



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

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FOR RELEASE THURSDAY A.M.  
November 7, 1968

NOV 8 1968

DOT -- 13268  
963-5105

*Acquisitions*

*Section 5.10*

Secretary of Transportation ~~Alan S. Boyd~~ announced today that the U. S. Coast Guard will conduct a series of tests of proposed simplified procedures for the hiring and releasing of U.S. merchant seamen.

The first tests will begin Friday, November 8, on the Great Lakes. A team of Coast Guard officials will conduct the tests in the Cleveland, Ohio, area on board freighters owned by Ogelbay, Norton and Company, and the Cleveland-Cliffs Iron Company.

These tests are to be completed before the winter curtailment of shipping on the Great Lakes. Additional tests will be conducted early next year in San Francisco, New Orleans, and New York City.

"Signing on" and "signing off" a crew of seamen is now a cumbersome and time-consuming process. Several forms are involved. They are filled out by hand.

The system to be tested involves the use of new forms which would be filled out automatically through the use of embossed photo-identification cards. They would replace the "Z" cards that merchant seamen now carry.

The Coast Guard maintains extensive service records on merchant seamen. The proposed system would enable the Coast Guard to computerize the records. Information on maritime manpower could then be retrieved rapidly and inexpensively.

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The Department of Transportation has urged Congress to enact legislation that would facilitate use of the new system on a nationwide basis.

The proposed legislation would replace several laws enacted between 1872 and 1940. Boyd said those laws, which include detailed specifications for the records to be maintained, do not lend themselves to modern techniques for the preparation and maintenance of records.

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# DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
November 8, 1968

100-610  
**NEWS**  
FAA Information

NOV 13 1968

Acquisition  
Section Hq 610A

DOT - 13368  
962 - 3928

The Department of Transportation today announced interim Federal safety standards for gas pipelines. DOT adopted the present state standards in 48 of the states and the District of Columbia and set standards for Nebraska, South Dakota and Puerto Rico, which do not have any present standards. The standards become effective December 12, 1968.

The Natural Gas Pipeline Safety Act of 1968, which became effective August 12, 1968, required DOT to establish interim standards within three months and permanent standards within two years. The Act also directed the Department to adopt initially as the minimum Federal standards in each state the state standards in effect on August 12. Where there was no state standard, DOT was directed to set as the Federal standards those common to a majority of the jurisdictions having standards. Most jurisdictions had standards based on the 1968 edition of the United States of America Standards Institute "Standard Code for Pressure Piping - Gas Transmission and Distribution Piping Systems B31.8."

DOT noted that in many states the present standards do not apply to interstate transmission facilities and in some states publicly-owned facilities are exempt. However, the Federal standards will apply to all facilities within each state.

For distribution lines and gathering lines in non-rural areas, the Safety Act provides two means by which local authorities may perform the major portion of the supervision and enforcement of the Federally adopted standards. For interstate transmission lines, the Department said it would authorize those states willing to enforce the Federal standards to act as DOT's agents.

DOT also asked for public comment on the desirability of proceeding immediately to establish uniform Federal standards based primarily on the B31.8 Code. This would eliminate the inconsistencies that exist in the interim Federal standards because of the adoption of different state codes.

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# DEPARTMENT OF TRANSPORTATION

*Library*  
**NEWS**  
*103-214011*

## OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR RELEASE MONDAY  
November 25, 1968

DOT - 13568  
962 - 3928

Forty Department of Transportation safety officers and engineers met in Chicago during the week of October 27th to discuss current and future safety program developments.

The conference included representatives from the Office of the Secretary, United States Coast Guard, Federal Aviation Administration, Federal Highway Administration, Federal Railroad Administration, Saint Lawrence Seaway Development Corporation and the National Transportation Safety Board. Chairman of the conference was Capt. F. X. Riley, Chief, Departmental Safety Division, OST.

This was the second annual conference of Departmental safety personnel. It was held in conjunction with the National Safety Congress and the Federal Safety Conference sponsored, respectively, by the National Safety Council and the Department of Labor. Regional and district personnel came from as far away as Hawaii and Alaska.

A major new program announced during the conference was the Department's requirement that physical examinations be given all government vehicle operators 40 years or over before operating permits are issued or renewed. The Department's order (DOT 1700.15) also provides procedures to assure that a proper driving background check is conducted for all Departmental motor vehicle operators, both on new permits and renewals. FHWA's National Driver Register will be used to check the applicant's driving records.

FHWA-developed advanced Driver Training Program was presented to the conferees by Bernard Landry, FHWA Safety Engineer, as a course of instruction that may be offered to Department motor vehicle operators. Mr. Landry's presentation followed a discussion of the National Safety Council's Defensive Driver Course now being used by the Coast Guard and FAA. Both courses are professional approaches to the problem of educating adult drivers in the application of proven accident avoidance techniques.

Capt. M. B. Williams, Director of Safety, USCG, discussed the importance of interagency exchange of safety information in order to correct hazardous conditions. George McCord, Agency Safety Engineer, FAA, stressed the importance of setting up internal procedures that will assure timely correction of known hazards.

Developments in President Johnson's Mission Safety-70 Program were also discussed. The goal of this program is a 30% reduction of the Department's composite 1964 injury rate by the end of 1970. Goals were set for each administration, as well as for the Department as a whole. The Departmental goal is not more than 3.7 disabling injuries per million manhours of work. The other goals are: FAA--2.9; FRA--12.4; FHWA--3.5; SLSDC--18.3; OST--3.5; NTSB--3.5, and the Urban Mass Transportation Administration--3.5. The Coast Guard goal for civilian personnel was set at 7.9 and for military personnel at 43.8.

The Departmental conference was followed by two days of administration conferences.

