



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
October 4, 1968

DOT - 10468
963 - 5105

Secretary of Transportation Alan S. Boyd announced today the issuance of a major revision of the Federal regulations for the transportation of radioactive materials.

The new regulations are based on the international standards set by the International Atomic Energy Agency. Several years of effort by the Department of Transportation, the Interstate Commerce Commission, the Atomic Energy Commission, and the nuclear and transportation industries have gone into the development of the new standards.

Boyd stated that the new standards are the first step in the Department's plan to convert the Federal hazardous materials regulations from the present detailed engineering design specifications to more flexible performance standards.

The conversion plan was announced in the Federal Register on August 21, 1968.

A draft of the new regulatory amendments was published on January 20, 1968, for public comment. Hundreds of comments were filed by carriers, shippers, and various government agencies. All of their comments were considered in developing the final amendments, Boyd said.

The new regulations include four major changes in philosophy:

- 1) Emphasis has been placed on the effects of serious transportation accidents upon packages of radioactive materials.

- 2) The classification and packaging standards are now based on the radiotoxicity and the potential hazard of the contents, rather than just the type of radiation being emitted from the package.

(more)

3) The new United Nations labeling system for radioactive materials has been adopted.

4) Greater flexibility has been provided for the packaging of radioactive materials. Comprehensive performance standards have been prescribed to serve as a basis for safety evaluation of new and existing packaging.

Single copies of these regulations may be obtained from the Office of Hazardous Materials, Department of Transportation, Washington, D.C. 20590.

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FOR IMMEDIATE RELEASE
October 10, 1968

DOT - 10568
963 - 5105

The multi-million dollar efforts of the Massachusetts Bay Transportation Authority to modernize its Boston area system today received a \$13,956,153 boost in Federal aid from the Department of Transportation's Urban Mass Transportation Administration.

The funds will be used for four major MBTA projects. Announcement of the grant was made by Urban Mass Transportation Administrator Paul L. Sitton during ceremonies marking the dedication of MTBA's Aquarium subway station located below the New England Aquarium in downtown Boston.

The Authority, with the additional grant, has now received \$42.5 million in Federal funds which represents 50% of the net cost of the projects.

The projects and Federal share:

1) Modernization of MBTA's existing rapid transit stations. The additional \$1,529,320 brings the total to \$6,077,280 for the project approved February 1963.

2) 150 new air-conditioned buses. The \$800,000 supplemental brings the total to \$3.2 million for the project approved May, 1967.

3) Construction of a rapid transit tunnel under the Charles River to Charlestown. The new facility will permit the demolition of an unsightly elevated structure in Charlestown. The \$3 million supplemental brings the total to \$12 million for project approved June, 1966.

(more)

4) South Shore Rapid Transit Extension. The Eastern Massachusetts Street Railway Company will be acquired and 76 new rapid transit cars purchased by the MBTA. The \$8,638,835 supplemental brings the total to \$35,164,835 for project approved March, 1968.

The supplemental funds announced today were withheld at the time of the project approval pending the completion of the comprehensive transportation planning requirements of the Urban Mass Transportation Act.

For further information: Planning & Development Officer
Massachusetts Bay Transportation Authority
150 Causeway Street
Boston, Massachusetts 02114

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DEPARTMENT OF TRANSPORTATION

NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20591

FOR IMMEDIATE RELEASE
October 10, 1968

DOT - 10568
963 - 5105

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For further information: Planning & Development Officer
Massachusetts Bay Transportation Authority
150 Causeway Street
Boston, Massachusetts 02114

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OFFICE OF THE SECRETARY

FOR SATURDAY A.M.'s
October 12, 1968

DOT--10868
963-5105
963-5154

The Department of Transportation will formally accept two TurboTrains from United Aircraft Corporation at ceremonies Oct. 21 at the U. S. Coast Guard Academy in New London, Connecticut.

Following the acceptance ceremonies, one TurboTrain will go to Boston, stopping at Providence and at the Route 128 suburban Boston station. The second train will go to New York City, stopping at New Haven and Bridgeport. New London was selected as the site of the ceremony because it is the midpoint on the Boston-New York rail corridor and is the home of the Coast Guard Academy, a Department of Transportation installation.

The TurboTrains will be leased by DOT from United Aircraft and operated by the New Haven Railroad during a two-year demonstration program. Regularly scheduled passenger operations between Boston and New York are expected to begin soon. The trains currently are being operated for crew training.

The TurboTrain demonstration is one of two DOT programs under the High Speed Ground Transportation Act of 1965. The second is the electrically-powered "Metroliner" service between New York City and Washington, D. C. The purpose of these programs is to determine the extent of public acceptance of substantially-improved intercity rail passenger service and the role the railroads may play in serving the transportation needs of regions like the Northeast Corridor.

(more)

Under present schedules, the best time between Boston and New York is 4 hours and 15 minutes. The TurboTrains will reduce this to 3 hours, 15 minutes.

The TurboTrain is powered by six-450 horsepower aircraft-type gas turbine engines. It is capable of speeds greater than 170 miles per hour but initial top speeds in passenger-carrying service will be about 120 miles per hour. Due to its unique suspension system, the train will be able to negotiate existing curves at 30 percent higher speeds.

The DOT TurboTrains consist of a domed, passenger-carrying power car at each end with a single passenger coach in between. The trains are equipped with third-rail pickup for operation in New York City tunnels.

