DEPARTMENT OF TRANSPORTATION NEWS

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
August 1, 1968

DOT - 7068
963 - 5105

Secretary of Transportation Alan S. Boyd today released the following statement expressing the position of the Department of Transportation on the Port of New York Authority's proposed increase in fee schedule for the use of the three New York area airports:

In recent years there has been unprecedented growth in virtually all segments of aviation. This growth has put a strain on the capacity of our airways and airports system -- especially in major metropolitan areas -- with resulting delays and congestion. New York has experienced greater congestion over a longer period than any other area and the problem there is becoming increasingly severe. Unfortunately, there has been no resolution of the issues that are critical to the construction of a fourth jetport for the New York area.

Airspace and airport capacity are scarce resources. The supply is limited in relation to the demand for them by the would-be users on the terms that have normally been applicable. In the past, there has been little or no recognition through the charges imposed on airport users that capacity at peak hours is in fact more valuable than capacity at other times; or that differential pricing could be used to bring demand and supply into better balance. Differential pricing has been used effectively in dealing with a wide variety of congestion problems in transportation and elsewhere. The airlines themselves recognize and apply the principle in their pricing practices, as do telephone companies and many other businesses.

The Department is on record encouraging the use of differential pricing by airport operators as a possible means of obtaining increased utilization by inducing some traffic to shift to off-peak hours. Secretary Boyd was quite clear on this in his testimony in August 1967 before the Aviation Subcommittee of the Senate Commerce Committee when he said:

(more)

"Airport operators might try offering incentives to both air carriers and general aviation to use airports less at peak hours, by raising airport charges for services provided during peak hours, and lowering them during off hours."

The New York Port Authority has acted to institute differential pricing on a limited basis in an effort to reduce peak-hour congestion at major airports within the New York area. The Department notes, however, that the differential charges do not apply to all users -- air carrier as well as general aviation -- and the incremental charge for peak hours may be inadequate for accomplishment of the Port Authority's stated objective.

The legal right of a local airport operator to set fees based on reasonable classifications is clear, assuming the action is otherwise consistent with any applicable Federal or state laws. At airports receiving aid under the Federal Airport Act, the grant agreements between the airport operator and the Government require that the airport be made available to the public on fair and reasonable terms and without unjust discrimination, but give the airport operator the right to prohibit or limit any kind of aeronautical use of an airport when such action is necessary to serve the civil aviation needs of the public.

For these reasons, the Department does not consider the use of a fee schedule which takes into account peak-hour traffic problems, the size of aircraft, the service to be performed, the availability of other facilities, or other relevant characteristics to be, on its face, unreasonable.

The impact in practice of a fee schedule is important to determining whether or not it is unjustly discriminatory, since such a determination must be based on the facts involved. What is or is not unjustly discriminatory will vary from airport to airport depending on the particular situation confronting the airport operator, the precise actions taken, and the nature and effect of the prohibition of limitation that the airport operator seeks to apply.

The Department will wish to examine in greater detail the classifications established by the Port and the reasons therefor, and to observe carefully the actual impact of the New York Port Authority proposal in terms of its effect on civil aviation in the New York terminal area, and the utilization of airport facilities. The Port Authority will be requested to study its operation and to be prepared to evaluate how the fee works out as a matter of practice. The views of other interested parties and their experience under the fee system will also be sought.

The Department will keep this matter under continuing review.

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DEPARTMENT OF TRANSPORTATION NEWS

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
MONDAY, AUGUST 5, 1968

DOT 7168
962-7837

The Department of Transportation has directed five operating units to take extraordinary precautions to assure that all direct and indirect procurements of steel and steel products by the Department, including grants and grants-in-aid, are made at the lowest possible price.

The directive was sent to the Federal Aviation, Federal Highway, Federal Railroad and Urban Mass Transportation Administrations and the United States Coast Guard. It carries out an order issued last week to all Federal agencies by the General Services Administration.

In all future procurements, the directive stated, steps should be taken to assure that the contract requires the purchase of steel by the contractor or his subcontractor at the lowest possible price. For outstanding contracts, the DOT units were told to request voluntary cooperation by contractors and subcontractors.

