of the United States
17 Battery Place
New York, New York 10004

Joseph Kahn, President
Committee of American Tanker Owners
One Chase Manhattan Plaza
New York, New York

Andrew Neilson, President
American Bureau of Shipping
45 Broad Street
New York, New York 10004

11. LAYNE KIRKLAND
AFL-CIO BUILDING
WASHINGTON, D.C.

MANN WATSON
JOC CALIFANO

THE
HERE IS A
LIST OF NAMES
WE TALKED
ABOUT THIS
MORNING.
~~FOR THE~~

Rocco Siciliano, President
Pacific Maritime Association
16 California Street
San Francisco, California

Ralph P. Dewey, President
Pacific American Steamship Association
1625 K Street, N.W.
Washington, D.C.

4. Hoyt Haddock, Executive Secretary
AFL-CIO Maritime Committee
100 Indiana Avenue
Washington, D.C. 20001
5. Paul Hall, President
Seafarers International Union of North America (AFL-CIO)
675 Fourth Avenue
Brooklyn, New York
6. Joseph Curran, President
National Maritime Union of America
36 Seventh Avenue
New York, New York 10011
7. Thomas Gleason, President
International Longshoreman's Association
17 Battery Place
New York, New York
8. Russell K. Berg, President
International Brotherhood of Boilermakers,
Iron Shipbuilders, Blacksmiths, Forgers,
and Helpers (AFL-CIO)
New Brotherhood Building
Kansas City, Kansas

William B. Rand, Jr., President
United States Lines Company
One Broadway
New York, New York 10004

Stanley Powell, President
Matson Navigation Company
215 Market Street
San Francisco, California 94105

Joseph Clark, President
Delta Steamship Lines, Inc.
501 Hibernia Bank Building
New Orleans, Louisiana

12 Malcom McLean, President
Sea-Land Service, Inc.
P.O. Box 1050
Port Elizabeth, New Jersey

13 H. Lee White
Marine Transport Lines, Inc.
60 Broad Street
New York New York 10004

George Killion, President
American President Lines
601 California Street
San Francisco, California 94105

15. Solon Turman
Lykes Brothers Steamship Company
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21
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24, George Meany, President
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have
already
25
~~Lane Kirkland~~
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23
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Department of Housing and Urban Development

Charles Haar
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Major General James C. Sherrill
Special Assistant for Strategic Mobility
Organization of the Joint Chiefs of Staff
Room 2 E 844
Pentagon
Washington, D. C.

Under Secretary David McGiffert
Department of the Army

Vice Chairman William H. Tucker
Interstate Commerce Commission

Commissioner Howard Freas
Interstate Commerce Commission

Commissioner Kenneth H. Tuggle
Interstate Commerce Commission

Commissioner Rupert L. Murphy
Interstate Commerce Commission

Commissioner Laurence K. Walrath
Interstate Commerce Commission

Commissioner Abe McGregor Goff
Interstate Commerce Commission

Commissioner Charles A. Webb
Interstate Commerce Commission

Commissioner Paul J. Tierney
Interstate Commerce Commission

Commissioner Virginia Mae Brown
Interstate Commerce Commission

Commissioner Willard Deason
Interstate Commerce Commission

Assistant Secretary W. True Davis
Treasury Department

Paul L. Sitton, Director
Office of Transportation Programs
Department of Commerce

St. Lawrence Seaway Advisory Committee

Harry C. Brockel, Member
Municipal Port Director
606 City Hall
Milwaukee, Wisconsin 53202

Kenneth M. Lloyd; Member
Mahoning Valley Industrial Council
800 Union National Bank Building
Youngstown, Ohio 44503

Miles F. McKee, Member
Sand Products Incorporated
2489 First National Building
Detroit, Michigan 48226

Thomas P. McMahon, Member
McMahon and Crotty
1028 Liberty Bank Building
Buffalo, New York 14202

Martin W. Ottershagen, Member
900 Western Avenue
Flossmoore, Illinois 60422

*12:45
= NW to
Transportation Bureau*

President's Task Force on the Department of Transportation

yes Charles J. Zwick, Chairman 103- 3864
Assistant Director
Bureau of the Budget

yes Harold Seidman
Assistant Director for 103- 4844
Management and Organizations
Bureau of the Budget

yes Gordon M. Murray 103- 4640
Commerce and Housing Division
Bureau of the Budget

yes Arthur D. Kallen 103- 3842
Management and Organizations Division
Bureau of the Budget

yes Godfrey Harris 103- 3843
Management and Organizations Division
Bureau of the Budget

yes Wilfred H. Rommel 103- 4864
Legislative Reference Division
Bureau of the Budget

yes M. Cecil Mackey, Director 112- 5761
Office of Transportation Policy
Department of Commerce

yes Langhorne Bond 112- 3221
Special Assistant to Under Secretary Boyd
Department of Commerce

yes Daniel O'Keefe 112- 5387
Assistant General Counsel
Department of Commerce

yes Admiral Mark Whalen 184- 2479
United States Coast Guard

yes Commander Patrick Bursley 184- 5454
United States Coast Guard

yes Alfred Fitt 11- 79235
General Counsel
Department of the Army

yes Nathaniel Goodrich 13-25251
General Counsel
Federal Aviation Agency

yes Alan Dean 13-25344
Associate Administrator for Administration
Federal Aviation Agency

yes Joseph Goldman 128-7561
General Counsel
Civil Aeronautics Board

yes Ernest Weiss 156-434
Executive Director
Interstate Commerce Commission

yes Charles Schultze, Director 4840
Bureau of the Budget

yes Secretary Henry Fowler 184-5300
Treasury Department

yes Secretary John T. Connor - 112-2113
Department of Commerce

yes Alan S. Boyd - 112-3221
Under Secretary for Transportation
Department of Commerce

yes Lowell K. Bridwell 112-3795
Deputy Under Secretary for Transportation
Department of Commerce

yes Secretary Robert Weaver 128-4417
Department of Housing and Urban Development

yes Under Secretary Robert Wood 128-5037
Department of Housing and Urban Development

yes Charles Haar 128-6738
Assistant Secretary for Metropolitan Developments
Department of Housing and Urban Development

yes Charles Murphy 128-6491
Chairman
Civil Aeronautics Board

yes John Bush 156-7201
Chairman
Interstate Commerce Commission

yes Admiral John Harllee 129-4263
Chairman
Federal Maritime Commission

yes General William McKee 13-25111
Administrator
Federal Aviation Agency

yes Admiral W. J. Smith 184-5101
Commandant
United States Coast Guard

no Lt. General William F. Cassidy 11-52052
Chief of Engineers
Corps of Engineers
Department of the Army

yes Paul Southwick 112-3663
 Congressional Liaison Officer
 Department of Commerce

yes Rex M. Whitton 112-3211
 Administrator
 Bureau of Public Roads

yes James Gulick 129-3196
 Acting Administrator
 Maritime Administration

del Joseph H. McCann, Administrator
 St. Lawrence Seaway Development Corporation
 Cobo Hall
 401 Washington Blvd.
 Detroit, Michigan 48226

del A. Scheffer Lang 112-5636
 Under Secretary for Transportation Research
 Department of Commerce

no Robert Nelson, Director 112-5453
 Office of High Speed Ground Transportation
 Department of Commerce

yes John McGruder, Director 112-4874
 Office of Emergency Transportation
 Department of Commerce

maybe Farris Bryant, Director 103-5864
 Office of Emergency Planning
 Office of the President

yes Bobbie Allen, Director 128-6395
 Bureau of Safety
 Civil Aeronautics Board

yes George Meyer, Director 156-7144
 Bureau of Operations and Compliance
 Interstate Commerce Commission

yes Robert Pfahler, Director 156-548
 Bureau of Railroad Safety and Service
 Interstate Commerce Commission