Inside the cars, the layout and decor resemble a jet airliner interior. There are carpeting and draperies, soft, indirect lighting and individually-controlled reading lights at each seat, fold-down tables, reclining seats with head rests and carry-on luggage racks at the doors. The cars are electrically heated and air-conditioned, with aircraft-type ventilating systems.

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The Department of Transportation will formally accept two high-speed TurboTrains from United Aircraft Corporation at ceremonies to be held Octbber 21 at the ^{U.S.} Coast Guard Academy in New London, Conn.

Principal speaker^S will be Vice President Hubert H. Humphrey, ~~Other~~ speakers will be Transportation Secretary Alan S. Boyd, ~~and Senator Claiborne Pell of Rhode Island~~ and Academy Superintendent Rear Admiral Arthur B. Engel.

Following the acceptance ceremonies, one TurboTrain will go to Boston, stopping at Providence and ^{at the} Route 128 ~~to~~ suburban Boston station^S. The second train will go to New York City, stopping at New Haven and Bridgeport. Insert A

The TurboTrains will be leased by DOT from United Aircraft and operated by the New Haven Railroad during ^a the two-year demonstration program. ~~Following acceptance by DOT the TurboTrains will be used for crew training.~~ Regularly scheduled passenger operations between Boston and New York are expected to begin in mid-November. *No trains currently are being operated for crew training.*

The TurboTrain demonstration is one of two DOT ^{the} programs under the High Speed Ground Transportation Act of 1965. The second is ~~an~~ electrically-powered high-speed "Metroliner" service between New York City and Washington, D. C., due to ~~begin~~ begin about the first of next year. The purpose of these programs is to determine the extent of public acceptance of substantially-improved intercity ^{and the role the railroads may play in serving the transportation needs of regions} ~~main high-speed rail passenger service,~~ like the Northeast corridor.

Under present schedules, the best time between Boston and New York is 4 hours and 15 minutes. The TurboTrains will reduce this to 3 hours, 15 minutes, ~~with the 4 intermediate stops--Route 128, Providence, New London and New Haven.~~

The TurboTrain, ^{NC} ~~conceived on aerodynamic principles,~~ ^{SIX-450 horsepower} is powered by aircraft-type gas turbine engines. It is capable of speeds greater than 170 miles per hour but initial top speeds ~~will~~ in passenger-carrying service will be about 120

Suspension system,

suspension system

miles per hour. Due to its unique design, the train will be able to negotiate existing curves at 30% higher speeds.

The DOT TurboTrains consist of a domed, passenger-carrying power car at each end, ~~one pulling and one pushing~~ ^{with} a single passenger coach in between. The trains are ~~equipped~~ equipped with third-rail pickup for operation in New York City tunnels.

Inside the cars, the layout and decor resemble a jet airliner interior. There are carpeting and draperies, soft, indirect lighting and individually-controlled reading lights at each seat, fold-down tables, reclining seats with head rests and carry-on luggage racks at the doors, which are at the center of the cars. The cars are electrically heated and air-conditioned, with ~~cigarette~~ ^{aircraft-type} ~~smoke removed from the air at each seat area.~~ ^{ventilating systems.}

Insert New London, was selected as the site of the ceremony because it is the midpoint on the Boston-New York rail corridor, and is the home of the Coast Guard Academy, a Department of Transportation installation.
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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE
October 13, 1968

DOT - 10968
963 - 5105

The Department of Transportation will hold its first Annual Awards Ceremony, Tuesday, October 15, at 10 a.m. in the Departmental Auditorium, located on Constitution Avenue between 12th and 14th Streets, N. W.

Seventy-five DOT civilian and military employees will be recognized for exceptional performance, including 15 military decorations for service in Vietnam. Approximately 1500 Coast Guard military personnel are currently serving in the Vietnam area.

The awards will be presented by Transportation Secretary Alan S. Boyd. The awards ceremony marks the second anniversary of the signing of the Department of Transportation Act.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
MONDAY, OCTOBER 14, 1968

DOT - 10868
963 - 5105

Secretary of Transportation Alan S. Boyd today announced appointment of 17 persons to a Citizens' Advisory Committee on Transportation Quality. The committee will hold its first meeting in Washington, D.C., on Oct. 17.

The committee was established by a departmental order issued last Sept. 5. Its principal objectives are to evaluate and react to the quality of transportation and transportation programs from the citizens' viewpoint and to act as a sounding-board on selecting alternative solutions to transportation problems.

Secretary Boyd said the Committee will provide the vital contacts needed to make technology truly responsive to human needs.

The Committee will be chaired by Mrs. Henry W. Suydam, Jr., a Washington, D.C., housewife. Executive Secretary is Robert S. Grubmeyer, a consultant with the Department of Transportation. Other Committee members are:

James Allen, attorney, Detroit, Mich.;

Capt. Ralph S. Barnaby, aeronautical consultant, Boothbay Harbor, Me.;

Mrs. N. A. Begovich, housewife, Fullerton, Calif.;

Ray Dennison, legislative representative, AFL-CIO,
Washington, D.C.;

Paul Finney, editor, Business Week magazine, New York, N.Y.;

Mrs. Ben Hed, housewife and president of Oklahoma City
Junior League, Oklahoma City, Okla.;

Franklin Jarman, Jr., executive vice president, Genesco
Inc., Nashville, Tenn.;

Andre Letendre, vice president, U.S. Junior Chamber of
Commerce, Wausau, Wis.;

John Massey, vice president, Container Corp., Chicago, Ill.;

Rev. H. Carl McCall, minister, New York, N. Y.;

Mrs. James McDivitt, wife of Astronaut James McDivitt;
Houston, Texas;

Mrs. Jane Rieker, journalist, Coconut Grove, Fla.;

James H. Smith, trustee, Aspen Corp., Aspen, Colo.;

Martin Stone, president, Monogram Industries, West Los
Angeles, Calif.; and

Dr. Warren Wittreich, psychologist, Bala Cynwyd, Pa.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

Telephone: 962-3928
963-5105
963-3514

FOR IMMEDIATE RELEASE
October 14, 1968

DOT - 11068

Vice President Hubert H. Humphrey will be the principal speaker when the Department of Transportation accepts its two TurboTrains at ceremonies at 10:00 a.m., Monday, October 21, in New London, Connecticut

Ceremonies will be held at the U. S. Coast Guard Academy. Other speakers will be Transportation Secretary Alan S. Boyd and Academy Superintendent Rear Admiral Arthur B. Engel.