The directive further stated that cost-type contractors should be informed that purchasing steel at greater than the lowest possible price might result in the disallowance of costs.

All new grants or grants-in-aid from DOT would require recipients to impose similar requirements upon their contractors. Recipients of existing grants or grant-in-aid would also be required to impose similar requirements upon their contractors to the extent permissible under the applicable agreements.

The directive permits exemptions when compliance would create situations hazardous to life or property or would interfere with the military effort.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR TUESDAY AMs RELEASE
August 6, 1968

DOT - 6868
963 - 5105

A comprehensive study of the role of alcohol in highway safety problems was transmitted to Congress Monday by Secretary of Transportation Alan S. Boyd.

The study, called for by Congress in the Highway Safety Act of 1966, finds that "the use of alcohol by drivers and pedestrians leads to some 25,000 deaths and a total of at least 800,000 crashes in the United States each year. Especially tragic is the fact that much loss in life, limb, and property damage involves completely innocent parties."

The study discusses in detail the results of scientific research into the dimensions of alcohol's role as a highway hazard factor.

"Research shows that more than half of adults use the highways at least occasionally after drinking. However, the scientific evidence is irrefutable that the problem is primarily one of persons, predominantly men, who have been drinking very heavily, to an extent rare among drivers not involved in crashes. . . .

"Fatal and other crashes of teenagers and young adults also frequently involve hazardous amounts of alcohol. Adults who use alcohol immoderately, but not identified as problem drinkers by the research to date, are also frequently involved."

The need for broad programs of research and remedial work, in which alcoholism and medical specialists join with highway authorities to measure the problem in practical terms, is stressed. The report also emphasizes that much additional research is needed into such aspects of the problem as the role of light drinking in highway mishaps, the development of more effective countermeasures to the problem, and relationship between violence on the highway stemming from use of alcohol and other manifestations of violence in society.

Following a precise description of the drug alcohol and its effects on the human body, the report details the role of alcohol in highway crashes and violations. Through research conducted over the past 35 years "alcohol has been found to be the largest single factor leading to fatal crashes." Drivers with very high concentrations of alcohol in their blood -- "one to four percent of drivers on the road" -- are accounting for about 50-55 percent of all single vehicle crashes in which drivers are fatally injured.

The report also discusses research which found an extraordinarily large incidence of high blood alcohol concentrations in fatal multiple-vehicle crashes and crashes fatal to pedestrians.

Although crashes involving alcohol occur at all times of day, the report says, the overwhelming majority occur during the late afternoon, evening, and night hours. One research study discussed in the report found that the odds were more than eight to one that a driver fatally injured in a single-vehicle crash between 9 p.m. and midnight had been drinking heavily.

"Preventive and other police activities directed at this problem must be concentrated in the hours when it is most serious." The same applies to the staffing and state-of-readiness of hospital and related emergency services that treat the injured and dying. Many hospitals, police, and emergency services are least prepared for such activity at night and on weekends, the times of greatest need, according to the report.

Other issues and areas covered in the report include:

--The results of experiments to determine the nature and degree of alcohol's adverse effects upon driver perception, comprehension, and performance. "Alcohol degrades individual driving performance in many ways, including deteriorations in judgment, ability to concentrate, comprehension, vision, and coordination."

--A profile of people who drink, drive, and combine the two activities. Research strongly indicates that drivers involved in crashes and violations generated by alcohol "tend to have distinct characteristics which set them apart from other drivers, whether drinkers or not." Such characteristics include substantial histories of arrests and social and medical problems related to alcohol; more frequent histories of alcoholic parents and higher incidence of marital problems.

--A summary and discussion of past and current countermeasures, and their effectiveness where measurable, to the highway safety problems associated with alcohol.

--Analysis of public opinions and attitudes toward highway safety problems related to alcohol. The report states that although the public is not generally aware that fatal and serious crashes far more commonly involve alcohol than do run-of-the-mill crashes, it is "sensitive to the hazards created by combining driving with abusive drinking - and is willing to support effective countermeasures."

--A detailed discussion of legal approaches to alcohol-related problems, including considerations of practicality and constitutionality. The report calls on the States to consider the broader use of chemical testing to screen offenders, as is presently being done in England, and suggests that they pass new laws making it an offense to drive with more than a specified blood-alcohol concentration, thus simplifying the task of the prosecution and conserving court resources.