no Commissioner Dan Fenn
United States Tariff Commission

no Anthony Solomon 182-2208
Assistant Secretary for Economic Affairs
Department of State

no Frank Loy 132-4118
Deputy Assistant Secretary for Transportation
and Communication
Department of State

no Member Joseph Minetti 128-6496
Civil Aeronautics Board

no Member John Adams 128-7546
Civil Aeronautics Board

no Member Whitney Gilliland
Civil Aeronautics Board 128-7557

no Member Robert T. Murphy
Civil Aeronautics Board 128-7551

no Commissioner Aston C. Barrett 129-6194
Federal Maritime Commission

yes *no* Commissioner James V. Day 129-4226
Federal Maritime Commission

yes *no* Commissioner George H. Hearn 129-6138
Federal Maritime Commission

yes John Sweeney, Director 129-4103
Appalachian Regional Commission

no Stanley Resor
~~Assistant~~ Secretary 129-5321
Department of the Army

yes *no* Major General James C. Sherrill 129-50953
Special Assistant for Strategic Mobility
Organization of the Joint Chiefs of Staff
Room 2 E 844
Pentagon
Washington, D. C.

yes Under Secretary David McGiffert 11-54311
Department of the Army

yes Vice Chairman William H. Tucker 156-7131
Interstate Commerce Commission

yes Commissioner Howard Freas 156-7151
Interstate Commerce Commission

yes Commissioner Kenneth H. Tuggle 156-7121
Interstate Commerce Commission

yes Commissioner Rupert L. Murphy 156-7251
Interstate Commerce Commission

yes Commissioner Laurence K. Walrath 156-7211
Interstate Commerce Commission

yes Commissioner Abe McGregor Goff 156-7291
Interstate Commerce Commission

yes Commissioner Charles A. Webb 156-7221
Interstate Commerce Commission

yes Commissioner Paul J. Tierney 156-7231
Interstate Commerce Commission

yes Commissioner Virginia Mae Brown 156-7261
Interstate Commerce Commission

yes Commissioner Willard Deason 156-7161
Interstate Commerce Commission

yes Assistant Secretary W. True Davis 184-2033
Treasury Department

yes Paul L. Sitton, Director 112-3508
Office of Transportation Programs
Department of Commerce

yes - Larry Casazza -
BPR 112-3011

Frank Turner
no - BPR 3226

yes - Tom McHarry
Eng Highway Cont. 4356

no - Lisa Dye - 129-4451
die o Plann - Martin

Abernathy, Roy
yes Adams, Brock
yes Adams, John
no Adams, Joseph (Gen.)
no Albert, Carl
yes Allen, Bobbie
yes Allen, Frederick
yes Allen, William M.
no Allott, Gordon
 Amos, John E.
no Anderson, Andrew G.
no Arends, Leslie
yes Arnold, Grant
no Ashley, Ludlow
yes Barcells, Ernest
yes Bently, Albert R.
yes Baker, George F.
yes Bane, Frank

yes Barnes, Leslie O.
yes Barrett, Aston C.
no Bartlett, E. L.
no Bass, Ross
no Bauman, J. N.
 Bayley, E. H.
 Beard, Charles
yes Beck, Alvin B.
 Beech, Olive Ann
no Biaggini, B. F.
yes Blatnik, John A.
no Boggs, Hale
yes Boland, Edward P.
no Bolling, Richard
yes Bond, Langhorne
no Booth, Arch N.
no Bow, Frank
yes Boyd, Alan S.
 Brent, Jesse
yes Bresnahan, William
yes Brewster, Daniel B.
yes Bridwell, Lowell K.
 Brockel, Harry C.
yes Brooks, Jack
no Brosnan, Daniel W.
yes Brothers, G. David
no Brown, Clarence J. Jr.
yes Brown, Virginia Mae
no Broyhill, James T.
maybe Bryant, Farris
yes Brown, Russell

American Motors Corporation
 House of Representatives
 Civil Aeronautics Board
 Association of Local Transport Airlines
 House of Representatives
 Civil Aeronautics Board
 Maine Public Utilities Commission
 The Boeing Company
 United States Senate
 Bell Lines, Inc.
 Transportation Association of America
 House of Representatives
 E. J. Lavino Company
 House of Representatives

GM

Transportation Bldg, and, etc
 Harvard Business School
 Advisory Committee on Intergovernmental
 Relations
 Allegheny Airlines, Inc.
 Federal Maritime Commission
 U. S. Senate
 U. S. Senate
 White Motors Corporation
 Union Pacific Railroad
 Union Carbide and Carbon Corporation
 Air Freight Forwarders Association
 Beech Aircraft Corporation
 Southern Pacific Company
 House of Representatives
 House of Representatives
 House of Representatives
 House of Representatives
 Department of Commerce
 U. S. Chamber of Commerce
 House of Representatives
 Department of Commerce
 Brent Towing Company, Inc.
 American Trucking Association
 U. S. Senate
 Department of Commerce
 Municipal Port Director, Milwaukee
 House of Representatives
 Southern Railway Company
 New Dixie Lines, Inc.
 House of Representatives
 Interstate Commerce Commission
 House of Representatives
 Office of Emergency Planning

Insurance Institute for Highway Safety

yes Bryant, R. L.
 maybe Buckman, Henry J.
 no Budd, Edward
 yes Burks, Carroll P.
 yes Burnard, E. Thomas
 yes Bush, John
 yes Bushey, Francis B.
 no Butler, Arthur C.
 yes Burdley, Cmr Patrick
 yes Callens, Gerald W.
 yes Cassiozza, Larry
 no Callaway, Howard H.
 yes Calloway, James R.
 no Cannon, Howard W.
 yes Carey, Walter F.
 no Carmichael, Glen V.

Carr, Braxton
 Carr, James K.
 yes Carter, Tim Lee
 yes Carver, James W.
 no Case, Clifford
 no Cassidy, William F. Lt. Gen.
 yes Conte, Silvio
 no Cooper, John Sherman
 yes Cotton, Norris
 yes Cramer, William
 yes Criehtfield, Brevard
 Crotty, H. C.
 &
 yes Cunningham, Glenn
 no Curtin, Willard S.
 yes Curtis, Carl T.
 no Cutler, Robert H.

yes Colodney, E. I.
 yes Connor, John J.
 yes Dahlin, Douglas
 yes Davis, Mrs. Christine Ray
 yes Davis, Thomas H.
 yes Davis, W. True
 yes Dawson, William L.
 yes Day, James V.
 yes Dean, Alan
 yes Deason, Willard
 no DeButts, Harry A.
 no Dechant, Tony
 Devine, Gregory S.