The TurboTrains will be leased by DOT from United Aircraft and operated by the New Haven Railroad during a two-year demonstration program. Regularly scheduled passenger operations between Boston and New York are expected to begin soon. Under present schedules, the best time between Boston and New York is 4 hours and 15 minutes. The TurboTrain will reduce this to 3 hours, 15 minutes.

The TurboTrain demonstration is one of two DOT programs under the High Speed Ground Transportation Act of 1965. The second is the electrically-powered "Metroliner" service between New York City and Washington, D. C. The purpose of these programs is to determine the extent of public acceptance of substantially-improved intercity rail passenger service and the role the railroads may play in serving the transportation needs of regions like the Northeast Corridor.

The TurboTrain is powered by six-450 horsepower aircraft-type gas turbine engines. It is capable of speeds greater than 170 miles per hour but initial top speeds in passenger-carrying service will be about 120 miles per hour. Due to its unique suspension system, the train will be able to negotiate existing curves at 30 percent higher speeds.

The DOT TurboTrains consist of a domed, passenger-carrying power car at each end with a single passenger coach in between. The trains are equipped with third-rail pickup for operation in New York City tunnels.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

OCT 16 1968

DOT - 10768
963 - 5105

The Department of Transportation's Summer Youth Opportunity Campaign accounted for more than 70,000 jobs in 1968, Secretary Alan S. Boyd announced. He said this represented an increase of more than 175 percent above 1967.

According to Boyd, the Department's effort was conducted in coordination with the Federal Government, state highway departments, local government and industry relating to transportation. A high percentage of the jobs were filled by disadvantaged youths of the ghettos within the 50 Target Cities.

Boyd noted that in the Department's first year effort, the support and cooperation given this program by leaders within and outside of the Government indicates that the results generated this year to secure jobs has demonstrated the need for still greater effort. Reports from the Department of Transportation represented efforts on behalf of Federal Highway Administration, Federal Aviation Administration, Federal Railroad Administration, Coast Guard, National Transportation Safety Board, and the St. Lawrence Seaway Development Corporation.

Boyd said that as of September 30, 1968, the Transportation Department hired 2,879 youths between the ages of 16-21. This number exceeded the goal of one disadvantaged youth for every 40 regular Department employees.

Boyd expressed satisfaction in noting that many jobs were made available by the 50 state highway departments, numerous sponsors among the local government, and thousands of private contractors.

(more)

Negroes, American Indians, Mexican-Americans and Orientals were among the ethnic and racial minorities hired who were identified by the reporting agencies to indicate that there was a high degree of support for the campaign on the part of employers in the private and public sectors.

The Secretary's Summer Youth Opportunity Campaign Committee is gathering information for the final report which will include all phases of the summer activities. This material will be submitted to the President's Council on Youth Opportunity.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SUNDAY
October 20, 1968

DOT - 11368
963 - 5105

An important milestone in the Department of Transportation's High Speed Ground Transportation program will be reached on the grounds of the U.S. Coast Guard Academy in New London, Conn., Monday, October 21.

At 10:00 a.m., Monday, Secretary of Transportation Alan S. Boyd will formally accept two TurboTrains from the United Aircraft Corporation during appropriate ceremonies.

Among the other participants will be: Governor John N. Dempsey of Connecticut; Senators John O. Pastore (D., Conn.); Abraham Ribicoff (D., Conn); and Claiborne Pell (D., R.I.).

Following the acceptance ceremonies, one TurboTrain will go to Boston, stopping at Providence where Governor John A. Volpe of Massachusetts will board. The other train will go to New York stopping at New Haven and Bridgeport.

The Boston train will arrive at South Station at 1:25 p.m.; the New York train, at Grand Central Station at 2:00 p.m.

New London was selected because it is the mid-point on the Boston-New York rail corridor and is the home of the Coast Guard Academy.

The TurboTrains will be leased by DOT from United Aircraft and operated by the New Haven Railroad during a two-year demonstration program.

The TurboTrains will lop an hour off the presently scheduled four hours and fifteen minutes running time between Boston and New York.

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FOR RELEASE
MONDAY, OCTOBER 21, 1968

DOT - 11568
963 - 5105

NEW LONDON, Conn. - - Secretary of Transportation

Alan S. Boyd formally accepted two TurboTrains built for the
New York-Boston rail corridor.

Among the scheduled participants were: Governor John N. Dempsey of Connecticut; Senators Abraham A. Ribbicoff (D., Conn.) and Claiborne Pell (D., R.I.).

Following the acceptance ceremonies, one TurboTrain was scheduled to Boston, stopping at Providence, where Mayor Joseph A. Doorley and civic leaders planned a welcome.

Governor John A. Volpe of Massachusetts will be scheduled to board the train for the trip into Boston's South Station.

