

N E W S R E L E A S E

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

FOR IMMEDIATE RELEASE
November 8, 1967

DOT -- 9367
963-5105

Edwin A. Speakman (right) is sworn in as director of the Office of Research and Development in the Department of Transportation by Under Secretary of Transportation Everett Hutchinson. Prior to his appointment, Speakman was vice-president of the Franklin Institute and was director of the Center for Naval Analyses.

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(BIOGRAPHY ATTACHED)

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 FRIDAY PM'S
November 10, 1967

DOT - 9467
962-8527
962-3928

NEW STANDARDS ANNOUNCED FOR PASSENGER CAR TIRES AND RIMS

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

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

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

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

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

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

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

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

MAJOR PROVISIONS

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

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

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

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

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

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

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

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

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

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

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NEWS RELEASE

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

ADVANCE RELEASE
SUNDAY, November 12, 1967

DOT -- 9567
963-5105

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

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

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

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

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

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

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N E W S R E L E A S E

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

FOR IMMEDIATE RELEASE
November 17, 1967

DOT -- 9667
962-3928

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

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

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

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

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

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

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

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

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N E W S R E L E A S E

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

FOR MONDAY RELEASE
November 20, 1967

DOT -- 9767
962-3928

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

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

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

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N E W S R E L E A S E

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

FOR IMMEDIATE RELEASE
November 22, 1967

DOT -- 9867
962-3928

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

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

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

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

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

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U. S. DEPARTMENT OF TRANSPORTATION
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WASHINGTON, D. C. 20590

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FOR IMMEDIATE RELEASE
November 24, 1967

DOT -- 19967
962-3928

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

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

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

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

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

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

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

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

(more)

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

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

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

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

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

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NEWS RELEASE

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

FOR TUESDAY RELEASE
November 28, 1967

DOT--10067
96-23928

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

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

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

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

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

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NEWS RELEASE

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

FOR IMMEDIATE RELEASE
December 8, 1967

DOT -- 10167
962-3928

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

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

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

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

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

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

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

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

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

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

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

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N E W S R E L E A S E

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

FOR IMMEDIATE RELEASE

DOT -- 10267
962-3928

December 13, 1967

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

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

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

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NEWS RELEASE

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

FOR IMMEDIATE RELEASE
December 21, 1967

DOT -- 10567
962-3928

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

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

"The President assigned us the responsibility to look into the Ohio River Bridge tragedy and to conduct a national survey of bridge safety. We have three major objectives:

1. Investigate, in coordination with officials of W. Va. and Ohio, the collapse of the bridge connecting Point Pleasant, W. Va., and Gallopolis, Ohio.
2. An analysis of what Federal action can be taken to accelerate the construction of another bridge in that area.
3. An analysis of what procedures and standards are used to insure the safety of other bridges throughout the country and development of recommendations to assure the safety of the public.

"We have created several committees to begin this work immediately. The first, whose assignment will be an investigation of the Ohio River Bridge collapse, will be chaired by Mr. O'Connell. The second, whose primary responsibility will be determination of how quickly a new structure can be built, will be chaired by Mr. Phillips. The third, whose major responsibility will be to undertake the national study of bridge safety will be chaired by Mr. Bridwell.

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"The Task Force intends to work closely with the Governors of the states and other state and local officials whose cooperation and support will be essential to the completion of this effort. I have already talked to Governor Smith of West Virginia and Governor Rhodes of Ohio and they have assured me of their complete cooperation. I, in turn, have pledged them as swift a response as the Government can possibly make. I do not need to point out the difficulties that are inherent in this assignment. There are substantial technical and legal questions that must be answered before we can find solutions to any of the three problems. But we will begin quickly."

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N E W S R E L E A S E

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

FOR SUNDAY RELEASE
December 24, 1967

DOT -- 10467
962-3928

John L. Sweeney, Assistant Secretary for Public Affairs for Transportation has announced the appointment of Joseph W. MacConkey as deputy director of the publications staff of the U. S. Department of Transportation.

MacConkey, who spent five years as press secretary for Kansas Senator James B. Pearson, has been with the Department of Transportation since September.