Dow Chemical Company
 National Rivers and Harbors Congress
 The Budd Company
 American Short Line Railroad Association
 Airport Operators Council
 Interstate Commerce Commission
 Spentonbush Fuel Transport Service
 National Highway Users Conference
 U.S. Coast Guard
 Natl. Ref. Trans. Assn.
 Bureau of Public Roads
 House of Representatives
 Senate Staff
 U. S. Senate

American Association of Motor Vehicle
 Administrators
 American Waterways Operators
 Public Utilities Commission
 House of Representatives
 Illinois Commerce Commission
 U. S. Senate
 Department of the Army
 House of Representatives
 U. S. Senate
 U. S. Senate
 House of Representatives
 Council of State Governments
 Brotherhood of Maintenance of Way
 Employees
 House of Representatives
 House of Representatives Staff
 U. S. Senate
 Illinois-California Express
 Allegheny Airlines
 Dept. of Commerce
 House of Reps. Staff
 House of Representatives Staff
 Piedmont Airlines
 Treasury Department
 House of Representatives
 Federal Maritime Commission
 Federal Aviation Agency
 Interstate Commerce Commission
 National Farmers Union
 Chesapeake and Ohio Railroad

Dept of Rep
 AAA
 Santa Fe RR
 House of Rep Staff

yes - Caputo, Vincent
 yes - Creal, J. B.
 yes - Clark, Robert
 yes - Copenhagen, Wm

Deegan, James J.

no Devine, Samuel L.
 no DeYoung, Russell
 yes Dial, Morris G.
 no Dickinson, William L.
 no Dingell, John D.
 no Dirksen, Everett
 yes Dole, Robert
 no Dominick, Peter H.
 yes Door, L. J.
 no Dorn, W. J. Bryan
 no Douglas, Donald W.
 yes Dow, John G.
 yes Doyle, Maj. Gen. John P.
 Durand, J. Donald
 yes Dwyer, Florence P.
 yes - *eye, extra*

Edwards, Walter
 no Edwards, Jack

no Ellender, Allen J.

no Erlendorn, John N.

yes Ervin, Sam J. Jr.

no Evans, Lou

no Evins, Joe L.

yes - Ballis, Bill

no Fallon, George

yes Farnsley, Charles P.

yes Fascell, Dante B.

yes Fel 'Dotto, Dolores (Miss)

yes Fenn, Dan

yes Firestone, Raymond

yes Fitt, Alfred

yes Ford, Gerald

no Fountain, L. H.

yes Fowler, Henry

Fox, Francis T.

yes Frankel, Irwin M.

yes Freas, Howard

no Friedel, Samuel N.

yes *Fisher, Yule*

CAB

House of Representatives

Goodyear Tire & Rubber Co.

Union Carbide Company

House of Representatives

House of Representatives

U. S. Senate

House of Representatives

U. S. Senate

National Industrial Transportation
League

House of Representatives

Douglas Aircraft Company

House of Representatives

MacDonald Professor of Transportation

Association of Oil Pipelines

House of Representatives

Maritime Com

Chrysler Corp

House of Representatives

U. S. Senate

House of Representatives

U. S. Senate

Grumman Aircraft Corporation

House of Representatives

House of Representatives

House of Representatives

House of Representatives

House of Representatives Staff

U. S. Tariff Commission

Firestone & Rubber Company

Department of Army

House of Representatives

House of Representatives

Treasury Department

Los Angeles Department of Airports

American Society of Travel Agents

Interstate Commerce Commission

House of Representatives

Natl Highway Users Conf

yes Gallagher, Cornelius E.
no Garmatz, Edward A.
Gewirtz, Stanley
no Gilbert, H. E.

no Gilbert, Milton A.

no Gilligan, John J.
yes Gilliland, Whitney
no Glass, Fred
yes Goff, Abe McGregor
yes Goldman, Joseph
Goodrich, Nathaniel

no Gray, Kenneth J.
yes Grinstein, Gerald
Gross, Courtland S.

yes Gruening, Ernest
yes Gulick, James
no Gullander, Werner P.
yes Gunkler, John

yes Hardy, Porter
yes Haar, Charles
yes Halaby, Najeeb E.
Hall, Floyd D.
yes Hammond, Harold
no Hardin, Ira
Harding, William B.
yes Harllee, John
yes Harr, Karl G. Jr.

no Harris, Fred R.
yes Harris, Godfrey
no Hart, Philip A.
no Hartke, Vance
yes Hartranft, J. B.
no Harvey, James
no Hayden, Carl
Health, Perry

yes Healy, Patrick
yes Hearn, George H.
no Heineman, Ben W.
yes Helstoski, Henry
yes Henderson, Elmer W.
yes Herlong, A. S.
yes Hershey, J. W.
yes Hill, Lister

House of Representatives
House of Representatives
United Research Corporation
Brotherhood of Locomotive Firemen
and Enginemen
High Speed Ground Transportation
Advisory Committee
House of Representatives
Civil Aeronautics Board
COSMOS American Corporation
Interstate Commerce Commission
Civil Aeronautics Board
Federal Aviation Agency
House of Representatives
U. S. Senate Staff
Lockheed Aircraft Corporation
U. S. Senate
Maritime Administration
National Association of Manufacturers
U S Conf of Mayors

House of Rep

Housing and Urban Development
Pan American World Airways, Inc.
Eastern Airlines
Transportation Association of America
Associated General Contractors of America
Smith, Barney and Company
Federal Maritime Commission
Aerospace Industries Association of
America
U. S. Senate
Bureau of the Budget
U. S. Senate
U. S. Senate
Aircraft Owners and Pilots Association
House of Representatives
U. S. Senate
Brotherhood of Locomotive Engineers
National League of Cities
Federal Maritime Commission
Chicago and Northwestern Railway Company
House of Representatives
House of Representatives Staff
House of Representatives
American Commercial Lines, Inc.
U. S. Senate

yes - Hart, L. M.

White Motor Corp

no Hillenbrand, Bernard F.
Hirschfield, Vice Admiral James A.
Hoagland, Gresham
yes Holding, Hunter

yes Holifield, Chet
no Holland, Spessard
Hollar, Phillip
no Horner, H. M.
yes Horton, Frank J.
yes Horton, Ralph W.
yes Hoving, John
yes Hruska, Roman L.
no Huot, J. Oliva
no Hutchinson, Everett

National Association of Counties
Lake Carriers Association
Hoagland Barge Lines, Inc.
Equitable Life Assurance Society of
the United States
House of Representatives
U. S. Senate
Association of American Railroads
United Aircraft Corporation
House of Representatives
U. S. Senate Staff

U. S. Senate
House of Representatives
National Association of Motor Bus
Operators

no Ikard, Frank

American Petroleum Institute

yes Jackson, Henry M.
no Jarman, John
no Jarrett, Edward
yes Javits, Jacob K.
no Jenney, Robert M.

U. S. Senate
House of Representatives
U. S. Senate Staff
U. S. Senate
High Speed Ground Transportation
Advisory Committee
American Association of State Highway
Officials
Association of Southeastern Railroads
Lockheed Aircraft Corporation
Illinois Central Railroad
House of Representatives
House of Representatives
Bureau of Public Rd
American Automobile Association
Bureau of the Budget
United Airlines
B. F. Goodrich Company
House of Representatives
U. S. Chamber of Commerce
U. S. Senate

no Johnson, A. E.

yes Johnson, Stanfield
yes Johnson, Vernon
Johnson, William B.

no Jonas, Charles
no Jones, Robert E.

yes *Jones, Laurence*

Kachlein, George
yes Kallen, Arthur D.

no Keck, George E.

no Keener, J. Ward

no Keith, Hastings

yes Kelley, Ben

no Kennedy, Robert F.

yes Kerrick, John C.

Amer Assoc to Motor Vehicle Administration

No King, David S.
 yes Kirkland, Lane
 no Kirwan, Michael J.
 no Kluczynski, John
 yes Koch, George
 no Kornegay, Horace R.

House of Representatives
 AFL-CIO
 House of Representatives
 House of Representatives
 Grocery Manufacturers Association
 House of Representatives

yes Lang, A. Scheffer
 yes Lanigan, James A.
 Lasher, E. C. R.
 no Lausche, Frank J.
 yes Leighty, George E.
 Lennartson, Nils
 Lloyd, Kenneth M.
 yes Loomis, Daniel P.
 yes Long, Russell
 yes Loy, Frank
 Luna, Charles
 no Lundy, James A.
 yes McCulloch, E. L.
 yes McPherson, John D.
 yes McQuerry, Don
 yes McCann, Joseph H.
 yes McClellan, John L.
 yes McCormack, John W.
 yes McGiffert, David
 yes McGruder, John
 McKee, Miles F.
 yes McKee, William
 yes McMahon, Thomas P.
 yes McMullen, A. B.
 yes Macdonald, Torbert H.
 no Mackay, James A.
 yes Mackey, M. Cecil
 yes Magnuson, Warren G.
 yes Mahon, George H.
 no Maillard, William
 Mann, Thomas
 yes Mansfield, Mike
 yes Manuel, Thomas B. (Col.)
 yes Markley, Rodney W. Jr.
 no Marsh, Ernest S.

