

NEWS RELEASE

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

FOR RELEASE  
July 1, 1967

DOT -- 5067  
962-5157

JUL 2 1968  
Acquisitions  
Section Hq 6104

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

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

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

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

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

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

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

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NEWS RELEASE

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

FOR IMMEDIATE RELEASE  
July 1, 1967

DOT -- 5167  
962-5157

The Department of Transportation today announced the availability of a research study which presents methods of describing and analyzing the transportation industry as it relates to the rest of the American economy.

These methods center around the use of input-output models which measure the flow of goods and services among the productive sectors of an economy.

The report, entitled The Study of Transportation Requirements Using National and Multiregional Input-Output Techniques, was prepared for the Secretary of Transportation by Dr. Karen Polenske of the Harvard Economic Research Project, Cambridge, Massachusetts.

The models described in the report can be used to help provide economic forecasts of the transportation industry, or to study specific economic changes in transportation due to such innovations as piggy-back rail service, the supersonic transport, hydrofoils, and other technological achievements.

It can also provide a basis for consistent estimates of transportation requirements by industry and regional economics.

The report is available from the Clearinghouse for Federal Scientific and Technical Information, Springfield, Virginia.

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N E W S   R E L E A S E

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

FOR RELEASE AT NOON

July 18, 1967

DOT -- 5467

962-5157

Fairbanks, Alaska -- Producing faster planes is the easy part of the Department of Transportation's job of helping produce faster travel, Secretary of Transportation Alan S. Boyd said today.

Speaking before a Fairbanks, Alaska, civic group, Boyd said America will have supersonic transports in the air in a few years that will cut travel time across the Pacific by more than half.

"But redesigning our road systems around airports is essential if we are to get the maximum benefit from the high air speeds of the future," he said, "and it will be the most difficult part of the mission."

"We used to believe that in aviation the sky was the limit. We now know that the ground is the limit."

Boyd said the Department's primary assignment in the next several years will be in researching ways to coordinate all forms of transportation to produce greater efficiency and greater safety.

"We plan to depend heavily on the same sort of system analysis and system engineering that was used in America's space effort.

"We know it must work because it has made it possible to get an astronaut around the world in less time than it takes some men to get home from work in our major cities," Boyd said.

(more)



Boyd said the new department, which was formed on April 1 to combine 30 Federal agencies and 100,000 employees under a single administrator, will work within the present framework of American transportation.

"We will take over some of the research on major transportation problems," Boyd said, "but we have no intention of taking over management or even policy decisions.

"Ours is the only major nation in the world whose transportation system is based on free enterprise and we intend to keep it that way."

Boyd said the Department was created at the request of President Johnson "after 100 years of discussion of the need for a single agency to work with the transportation industry and the public."

"Transportation daily touches almost everyone," he said. "Some 20 per cent of our gross national product is linked to transportation. About 14 per cent of all civilian employment in the United States is in the transportation field. And approximately 18 cents out of each tax dollar comes from transportation sources."

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

FOR IMMEDIATE RELEASE  
July 27, 1967

DOT -- 5867  
962-5157

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

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

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

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

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

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

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

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

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NEWS RELEASE

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

FAA Library

OCT 30 1967

FOR IMMEDIATE RELEASE  
August 2, 1967

DOT -- 6067 sing  
962-5157-610

The Department of Transportation made public today an interim report on an experiment to determine the effects of jet aircraft noise and sonic booms.

The principal findings from the experiment, carried out near Edwards Air Force Base, California, were:

(1) The subject persons judged sonic booms from a B-58 at 1.69 pounds per square foot nominal peak overpressure to be no more annoying than subsonic jets directly overhead at altitudes of 300 to 1,400 feet, depending on whether landing or takeoff engines were considered and whether the person had previously been exposed to booms. In general, those who had never experienced booms found equal annoyance in the range around 500 feet, while those who had been exposed for several years found it at about 1,200 feet.

(2) The relative annoyance of the booms was not much affected by the size and character of the airplane.

Analysis of structural response data and the investigation of methods for predicting structural damage are still in progress, but the preliminary finding was that no damage was observed in the test structures during the experiments. However, three reports of glass damage were received.

The Department of Agriculture observed the response of farm animals near Edwards, but was unable to observe any effects on their behavioral patterns. No changes in production were observed, although the sample was not adequate to produce definitive conclusions. The meteorological data have not yet been adequately analyzed.