The summary chapter of the report is attached.

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DEPARTMENT OF TRANSPORTATION
REPORT TO CONGRESS ON
ALCOHOL AND HIGHWAY SAFETY
AUGUST, 1968

The use of alcohol by drivers and pedestrians leads to some 25,000 deaths and a total of at least 800,000 crashes in the United States each year. Especially tragic is the fact that much of the loss in life, limb, and property damage involves completely innocent parties.

The problem was first identified in 1904, and was first shown to be serious in 1924. Since then, every competent investigation has demonstrated that the immoderate use of alcohol is a very major source of highway crashes, especially of those most violent. In fact, it contributes to about half of all highway deaths, and to appreciable percentages of the far more numerous nonfatal crashes.

The Role of the Heavy Drinker

Research shows that more than half of adults use the highways at least occasionally after drinking. However, the scientific evidence is irrefutable that the problem is primarily one of persons, predominantly men, who have been drinking heavily, to an extent rare among drivers and pedestrians not involved in crashes.

Alcoholics and other problem drinkers,* who constitute but a small minority of the general population, account for a very large part of the overall problem. Their involvement in highway crashes and violations after drinking heavily is one of the many tragic derivatives of their deviancy and pathological behavior in society as a whole, and to be dealt with properly must be approached in the larger context. There are at present virtually no programs in the country in which alcoholism specialists and medical and behavioral scientists participate in the evaluation of people coming to attention because of alcohol-related highway problems; to determine the types of drinkers involved, and to reduce repetition in the future.

Drinking Teenagers and Social Drinkers

Fatal and other crashes of teenagers and young adults also frequently involve hazardous amounts of alcohol. Adults who use alcohol immoderately, but not identified as problem drinkers by the research to date, are also frequently involved. On the basis of considerable scientific evidence, light drinking, although shown to have adverse

*See Appendix 2, page xxvii.

effects, is clearly not the source of most of the problem, but its exact role is at present unknown because of insufficient research.

Parallels to Alcohol in Relation to Other Forms of Violence

Overall, the relationship between alcohol and highway crashes and violations parallels in many ways the long known, and very frequent relationship between alcohol abuse and other forms of violence.

Time of Day and Day of Week

Crashes involving alcohol occur at all times of day. During the morning rush hours, however, they are relatively uncommon--a principal reason for the low fatality rates at this time of day. In sharp contrast, the overwhelming majority of alcohol-involved crashes occur during the late afternoon, evening, and nighttime hours. So greatly does the abusive use of alcohol contribute to crashes at these times of day that the odds are very high that it was involved in any serious crash. In illustration, in one study the odds were found to be more than eight to one that the driver fatally injured in a single vehicle crash between nine p.m. and midnight had been drinking heavily.

While there is an excess of alcohol-related crashes on Saturdays, they are very common on all days of the week. This is believed to reflect both the fact that heavy drinkers do not confine their use of alcohol to weekends, and that social drinking increases on weekends.

Preventive and other police activities directed at this problem must be concentrated in the hours when it is most serious. The same applies to the staffing and state of readiness of hospital and related emergency services that work to salvage the injured and dying, whether or not they have contributed to the damage they have suffered. In fact, many hospitals, police, and emergency services are least prepared for such activity at night and on weekends, the times of greatest need.

Countermeasures and Their Efficacy

Present enforcement, legal, and administrative approaches contribute considerably to the detection and handling of individual cases. The extent to which they have reduced the magnitude of the problem

or the contribution of each of the several relatively distinct types of drinkers involved, is as yet unknown. That better approaches are needed to augment those now in use is indicated not only by the continued, tragic magnitude of the problem, but also by recent findings that appreciable percentages of those whose licenses have been suspended or revoked for alcohol-related offenses continue to drive. Attention must especially be directed at the development of constitutionally acceptable methods for screening highway users suspected of drinking, as well as those whose violations and crashes are not known to involve alcohol, to determine if they have been drinking to hazardous extents. Such screening is practiced in the United Kingdom under recently enacted legislation. In the United States, however, the so-called "implied consent" statutes under which many breath and blood tests are used apply only in situations in which drivers have already been arrested for driving while intoxicated or for similar offenses.

