

NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY



DOT -- 2

FOR RELEASE FRIDAY, A.M.
FEBRUARY 17, 1967
RSMARX W07-3685

TRANSPORTATION SECRETARY ANNOUNCES
HIGHWAY BEAUTY AWARDS COMPETITION

Secretary of Transportation Alan S. Boyd today made public the details of an awards competition designed to recognize the efforts and achievements by both public agencies and private organizations in protecting, restoring and enhancing highway beauty.

In making the announcement, Secretary Boyd quoted a statement made by the program's chief sponsor, President Johnson, when in his message to Congress two years ago he said that "beautification is more than a matter of planting trees.... The roads themselves must reflect... integrity and unity with the landscape...."

Secretary Boyd said that the annual Department of Transportation competition will acknowledge that "these principles of roadside development are indeed being practiced not only by State, county and local highway departments but by the thousands of civic organizations and private industries where members each year contribute time, money and energy to fight the battle against highway uglification."

The competition will result in the annual presentation, beginning next January, of 11 awards to agencies of State, County or local governments and four awards to social, civic, professional or other organizations and private industry. Awards to governmental agencies will be made for such items as blending the rural highway into its surroundings; achieving environmental harmony between the urban highway and the cityscape; the development of rest areas and scenic overlooks; screening of junkyards; architectural design of bridges or other highway structures.

Public participation awards will be made in two general categories, for highway oriented action programs by civic organizations and for

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highway oriented action programs by business or industry, and in two specific categories, for screening junkyards and development of scenic overlooks.

Beautification projects on all highways will be eligible for consideration.

In addition, although individuals may submit nominations, only agencies or organizations will be eligible to receive awards.

Entries are to consist of either color or black and white photographs complete with supporting text. A panel of experts will judge all submissions and will make recommendations to the Secretary of Transportation. The Secretary will approve final selections.

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NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

DOT -- 3

FOR A.M. RELEASE
FRIDAY, FEBRUARY 17, 1967

FRED S. FARR APPOINTED AS
HIGHWAY BEAUTY COORDINATOR

Secretary of Transportation Alan S. Boyd today announced the appointment of Fred S. Farr as highway Beautification Coordinator in the Bureau of Public Roads.

In his new position, Mr. Farr will be responsible for advising the Federal Highway Administrator with respect to the development and execution of programs to implement the Highway Beautification Act of 1965.

Mr. Farr served for the past 12 years as State Senator in the California State Legislature representing Monterey County. A leading proponent of conservation, he served as Chairman of the Senate Natural Resources Committee and was the author of the recently approved California constitutional amendment which permits the State Legislature to define and protect open space lands from excessive taxation and urban blight. During his terms in office he was the sponsor of other key conservation legislation all of which is now being implemented in California. Included are the California Scenic Highway Legislation, California Parkway Legislation, California Scenic Easement Legislation, and the California State Planning Act. He was also a member of the Senate Transportation Committee, the Judiciary and Elections Committee and the Education Committee.

In addition to his formal legislative duties, Mr. Farr was a delegate to the White House Conference on Children and Youth in 1960, was the only State legislator in 1964 to serve on President Johnson's Special Task Force on Natural Beauty; was Legislative Chairman and member of the Executive Committee, from 1964-1966, of the National Conference of Commissioners on Uniform State Laws; was a delegate to the 1965 White House Conference on Natural Beauty; and has served as a member of special commissions including the Governor's Commission on Ocean Resources, and the California Arts Commission. Mr. Farr also is a Director of the Foundation of Environmental Design.

He was born in Piedmont, California, on August 2, 1910. A graduate of the University of California at Berkeley in 1932, he

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received a bachelor of laws degree from the University of California's Boalt Hall Law School in 1935.

During World War II, he served with the U.S. Maritime Commission and later was director of labor relations for the Port of New York. Immediately following the war, Mr. Farr was a consultant to the Puerto Rico Industrial Development Company in San Juan.

Since 1948, he has practiced law in Carmel, California, for the past eight years as a partner in the firm of Farr, Horan, Wilsdon and Lloyd.

