



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE  
September 1, 1968

DOT-8468  
963-5105

America's romance with the automobile will take on an added dimension on September 7 and 8 when the Department of Transportation and the Smithsonian Institution present an exhibit of advanced technology which stresses safety and improvement of the environment.

The two-day show, titled "Cars of America - Tomorrow," will feature exhibits such as the "Auto-Ceptor", a unique crash restraint system that cushions and arrests the forward motion of driver and passengers in an automobile by means of a rapidly-inflating air pillow.

The "Auto-Ceptor", developed by Eaton Yeale & Towne, Inc., incorporates three elements: a crash sensor mounted in the vehicle, a compressed gas reservoir, and a deflated air pillow that may be incorporated into the panel design or into the steering wheel for driver protection, or into the back of front seats for rear seat passenger protection.

When the sensor receives crash criteria it triggers the reservoir, and inflates the air pillow in less than .040 of one second -- before driver and passengers even start to move forward in the crash sequence.

Another innovation which may go a long way toward helping to meet tomorrow's transportation needs is the staRRcar. Its developers, Alden Self-Transit Systems Corporation, say the staRRcar will give the user all the privacy, convenience and mobility of his own car, and yet it can be put in the category of mass transportation.

It could be driven from the traveler's home on regular roads under power from electric batteries to guideways on which it would travel automatically at 60 miles per hour. The traveler could press a destination button on a system route map and then settle back to read or watch TV. The cost of a trip is estimated from 3 to 10 cents per vehicle mile, depending on the utilization of the system.

Other exhibits include: a mobile automotive exhaust emission measurement laboratory; several electric cars which have been built from the ground up; racing cars with special safety features; special engines; and an aeromedical helicopter for use in transporting persons injured in highway accidents to the hospital.

The exhibit will be held on the Mall directly behind the Smithsonian Museum of History and Technology. Tents will be erected for the static displays and demonstration runs of moving vehicles will be made in a one-block area which will be roped off for the occasion. It opens at 10:30 a.m. each day, closes at 4:30 p.m. on Saturday and at 5:30 p.m. on Sunday.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE

Wednesday, September 4, 1968

DOT -- 8568

963-5105

The Department of Transportation and Department of Housing and Urban Development today announced the award of a \$22,860 contract for a three-month study aimed at providing immediate relief from aircraft noise at Boston's Logan International Airport.

The study is funded jointly by DOT and the Department of Housing and Urban Development. The study will be conducted by Bolt Beranek and Newman Inc., of Cambridge, Massachusetts, in cooperation with the Metropolitan Area Planning Council and Massachusetts Port Authority.

Logan International Airport is operated by the Massachusetts Port Authority and is one of the major international airports on the Eastern Seaboard. While many aircraft operations take place over water, severe noise problems are encountered from operations over Boston, Chelsea, Winthrop, and Revere. The Logan study is intended to present to the Port Authority and various other governmental agencies, alternative actions which can be taken to provide immediate relief from noise.

The study will consider such techniques as preferential runway use, airport acoustical barriers, noise monitoring, nighttime curfews, and special aircraft operating procedures. It will also consider the potential for relieving noise exposure by insulating area structures against aircraft noise and by zoning controls in high noise areas.

The Logan study is the first of a series of studies of the causes, growth and impact, and alternative actions that can be taken by all levels of government for achieving preventive and remedial relief from noise exposure. One of the study goals will be to develop a method of conducting a detailed analysis of the noise exposure problem and measures of relief at any major metropolitan airport. Results of the study will be made available as soon as possible.

For further information contact:

Richard Broun, Acting Director  
Division of Metropolitan Area  
Analysis - Department of  
Housing and Urban Development  
Washington, D.C. 20410

Charles R. Foster, Director  
Office of Noise Abatement  
Department of Transportation  
Washington, D.C. 20590

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR A.M. RELEASE  
Monday, September 9, 1968

DOT--9068  
963-5105

Secretary of Transportation Alan S. Boyd today announced steps to reduce Federal-aid highway spending by \$200 million during fiscal year 1969.

The reduction is one of a number of measures which the Administration is taking in response to the directive of the Revenue and Expenditure Control Act of 1968 that Government expenditures be reduced by a total of \$6 billion from planned levels during the current fiscal year.

The \$200 million reduction in Federal-aid highway spending during the current fiscal year will be accomplished through the temporary deferral of submissions by the states for approval of new Federal-aid highway projects.

The deferral will remain in effect until about December 1 of this year in order to delay \$200 million in resulting expenditures which otherwise would be experienced during fiscal year 1969.