Implications for Other Means of Reducing Injury and Death

The historic intractability of the problem of alcohol in relation to highway safety and the likelihood that it will be difficult to reduce the continuing predominant role of heavy drinkers in the near future make particularly important countermeasures that attack other portions of the sequences that lead to the end results of property damage, injury, and death. Thus, improvements in vehicle and highway crash design of types already greatly reducing death and injury in crashes of whatever primary cause, and whether involving "innocent" or other individuals, must be emphasized. Emergency services must also be made far more effective. This is not to suggest a less than all-out attack on the abusive consumption of alcohol in connection with highway use. Rather, it recognizes that all practical means for reducing the nation's staggering highway losses now averaging 10,000 casualties each day from all causes, must be employed to the fullest extent possible.

The Dearth of Research

It is only during recent years that the complexities of the overall problem have begun to be identified by the few research workers concerned with the field. Less than a score of qualified research scientists are now known to be at work on this serious problem either in the United States or elsewhere in the world. This is in sharp contrast to the thousands of research workers studying traditional social and medical problems. Yet this major source of human

morbidity and mortality will continue to plague our mechanically powered society until its ramifications and many present questions have been exhaustively explored and the precise possibilities for truely effective countermeasures determined. To provide the needed scientific information, a number of the most important questions are being investigated by research groups working on contract for the Department of Transportation.

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
August 8, 1968

DOT - 7268
963 - 5105

The Urban Mass Transportation Administration today made a $300,000 grant to the Baltimore, Maryland Regional Planning Council to help in planning the development of areas adjacent to the proposed Baltimore rapid transit system.

Planning of the proposed 71-mile rapid transit system was done with the help of an earlier Federal grant. The transit routes and station sites have been selected and the new study would determine the best use for areas around the station sites and, in some instances, along the rights-of-way.

The study will develop plans for locating such facilities as shopping centers, offices, libraries, municipal building, and medical and educational centers. The aim will be to get the greatest desirable development with a minimum disruption of existing neighborhoods.

The study would also test previous forecasts of system use and effects; develop a computer model capable of simulating the effects of altering the system; and developing a system for distributing passengers between transit stations and area facilities, giving special attention to the needs of the handicapped and the aged.

The Federal technical study grant represents two-thirds of the cost of the $450,000 study proposal. The local share of the cost will be provided by the Regional Planning Council, Baltimore City, and Baltimore and Anne Arundel Counties.

For further information: Mr. Robert N. Young
Executive Director
Regional Planning Council
701 St. Paul Street
Baltimore, Maryland 21202

Project No. MD-T9-2

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SUNDAY
August 11, 1968

DOT-7368
963-5105

The major portion of ocean-going world trade through the year 2043 will continue to be carried by conventional ships, according to a demand and technology forecast of oceanborne shipping prepared for the Department of Transportation.

The study forecasts oceanborne world trade in 2043 of about 35 billion long tons - 21.7 billion dry cargo and 13.4 billion tanker cargo. In 1966 oceanborne shipping amounted to approximately 1.7 billion long tons - 787 million in dry cargo and 935 million tanker. Trade forecasts are provided separately for total world oceanborne trade and for U. S. trade with the U. S. trade forecasts broken down by coastal regions.

World oceanborne trade, which has grown at an average annual rate of 7.4 percent since 1950 will continue to grow but at a slightly slower rate. The slowdown will be in the tanker segment where the recent 9 percent growth rate will be slowed by a leveling-off of demand in Japan and Europe and by the effects of competition from nuclear and other energy sources.

The $67,500 study will provide DOT with near-term and long-range forecasts of demand for oceanborne shipping and ship technology. This information will assist the DOT in formulating policy decisions relating to the development of our country's intermodal transportation system.

In particular, the report provides information on shipping needs and technologies which can be used as a basis for looking at alternatives for future development of our marine transportation systems, and also identifies many factors which could influence the development of our ocean port systems.