Department of Commerce
 House of Representatives Staff
 North American Car Corporation
 U. S. Senate
 Railway Labor Executives Association
 Railway Progress Institute
 Mahoning Valley Industrial Council
 Association of American Railroads
 U. S. Senate
 Department of State
 Brotherhood of Railroad Trainmen
 New York Public Service Commission
 Brotherhood of Locomotive Engineers
 Air Freight Forwarders Assn
 Special Dist. of Highway Commission
 St. Lawrence Seaway Development Corp.
 U. S. Senate
 House of Representatives
 Department of the Army
 Department of Commerce
 Sand Products Incorporated
 Federal Aviation Agency
 McMahon and Crotty
 National Association of State
 Aviation Officials
 House of Representatives
 House of Representatives
 Department of Commerce
 U. S. Senate
 House of Representatives
 House of Representatives
 Automobile Manufacturers Association
 U. S. Senate.
 Ford Motor Company
 Atchison, Topeka, and Santa Fe
 Railway Company

yes *Mills, Hugh*
 no Martin, Eldon
 no Mathews, Joe
 no Meany, George
 Mechling, F. A.
 no Metcalf, Lee
 yes Meyer, George
 Miller, Arjay
 yes Minetti, Joseph
 no Monagan, John S.
 no Monroney, A. S. Mike
 yes Montoya, Joseph M.
 yes Moorhead, William S.
 yes Moran, Edmond Admiral
 no Morris, Sewell A. Maj. Gen.
 yes Morton, Thruston B.
 no Moss, John E.
 yes *Mohr, G. R. Mohr*
 yes Mundt, Karl E.
 yes Mundy, E. F.
 yes Murphy, Charles
 yes Murphy, John M.
 no Murphy, Robert T.
 no Murphy, Rupert L.
 yes Murray, Gordon M.
 no Muskie, Edmund S.
 yes Moot, Robert

no Nelson, Ancher
 no Nelson, Robert A.
 no Neuberger, Maurine B.
 Newsom, Hershill D.
 yes Niness, Samuel F.
 yes Nobleman, Eli
 yes *Nordhouse, Bob*

yes O'Brien, Leo W.
 yes O'Brien, W. E.
 yes O'Keefe, Daniel
 no O'Neil, M. G.
 no Ormsby, Ross
 Ottershagen, Martin W.
 yes *Ouellette, Roland*

yes Palmer, Arthur
 yes Pastore, John O.
 no Pearson, James B.

U.S. Conf. of Mayors
 Burlington Lines
 National Trailways, Inc.
 AFL-CIO
 A. L. Mechling Barge Lines
 U. S. Senate
 Interstate Commerce Commission
 Ford Motor Company
 Civil Aeronautics Board
 House of Representatives
 U. S. Senate
 U. S. Senate
 House of Representatives
 Moran Towing & Transportation Company
 National Defense Transportation Association
 U. S. Senate
 House of Representatives
 United States Freight Lines
 U. S. Senate
 National Biscuit Company
 Civil Aeronautics Board
 House of Representatives
 Civil Aeronautics Board
 Interstate Commerce Commission
 Bureau of the Budget
 U. S. Senate

Dept of Defense

House of Representatives
 Department of Commerce
 U. S. Senate
 National Grange
 Leamen Transportation Corporation
 U. S. Senate Staff
House of Rep Staff

House of Representatives
 U. S. Senate Staff
 Department of Commerce
 General Tire & Rubber Company
 Rubber Manufacturers Association
 St. Lawrence Seaway Advisory Committee
Trans. Assn.

Office of the Mayor, New York City
 U. S. Senate
 U. S. Senate

yes Pell, Claiborne
 yes Perlman, Alfred E.
 yes Pevler, Herman
 yes Pfahler, Robert
 yes Pickle, J. J.
 yes Pinkney, James
 no Piper, W. T.
~~Renton, Hardy Jr.~~
 yes Prentiss, Louis W.
 Prescott, Robert W.
 yes Prill, George C.
 yes Prince, Gregory S.
 no Prouty, Winston L.

yes Randall, William J.
 yes Randolph, Jennings
 Raupe, Craig
 yes Reid, Ogden R.
 no Resor, Stanley
 yes Reuss, Henry S.
 no Reuther, Walter
 yes Rhodes, John J.
 yes Ribicoff, Abraham
 yes Rice, John S.
 no Rice, W. Thomas
 yes Riddick, Richard
 yes Roback, Herbert
 Robeson, Mark
 no Roche, John M.
 no Roddewig, Clair M.
 yes Rodgers, Paul

yes Rogers, Paul G.
 no Rogers, Walter
 yes Rommel, Wilfred H.
 yes Romney, Miles *Quinn*
 no Ronan, Daniel J.
 no Rooney, Fred B.
 no Rooney, John J.
 yes Rosenthal, Benjamin S.
 yes Roush, J. Edward
 yes Royce, Richard
 Ruan, John
 Ruby, Charles
 no Rumsfeld, Donald
 yes Ryder, James A.
 yes Russell, George

U.S. Senate
 New York Central Railroad
 Norfolk & Western Railway Company
 Interstate Commerce Commission
 House of Representatives
 American Trucking Association
 Piper Aircraft Corporation
~~House of Representatives~~
 American Road Builders Association
 The Flying Tiger Line, Inc.
 International Telephone Telegraph Corp.
 Association of American Railroads
 U.S. Senate

House of Representatives
 U.S. Senate
 Eastern Airlines
 House of Representatives
 Department of the Army
 House of Representatives
 United Auto Workers
 House of Representatives
 U.S. Senate
 Rice Truck Lines
 Atlantic Coast Line Railroad Company
 Freight Forwarders Institute
 House of Representatives Staff
 Yellow Transit Freight Lines
 General Motors Corporation
 American Association of Western Railroads
 National Association of Railroad &
 Utilities Commissioners
 House of Representatives
 House of Representatives
 Bureau of the Budget
 House of Representatives Staff
 House of Representatives
 House of Representatives
 House of Representatives
 House of Representatives
 House of Representatives
 U.S. Senate Staff
 Ruan Transport Corporation
 Air Lines Pilots' Association
 House of Representatives
 Ryder System Incorporated

G M

no St. Germain, Fernand J.
 no Saltonstall, Leverett
 no Satterfield, David E. III
 no Saunders, Stuart T.
 yes Schultze, Charles
 no Scott, Hugh
 yes Seidman, Harold
 yes Sender, Stanton
 yes Shaffer, John H.
 yes Shepherd, William
 yes Sherrill, James C. Maj. Gen.

Shuman, Charles B.
 yes Sikes, Robert L. F.
 no Simpson, Milward L.
 yes Sitton, Paul L.
 yes Smathers, George
 no Smith, C. R.
 no Smith, Frank K.
 no Smith, Margaret C.
 yes Smith, W. J. Adm.
 no Solomon, Anthony
 yes Southwick, Paul
 yes Springer, William L.
 no Staggers, Harley O.
 yes Steed, Tom
 yes Stevenson, Andrew Dr.
 yes Sullivan, Richard
 yes Sweeney, John
 yes Swingle, C. G.
 yes Spraupe, J. M.

no Thomas, Lera
 Thompson, T. M.
 yes Thompson, William B.
 yes Tierney, Paul J.
 Tillinghast, Charles C. Jr.
 yes Tipton, Stuart
 no Tobin, Austin
 Townsend, Lynn
 Trautman, G. T.
 Trippe, Juan T.
 yes Tucker, Raymond R.
 yes Tucker, William H.
 no Tuggle, Kenneth H.
 yes Turner, Frank
 yes - Thomas, Douglas
 yes - Tremblay, Adm Paul
 yes Uhl, Edward G.