His outstanding leadership and contributions to the conservation of natural beauty have been recognized on several occasions. In 1965, he received a citation conferred by unanimous resolution of the California Senate for his participation in the White House Conference on Natural Beauty; in 1966 he received a citation for leadership from the Governor's Commission on Good Design; and was the only State legislator ever to receive a citation from the Governor of California for furthering the preservation of natural beauty. He is also an honorary life member of the Sierra Club, and an honorary member of the Rotary Club.

Farr, a widower, has a daughter who is a teacher in Mexico City and a son who served with the Peace Corps in Medellin, Colombia and is now a law student at the University of Santa Clara.

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GREAT LAKES PILOTAGE TO BE
TRANSFERRED TO COAST GUARD

FOR IMMEDIATE RELEASE

February 17, 1967

The Secretary of Transportation, Alan S. Boyd, announced today that the Great Lakes Pilotage Administration, which administered the Great Lakes Pilotage Act of 1960 under the Department of Commerce, will become a part of the United States Coast Guard under the new Department of Transportation.

The Department of Transportation Act transferred the functions of the Great Lakes Pilotage Act from the Secretary of Commerce to the Secretary of Transportation.

Mr. Boyd emphasized that all the functions now vested in the Great Lakes Pilotage Administration will continue under the Coast Guard. All regulations, orders, licenses and privileges issued by the Great Lakes Pilotage Administration will continue in full force and effect.

The Great Lakes Pilotage Act of 1960 provides for the establishment of an effective system of regulated pilotage on the Great Lakes by the registration of US Registered Pilots, regulation of pilotage pools and the establishment of rates and charges for pilotage services. The Act further authorizes arrangements with Canada for reciprocal pooling, equitable participation by US and Canadian Registered Pilots, and the establishment of joint or identical rates and charges.

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NEWS RELEASE

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DOT -- 5

FOR IMMEDIATE RELEASE

February 27, 1967

The Department of Transportation Act, creating a new department of government charged with the responsibility of formulating the nation's transportation policy, will take effect April 1, Alan S. Boyd, Secretary of the Department, announced today.

Mr. Boyd said that President Johnson will issue an executive order soon calling for the department to go into full, formal operation on the effective date. The bill establishing the department was signed by President Johnson on October 15, 1966.

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

Major operating elements which will make up the new department are:

1. The office of the Undersecretary of Commerce for Transportation and its policy, program, emergency transportation and research staffs.
2. The Bureau of Public Roads and the Federal-aid Highway program it administers.
3. The National Highway Safety Bureau and the National Traffic Safety Bureau which will administer the comprehensive traffic safety program enacted by the last session of Congress.
4. The Federal Aviation Agency.
5. The Coast Guard.

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6. The safety functions of the Civil Aeronautics Board.
7. The safety functions and car service functions of the Interstate Commerce Commission.
8. The Great Lakes Pilotage Administration, the St. Lawrence Seaway Development Corp. , and The Alaska Railroad.

The Transportation Act also calls for the organization of a new government office--the National Transportation Safety Board. The Board will function independently of the operating units of the Department and its primary aim will be to insure the safety of the nation's travelers.

In his message to Congress last March calling for the formation of the department, President Johnson listed as its responsibilities:

Coordination of the principal existing programs that promote transportation.

Application of new technology to a total transportation system by promoting research and development in cooperation with private industry.

Improvement of safety in every means of transportation.

Encouragement of private enterprise to take full and prompt advantage of new technological opportunities.

Encouragement of high quality, low cost service to the public.

Furtherance of systems analyses and planning to strengthen the weakest parts of today's transportation system.

Development of investment standards, and analytical techniques to assist all levels of government and industry in their transportation investments.

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NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
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FOR IMMEDIATE RELEASE

BOYD ANNOUNCES RELEASE OF
\$175 MILLION IN ROAD FUNDS

Secretary of Transportation Alan S. Boyd has announced the release of \$175 million of the previously deferred \$700 million in Federal-aid highway funds.

Mr. Boyd said the funds can be used only for preliminary engineering and right-of-way acquisition "to take care of safety and other problems, and to enable the States to move ahead rapidly with construction once the deferred funds are released."