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# DEPARTMENT OF TRANSPORTATION

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# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
Tuesday, November 26, 1968

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DOT--13668  
963-5105

RELATIONS  
Section Hq 610A

Secretary of Transportation Alan S. Boyd today announced the appointment of Langhorne M. Bond as the Assistant Administrator for Public Affairs of the Urban Mass Transportation Administration.

Bond, formerly a special assistant to Secretary Boyd, will be responsible for UMTA's relations with Congress, state and local governments, industry and the press.

Bond, who is 31, was born in Shanghai, China, but spent most of his youth in Virginia. He is a graduate of the University of Virginia and its law school and also attended McGill University, London School of Economics, Queens College at Oxford and the Hague Academy of International Law. He is a member of the Virginia Bar Association and a private pilot.

Bond is married to the former Queta Carter and lives in Alexandria, Virginia.

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FOR RELEASE WEDNESDAY  
November 27, 1968

DOT - 13768  
963 - 5105

The City of Waterloo, Iowa, aided by a \$31,800 Federal grant from the Department of Transportation, will buy four minibuses for operation in a downtown loop.

The grant was one of three supplemental grants announced today by DOT's Urban Mass Transportation Administration. The other grants went to the Erie (Pa.) Metropolitan Transit Authority (\$90,189) and the City of Topeka, Kansas (\$8,200). Both of these will go toward meeting the higher than anticipated costs.

Waterloo's minibuses will carry 19 to 23 passengers and will operate in two downtown loops, making complete cycles every seven to ten minutes. When the minibuses go into operation, the city's regular transit buses will no longer operate in the 12-block downtown core area. The larger buses will link the downtown loops with the outlying residential areas.

Today's grant supplements a \$245,000 one made in July 1966 to help purchase 30 new 35-passenger transit buses. The new grant amounts to one-half of the cost of the minibuses. UMTA reserved an additional \$10,600 for the minibus project pending the completion of certain planning requirements.

The Erie grant supplements a \$1,432,170 funding made in August 1967 for the purchase of 50 transit buses, a new garage and related equipment. It will go toward increased costs for the garage construction and the installation of washing and fueling facilities, inadvertently omitted from the original application.

The UMTA grant finances one-half of the increased costs. An additional \$30,063 has been reserved for this project pending completion of required planning.

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The Topeka grant supplements one made in July 1966 for \$192,500 to help finance a new garage and office facility for the Topeka Transportation Company. The new grant, which amounts to one-half of the supplemental costs, will go toward additional equipment and design improvements which add safety and efficiency to the facility.

For further information:

Project No. IA-UTG-1     Honorable Lloyd L. Turner  
                                 Mayor, City of Waterloo, Iowa  
                                 City Hall  
                                 Waterloo, Iowa    50705

Project No. PA-UTG-5     Dr. R. L. Lasher  
                                 Chairman, Erie Metropolitan  
                                 Transit Authority  
                                 213 State Street  
                                 Erie, Pennsylvania   16507

Project No. KANS-UTG-1

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FOR RELEASE WEDNESDAY  
November 27, 1968

DOT - 13868  
963 - 5105

The City of Chattanooga, Tennessee, where transit ridership in the past seven years has dropped 55%, will examine its transit problems with the help of a \$24,840 technical study grant from the Department of Transportation.

The grant, made by DOT's Urban Mass Transportation Administration, will finance two-thirds of the \$37,320 cost of a 21-week study. The city's study will evaluate transit service and operation in Chattanooga and adjacent areas in Hamilton County, Tennessee and Walker County, Georgia.

Transit service in the area is now provided by Southern Coach Lines which has expressed a desire to terminate service. From 1960 to 1967 transit ridership has dropped 55.2% as compared with 11.8% for the United States as a whole. This decline is due, in part, to substantial competition from jitney service in the Chattanooga area. Eighty-nine full-time and 30 part-time jitneys operate on a fixed 8-mile route adjacent to the central business district and serve the low-income people who would otherwise use the transit system.

The technical study will consider alternate forms of ownership and operation and will formulate a transit development plan to serve continuing community needs for public transportation service.

For further information: Honorable Ralph Kelly  
Mayor, City of Chattanooga  
Room 100, Municipal Building  
Chattanooga, Tennessee 37402

Project No. TENN-T9-1

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1-511

FOR RELEASE FRIDAY  
November 29, 1968

DOT - 13968  
962 - 3928

The Department of Transportation's Urban Mass Transportation Administration today announced a \$699,074 supplementary grant to the University of Pennsylvania for additional studies of the Minicar Mass Transit Concept.

The minicar concept envisions a system of rental vehicles specifically designed for short trips exclusively within the central city area. The system would also be able to grow into future automatic transportation systems.

On the basis of its original study, the University of Pennsylvania concluded that additional research and development of the system was highly desirable. Use of the system in Philadelphia would, for example, reduce long-term central business district off-street parking facility investments by at least \$30 million, UMTA said. Street capacity and traffic flow would be significantly increased, air pollution reduced and individual transportation made available to many who lack it today.

During the supplemental project, the University and Minicars, Inc., a Santa Barbara, Calif, subcontractor would:

- \* Design a small-scale experiment of a minicar system using Philadelphia as the study city;
- \* Make additional studies of public preference in vehicles and service features and interaction with other means of transportation;
- \* Make the minicar system compatible with future personal rapid transit concepts;
- \* Design and road test prototype minicars; and



- \* Design and evaluate experimental propulsion methods for the minicars.

For further information:

Dr. Manfred Altman, Project Director  
Institute of Direct Energy Conversion  
University of Pennsylvania  
Philadelphia, Pa. 19104

Project No. PA-MTD-8

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