The second train was scheduled to New York. Stops included New Haven, where Mayor Richard C. Lee will be scheduled to welcome the group; and Bridgeport, where Mayor Hugh C. Curran will be scheduled to lead a civic tribute.

At the Grand Central Station destination, the train was met by Mayor Lindsay's representative Constantine Didamon-Eristoff of the New York City Transportation Administration and the New York Traffic Club.

(Secretary Boyd's remarks are attached)



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

DEC 3 1968

FOR RELEASE TUESDAY

October 22, 1968

Acquisitions
Section ~~by~~ 610A

DOT - 11668

963 - 5105

The Department of Transportation announced today that it is issuing an order changing the boundary line between the Central Standard Time Zone and the Mountain Standard Time Zone, to include within the Mountain Time Zone those counties, and portions of counties, in southwest North Dakota that have historically and unofficially observed Mountain Standard Time.

Mountain Standard Time now applies only in a small portion of the southwest corner of the State.

Under the new Department of Transportation order, the mountain time zone will extend, with certain minor exceptions, to that area of North Dakota lying south of the Little Missouri River and south and west of the Missouri River. Excepted from the time zone change are the portions of Dunn and McKenzie Counties lying north of the Little Missouri and the communities of Fort Yates and Mandan.

The order was developed on the basis of a petition from the Governor of North Dakota that the boundary be moved, "in an easterly direction in order to accommodate the historical pattern of time observed in North Dakota." A strong general preference for mountain time in the area concerned was expressed in a separate time preference ballot conducted September 3, 1968, during the North Dakota primary election.

The order becomes effective at 2:00 a.m. on October 27, 1968, to coincide with the date set by the Uniform Time Act for the nationwide changeover from Daylight Saving Time.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
October 22, 1968

DOT - 11768
962 - 3928

The Department of Justice and the Department of Transportation joined today in requesting the Interstate Commerce Commission to order the Penn Central Railroad to immediately include the New Haven Railroad in its system.

Their joint memorandum points out that "only 10 weeks remain before the New Haven may be forced to cease operations" and while it is important "to ascertain the useful life of the various New Haven assets" in order to set the price, such valuation issues can be resolved after the transfer. The two departments recommend a partial payment by the Penn Central upon assumption of ownership, with later determination of terms of settlement.

The action follows by one day dedication of the experimental TurboTrains which would operate over the New Haven line between Boston and New York. The trains are part of a Department of Transportation demonstration project to test public reaction to high-speed train service. Efficient operation of the railroad is important to the project.

Acquisition of the New Haven is a basic condition of the Penn Central merger, which became effective February 1 this year. Takeover has been delayed by litigation over the bankrupt railroad's value. Meanwhile New Haven losses continue to mount. Passenger deficit in 1967 exceeded \$10 million and deficit from hauling freight, \$9 million. No Federal funds are available to offset these operating losses.

- MORE -

U. S. Circuit Judge Robert P. Anderson, 2nd Circuit, Hartford, Connecticut, who is supervising the current bankruptcy reorganization, has ruled that continued operation of the New Haven apart from the Penn Central beyond January 1, 1969 would result in an unconstitutional taking of the property of the New Haven's creditors and therefore could not be allowed. As the brief emphasizes: "No inclusion, no New Haven. "

The New Haven is the fourth largest passenger-carrying line in the United States. It operates 1502 miles of road in four states, serving an area of 17 million population. Its roadbed includes 130 miles in New York, 635 in Connecticut, 136 in Rhode Island and 601 in Massachusetts.

As early as 1966 the Interstate Commerce Commission held that the "only solution" for the New Haven's troubles is inclusion of the Penn Central system. The joint brief with Justice is the latest in a series of actions by the Department of Transportation trying to rescue this railroad, which provides the "only available railway service for millions of people. "

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY

October 23, 1968

DOT - 11868

963 - 5105

The Department of Transportation announced today that it is issuing an order changing the boundary line between the Alaska-Hawaii Standard Time Zone and the Bering Standard Time Zone, so as to include within the Alaska-Hawaii zone that part of Alaska lying between 161° W. longitude and 162° W. longitude.

Alaska-Hawaii time now applies to that part of Alaska between 142° W. longitude and 161° W. longitude. Under the new order the Alaska-Hawaii Time Zone will extend one degree of longitude to the west and will include the community of Bethel, Alaska.

The change made by the order was in response to expressed desires of the Bethel community and local governmental activities to be in the same time zone as Anchorage and other neighboring communities to the east of Bethel.

The order becomes effective at 2:00 a.m. on October 27, 1968, to coincide with the date set by the Uniform Time Act for the changeover from Daylight Saving Time.

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DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

Library
103-121011
NEWS

FOR RELEASE WEDNESDAY
October 23, 1968

DOT - 12168
963 - 5105

The Port Authority of Allegheny County, Pa., was awarded today a \$340,962 supplemental capital grant for completion of two bus garages in the Pittsburgh metropolitan area, the Department of Transportation's Urban Mass Transportation Administration announced today.

A \$5,567,780 capital grant from mass transit funds was made to the Port Authority in May 1965 to cover two-thirds of the cost of buying 180 new buses, building two operating garages and buying a garage site. The supplemental grant will pay for two-thirds of the cost of unforeseen garage construction costs and an unanticipated state sales tax.