House of Representatives
 U.S. Senate
 House of Representatives
 Pennsylvania Railroad Company
 Bureau of the Budget
 U.S. Senate
 Bureau of the Budget
 U.S. Senate Staff
 TRW Corporation
 Arkansas Power and Light Company
 Organization of the Joint Chiefs
 of Staff

American Farm Bureau Federation
 House of Representatives
 U.S. Senate
 Department of Commerce
 U.S. Senate
 American Airlines
 National Air Taxi Conference
 U.S. Senate
 U.S. Coast Guard
 Department of State
 Department of Commerce
 House of Representatives
 House of Representatives
 House of Representatives
 House of Representatives Staff
 House of Representatives Staff
 Appalachian Regional Commission
 American Trucking Co.
 Asso of Gen Contractors

House of Representatives
 General American Transportation Co.
 Association of American Railroads
 Interstate Commerce Commission
 Trans World Airlines
 Air Transport Association of America
 Port of New York Authority
 Chrysler Corporation
 Greyhound Corporation
 Pan American World Airways, Inc.
 High Speed Ground Transportation
 Advisory Committee
 Interstate Commerce Commission
 Interstate Commerce Commission
 Bureau of Public Roads
 NY Port Auth
 Coast Guard
 Fairchild Hiller Corporation

no Van Deerlin, Lionel
 me Villa, George R.
 no Vore, Kenneth

yes - Wirth, Harold

yes Ward, C. H.
 yes Wager, C. H.
 Wallace, Dwane L.
 yes Walrath, Laurence K.
 yes Ward, Robert B.
 no Watson, Albert W.
 yes Weaver, Robert

no Webb, Charles A.
 yes Weiss, Ernest
 yes Wexler, Harvey
 yes Whalen, Mark Adm.
 White, Harry S.
 yes Whitsett, W. Gavin
 yes Whitton, Rex M.
 yes Wilcox, F. R.
 yes Williams, John Bell
 yes Williamson, W. E.
 yes Winter, Everett P.
 no Woodward, Warren
 yes Wright, Jim
 no Wright, M. A.
 no Wydler, John W.
 yes Wood, Robert
 yes Weller, H. D.
 no Younger, J. Arthur

yes Zagri, Sidney
 yes Zwick, Charles J.
 Zwingle, C. G.

House of Representatives
 U.S. Rubber Company
 National Defense Transportation Assn.

Firestone

Grate Assn of Counties
 National Industrial Traffic League
 Cessna Aircraft Company
 Interstate Commerce Commission
 National Business Aircraft Assn.
 House of Representatives
 Department of Housing and Urban
 Development
 Interstate Commerce Commission
 Interstate Commerce Commission
 Continental Airlines
 U.S. Coast Guard
 Pacific Airlines, Inc.
 National Freight Traffic Assn.
 Bureau of Public Roads
 National Council of Farmer Coops
 House of Representatives
 House of Representatives Staff
 Mississippi Valley Association
 American Airlines
 House of Representatives
 Humble Oil and Refining Company
 House of Representatives
 under Secy. Huse
 White Motor Co.
 House of Representatives

International Brotherhood of Teamsters
 Bureau of the Budget
 Pacific Intermountain Express Company

1:00 PM

N.W.

12:45 PM

SUGGESTED LIST OF INVITEES
TO THE SIGNING OF THE
DEPARTMENT OF TRANSPORTATION BILL

Air Transport

Stuart Tipton, President
Air Transport Association of America
1000 Connecticut Avenue
Washington, D. C.

General Joseph Adams, President
Association of Local Transport Airlines
Wyatt Building
777 14th Street
Washington, D. C.

Karl G. Harr, Jr., President
Aerospace Industries Association of America
1725 DeSales Street
Washington, D. C.

E. Thomas Burnard, Executive Vice President
Airport Operators Council
1700 K Street, N.W.
Washington, D. C. 20006

A. B. McMullen, Executive Vice President
National Association of State Aviation Officials
Suite 405
1029 Vermont Avenue, N.W.
Washington, D. C. 20005

J. B. Hartranft, President
Aircraft Owners and Pilots Association
4650 East-West Highway
Bethesda, Maryland

Alvin B. Beck, President
Air Freight Forwarders Association
703 Ring Building
Washington, D. C. 20006

Frank K. Smith, Executive Director
National Air Taxi Conference
Dupont Circle Building
1346 Connecticut Avenue
Washington, D. C.

Robert B. Ward, Executive Director
National Business Aircraft Association
401 Pennsylvania Building
Washington, D. C. 20004

Charles Ruby, President
Air Line Pilots' Association
55th Street and Cicero Avenue
Chicago, Illinois 60638

George E. Keck, President
United Air Lines, Inc.
1200 Algonquin Road
Elk Grove Township, Illinois 60666

C. R. Smith, Chairman of the Board
American Airlines, Inc.
633 Third Avenue
New York, New York 10017

Floyd D. Hall, President
Eastern Air Lines, Inc.
10 Rockefeller Plaza
New York, New York 10020

Charles C. Tillinghast, Jr., President
Trans World Airlines, Inc.
605 Third Avenue
New York, New York 10016

Juan T. Trippe, Chairman of the Board
Pan American World Airways, Inc.
Pan Am Building
200 Park Avenue
New York, New York 10017

Najeeb E. Halaby, Senior Vice President
Pan American World Airways, Inc.
Pan Am Building
200 Park Avenue
New York, New York 10017

Robert W. Prescott, President
The Flying Tiger Line, Inc.
International Airport
Los Angeles, California 90009

Harry S. White, President
Pacific Air Lines, Inc.
San Francisco International Airport
San Francisco, California 94128

Leslie O. Barnes, President
Allegheny Airlines, Inc.
Hangar 12, National Airport
Washington, D.C. 20001

Thomas H. Davis, President
Piedmont Airlines
Smith Reynolds Airport
Winston-Salem, North Carolina 27102

William M. Allen, President
The Boeing Company
P.O. Box 3707
Seattle, Washington 98124

Donald W. Douglas, Chairman of the Board
Douglas Aircraft Company
3000 Ocean Park Blvd.
Santa Monica, California 90406

Courtland S. Gross, Chairman
Lockheed Aircraft Corporation
2555 North Hollywood Way
Burbank, California 91503

H. M. Horner, Chairman of the Board
United Aircraft Corporation
400 Main Street
East Hartford, Connecticut 06108

W. T. Piper, President
Piper Aircraft Corporation
Lock Haven, Pennsylvania 17745

Edward G. Uhl, President
Fairchild Hiller Corporation
Hagerstown, Maryland

Dwane L. Wallace, Chairman of the Board
Cessna Aircraft Company
P.O. Box 1521
Wichita, Kansas 67201

Olive Ann Beech, President
Beech Aircraft Corporation
9709 East Central
Wichita, Kansas 67201

Craig Raupe
Eastern Air Lines
Suite 501
815 Connecticut Avenue, N.W.
Washington, D. C. 20006

Francis T. Fox, General Manager
Department of Airports
City of Los Angeles
One World Way
Los Angeles, California 90009

Lou Evans
Grumman Aircraft Corporation
Bethpage, L.D., New York

Vernon Johnson
Lockheed Aircraft Corporation
900 17th Street, N.W.
Washington, D. C. 20006

Harvey Wexler
Continental Air Lines
1701 K Street, N.W.
Washington, D. C. 20006

Warren Woodward
American Airlines
918 16th Street, N.W.
Washington, D. C.

