



# DEPARTMENT OF TRANSPORTATION

# NEWS

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20590

JAN 15 1969

FOR RELEASE THURSDAY  
January 2, 1969

AC. ACTIONS  
Section Hq 610A      DOT - 0369  
963-5105

Secretary of Transportation Alan S. Boyd today named six members to the National Motor Vehicle Safety Advisory Council for three-year terms expiring December 31, 1971.

The new members are:

Sol Edidin, New York, New York, Counsel & Secretary, The Hertz Corporation;

James W. Hall, Decatur, Georgia, Chairman of the Board, Red Ivey's Automotive Service, Atlanta, Ga.;

Ralph Millet, Old Saybrook, Connecticut, President, SAAB USA, Inc.;

James P. Mozingo, III, Darlington, South Carolina, member of South Carolina Senate;

Ralph Nader, Washington, D.C., Author; and

Berkeley Sweet, Bethesda, Maryland, Executive Vice President, Truck Body and Equipment Association.

The appointees replace six members whose terms expired December 31, 1968. The 22-member Council is composed of thirteen public and nine non-public members. The Council advises the Secretary of Transportation on motor vehicle safety and reviews and evaluates motor vehicle safety standards.

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# DEPARTMENT OF TRANSPORTATION

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# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

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FOR RELEASE THURSDAY  
January 2, 1969

JAN 17 1969

DOT - 0469  
963-5105

Actions  
Section Hq 610A

Secretary of Transportation Alan S. Boyd today announced the appointment of 15 members to the Department of Transportation's Technical Pipeline Safety Standards Committee to help frame safety standards for transporting gas by pipeline.

The committee will evaluate and make recommendations on all proposed gas pipeline safety standards and amendments for technical feasibility, reasonableness, and practicability. It may also propose safety standards to the Secretary for his consideration.

Committee members appointed today are:

Term Expires  
December 31

### Industry

Burton T. Mast  
Houston, Texas

Consultant 1971

Charles W. May  
Jackson, Tennessee

General Superintendent - Jackson  
Public Utilities 1970

Robert I. Snyder  
Los Angeles, California

Vice President  
Southern California  
Gas Company 1969

George W. White  
Houston, Texas

Chief Engineer  
Tennessee Gas  
Pipeline Company 1971

Term Expires  
December 31

Public

Martin T. Bennett Washington, D.C.	President - Martin Toscan Bennett, Associates, Inc.	1970
Frederic A. Lang Landenberg, Pa.	Consultant	1969
Harold J. Muckley Houston, Texas	President - Houston Contracting Co.	1971
A. W. Peabody New York, N. Y.	Chief, Corrosion Group - Ebasco Services, Inc.	1970
Allen F. Rhodes Pittsburgh, Pa.	Vice President Research & Engineering Rockwell Manufacturing Company	1969
Robert D. Stout Bethlehem, Pa.	Professor of Metallurgical Engineering - Lehigh University	1971

Government

Carl R. Johnson Columbus, Ohio	Chairman - Ohio Public Utilities Commission	1970
James A. Lundy Albany, New York	Chairman - N. Y. Public Service Commission	1969
Louis W. Mendonsa Washington, D.C.	Special Assistant Bureau of Natural Gas, Federal Power Comm.	1971
Melvin R. Meyerson Washington, D.C.	Chief, Engineering Metallurgy Section National Bureau of Standards - Dept. Of Commerce	1970
Harold E. Shutt Springfield, Ill.	Chief, Electric & Gas Engineer - Ill. Commerce Commission	1969

The Natural Gas Pipeline Safety Act of 1968 requires that five members of the committee be selected from governmental agencies, two being state commissioners; four from the natural gas industry; and six from the general public.

Although the statute does not specify a term for committee members, DOT has fixed a basic term of three years.

To provide an element of continuity, five terms will expire each year. The terms of the first appointees are staggered -- five for one year, five for two years, and five for three years. Subsequent terms will be for three years.