Starting about December 1, new project submissions will be accepted for approval at a rate which will enable the states to obligate most of the deferred funds during the remainder of the fiscal year.

The resulting level of Federal-aid highway fund obligations for fiscal year 1969 will be very close to the previously estimated level of \$4.7 billion. The exact level will be determined by state project activity in the second half of fiscal year 1969.

Deferral of approvals for new Federal-aid highway projects until about December 1 is the most reasonable course available to the Government to achieve the required reduction of \$200 million in Federal-aid highway expenditures during this fiscal year. It is based on the relationship between highway fund obligations by states for new projects and the actual expenditures to reimburse the states for on-going projects.

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For further information: Ben Kelley  
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# DEPARTMENT OF TRANSPORTATION | NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
TUESDAY, SEPTEMBER 10, 1968

DOT - 9168  
963 - 5105

Secretary of Transportation Alan S. Boyd today announced the establishment of a new Office of Pipeline Safety to carry out the provisions of the Natural Gas Pipeline Safety Act of 1968.

The Office will be responsible for establishing and enforcing Federal safety standards covering the transportation of natural gas or other flammable, toxic or corrosive gases.

Named to head the Office are William C. Jennings, Acting Director and Joseph C. Caldwell, Acting Deputy Director.

Jennings is also Chairman of DOT's Hazardous Material Regulations Board and Acting Director of the Office of Hazardous Materials. He joined the Office of the Secretary of Transportation last July 1. From November 1962 to July 1968, Jennings was Executive Director of the Regulatory Council, Federal Aviation Agency. Prior to joining FAA, he was Director of Corporate Law for Western Air Lines.

Jennings was born in Leoma, Tennessee, attended George Washington University, the University of Tennessee and the Law School of Loyola University of Los Angeles. He served in the U.S. Army in World War II and the Korean War. He is married and has three daughters.

Caldwell previously was Associate Chief, Rail and Pipeline Division of DOT's National Transportation Safety Board. During this period he was detailed to the Office of the Secretary as Special Advisor on activities related to the then pending legislation on natural gas pipeline safety. From 1964 to 1967 he was Director of Ground Safety for FAA and was FAA's Southwest Regional Safety Engineer from 1962 to 1964.

(more)

Prior to joining FAA, Caldwell was a safety engineer specializing in oil and gas operations, with Texas Employees Insurance Association and Employers Casualty Company. He was a pilot in the U.S. Air Force from 1951 to 1955. He attended Southwest Texas State and received a B.S. degree in Petroleum Engineering from Texas Technological College. He was born in Marquez, Texas, is married and has one son.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

FAA Library

SEP 18 1968

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
Monday, September 16, 1968

DOT 9668  
963 5105  
Section 6104

"I have never been more confident that the wave of the future in our cities is public transportation," Under Secretary of Transportation John E. Robson said today.

Predicting that "we are on the verge of a new era in urban transportation," the Under Secretary announced that his Department is now working on legislation to help provide long-range funding for the public transportation needs of the cities.

In an address before the annual meeting of the American Transit Association in Cleveland, Ohio, Robson criticized traditional methods of making urban transportation decisions. "The elimination of urban traffic congestion simply by the construction of additional roadways may be an impossible goal," he said, noting that today's urban transportation systems are "increasingly centered on the private automobile and decreasingly able to cope with the demands."

"We have come to know," he stated, "that the private automobile can no longer be the dominant feature of the urban transportation landscape."

Robson called for "a new dimension in urban transportation decision-making" in order to consider all the needs of the city, including such needs as fresh air, parklands, neighborhood preservation, urban diversity and "the very need for a center city itself."

As our mobility decreases, the Under Secretary said, "we lose some of our personal freedom." As possible solutions to traffic congestion, Robson suggested improvements in bus or rail mass transit, and new techniques such as computerized traffic control, bus preference, and exclusive bus lanes on highways. These devices, he said, "can improve capacity on existing facilities without major new construction."

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(For further information contact R. Cochran, 962-0193)



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE

Monday, September 16, 1968

DOT--9768

963-5105

The Department of Transportation announced today it is issuing an order extending the Alaska-Hawaii Time Zone 270 miles to the west in order to include several Alaskan communities in the Bristol Bay area within the zone. Previously the communities had been located in the Bering Time Zone.

The Alaska-Hawaii Time Zone presently encompasses all territory of the United States lying between 141° W. longitude and 157°30' W. longitude and the entire State of Hawaii. The Bering Time Zone includes all of the United States territory between 157°30' W. longitude and 172°30' W. longitude and all of the Aleutian Islands.