For further information:

Mr. John W. Dameron
Executive Director & General Manager
Port Authority of Allegheny County
P.O. Box 1918
121 Seventh Street
Pittsburgh, Pa. 15230

Project No. PA-UTG-1

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DEPARTMENT OF TRANSPORTATION

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NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FAA Library
DEC 2 1968

FOR RELEASE WEDNESDAY
October 23, 1968

Acquisitions
Section Hq 610A
DOT - 12268
963 - 5105

The Department of Transportation's Urban Mass Transportation Administration today announced award of a \$74,620 supplemental grant to the City of Lafayette, La., for completion of a mass transit modernization project.

An initial grant of \$223,860 was made to the city in July 1966, and a supplemental grant of \$84,868 was awarded in September 1968 for additional facilities and equipment, bringing total grant assistance to \$383,348.

The modernization project included purchase of 15 air-conditioned buses, construction of a downtown bus terminal, construction of a maintenance shop and office facility, purchase of used maintenance equipment and tools, fare boxes, and related equipment.

The supplemental grant which raises Federal participation in the project to two-thirds of the cost, had been deferred pending the City's completion of the full comprehensive and transportation planning requirements prescribed by the Urban Mass Transportation Act of 1964.

For further information: Honorable J. Rayburn Bertrand
Mayor, City of Lafayette
Lafayette, La.

Project No. LA-UTG-2

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR TUESDAY A.M.'s
September 24, 1968

DOT--10168
963-5105

The Department of Transportation today asked the Interstate Commerce Commission to order the Penn Central Railroad to take immediate ownership of the New Haven Railroad.

In a statement of position filed with the ICC, the Department said the "public interest requires that the Commission order the Penn Central to take ownership and possession of property and assets of the New Haven no later than January 1, 1969."

The Department said that the U.S. District Court for the District of Connecticut in its August 12 decision made it clear that it will not sanction continued operation of the New Haven if the Penn Central fails to take over the New Haven Railroad.

"For the sake of millions of the people for whom the New Haven provides the only available railway service, we cannot afford to assume that the Court was making an idle threat," the DOT statement said.

Stating that the "matter has dragged on far too long," the Department said: "The delays and the uncertainties incident to the cases serve the interests of neither the public nor the parties to them."

The Connecticut Court sent the reorganizational proceedings of the New Haven Railroad back to the ICC with the request that inclusion of the New Haven in the Penn Central be considered first.

The DOT statement pointed out further that the Supreme Court's decision of last January 15, 1968, which approved the merger of the New York Central Railroad and the Pennsylvania Railroad, removed any doubts over the obligation of the Penn Central to take over the New Haven Railroad.

The DOT statement quoted U.S. District Court Judge Robert P. Anderson's comments relative to the Supreme Court's decision:

"There is presently no reason why the Penn Central should not take over the New Haven at the beginning of 1969. The record of the merger and inclusion cases make it abundantly clear that the inclusion of the New Haven was an absolute and unequivocal condition of the approval of the merger of the Pennsylvania and New York Central Railroads, from the order of the Commission through the decision of the Supreme Court."

The Department also said that the question of the immediate takeover of the New Haven by the Penn Central can be resolved without immediate determination of the purchase price.

The statement was submitted by Federal Railroad Administrator A. Scheffer Lang.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
October 25, 1968

DOT - 12068
963 - 5105

The Department of Transportation announced today the appointment of Frederick Davis of the Air Transport Association and Harold L. Graham of Pan American World Airways Inc. as chairmen of two new task forces of the Transportation Facilitation Committee.

The appointments were announced by Donald G. Agger, Assistant Secretary of Transportation for International Affairs and Special Programs. Agger is chairman of the Transportation Facilitation Committee.

The Committee is composed of government and transportation industry officials who are directing wide-ranging efforts to simplify the movement of people and goods and to foster the development of coordinated transportation service. Other task forces and work groups are working on problems associated with documentation, containerization and intermodal transportation systems.

Davis, Vice President of the Air Transport Association in Washington, will be chairman of a new Task Force on International Passenger Terminal Processing. This Task Force will seek to develop simplified, automated and standardized procedures to facilitate the clearance of passengers and baggage through international air and ocean terminals.

Graham, Vice President, Cargo Sales, for Pan Am in New York, will be chairman of a new Task Force on International Cargo Terminal Processing. It will examine physical facilities, cargo-handling techniques and administrative procedures with a view toward eliminating impediments in the flow of goods through international air and ocean terminals.

- MORE -

"These two new task forces will be concerned with such questions as how we can better utilize automation in our processing of international cargoes and international travelers," Assistant Secretary Agger said.

"Containerships on the ocean and aircraft such as the jumbo jet and the airbus offer us exciting transportation opportunities. But we cannot take full advantage of those opportunities unless we modernize the environment in which transportation functions."

Members of the Task Force on International Passenger Terminal Processing:

-- From industry: J. Donald Reilly, Acting Executive Vice President, Airport Operators Council, Washington; and O. J. Weber, Vice President, American Export Isbrandtsen Lines, Washington.

-- From government: James F. Greene, Associate Commissioner, Immigration and Naturalization Service; Will Arey, Acting Director, U. S. Travel Service; and Thomas J. Gorman, Jr., Director of the Division of Inspection and Control, Bureau of Customs.

Members of the Task Force on International Cargo Terminal Processing:

-- From Industry: James A. Warren, Assistant to the President, REA Express, New York, Emery F. Johnson, President, Air Cargo, Inc., Washington; Richard E. Mooney, Director of Aviation, Massachusetts Port Authority, Boston; Capt. Julian O. Mello, Vice President -- Operations, American Export Isbrandtsen Lines, New York; R. R. Manion, Vice President, Operations and Maintenance Department, Association of American Railroads, Washington; Donald G. McDougall, Executive Secretary, Operations Council of The American Trucking Association, Washington; and Ralph C. Gross, President, Commerce and Industry Association of New York.