Other findings:

* An ever-increasing emphasis will be put on speeding-up cargo transfer between transportation modes, with the aim being a closer integration of transportation systems;

(more)

* Low-cost, light-weight, nuclear power plants will secure an increasing share of the conventional commercial ship market beginning at about the turn of the century;

* Present technology is adequate to build tankers up to 1 million deadweight tons -- thus selection of ship size can be made on bases other than technical feasibility;

* Tankers in the 400,000 to 600,000 DWT category will comprise 10 per cent of world tonnage by 1983, while 200,000 DWT would be the largest dry bulk carrier;

* Role of hydrofoils and surface effect ships not clear but they are unlikely to be used in transoceanic shipping;

* Rapidly increasing size of ships will result in a slightly slowed growth in the number of ships in the world fleets but the number is growing rapidly and will pose port congestion problems unless new ship performance and cargo transfer technology evolves;

* A likely speed limit of 17 knots for large tankers -- the economies of scale provided by large tankers would be rapidly lost if speed were increased significantly;

* A completely automated ship, with or without shore control, supervised by a reduced crew is feasible within 35 years, and, in the very distant future, unmanned ships are technically possible.

* Coastal barge trade in the U.S. should evolve by 1983 -- necessitated by inability of most ports to handle supertankers and very large cargo ships.

The report declares that the increasing world demand for ships and shipping services is coupled with a static or declining share in these activities by U.S. firms. This trend, the report continues, is partly technological -- foreign firms are applying improvements more rapidly; partly organizational -- U.S. firms may not be able to take full advantage of potential changes; and partly financial -- the climate is not suitable for investing the large sums required for progress.

A significant aspect of the commercial maritime industry is that it has been unable to sustain major research and development efforts. Most important advances have come from adapting technology developed for other industries or for military purposes.

The report entitled "Oceanborne Shipping: Demand and Technology Forecast," was prepared by Litton Systems, Inc., Advanced Marine Technology Division, and supervised by the Office of Systems Analysis in the Office of the Secretary of Transportation.

Copies of the report will be made available to the public by the Department of Transportation throught the Clearinghouse for Federal Scientific and Technical Information. Accession number and cost will be available later.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
TUESDAY, AUGUST 13, 1968

DOT-7568
963-5154

Mario Ruiz de Chavez, Deputy Director of the Bureau of Legal Affairs of the Mexican Ministry of Communications and Transportation, is meeting in Washington, D.C., August 14-18, with U.S. transportation and communications officials.

Ruiz de Chavez is one of the Mexican representatives of the joint U.S.-Mexico Committee on Emergency Planning and Disaster Assistance.

The Committee plans procedures for mutual assistance between the two countries in the event of natural disasters. The impetus for forming the Committee was provided by last summer's Hurricane Beulah. The Committee was formally established by an exchange of notes between the two countries on May 3, 1968.

Ruiz de Chavez will meet staff personnel of concerned federal agencies to consider agenda topics for a formal committee meeting in Mazatlan, Mexico, on September 5-6.

Agencies representing the U. S. on the Committee are: United States-Mexico Commission for Border Development and Friendship; Office of Emergency Planning; Department of Transportation; Department of Health, Education, and Welfare; Agency for International Development; Environmental Science Services Administration; and the International Boundary and Water Commission.

Coordinator for the visit is John L. McGruder, Director, Office of Emergency Transportation, Department of Transportation.

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DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY
AUGUST 17, 1968

DOT-7468
963-5154

John E. Robson, Department of Transportation Under Secretary, announced a federal grant to the City of Montebello, California, which may total $731,596, in a special dedication ceremony of the Montebello Corporate Yard today.

The Urban Mass Transportation Administration (UMTA) capital grant finances part of the purchase of ten new 45-passenger buses, ten new electric fare boxes, 60 percent of the Montebello Corporate Yard and relocation costs. The grant is presently $550,009, with an additional $181,587 reserved awaiting completion of a comprehensively planned development of the urban area.

The Montebello Municipal Bus Lines (MMBL) services 2.4 million passengers annually, including 370,000 school children, at a break-even point. Federal assistance allows updating equipment to provide a fully modern, attractive bus fleet for the Montebello area. The Corporate Yard enables dependable, economical service through adequate maintenance and storage facilities.