In the principal experiments, pairs of planes -- one a large subsonic jet, one a supersonic jet -- were flown by in quick succession and the subject persons were asked which was more annoying to them.

Although the nature of the two kinds of noise differs, the comparisons were reasonably consistent and a table of "equal annoyance" could be constructed.

(more)



The study was conducted under the technical direction of the Coordinated Committee on Sonic Boom Studies, chaired by Dr. Donald F. Hornig. The committee includes representatives from the Department of Transportation, the Department of Defense, the National Aeronautics and Space Administration, the Federal Aviation Administration and the Air Force. The chairman and key members of the Committee on Sonic Boom of the National Academy of Sciences also worked with the coordinating committee.

The National Sonic Boom Evaluation Office of the Air Force provided executive management for the studies covered by the report. Detailed technical planning of the investigations and integration of the results were carried out by the Stanford Research Institute.

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8-S-3696

NEWS RELEASE

JUL 30 1968

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

Acquisitions  
Section Hq 610A

FOR IMMEDIATE RELEASE  
August 3, 1967

DOT -- 6167  
962-5157

Section Hq 610A

Secretary of Transportation Alan S. Boyd today took the first step toward establishing rules limiting sale and use of regrooved tires.

Boyd, in a notice for the Federal Register, asked manufacturers and other interested parties to provide information covering safety of regrooved tires under all highway conditions.

Regrooving of tires is accomplished by cutting new grooves in tires on which the initial tread has worn smooth.

The National Traffic and Motor Vehicle Safety Act of 1966 prohibits sale of regrooved tires unless specifically approved by the Secretary of Transportation.

The Act states that the Secretary may approve sale of regrooved tires "which he finds are designed and constructed in a manner consistent with the purposes of this Act."

Boyd said that the gathering of information will assist in determining under what conditions, if any, sale of regrooved tires may be permitted.

Under current regulations of the Motor Carrier Safety Bureau the use of regrooved tires on rear wheels of interstate buses and trucks is allowed.

Boyd said that a second rule-making proceeding will be instituted soon to determine whether this "use" of regrooved tires on interstate trucks and buses should be prohibited.

Comments, information and other data relative to the notice must be submitted to the National Highway Safety Bureau, Washington, D. C. 20591, by close of business, August 31.

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NEWS RELEASE

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

FOR IMMEDIATE RELEASE  
August 8, 1967

DOT -- 6267  
962-5157

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

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

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

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

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

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

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

(more)

Boyd also directed Administrators Bridwell and Lang to:

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

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

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

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

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

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

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

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

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

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NEWS RELEASE

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

FOR IMMEDIATE RELEASE  
August 8, 1967

DOT -- 6467  
962-5157

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

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

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

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

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

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

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

(more)



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

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

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NEWS RELEASE

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

FOR IMMEDIATE RELEASE  
August 8, 1967

DOT -- 6567  
962-5157

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

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

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

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

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

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

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

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

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

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NEWS RELEASE

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

FOR ADVANCE RELEASE  
August 10, 1967

DOT - 5967  
962-7837

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

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

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

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

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

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

N E W S   R E L E A S E

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

FOR IMMEDIATE RELEASE  
August 10, 1967

DOT --6767  
962-5157

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

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

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

Davis is general traffic manager of the Ethyl Corporation.

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

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

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NEWS RELEASE

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

FOR IMMEDIATE RELEASE  
August 10, 1967

DOT -- 6867  
962-7837

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

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

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

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

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

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

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

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N E W S   D E P A R T M E N T

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

FOR IMMEDIATE RELEASE  
August 17, 1967

DOT -- 7167  
962-5157

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

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

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

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

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

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

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N E W S   R E L E A S E

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

FOR IMMEDIATE RELEASE  
August 17, 1967

DOT -- 7267  
962-5157

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

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

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

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

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NEWS RELEASE

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

FOR P. M. RELEASE  
August 18, 1967

DOT -- 6967  
962-5157

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

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

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

Total cost is estimated at \$950,000.

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

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

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

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

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

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

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

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N E W S   R E L E A S E

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

FOR SUNDAY PAPERS  
August 27, 1967

DOT -- 7367  
962-5157

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

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

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

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

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

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N E W S   R E L E A S E

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

FOR IMMEDIATE RELEASE

DOT -- 7467

Monday, August 28, 1967

962-5157

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

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

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

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

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

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