-- From government: Brig. Gen. Maurice F. Casey, Director of Transportation, U. S. Air Force, Washington; and Gorman of the Customs Bureau.

Activities of the Transportation Facilitation Committee are coordinated through the Office of Facilitation in the Department of Transportation. Edward A. Guilbert, deputy director of the Office of Facilitation, will represent the Department on both of the new task forces.

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FOR RELEASE TUESDAY
October 29, 1968

DOT - 12568
963-5105

The Washington, D.C. metropolitan area will be the site of a Federally-supported transportation experiment using two-way express bus service to make suburban jobs more accessible to urban workers.

The Federally-supported \$745,338 test will be conducted by the Metropolitan Washington Council of Governments. A secondary purpose of the project is to determine the feasibility of using a regional body to manage projects.

The Department of Transportation's Urban Mass Transportation Administration will pay 90 percent of the total project cost, \$670,804. The balance will be financed by the District of Columbia, Prince George's and Montgomery Counties, Maryland, and Fairfax County, Virginia.

Paul L. Sitton, Urban Mass Transportation Administrator, in announcing the grant, said: "Bus transit service has been traditionally oriented toward the suburban resident who works in central city areas. Today a great many job opportunities are available in suburban areas, but in many cases, potential employees, particularly those who live in center city poverty areas, are unable to seek such employment because they have no fast, direct transportation to the suburbs."

The Washington experiment will test the use of an express bus loop in which buses, instead of returning empty to their starting points, would be routed through areas of the city to pick up workers for suburban jobs. The procedure would be reversed during the evening rush period.

- more -

The first express route will operate from the Prince George's Plaza shopping center in Hyattsville, Maryland, to downtown Washington and return via employment offices operated by the United Planning Organization in the Anacostia and Cardozo sections of the city.

The return route will serve job sites in Prince George's County along Kenilworth Avenue and Baltimore Boulevard, the University of Maryland campus and the shopping center. Shuttle bus service will be developed to connect the Plaza stop with other employment centers.

The new loop service will provide eight round trips between the Plaza and downtown during both morning and evening rush periods. D. C. Transit Company buses will be used.

Additional loops may be added later in Montgomery County and northern Virginia if warranted.

For further information:

Walter Scheiber, Executive Director
Metropolitan Washington Council of Governments
1225 Connecticut Avenue, N.W.
Washington, D.C. 20036

Project No. INT-MTD-17

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FOR RELEASE TUESDAY
October 29, 1968

DOT - 12668
963-5105

Urban Mass Transportation Administrator Paul L. Sitton today announced a \$96,666 grant to the Bi-State Development Agency, of St. Louis, Missouri, to assist in continued planning for a St. Louis regional mass transit system.

The Bi-State Development Agency will analyze public transportation alternatives for the St. Louis area, including engineering and operating costs, and projected ridership estimates. A detailed study for a recommended regional mass transportation system will be developed.

Earlier, a \$170,000 technical study grant was made to the Bi-State Agency for a regional rapid transit system.

"These mass transportation studies are essential to the development of a unified rapid mass transit system as part of the planned comprehensive development of the St. Louis area," Sitton said.

For further information:

Col. R. E. Smyser, Jr. (Ret.)
Executive Director
Bi-State Development Agency
818 Olive Street
St. Louis, Missouri 63101

Project No. INT-T9-4

####

FOR RELEASE TUESDAY
October 29, 1968

DOT - 12768
963-5105

Kansas City, Missouri, will begin preliminary design work on a bus freeway to its new airport, and the city of Warren, Ohio, will buy 24 new transit buses, both with help from grants announced today by the Department of Transportation's Urban Mass Transportation Administration.

The Kansas City Area Transportation Authority received a \$121,466 UMTA grant, or two-thirds of the \$182,200 cost for preliminary engineering work on the bus freeway.

Kansas City International Airport is located 18 miles from downtown Kansas City. Now under construction, it is expected to open in 1970. The Authority plans to use the transit freeway for local transit service for employees at the airport and surrounding industrial and commercial areas, as well as to provide express service to the airport.

The proposed downtown terminal would be located near Model Cities Areas and would give residents of these areas ready access to thousands of new jobs opening at or near the airport.

Warren's grant totals \$353,132, or one-half of the cost of the buses and related facilities. UMTA has reserved an additional \$117,376 for the Warren project pending completion of certain planning requirements. The Federal participation in the project is two-thirds of the cost.

- more -

Warren, on the basis of a study of its transit needs, has decided to take over the local bus system from a private company. The city has been subsidizing bus operations for almost two years to maintain continued service in the Warren area.

The company's present buses average 18.2 years of age. New buses will provide more comfortable transportation, lower maintenance costs and will enable it to increase service, the city said. In addition to the buses, the city will purchase land and build a combination bus storage, maintenance, and office facility.

For further information:

Kansas City, Missouri
William Icenogle, Executive Director
Kansas City Area Transportation Authority
414 Board of Trade Building
127 West Tenth Street
Kansas City, Missouri 64105

Warren, Ohio
Harold Schultz, Director
Planning City Development
135 Pine Avenue, S.E.
Warren, Ohio 44481

Project No. OHIO-UTG-5

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR WEDNESDAY A.M.'s
October 30, 1968

DOT - 12868
963 - 5105

The Department of Transportation urged the Civil Aeronautics Board to approve, with some modifications, agreements authorizing air carriers to establish scheduling committees for the purpose of relieving airport congestion at Kennedy, LaGuardia, Newark, Washington National, and O'Hare International.