George C. Prill, Manager, Avionics
International Telephone Telegraph Corporation
320 Park Avenue
New York 22, New York

Daniel P. Loomis, President
Association of American Railroads
Transportation Building
815 17th Street, N.W.
Washington, D.C.

Carroll P. Burks, President
American Short Line Railroad Association
2000 Massachusetts Avenue, N.W.
Washington, D.C.

Clair M. Roddewig, President
American Association of Western Railroads
224 Union Station
Chicago, Illinois

Stanfield Johnson, President
Association of Southeastern Railroads
1710 H Street, N.W.
Washington, D.C.

Nils Lennartson, President
Railway Progress Institute
38 South Dearborn Street
Chicago, Illinois

George E. Leighty, President
Railway Labor Executives Association
400 First Street, N.W.
Washington, D.C.

Perry Heath, President
Brotherhood of Locomotive Engineers
400 First Street, N.W.
Washington, D.C.

H. E. Gilbert, President
Brotherhood of Locomotive Firemen and Enginemen
400 First Street, N.W.
Washington, D.C.

Charles Luna, President
Brotherhood of Railroad Trainmen
400 First Street, N.W.
Washington, D.C.

H. C. Crotty, President
Brotherhood of Maintenance of Way Employees
400 First Street, N.W.
Washington, D.C.

68
Stuart T. Saunders, Chairman of the Board
The Pennsylvania Railroad Company
Transportation Center
6 Penn Center Plaza
Philadelphia, Pennsylvania 19104

Alfred E. Perlman, President
New York Central Railroad
230 Park Avenue
New York, New York 10017

Gregory S. Devine, President
Chesapeake and Ohio Railroad
Terminal Tower
Cleveland, Ohio 44101

Herman Pevler, President
Norfolk and Western Railway Company
Roanoke, Virginia 24011

W. Thomas Rice, President
Atlantic Coast Line Railroad Company
500 Water Street
Jacksonville, Florida 32202

Daniel W. Brosnan, President
Southern Railway Company
Southern Railway Building
15th and K Street, N.W.
Washington, D. C.

Ben W. Heineman, Chairman
Chicago and Northwestern Railway Company
400 West Madison Street
Chicago, Illinois 60606

B. F. Biaggini, President
Southern Pacific Company
65 Market Street
San Francisco, California 94105

E. H. Bayley, President
Union Pacific Railroad
Union Pacific Building
15th and Dodge Streets
Omaha, Nebraska 68102

Ernest S. Marsh, President
Atchison, Topeka, And Santa Fe Railway Company
80 East Jackson Blvd.
Chicago, Illinois 60604

Edward Budd, Chairman of the Board
the Budd Company
2450 Hunting Park Avenue
Philadelphia, Pennsylvania 19132

E. C. R. Lasher, President
North American Car Corporation
77 South Wacker Drive
Chicago, Illinois 60606

T. M. Thompson, Chairman
General American Transportation Company
135 South La Salle Street
Chicago, Illinois 60690

Gregory S. Prince, Executive Vice President
Association of American Railroads
Transportation Building
815 17th Street, N.W.
Washington, D. C.

Phillip Hollar
Association of American Railroads
Transportation Building
815 17th Street, N.W.
Washington, D. C.

William B. Thompson
Association of American Railroads
Transportation Building
815 17th Street, N.W.
Washington, D. C.

Eldon Martin, General Counsel
Burlington Lines
Burlington Building
547 West Jackson Blvd.
Chicago, Illinois 60606

Harry A. DeButts
Montmorency
Upperville, Virginia

William B. Johnson
President, Illinois Central Railroad
135 East 11th Place
Chicago, Illinois 60605

HUGHES M JFANLY
SOONER THEY DO
HELP THEM

Highway Transport

A. E. Johnson, Executive Secretary
American Association of State Highway Officials
917 National Press Building
Washington, D. C.

George Kachlein, Executive Vice President
American Automobile Association
1712 G Street
Washington, D. C.

Louis W. Prentiss, Executive Vice President
American Road Builders Association
525 School Street, S.W.
Washington, D. C. 20024

Ira Hardin, President
Associated General Contractors of America
1957 E. Street, N.W.
Washington, D. C.

Arthur C. Butler, Director
National Highway Users Conference
966 National Press Building
Washington, D. C. 20004

Frank Ikard
American Petroleum Institute
1011 17th Street, N.W.
Washington, D. C.

Ross Ormsby
Rubber Manufacturers Association
444 Madison Avenue
New York, New York

Thomas Mann
Automobile Manufacturers Association
1710 H Street, N.W.
Washington, D. C.

Everett Hutchinson
National Association of Motor Bus Operators
839 17th Street, N.W.
Washington, D. C.

William Bresnahan
American Trucking Association
1616 P Street, N.W.
Washington, D. C.

Sidney Zagri
International Brotherhood of Teamsters
25 Louisiana Avenue, N.W.
Washington, D. C.

Glen V. Carmichael, Executive Director
American Association of Motor Vehicle Administrators
504 Hill Building
1155 15th Street, N.W.
Washington, D. C.

C. G. Zwingle, President
Pacific Intermountain Express Company
1415 Clay Street
Oakland, California 94604

John E. Amos
Bell Lines, Inc.
1020 Kanawha Valley Building
Charleston, West Virginia 25301

Robert H. Cutler
Illinois-California Express
P.O. Box 9762
El Paso, Texas 79987

G. David Brothers
New Dixie Lines, Inc.
P.O. Box 1595
Richmond, Virginia 23213

John Ruan, President
Ruan Transport Corporation
P.O. Box 855
Des Moines, Iowa 50309

Mark Robeson, Vice President
Yellow Transit Freight Lines
P.O. Box 8462
Kansas City, Missouri 64114

Walter F. Carey
6125 Middle Belt Road
Birmingham, Michigan

Joe Mathews, President
National Trailways, Inc.
12th and New York Avenue, N.W.
Washington, D. C.

G. T. Trautman, President
Greyhound Corporation
1465 Chester Avenue
Cleveland, Ohio

Roy Abernathy, President
American Motors Corporation
14250 Plymouth Road
Detroit, Michigan

Lynn Townsend, President
The Chrysler Corporation
314 Massachusetts Avenue
Detroit, Michigan

John M. Roche, President
General Motors Corporation
General Motors Building
Detroit, Michigan

Arjay Miller, President
Ford Motor Company
American Road
Dearborne, Michigan

Walter Reuther, Director
United Auto Workers
1126 16th Street, N.W.
Washington, D. C. 20036

J. N. Bauman, President
White Motors Corporation
842 East 79th Street
Cleveland, Ohio

John S. Rice, President
Rice Truck Lines
712 Central Avenue
Great Falls, Montana 59401

Rodney W. Markley, Jr.
Ford Motor Company
815 Connecticut Avenue
Washington, D. C. 20006

James A. Ryder
Ryder System Incorporated
2701 South Bayshore Drive
Miami, Florida

James Pinkney
American Trucking Association
1616 P Street, N.W.
Washington, D. C.

Samuel F. Ninness
Leamen Transportation Corporation
520 East Lincoln Highway
Dowington, Pennsylvania

Tire Companies

Raymond Firestone, Chairman of the Board
Firestone & Rubber Company
Akron, Ohio

Russell DeYoung, Chairman of the Board
The Goodyear Tire & Rubber Company
Akron, Ohio

M. G. O'Neil, President
The General Tire & Rubber Company
Akron, Ohio

J. Ward Keener, Chairman of the Board
The B. F. Goodrich Company
Akron, Ohio

George R. Villa
Chairman and President
The U.S. Rubber Company
1230 Avenue of the Americas
New York, New York, 10020

Braxton Carr, President
American Waterways Operators
1250 Connecticut Avenue, N.W.
Washington, D.C.