The Bureau of Public Roads will advise the States promptly of allocations under the release and of procedures for its utilization, Mr. Boyd stated.

Mr. Boyd's announcement came as he testified at a joint session of the Senate and House Public Works Committees yesterday.

He also said:

1. Examination and careful consideration of the need for an additional \$400 million deferral in highway construction obligations show that such action is not necessary.
2. A full annual program level of \$4.4 billion will be put into effect with the start of the new fiscal year on July 1.
3. Additional amounts of the deferred funds will be released as soon as the economic situation warrants. If the moderation in economic activity and in price trends -- including highway prices -- which has characterized the past several months continues, additional funds can be released this fiscal year.
4. Funds which have been accumulated during the deferral period may be used to increase the program above the \$4.4 billion budgeted level for fiscal year 1968 provided economic circumstances permit and depending upon decisions yet to be made in this fiscal year.

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On November 23, 1966, States were informed by the Bureau of Public Roads that the Federal-aid highway program was being limited to \$3.3 billion in total project obligations during fiscal year 1967 in recognition of the need for reducing non-military Federal expenditures and the resultant program to reduce inflationary pressures.

Distribution of the \$175 million is shown on the attached table.

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Attachment

2-28-67

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Distribution of \$175 million of Federal-aid
highway funds based on F. Y. 1968 apportionment
(Thousands of Dollars)

State	Amount
Alabama	3,698
Alaska	1,625
Arizona	2,593
Arkansas	1,596
California	15,606
Colorado	2,241
Connecticut	3,237
Delaware	416
Florida	3,843
Georgia	2,857
Hawaii	1,352
Idaho	1,164
Illinois	9,444
Indiana	3,877
Iowa	2,471
Kansas	1,809
Kentucky	3,480
Louisiana	4,069
Maine	873
Maryland	2,652
Massachusetts	3,605
Michigan	5,384
Minnesota	4,114
Mississippi	2,087
Missouri	4,354
Montana	1,963
Nebraska	1,373
Nevada	1,203
New Hampshire	830
New Jersey	4,334
New Mexico	2,134
New York	9,220
North Carolina	2,185
North Dakota	1,057
Ohio	9,915
Oklahoma	2,170
Oregon	2,940
Pennsylvania	8,254
Rhode Island	964
South Carolina	1,376
South Dakota	1,684
Tennessee	3,754
Texas	9,206
Utah	2,431
Vermont	1,128
Virginia	4,984
Washington	3,911
West Virginia	3,511
Wisconsin	2,046
Wyoming	1,695
District of Columbia	2,022
Puerto Rico	267

NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE

DOT -- 7

The Department of Transportation and the General Services Administration today announced an agreement to bring about a thorough integration of procedures and mechanisms of the two agencies in order to produce the most effective safety standards for all motor vehicles and equipment.

DOT Secretary Alan S. Boyd and GSA Administrator Lawson B. Knott, Jr., said that the integration resulting from the inter-agency agreement means that neither agency will issue safety standards without the knowledge and cooperation of the other agency, with safety standards being developed jointly by both agencies.

The agreement, drawn up by both agencies at the request of President Johnson, provides for "a unified Federal program that will lead to progressively higher levels of motor vehicle safety performance for both public and private users of motor vehicles."

Under it, GSA and DOT "will work together in establishing vehicle safety performance standards," with GSA continuing to issue standards relating to Government vehicles, and DOT having primary responsibility for standards for vehicles sold to the public.

The agreement will bring joint action between the agencies to accelerate progress in traffic safety and sharing of information on compliance and on research findings. They will share progress in developing testing techniques and evaluating design concepts.

The purpose of the agreement was defined by Secretary Boyd and Administrator Knott as assurance "that both agencies do all they possibly can to reduce the senseless slaughter on our Nation's highways."