The Corporate Yard will be used jointly by the Montebello buses, the Parks Department, and the Street Department for offices, warehousing and maintenance of city-owned vehicles, and for the storage of all vehicles except police cars. As three city agencies will use the new facility, the UMTA grant was limited to that portion to be used for transit purposes, 60 percent. The total cost of the Corporate Yard is $1,257,277.

MMBL provides the principal mass transportation service in Montebello. It also serves East Los Angeles and Pico Rivera. A line to coordinate service with the Southern California Rapid Transit and an extension route to connect with service on the San Bernardino freeway are contemplated. Integrated service with carriers operating in adjoining communities will be provided.

(more)

The ten new buses replace the oldest nine in the MMBL fleet and provide an additional bus for increased service. The larger models replace six 31-passenger buses. The purchase reduces the average age of the buses from 9.7 to 3.2 years.

Relocation costs of $5,250 defray expenses for three families and one small business.

The sponsors term the project as necessary for the sound, economic and desirable development of the City of Montebello and its metropolitan area. The improved equipment and facilities acquired for the Montebello system contribute to the long-range goal of coordinated areawide transit service in the Los Angeles area.

Project Number: CAL-UTG-17

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DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
MONDAY, AUGUST 19, 1968

DOT-7668
963-5105

A government sponsored "car-in" featuring natural steam, turbine and electric autos will be presented on the Mall September 7 and 8 by the Department of Transportation and the Smithsonian Institution.

The exhibit, titled "Cars of America--Tomorrow," will demonstrate the potential of automotive technological advances which may one day significantly improve the quality of the environment. The vehicles, engines and accessories to be shown will represent new ideas and their antecedents in driver, passenger and pedestrian safety, elimination of air and noise pollution, and reductions in space requirements.

Over 50 leadings scientific and research institutions, automobile manufacturers, and Government agencies have been invited to present their prototypes of innovative or unique cars, engines, and components under consideration for tomorrow's market.

The two-day event, which will be open from 10:30 a.m. to 4:30 p.m., will be held on the Mall directly behind the Smithsonian Museum of History and Technology. A one-block area will be roped off for demonstration of moving vehicles, and other exhibits will be placed in tents. Secretary of Transportation Alan S. Boyd and Dr. S. Dillon Ripley, Secretary of the Smithsonian, will open the exhibit.

Among those invited to the exhibit are:

SAFETY

	National Highway Safety Bureau
Air Bag Restraint	Eaton Yale & Towne

MISCELLANEOUS

Helicopter Ambulance	Fairchild Hiller
Working model of Conveyor System	Goodyear
	Jim Fisher
Analysis of air pollution from cars	Chromalloy American Corp.

(more)

CARS

Electric Dual-Mode Car	Alden Self Transit System
Electric-gasoline connected car	University of Pennsylvania/UMT
Lead Cobalt Battery in Renault	Electric Fuel Propulsion Inc.
Electric truck	Allis Chalmers
Electric-Battery in Renault	Yardney Electric Corp.
Olectric Car	West Penn Power
Keane Steam Car	Thermal Kinetics Corp.
Electric Ghia	Rowan Industries
Freon engine in VW bus	Kinetics Inc.
Electric AMC car	Gulton Industries
Fuel cell powered motorcycle	Union Carbide Corp.
Williams steam car	Williams Engine
Cord steam automobile	Cord Automobile Co.
Racing car - Dodge Charger (safety)	NASCAR
Turbine car	STP Studebaker
Electric car	Ford
Electrovan	General Motors
Markett II - electric	Westinghouse
Electric car	MIT
Electric car	CALTECH
Radar Controlled car (safety)	Goodyear
Bobby Unsen (racing car)	MASCAR/Goodyear
Model of a car	National Highway Safety Bureau
Electric car	Smithsonian
Turbine car	Chrysler
Electric scooter	Yardney Electric Corp.
Wankel engine in Ford Mustang	Curtiss Wright
Survival Car II (safety)	Liberty Mutual Insurance Companies
Stanley Steamer	William L. Cook
1928 Chrysler (brakes & glass)	William Zerega
Turbine car 1963 Chrysler	Smithsonian
1914 Electriccar	Rausch & Lang
Electric car	General Electric
Turbine racing car	Howmet Corp.