On September 13, in a Notice of Proposed Rule Making to establish operational limits at the five airports, the Department expressed the hope that the carriers could voluntarily agree to reduce schedules to the limits being proposed in the notice.

In the comment to the Board, the Department was pleased to note "that the prospects for the consummation of a workable agreement among the airlines appear bright".

The Department's proposed modifications would:

1. Assure that any scheduling adjustments by the carriers were directly related to limitations established by government regulation;
2. Require the development of general criteria for the guidance of each carrier in making scheduling adjustments; and
3. Assure that discussions among carriers did not encompass such competitive non-scheduling matters as fares, profits, or customer services.

The Department also urged the Board to permit representatives of the Board, the Department, and other interested parties to attend scheduling committee meetings as observers; to provide for periodic evaluations and comments on the committees' activities by interested persons; and to provide for a formal review of the agreements 90 days prior to their expiration on March 31, 1970, if a continuation beyond that date is sought.

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DEPARTMENT OF TRANSPORTATION

February
103-Motorist
NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY PM's
October 31, 1968

DOT--12968
962-8411

The Department of Transportation today apportioned \$5.5 billion of Federal-aid highway funds to the States for fiscal year 1970. The apportionment for fiscal year 1969 was \$4.8 billion.

The apportionment, including \$4 billion for the National System of Interstate and Defense Highways, was authorized by the Federal-Aid Highway Act of 1968 which President Johnson signed into law August 23, 1968.

The amounts apportioned to each State, the District of Columbia and Puerto Rico are shown in the accompanying tables.

The Federal-aid highway programs are under the direction of Federal Highway Administrator Lowell K. Bridwell. They are financed through the Highway Trust Fund from Federal taxes on highway users.

Federal aid for highways has been provided to the States continuously since 1916. The 1970 apportionment sends the total funds apportioned since the beginning of the program to \$59.5 billion. Federal-aid funds may be used only for new construction or highway improvements, right-of-way, and engineering costs. Roads so built remain under State ownership and maintenance.

Under Federal-State partnership, the States choose the routes to be improved, select and plan projects, award contracts, supervise construction, and acquire right-of-way. All these operations require review and approval of the Federal Highway Administration.

\$4 Billion for Interstate Highway System

The fiscal 1970 apportionment includes \$4 billion for the Interstate Highway System, \$200 million above the apportionment for fiscal 1969. The Interstate Highway program was created in 1944, but only token amounts of construction funds were available prior to 1956. The Federal-aid funds for

(more)

the Interstate are apportioned among the States in the ratio that the estimated cost of completing the system mileage in each State bears to the total estimated cost of completing the entire system. The Federal Government pays 90 percent of the cost, the States 10 percent.

When completed, the 41,000-mile Interstate System will comprise slightly more than 1 percent of the total U. S. road and street mileage and carry over 20 percent of the Nation's traffic. Interstate projects are designed to handle safely and efficiently the traffic anticipated 20 years beyond their design period.

The network of controlled-access superhighways, stretching from coast to coast and border to border and serving all major cities, is expected to save 8,000 lives annually. It will benefit highway users by \$11 billion a year in reduced driving time and costs, and enhance the Nation's economy.

More than 26,000 miles of the Interstate System are now open to traffic and construction is underway on another 6,000 miles.

\$1.225 Billion for Primary, Secondary and Urban Highway Programs

The fiscal 1970 apportionment for Federal-aid primary, secondary and urban highway programs totals \$1.225 billion, an increase of \$225 million over fiscal 1969.

The increase reflects an additional \$100 million for the regular ABC Federal-aid system and \$125 million additional for rural primary and secondary roads.

The Federal-Aid Highway Act of 1968 also provides for the first time \$200 million for a special program to increase the capacity and safety of streets and roads known as TOPICS (Traffic Operations Program to Increase Capacity and Safety) and \$100 million for a new program to provide for advance acquisition of right-of-way.

Under the primary, secondary and urban programs the States match the Federal grants on a 50-50 basis, except that in those States that have large areas of public lands the Federal share is proportionately greater.

The apportionment includes \$495 million for the Federal-aid primary system which, including the Interstate System, comprises almost all main routes of travel in the United States and is 268,000 miles in length; \$330 million for the 642,000-mile Federal-aid secondary system of farm-to-market and feeder roads; and, \$275 million for the urban portions of the Federal-aid primary and secondary systems. The portions of the two systems in urban areas total 51,000 miles.

Primary, secondary, and urban funds are apportioned among the States according to formulas established in the Federal-aid legislation, which take into account the relative population, area, and post-road (rural mail delivery and star route) mileage in each State.