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NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE

DOT -- 8

March 9, 1967

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

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

Secretary Boyd said:

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

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

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

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DEPARTMENT OF TRANSPORTATION
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FOR IMMEDIATE RELEASE

DOT-- 9

March 20, 1967

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

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

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

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

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

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

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

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Revised Limitation on Federal-Aid Highway Obligations

Fiscal Year 1967

(Thousands of dollars)

State	Quarter releases through March 31, 1967 (\$2,550,000)	Increase effective February 28, 1967 (\$175,000)	Increase effective April 1, 1967 (\$350,000)	Scheduled release of Fourth Quarter funds effective April 1, 1967 (\$750,000)	Total available fiscal year 1967 (\$3,825,000)
Alabama	\$53,102	\$3,698	\$7,395	\$15,583	\$79,778
Alaska	24,169	1,625	3,250	6,847	35,891
Arizona	37,184	2,593	5,186	10,926	55,889
Arkansas	23,046	1,596	3,192	6,726	34,560
California	223,421	15,606	31,212	65,763	336,002
Colorado	32,298	2,241	4,483	9,445	48,467
Connecticut	46,226	3,237	6,475	13,643	69,581
Delaware	6,022	416	831	1,752	9,021
Florida	55,207	3,843	7,686	16,194	82,930
Georgia	41,270	2,857	5,713	12,037	61,877
Hawaii	19,348	1,352	2,704	5,699	29,103
Idaho	16,780	1,164	2,327	4,903	25,174
Illinois	133,311	9,444	18,889	39,798	201,442
Indiana	55,745	3,877	7,755	16,339	83,716
Iowa	35,712	2,471	4,942	10,412	53,537
Kansas	26,200	1,809	3,618	7,623	39,250
Kentucky	49,929	3,480	6,961	14,666	75,036
Louisiana	58,278	4,069	8,139	17,148	87,634
Maine	12,587	873	1,745	3,677	18,882
Maryland	38,051	2,652	5,304	11,175	57,182
Massachusetts	51,682	3,605	7,210	15,192	77,689
Michigan	77,453	5,384	10,767	22,686	116,290
Minnesota	59,092	4,114	8,228	17,337	88,771
Mississippi	30,076	2,083	4,167	8,779	45,105
Missouri	62,575	4,354	8,709	18,349	93,987
Montana	28,292	1,963	3,925	8,271	42,451
Nebraska	19,904	1,373	2,746	5,786	29,809
Nevada	17,329	1,203	2,406	5,069	26,007
New Hampshire	11,921	830	1,661	3,500	17,912
New Jersey	62,099	4,334	8,668	18,264	93,365
New Mexico	30,648	2,134	4,268	8,992	46,042
New York	132,593	9,220	18,440	38,852	199,105
North Carolina	31,672	2,185	4,370	9,209	47,436
North Dakota	15,326	1,057	2,114	4,454	22,951
Ohio	141,997	9,915	19,830	41,781	213,523
Oklahoma	31,272	2,170	4,339	9,143	46,924
Oregon	38,732	2,940	5,880	12,389	59,941
Pennsylvania	118,462	8,254	16,507	34,780	178,003
Rhode Island	13,850	964	1,929	4,063	20,806
South Carolina	19,910	1,376	2,753	5,801	29,840
South Dakota	24,241	1,684	3,369	7,099	36,393
Tennessee	53,891	3,754	7,508	15,819	80,972
Texas	132,401	9,206	18,412	38,794	198,813
Utah	34,793	2,431	4,862	10,244	52,330
Vermont	16,144	1,128	2,256	4,754	24,282
Virginia	71,335	4,934	9,867	21,001	107,287
Washington	56,010	3,911	7,822	16,480	84,223
West Virginia	50,166	3,511	7,021	14,793	75,491
Wisconsin	29,664	2,046	4,092	8,622	44,424
Wyoming	24,290	1,695	3,390	7,143	36,518
Dist. of Col.	28,884	2,022	4,044	8,520	43,470
Puerto Rico	3,965	267	533	1,123	5,888

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NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE

DOT -- 10

March 22, 1967

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

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

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

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

Among the demonstrations will be:

- Hourly balloon ascensions by Don Piccard in his "Golden Bear," a three-man, hot air vehicle with a 50-foot striped dacron balloon and hand-made wicker basket.
- The performance of Bell Aerosystems Company's "Hydroskimmer" -- an air cushion vehicle able to operate at high speeds over a variety of surfaces.