ENGINES AND BATTERIES

Lithium chlorine battery	Standard Oil of Ohio
Electric storage battery	ESB Inc.
Zinc air battery	Gulf General Atomic
Barrel shaped steam engine	Gibbs
Various batteries	U.S.Army Mobility Equipment R & D Center
Rotary Engine	P. R. Mallory & Co.
Hydro carbon fuel cell	Esso Research & Engineering Co.
Steam engine	Thermal Dynamics Systems Inc.
Stratified charge engine	Texaco Inc.
Rotary internal combustion engine	Tschaudi Engine Corp.
Alcohol injector engine	Waag Enterprise
Lithium organic battery	Lines-Alpha Corp.
Sterling engine	General Motors

ADVANCED TIRES

Firestone
Goodyear

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
MONDAY, AUGUST 19, 1968

DOT-7768
963-5105

Three young employees of the Dallas Transit System who have demonstrated unusual management capabilities will receive fellowships for a year of advanced study at West Virginia University, the Department of Transportation's Urban Mass Transportation Administration announced today.

Grants for the schooling were requested by the City of Dallas under UMTA's Graduate and Research Program, an interdisciplinary program with emphasis on management science, urban transportation planning and transportation engineering. UMTA will pay 75 percent of the university costs, including room, board and salary, and the City of Dallas will pay the remaining 25 percent.

Recipients of the fellowships are: Marion H. Johnson, an engineer in the DTS Maintenance Department; Mike I. Smith, managerial trainee in the Transportation Department; and Richard L. Jarrett, staff assistant in the Transportation Department.

For further information: Mr. E. O. Cartwright
Chairman
Dallas Public Transit Board
Interurban Building
Dallas, Texas 75201

Project No. MTTR-3(1-3)

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
MONDAY, AUGUST 19, 1968

DOT-7868
963-5105

The Department of Transportation and Texas A&M University will jointly sponsor the Eleventh Annual Transportation Conference at the University, March 27 and 28, 1969.

Secretary of Transportation Alan S. Boyd and Major General John P. Doyle, of the Texas A&M Texas Transportation Institute, met today in Washington to discuss the conference plans.

The conference theme, "Emergency Transportation," recognizes that in any national defense emergency, some degree of centralized national and regional control may be required. The conference will explore the needs, analyze proposed regulations and procedures, and recommend courses of action leading to improved national transportation preparedness.

"Industry, government and the research agencies should sit down together to work out effective emergency controls," said Secretary Boyd. "We must insure that our regulations and procedures are as simple and practicable as we can make them; the alternative is chaos at a time when we could least afford it."

Major General Doyle, MacDonald Professor of Transportation at Texas A&M, will direct the workshop, working closely with the DOT Office of Emergency Transportation. The College Station, Texas, conference will be attended by transportation industry officials -- operators of the modes of transportation and traffic controllers -- university and research personnel, and representatives from DOT.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, August 22, 1968

A special recognition ceremony for 22 employees participating in the Department of Transportation's Summer Youth Opportunity Campaign will be held on Friday, August 23.

The young workers, who have been employed for the summer in the Office of the Secretary and at the Federal Railroad Administration, will hear talks from Secretary Boyd, Federal Railroad Administrator A. Scheffer Lang, and Admiral James Williams, Deputy Assistant Secretary for Administration.

Secretary Boyd will present the youths with certificates of recognition for their participation in the Campaign. Certificates will also be presented to the summer employees in the other Administrations at a later date.

Throughout the Department over 1,900 disadvantaged young people, mostly high school students, earned money to help their families, buy their own clothes, and perhaps save enough to help them through the coming school year. As a supplement to their regular work, the youths were taken on tours of Departmental facilities, attended orientation lectures, and went on Civil Service Commission sponsored field trips to local police departments, businesses and factories.

The presentation ceremony will be at 10:00 a.m. in the eighth floor conference room at 800 Independence Avenue, S. W.

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DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, August 23, 1968

DOT - 8168
963 - 5105

Secretary of Transportation Alan S. Boyd today announced a statement of policy for the development of a transportation system in Arctic Alaska requiring public and private investment. The statement is based on the deliberations of a task force appointed by the Secretary as well as extensive conversations with concerned leaders and citizens in Alaska as well as others who have interests in this region.