Vice Admiral James A. Hirschfield, USCG (Ret.)
Lake Carriers Association
305 Rockefeller Building
Cleveland, Ohio

J. W. Hershey, President
American Commercial Lines, Inc.
2919 Allen Parkway
Houston, Texas

F. A. Mechling, Executive Vice President
A. L. Mechling Barge Lines
51 North Des Plaines Street
Joliet, Illinois

Henry J. Buckman, President
National Rivers and Harbors Congress
1028 Connecticut Avenue
Washington, D.C. 20036

Jesse Brent, President
Brent Towing Company, Inc.
P.O. Box 323
Greenville, Mississippi

Gresham Hoagland, Executive Vice President
Hoagland Barge Lines, Inc.
1231 South Third Street
Paducah Kentucky 42001

Everett P. Winter, Executive Vice President
Mississippi Valley Association
Suite 1032 T
225 South Meramec Avenue
St. Louis, Missouri 60606

Admiral Edmond Moran, Chairman
Moran Towing and Transportation Company
17 Battery Place
New York, New York

Francis B. Bushey, President
Spentonbush Fuel Transport Service
764 Court Street
Brooklyn, New York

R. L. Bryant, Corporate Marine Manager
Dow Chemical Company
Freeport, Texas

General

Richard Riddick, Executive Secretary
Freight Forwarders Institute
1012 14th Street, N.W.
Washington, D. C.

J. Donald Durand
Association of Oil Pipelines
1725 K Street, N.W.
Washington, D. C.

George Meany, President
AFL-CIO
815 16th Street, N.W.
Washington, D. C.

Lahe Kirkland
AFL-CIO
815 16th Street, N.W.
Washington, D. C.

M. A. Wright, Chairman of the Board
Humble Oil and Refining Company
P.O. Box 2180
Houston, Texas 77001

Arch N. Booth, Executive Vice President
U.S. Chamber of Commerce
1615 H Street, N.W.
Washington, D. C.

Ben Kelley, Manager
Transportation and Communications Department
U.S. Chamber of Commerce
1615 H Street, N.W.
Washington, D. C.

Werner P. Gullander, President
National Association of Manufacturers
918 16th Street
Washington, D. C.

Patrick Healy, Executive Director
National League of Cities
1612 K Street
Washington, D. C.

Bernard F. Hillenbrand, Executive Director
National Association of Counties
1001 Connecticut Avenue, N.W.
Washington, D. C.

Brevard Carihfield, Executive Director
Council of State Governments
1313 East 60th Street
Chicago, Illinois

Harold Hammond, President
Transportation Association of America
1101 17th Street, N.W.
Washington, D. C. 20006

Frank Bane, Chairman
The Advisory Committee on Intergovernmental Relations
1701 Pennsylvania Avenue, NW.
Washington, D. C.

Irwin M. Frankel, President
American Society of Travel Agents
The Travel Mart
415 Fulton Federal Building
Atlanta, Georgia 30303

George P. Baker, Dean
Harvard Business School
Cambridge, Massachusetts

Paul Rodgers
National Association of Railroad and Utilities
Commissioners
Interstate Commerce Commission Building
Constitution Avenue
Washington, D. C.

Kenneth Vore, President
National Defense Transportation Association
1612 K Street, N.W.
Washington, D. C. 20006

C. H. Wager
National Industrial Traffic League
711 14th Street, N.W.
Washington, D. C.

Charles Beard, General Traffic Manager
Union Carbide and Carbon Corporation
30 East 42nd Street
New York, New York

Hunter Holding, Vice President
Securities Investment Department
Equitable Life Assurance Society
of the United States
1285 Avenue of the Americas
New York, New York

Hershill D. Newsom, National Master
National Grange
1616 H Street, N.W.
Washington, D. C. 20006

Charles B. Shuman, President
American Farm Bureau Federation
1000 Merchandise Mart Plaza
Chicago, Illinois

Tony Dechant, President
National Farmers Union
1012 14th Street, N.W.
Washington, D. C.

F. R. Wilcox, President
National Council of Farmer Coops
1200 17th Street, N.W.
Washington, D. C.

George Koch, President
Grocery Manufacturers Association
Suite 1048, Washington Building
15th and New York Avenue
Washington, D. C.

Commissioner James A. Lundy
President, NARUC
New York Public Service Commission
199 Church Street
New York, New York 10007

Commissioner Frederick M. Allen
First Vice President, NARUC
Maine Public Utilities Commission
State House
Augusta, Maine 04330

Commissioner James W. Carver
Second Vice President, NARUC
Illinois Commerce Commission
160 North LaSalle Street
Chicago, Illinois 60601

Austin Tobin, Director
Port of New York Authority
111 Eighth Avenue
New York, New York 10011

Arthur Palmer, Transportation Coordinator
Office of the Mayor
City Hall
New York, New York

G. R. Moyer, Chairman
United States Freight Lines
711 Third Avenue
New York, New York 10017

Grant Arnold, Vice President, Traffic
E. J. Lavino Company
3 Penn Center Plaza
Philadelphia, Pennsylvania 19102

L. J. Door, Executive Secretary
National Industrial Transportation League
711 14th Street
Washington, D.C.

Morris G. Dial, Resident Vice President
Union Carbide Company
777 14th Street
Washington, D.C.

W. Gavin Whitsett, President
National Freight Traffic Association
Louisville and Nashville Railroad
908 West Broadway
Louisville, Kentucky 40201

E. F. Mundy, Vice President
National Biscuit Company
45 Park Avenue
New York, New York 10022

William Shepherd, President
Arkansas Power and Light Company
6th and Pine
Pine Bluff, Arkansas 71601

John H. Shaffer
TRW Corporation
1875 Connecticut Avenue, N.W.
Washington, D.C.

Major General Sewell A. Morris USA (Ret.)
Chairman of the Board
National Defense Transportation Association
1612 K Street, N.W.
Washington, D.C. 20006

James K. Carr
General Manager of Public Utilities
Public Utilities Commission
287 City Hall
San Francisco, California

John Hoving
1000 Connecticut Avenue, N.W.
Washington, D. C. 20006

Stanley Gewirtz
United Research Corporation
8929 Wilshire Blvd.
Beverly Hills, California

Col. Thomas B. Manuel
6500 Tropical Way East
Plantation, Florida

William B. Harding
Smith, Barney and Company
20 Broad Street
New York, New York

Fred Glass, Chairman
COSMOS American Corporation
375 Park Avenue
New York, New York 10022

Andrew G. Anderson
Transportation Association of America
Pan American Building
Suite 2232
200 Park Avenue
New York, New York 10017

Maj. Gen. John P. Doyle, USAF (Ret.)
MacDonald Professor of Transportation
Texas A&M University
College Station, Texas

Professor Raymond R. Tucker, Member
High Speed Ground Transportation Advisory Committee
6451 Vermont Avenue
St. Louis, Missouri

Mr. George E. Leighty, Member
High Speed Ground Transportation Advisory Committee
400 1st Street, N. W.
Washington, D. C.