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

Federal-aid Highway Funds Apportioned
For the Fiscal Year 1970

(Thousands of dollars)

State	Interstate (\$4,000,000)	ABC (\$1,100,000)	TOPICS (\$200,000)	Rural (\$125,000)	Total (\$5,425,000)
Alabama	\$74,939	\$20,612	\$2,689	\$2,576	\$100,816
Alaska	-	44,415	131	6,731	51,277
Arizona	59,573	13,812	1,495	1,790	76,670
Arkansas	24,389	14,498	1,090	1,979	41,956
California	355,624	64,583	21,649	5,367	447,623
Colorado	55,003	17,048	2,036	2,169	76,256
Connecticut	71,038	10,972	3,150	1,012	86,172
Delaware	9,653	4,694	459	616	15,422
Florida	67,571	23,081	5,624	2,338	98,614
Georgia	78,051	24,546	3,241	3,059	108,897
Hawaii	51,890	5,084	742	616	58,332
Idaho	28,329	10,060	423	1,444	40,256
Illinois	217,133	45,700	12,842	4,213	279,948
Indiana	76,712	24,413	4,488	2,779	108,392
Iowa	40,188	22,511	2,138	2,980	67,817
Kansas	32,072	21,650	1,562	2,886	58,578
Kentucky	67,177	17,783	1,997	2,290	89,247
Louisiana	95,190	17,305	3,121	1,980	117,606
Maine	26,831	7,269	675	955	35,744
Maryland	79,076	12,500	3,617	1,147	96,340
Massachusetts	99,170	17,959	6,901	1,292	125,322
Michigan	161,461	36,708	9,070	3,693	210,932
Minnesota	86,641	26,139	3,279	3,293	119,352
Mississippi	40,818	16,059	1,174	2,201	60,252
Missouri	76,318	28,766	4,444	3,450	112,978
Montana	74,702	15,815	458	2,311	93,286
Nebraska	16,469	16,434	1,153	2,260	36,316
Nevada	24,389	9,627	302	1,402	35,720
New Hampshire	22,025	4,790	529	616	27,960
New Jersey	110,556	20,744	8,593	1,362	141,255
New Mexico	40,897	14,077	967	1,940	57,881
New York	188,562	63,023	23,035	4,779	279,399
North Carolina	51,338	25,621	2,623	3,353	82,935
North Dakota	23,679	11,641	352	1,698	37,370
Ohio	168,671	41,953	11,302	4,025	225,951
Oklahoma	29,747	19,982	2,266	2,581	54,576
Oregon	84,592	15,579	1,671	1,992	103,634
Pennsylvania	199,285	46,304	12,729	4,389	262,707
Rhode Island	20,409	5,717	1,202	616	27,944
South Carolina	42,710	13,787	1,432	1,800	59,729
South Dakota	22,852	12,268	364	1,806	37,390
Tennessee	95,900	21,854	2,849	2,731	123,334
Texas	193,730	64,121	11,115	7,437	276,403
Utah	56,027	10,025	1,043	1,308	68,403
Vermont	27,619	4,358	214	616	32,807
Virginia	93,053	21,562	3,468	2,558	120,651
Washington	113,945	17,244	2,992	1,999	136,180
West Virginia	133,645	10,867	1,052	1,435	146,999
Wisconsin	34,435	24,804	3,870	2,907	66,016
Wyoming	23,207	9,758	236	1,436	34,637
Dist. of Col.	72,299	5,789	1,256	-	79,344
Puerto Rico	-	7,263	1,536	782	9,581

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

Apportionment of Funds Authorized

For the Advance Acquisition of Right-of-Way
For the Fiscal Year 1970

State	Amount (\$100,000,000)
Alabama	\$1,886,655
Alaska	959,597
Arizona	1,434,798
Arkansas	785,153
California	8,376,768
Colorado	1,427,046
Connecticut	1,612,608
Delaware	288,609
Florida	1,845,461
Georgia	2,037,889
Hawaii	1,091,611
Idaho	753,486
Illinois	5,238,924
Indiana	2,028,428
Iowa	1,269,121
Kansas	1,096,229
Kentucky	1,670,165
Louisiana	2,200,859
Maine	668,910
Maryland	1,802,889
Massachusetts	2,345,256
Michigan	3,947,353
Minnesota	2,233,538
Mississippi	1,127,744
Missouri	2,114,259
Montana	1,745,754
Nebraska	679,617
Nevada	668,457
New Hampshire	523,237
New Jersey	2,643,434
New Mexico	1,083,182
New York	5,236,129
North Carolina	1,552,045
North Dakota	699,336
Ohio	4,228,426
Oklahoma	1,020,202
Oregon	1,939,397
Pennsylvania	4,916,264
Rhode Island	522,939
South Carolina	1,117,758
South Dakota	699,712
Tennessee	2,308,060
Texas	5,172,568
Utah	1,280,086
Vermont	613,945
Virginia	2,257,845
Washington	2,548,459
West Virginia	2,750,920
Wisconsin	1,236,539
Wyoming	648,193
Dist. of Col.	1,484,833
Puerto Rico	179,307

U. S. Department of Transportation
Federal Highway Administration

Apportionment of Forest Highway Funds Authorized
For the Fiscal Year 1970

State	Amount (\$33,000,000)
Alabama	\$ 94,499
Alaska	2,876,562
Arizona	1,857,514
Arkansas	448,621
California	4,726,164
Colorado	2,369,913
Florida	191,703
Georgia	116,265
Idaho	3,359,992
Illinois	38,034
Indiana	22,122
Kentucky	67,837
Louisiana	76,149
Maine	12,360
Michigan	354,118
Minnesota	456,382
Mississippi	155,676
Missouri	168,664
Montana	2,630,564
Nebraska	30,806
Nevada	591,987
New Hampshire	176,347
New Mexico	1,322,373
North Carolina	203,323
North Dakota	117
Ohio	18,072
Oklahoma	22,759
Oregon	4,546,062
Pennsylvania	88,077
South Carolina	108,183
South Dakota	258,544
Tennessee	110,626
Texas	104,466
Utah	1,095,947
Vermont	59,046
Virginia	214,596
Washington	2,293,686
West Virginia	130,230
Wisconsin	184,550
Wyoming	1,407,757
Puerto Rico	9,307