The Secretary also announced that he would meet with oil companies who have been involved in recent oil discoveries at Prudhoe Bay and other potential discoveries to discuss their transportation requirements and related issues.

The Secretary said that he would also maintain the Alaska Transportation Task Force to provide him with staff support and advice on subjects related to the transportation needs of Arctic Alaska. The DOT policy statement follows:

In the context of its overall national transportation responsibilities, DOT will actively explore means for accomplishing the complementary development of a transportation system for Arctic Alaska through public and private investment.

.. DOT recognizes the importance for Alaskan development of basic transportation which will provide access to Arctic areas and which will lead to a system capable of transporting passengers and both bulk and general cargo.

.. The DOT will encourage both private and public participation in order to bring about such a basic Arctic transportation system and will coordinate the efforts of all those concerned.

.. DOT will seek authority to obtain funds to carry out immediately transportation studies of the needs of Arctic Alaska.

.. DOT will consider such interim measures as are feasible to gain access to the Arctic Alaska.

.. DOT will investigate the feasibility of extending the shipping season so as to permit development of ocean transportation to and from Arctic Alaska.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, August 29, 1968

DOT--8068
963-5105

Secretary of Transportation, Alan S. Boyd, recently announced the reassignment of emergency transportation responsibilities. The new secretarial order places the Office of Emergency Transportation (OET) under the Assistant Secretary for Administration, Alan L. Dean.

OET assists the Secretary in his statutory responsibilities for developing transportation procedures for national and regional emergencies and national defense needs. Under the overall resource management guidance of the Office of Emergency Planning in the Executive Office of the President, OET coordinates the emergency preparedness of transportation agencies both within and without the Department of Transportation. Its role in a defense emergency would be akin to that of the Office of Defense Transportation in World War II, according to John L. McGruder, Director of the Office of Emergency Transportation.

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FOR IMMEDIATE RELEASE
Thursday, August 29, 1968

DOT--8268
963-5105

Columbus, Georgia, area passengers will enjoy an all air-conditioned bus fleet thanks in part to a Department of Transportation Urban Mass Transportation Administration grant of $495,660.

The UMTA capital grant allows the Columbus Transportation System (CTS) to purchase 29 new 45-passenger buses, to modernize maintenance facilities, and to construct and equip a paint and body shop. Total project cost is $1,000,120.

CTS, city-owned mass transportation carrier, serves Muscogee and Harris Counties, Ga., Phenix City, Alabama, and the Columbus metropolitan area. Approximately 5 million passengers use the bus services annually.

Introduction of the 29 new buses into the 52-bus fleet allows a completely air-conditioned fleet for the first time. It enables retirement of buses of a make no longer manufactured, for which replacement parts have been difficult to obtain.

The modernization of maintenance facilities and construction of the new paint and body shop results in more expeditious and economical maintenance of system vehicles, permitting inside storage of all buses.

Local contribution will be made in cash from the general operating funds of the City of Columbus. An additional $165,220 has been reserved from UMTA funds, pending completion of areawide mass transit planning requirements within three years.

For further information: Ralph A. Sayers
City Manager
P. O. Box 1340
Columbus, Georgia 31902

Project Number: GA-UTG-2

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, August 29, 1968

DOT--8368
963-5105

John L. McGruder has been named Department of Transportation Director of Management Systems. McGruder continues as Director of the Office of Emergency Transportation, a post he has held for the past three years.

McGruder, 52, returned to Government from the Martin Company in 1965 to assume the OET post. His previous Federal service included Special Assistant to the Chairman and Director of long-range planning in the Atomic Energy Commission.

His new office of Management Systems involves management planning, financial management, data processing systems, management information systems, administrative standards, and the Departmental history.

McGruder has been a member of the faculty of the American University for the past 18 years. He is a Colonel in the Air Force reserve and is active in several civic and transportation organizations, including the Vice Presidency of the National Defense Transportation Association.

McGruder studied business and finance at Drake and Northwestern Universities. He earned a Masters degree in political science from the University of Chicago.

Born in Iowa City, Iowa, McGruder is a resident of Bethesda, Maryland, is married and has two children.

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