Mr. Milton A. Gilbert, Member
High Speed Ground Transportation Advisory Committee
441 Ninth Avenue
New York, New York 10001

Mr. Everett Hutchinson, Member
High Speed Ground Transportation Advisory Committee
839 Seventeenth Street, N. W.
Washington, D. C. 20006

Mr. Donald W. Douglas, Jr., Member
High Speed Ground Transportation Advisory Committee
Douglas Aircraft Company, Incorporated
Long Beach, California

Mr. William B. Johnson, Member
High Speed Ground Transportation Advisory Committee
135 East Eleventh Place
Chicago, Illinois 60605

Mr. Robert M. Jenney, Member
High Speed Ground Transportation Advisory Committee
Jenney Manufacturing Company, Box 100
Chestnut Hill, Massachusetts 02167

St. Lawrence Seaway Advisory Committee

Harry C. Brockel, Member
Municipal Port Director
606 City Hall
Milwaukee, Wisconsin 53202

Kenneth M. Lloyd, Member
Mahoning Valley Industrial Council
800 Union National Bank Building
Youngstown, Ohio 44503

Miles F. McKee, Member
Sand Products Incorporated
2489 First National Building
Detroit, Michigan 48226

Thomas P. McMahon, Member
McMahon and Crotty
1028 Liberty Bank Building
Buffalo, New York 14202

Martin W. Ottershagen, Member
900 Western Avenue
Flossmoore, Illinois 60422

Transportation Press

1:00PM

SAT.

06715, 66

CALL

Joseph J. Accardo, Jr., Assistant Editor
Transport Topics
1616 P Street, N.W.
Washington, D.C. 20036

call

Bruce Agnew
Business Week Magazine
National Press Building
Washington, D.C.

yes

Robert Bedinfield
Financial News
The New York Times
229 W. 43rd Street
New York, New York 10036

Mel Brdlik, Managing Editor
Trucking Business Magazine
Wheaton, Illinois

call

Lewis W. Britton, Executive Editor
Traffic World
Washington Building
Washington, D.C. 20005

call

Joe Coyne
The Associated Press
Washington, D.C.

call

Robert Estabrook
The Washington Post
Washington, D.C.

Malcolm S. Forbes, Publisher
Forbes Magazine
70 Fifth Avenue
New York, New York 10011

call

E. F. Hamm, Jr., Publisher
Traffic World
Washington Building
Washington, D.C. 20005

Charles L. Hevner, Publisher
Commercial Car Journal
Chestnut and 56th Street
Philadelphia, Pennsylvania 19139

OCTOBER 15, 1966

OFFICE OF THE WHITE HOUSE PRESS SECRETARY

THE WHITE HOUSE

REMARKS OF THE PRESIDENT
UPON SIGNING A BILL CREATING A
DEPARTMENT OF TRANSPORTATION
THE EAST ROOM

AT 1:17 P.M. EDT

Secretary Connor, Secretary Fowler, Senator Mansfield, Senator McClellan, Senator Jackson, distinguished Speaker McCormack, Chairman Dawson, Congressman Holifield, Mrs. Congresswoman Dwyer, other Members of Congress, ladies and gentlemen, distinguished Mayors:

We are deeply grateful for your presence in the East Room of the White House today.

In large measure, America's history is a history of her transportation.

Our early cities were located by deep water harbors and inland waterways; they were nurtured by ocean vessels and by flatboats.

The railroad allowed us to move East and West. A thousand towns and more grew up along the railroad's gleaming rails.

The automobile stretched out over cities and created suburbia in America.

Trucks and modern highways brought bounty to remote regions.

Airplanes helped knit our nation together, and knitted it together with other nations throughout the world.

Today, all Americans are really neighbors.

Transportation is the biggest industry we have in this country. It involves one out of every five dollars in our economy.

Our system of transportation is the greatest of any country in the world.

But we must face facts. We must be realistic. We must know -- and we must have the courage to let our people know -- that our system is no longer adequate.

During the next two decades, the demand for transportation in this country is going to more than double. But we are already falling far behind with the demand as it is. Our lifeline is tangled.

Today we are confronted by traffic jams. Today we are confronted by commuter crises, by crowded airports, by crowded airlines, by screeching airplanes, by archaic equipment, by safety abuses, and roads that scar our nation's beauty.

MORE

(OVER)

We have come to this historic East Room of the White House today to establish and to bring into being a Department of Transportation, the second Cabinet office to be added to the President's Cabinet in recent months.

This Department of Transportation that we are establishing will have a mammoth task -- to untangle, to coordinate, and to build the national transportation system for America that America is deserving of.

Because the job is great, I intend to appoint a strong man to fill it. The new Secretary will be my principal adviser and my strong right arm on all transportation matters. I hope he will be the best equipped man in this country to give leadership to the country, to the President, to the Cabinet, to the Congress.

Among the many duties the new Department will have, several deserve very special notice.

- To improve the safety in every means of transportation, safety of our automobiles, our trains, our planes and our ships.
- To bring new technology to every mode of transportation by supporting and promoting research and development.
- To solve our most pressing transportation problems.

A day will come in America when people and freight will move through this land of ours speedily, efficiently, safely, dependably and cheaply. That will be a good day and a great day in America.

Our transportation system was built by the genius of free enterprise. As long as I am President, it will be sustained by free enterprise.

In a few respects, this bill falls short of our original hopes. It does not include the Maritime Administration. As experience is gained in the Department, I would hope that the Congress could re-examine its decision to leave this key transportation activity alone, outside its jurisdiction.

But what is most important, I think, is that you, for the first time in modern history, have created and have brought for me to sign, a measure giving us a new Cabinet department. It was proposed, it will be established and it will be in operation in the same year. All of these things took place in the same year.

It is the second major step in bringing our Government up to date with the times. Last year this Congress established the Department of Housing and Urban Affairs.

Today you bring 31 agencies and their bureaus, going in all directions, into a single Department of Transportation under the guidance and leadership of a Secretary of Transportation.

MORE

I think in fairness, candor requires me to review that this recommendation was made many years ago by the Hoover Commission, headed by the distinguished former President. This recommendation was urged upon the Congress and the people, and recommended many years ago by a most distinguished and popular President, President Dwight David Eisenhower.

This recommendation was made and urged upon the President and the Congress many years ago by the Senate Commerce Committee, and by dozens and dozens of enlightened, intelligent Members of both Houses of both parties.

What we are here today to do is to salute the Members of both parties, the leadership of both parties, and everyone who contributed to finally bringing our performance in line with our promise.

I don't imagine it would be good to say this, and I may even be criticized for saying it, but this, in effect, is another coonskin on the wall.

END

(AT 1:24 P.M. EDT)

OFFICE OF THE WHITE HOUSE PRESS SECRETARY

THE WHITE HOUSE

REMARKS OF THE PRESIDENT
UPON SIGNING A BILL CREATING A
DEPARTMENT OF TRANSPORTATION
THE EAST ROOM

AT 1:17 P.M. EDT

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Our transportation system was built by the genius of free enterprise. As long as I am President, it will be sustained by free enterprise.

In a few respects, this bill falls short of our original hopes. It does not include the Maritime Administration. As experience is gained in the Department, I would hope that the Congress could re-examine its decision to leave this key transportation activity alone, outside its jurisdiction.

But what is most important, I think, is that you, for the first time in modern history, have created and have brought for me to sign, a measure giving us a new Cabinet department. It was proposed, it will be established and it will be in operation in the same year. All of these things took place in the same year.

It is the second major step in bringing our Government up to date with the times. Last year this Congress established the Department of Housing and Urban Affairs.

Today you bring 31 agencies and their bureaus, going in all directions, into a single Department of Transportation under the guidance and leadership of a Secretary of Transportation.

MORE

I think in fairness, candor requires me to review that this recommendation was made many years ago by the Hoover Commission, headed by the distinguished former President. This recommendation was urged upon the Congress and the people, and recommended many years ago by a most distinguished and popular President, President Dwight David Eisenhower.

This recommendation was made and urged upon the President and the Congress many years ago by the Senate Commerce Committee, and by dozens and dozens of enlightened, intelligent Members of both Houses of both parties.

What we are here today to do is to salute the Members of both parties, the leadership of both parties, and everyone who contributed to finally bringing our performance in line with our promise.

I don't imagine it would be good to say this, and I may even be criticized for saying it, but this, in effect, is another coonskin on the wall.

END

(AT 1:24 P.M. EDT)