Prior to working in Washington, he spent seven years with KTVH-TV in Wichita, Kansas, as executive director of news and special events. He wrote and produced special news documentaries and editorials for the station.

He is a former Wichita Eagle reporter and attended Wichita University for four years where he majored in journalism. He completed his undergraduate work in journalism at the University of Maryland.

He is married to the former Dorothy Ingling of Wichita, who presently is a professor of Sociology at George Mason College in Fairfax, Virginia.

The MacConkeys have three children, Donald, 15; Diane, 12; and Darcy, 5. They live at 4001 Simms Drive in Kensington, Maryland.

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N E W S R E L E A S E

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

FOR FRIDAY P.M. RELEASE
December 29, 1967

DOT -- 10667
962-3928

Secretary of Transportation Alan S. Boyd today responded to Chairman of the House Public Works Committee, the Honorable George H. Fallon, on District highway problems, particularly the construction timetable for the Three Sisters Bridge. Secretary Boyd said:

"The major issue raised in the letter sent to me by Chairman Fallon on December 13, 1967, was a request to me to approve construction plans for the Three Sisters Bridge, after consultation with Commissioner Walter Washington, by December 31, 1967.

"I have met with Mayor Washington as well as Secretary Udall and Under Secretary Wood. All of us are concerned about the development of an adequate highway system in the District of Columbia.

"We have agreed that there are many questions which must be answered prior to a decision on any part of the District highway system, including the Three Sisters Bridge.

"Therefore I have informed Chairman Fallon that I will not be able to take any steps that will result in further action on the Three Sisters Bridge until this analysis has been completed. I have pledged him a swift and thorough effort -- a pledge which also represents the intentions of the Mayor, Secretary Udall and Under Secretary Wood."

(The complete text of Secretary Boyd's letter to Chairman Fallon is attached.)

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THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

December 28, 1967

Honorable George H. Fallon
Chairman
Public Works Committee
House of Representatives
Washington, D. C.

Dear Chairman Fallon:

Your letter to me of December 13, 1967, requested that I make a decision on the construction of the Three Sisters Bridge by December 31. That decision is of interest to other officials of the Government who are concerned about the development of a transportation system in the Washington metropolitan area which will serve the total public interest. I have met with these officials. They are: Secretary of the Interior Stewart L. Udall, Commissioner Walter Washington, and Under Secretary Robert C. Wood, representing the Secretary of the Department of Housing and Urban Development.

All of us have raised questions about the system which is now proposed. We believe these questions must be thoroughly and quickly analyzed prior to making any final decision on any part of the system, including the Three Sisters Bridge.

Therefore, I must reluctantly inform you that I cannot take any steps that would result in the further processing of the construction plans for the Three Sisters Bridge by December 31.

Honorable George H. Fallon
Page 2

I believe that when this analysis of all of the questions has been completed we will be in a position to make final decisions that will satisfy the concern which you and your Committee have legitimately expressed. I know I speak for all of those concerned in the Executive Branch when I pledge you a swift completion of this analysis and a quick submission of proposals.

Sincerely,

Signed Alan S. Boyd

Alan S. Boyd

N E W S R E L E A S E

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

FOR IMMEDIATE RELEASE
Saturday, December 30, 1967

DOT -- 10767
962-3928

New shipping regulations designed to prevent contamination of foodstuffs by leakage of poisons were announced today by the Department of Transportation.

The new procedures, amending the Department's Hazardous Materials Regulations, will require: that poisonous liquids or solids being transported in the same car with any foodstuffs, feeds, or any other material intended for consumption by humans or animals be packaged in air tight nonpermeable containers; that any car which has been used to transport poisons must be inspected before reuse; and that in cases where leakage or spillage has occurred, the shipper is responsible for its removal.

While there have been no recent instances in the United States of food poisoning attributed to contamination by a poisonous insecticide or pesticide during shipment, there has been, within the past year, a number of container leakages, adverse handling experiences, and motor vehicle accidents involving mixed shipments of poisons and foodstuffs. Investigation of these incidents has clearly shown the necessity for placing restrictions on these mixed shipments.

The regulations become effective January 10, 1968.

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