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MAR 23 1967

- Bell's Rocket Belt, which propels a man short distances through the air.
- A parade of antique cars dating to 1910.
- The finals competition of the Smithsonian's kite-flying contest.

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

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

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

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For further information:

Sue Silverman - 962-5570

NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
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FOR IMMEDIATE RELEASE

DOT -- 11

March 23, 1967

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

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

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

(A biography is attached).

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DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

BIOGRAPHICAL SKETCH OF CAPTAIN JAMES A. HYSLOP, USCG

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

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

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

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

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

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

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

NEWS RELEASE
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

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DOT -- 12

FOR IMMEDIATE RELEASE

Secretary of Transportation Alan S. Boyd today announced the appointment of Rear Admiral James W. Williams as Deputy Assistant Secretary for Administration in the new Department of Transportation. Rear Admiral Williams has been serving as Deputy Commander of the Coast Guard's Eastern Area with headquarters in New York.

In his new post, Rear Admiral Williams will aid Assistant Secretary for Administration Alan L. Dean in matters relating to personnel and training policies, budgeting, management improvements, auditing, procurement and supply facilities, security and administrative services.

A native of Farmersville, Texas, Rear Admiral Williams, 53, attended the University of Austin, the U.S. Coast Guard Academy, New London, Connecticut, and was designated a Coast Guard Aviator at Pensacola, Florida, in 1943. He also completed training in aeronautical engineering on a Master's Degree level at the Air Force Base Institute of Technology and Industrial Administration at Dayton, Ohio.

(A biographical sketch is attached).

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DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

BIOGRAPHICAL SKETCH OF REAR ADMIRAL JAMES W. WILLIAMS, USCG

Rear Admiral James W. Williams, Deputy Commander of the Coast Guard Eastern Area with headquarters at New York, was nominated for the rank of Rear Admiral by President Johnson on December 15, 1966.

Rear Admiral Williams was born on March 2, 1914, at Farmersville, Texas, where he was graduated from high school in 1931. He attended the University of Texas at Austin for two years before entering the U.S. Coast Guard Academy at New London, Connecticut, with an appointment as cadet in August 1934.

The new Deputy Assistant Secretary was commissioned as an ensign in June of 1938 and served afloat with the Bering Sea Patrol and in the Greenland and Iceland regions before his assignment to flight training at Pensacola, Florida, in 1942. He was designated a Coast Guard Aviator in May 1943.

After receiving his wings, Rear Admiral Williams was attached to the Coast Guard Air Station at Elizabeth City, N.C., where he served as Deputy Commander of Search and Rescue, Operations Officer and as a pilot on anti-submarine patrol in the North Atlantic.

He later served at Coast Guard Air Stations at Salem, Mass., and Brooklyn, N.Y., prior to his attending the Air Force Base Institute of Technology College of Industrial Administration at Dayton, Ohio where he completed training in aeronautical engineering administration on a Master's Degree level.

From 1954 to 1958 he was assigned as Assistant Chief, Aeronautical Engineering Division at Coast Guard Headquarters, Washington, D C., followed by command posts at Coast Guard Air stations at Miami and San Francisco.

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In 1964 he prepared the Master Development Plan for the Coast Guard Base at Elizabeth City, N.C., combining the Repair and Supply Base with the Air Station. He was charged with the implementation of the new organization and upon its completion, became the first commanding officer of the new complex. He served in that post until assuming his current assignment as Deputy Commander, Eastern Area, New York, in June 1966.

Rear Admiral and Mrs. Williams, the former Rosamond Sandoro of New London, Connecticut, have been residing on Governors Island, New York, headquarters of the Eastern Area. They have one daughter, Penelope, 18, a freshman at Duke University, Durham, North Carolina.

NEWS RELEASE

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

APR 1 1967
FOR IMMEDIATE RELEASE

DOT -- 13

March 28, 1967

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

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

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

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

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

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

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

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