Under the new order the Alaska-Hawaii Zone will extend from 141° W. longitude to 161° W. longitude, and the Bering Zone will encompass everything between 161° W. longitude and 172°30' W. longitude, as well as all of the Aleutians west of 172°30'.

The communities in Bristol Bay will now observe Alaska-Hawaii time, which is an hour earlier than the Bering time previously observed.

Dillingham is the principal city in the Bristol Bay area. The change will allow Dillingham and surrounding communities to observe the time being observed by commercial trading areas to the east. The move will also ensure that all communities in the Bristol Bay area will be observing the same time.

The order becomes effective September 22, 1968.

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FOR IMMEDIATE RELEASE  
Friday, September 20, 1968

DOT - 9868  
963 - 5106

Rutgers University will get a \$49,900 Federal grant to continue studying the feasibility of operating low-altitude air shuttle service in the New York-New Jersey-Connecticut area.

Conceivably, the service could entail aircraft operating between short runways in the tri-state area and floating "Aquadromes" anchored around the shores of Manhattan Island.

The grant was made by the Department of Transportation's Urban Mass Transportation Administration. Total cost of the new study is \$65,900. The grant supplements an earlier \$49,306 grant for evaluating the potential role in urban transportation of the presently under-used air space below 1,500 feet.

The University's previous studies established the existence of a substantial potential market, largely among commuters, for a high-speed (200 miles per hour) air shuttle service in the tri-state area. Work so far completed also indicated that the requisite aircraft characteristics probably could be met.

The supplemental study is expected to bring out the facts needed to decide whether actual trial of the low-altitude V/STOL (vertical/short takeoff and landing) concept is warranted and how much time and money an actual trial would entail.

The new study will evaluate navigation and traffic control problems, including all-weather operations; study noise problems associated with low-flying V/STOL aircraft in populous areas; and resolve problems connected with the research and development of the types of aircraft required for this service.

For further information: Cooper B. Bright, Project Director  
Center for Transportation Studies  
Eagleton Institute of Politics  
Rutgers University  
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Project No. NJ-MTD-1



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

DOT - 9968

963 - 5105

FOR RELEASE

Monday, September 23, 1968

DOT OKAYS EXPRESSWAY IN  
SAN ANTONIO PARK AREA

Secretary of Transportation Alan S. Boyd today announced conditional approval of an application to build an expressway through the Brackinridge Park area in San Antonio, Texas.

It was the first ruling by the Secretary under a provision of the Federal-Aid Highway Act of 1968 which prohibits routing a Federal-aid highway through public parks, recreation areas and wildlife refuges "unless there is no feasible and prudent alternative to the use of such land." The law also requires all possible planning to "minimize harm to such areas."

Secretary Boyd gave the Texas State Highway Department approval to proceed with the 9.6 mile project, but emphasized that no part of the project will be approved until after the following design changes have been submitted to and approved by the Federal Highway Administration's Bureau of Public Roads:

1. A short cut and cover section of road between an outdoor amphitheater, sunken gardens and Alamo Stadium;
2. Certain limitations on the elevation of the expressway in the Alamo Dam area, and
3. Construction of a shelter house and park recreational center in the picnic area in the Alamo Basin Park.
4. Find alternative to Alamo basin for borrowing fill material.



NEWS RELEASE

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

FOR A. M. RELEASE  
September 26, 1967

DOT -- 8267  
962-5157

The Department of Transportation today announced a new highway program to help solve the problems of airport access and traffic congestion.

The program is a first step in the Department's long-range effort to improve airport access and cut down congestion involving all forms of transportation.

In announcing the program, Secretary of Transportation Alan S. Boyd said: "because of past involvement and existing authority, the Federal Highway Administration is in a position to accomplish significant results in a relatively short period of time. The Administration's continuing programs can place high priority emphasis on improvements in those areas where the airport access problem is most pressing."

The new program will include:

- 1) Expanded planning to include special consideration of airport access as an essential element of the urban transportation planning process. Such planning coordination is already underway in urban areas where 72 of this nation's most active airports are located.
- 2) Identification of highway networks serving local airports which are included in the Federal-aid highway system. This will allow state highway departments to seek Federal participation in needed airport access-highway improvements.
- 3) Evaluation, on a case-by-case basis at field level in cooperation with state highway departments and the Federal Aviation Administration of the extent of airport access-highway problems. This will allow prompt consideration of highway access alternatives and expedited programming of projects within fund allocations.
- 4) Emphasis on the advantages of the Traffic Operations Program to Improve Capacity and Safety (TOPICS). This program provides Federal funds for specific urban highway improvements. The funds could be directed toward connecting airport access roads with a community's supporting highway network, thereby providing access to the downtown area.

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