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FOR RELEASE FRIDAY  
January 3, 1969

DOT - 0269  
963-5105

The Department of Transportation's Urban Mass Transportation Administration today announced four capital grants, totaling \$2,492,310, for projects in New Jersey, California, and Florida.

Supplemental grants were made to the New Jersey Department of Transportation (\$1,665,313) and the City of Coral Gables, Florida (\$100,785). Initial grants were made to the Alameda-Contra Costa Transit District, of Oakland, California (\$589,025) and the City of Culver City, California (\$137,187).

The New Jersey grant (Project No. NJ-UTG-2) goes toward the purchase of 35 air-conditioned, electric multiple-unit, rail passenger cars for suburban service on the Penn Central Railroad between Trenton and other points in northern New Jersey and New York City. The grant supplements an initial grant of \$4,995,937 and raises Federal participation from one-half to two-thirds of the total project cost.

The grant to Alameda-Contra Costa (Project No. CAL-UTG-21) will help purchase 30 new transit buses and 160 two-way mobile bus radios. The UMTA grant amounts to one-half of the project cost. An additional \$196,341 is reserved for this project pending completion of certain planning requirements.

Culver City (Project No. CAL-UTG-20) will buy eight new transit buses and 13 registering fare boxes to replace outmoded equipment. The UMTA grant provides one-half of the total cost. An additional \$45,729 is reserved for this project pending completion of certain planning requirements.

The City of Coral Gables (Project No. FLA-UTG-1) received an additional \$100,785 towards its purchase of 20 new transit buses and 22 fare boxes. The latest grant supplements an initial grant of \$302,356 increasing the Federal participation from one-half to two-thirds of the project cost.

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FOR RELEASE FRIDAY  
January 3, 1969

DOT - 0169  
963-5105

Three technical study grants, totaling \$424,133, to help finance area transportation planning in Baltimore, Maryland; Boston, Massachusetts; and Ann Arbor, Michigan, were announced today by the Department of Transportation's Urban Mass Transportation Administration.

The largest grant -- \$400,000 - went to Baltimore's Regional Planning Council (Project No. MD-T9-3) for continued planning of a regional rapid transit system.

The Federal grant will be supplemented by \$200,000 from the State of Maryland, the City of Baltimore and Ann Arundel Counties.

The Regional Planning Council, with the help of \$1.2 million in Federal grants, proposed a six-leg, 71-mile area system.

The latest grant will be used for preliminary engineering and design, utility relocation studies, soil boring and right-of-way planning for the first two legs of the system.

Particular emphasis will be placed on determining the feasibility of extending service into Ann Arundel County.

Rapid transit planning in the Baltimore area is being closely coordinated with other public service improvements such as urban renewal, public housing, open space development and water and sewer extensions.

The Massachusetts Bay Transportation Authority, of Boston, received a \$13,333 grant (Project No. MASS-T9-1) to help finance a joint highway-transit corridor project.

The grant provides two-thirds of the MBTA's \$20,000 financial participation in the study.

One-half of the MBTA's contribution will be used to underwrite a study of the feasibility of building a 2.7 mile section of the highway-transit facility either on an embankment or in a depression. The remaining \$10,000 will be used for additional studies relating to the rapid transit portion of the project.

Ann Arbor (Project No. MICH-T9-2) received a \$10,000 grant -- two-thirds of the \$15,000 cost of a study of its bus transit needs.

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FOR RELEASE MONDAY  
January 6, 1969

DOT - 0569  
963-5105

The U. S. Department of Transportation today announced a \$1,204,174 supplemental capital grant to the New Jersey Department of Transportation to be used in rehabilitating Jersey Central Railroad facilities in northern New Jersey.

DOT's Urban Mass Transportation Administration had previously granted the New Jersey Department of Transportation \$3,622,124, or one-half of the cost of upgrading Jersey Central passenger operations. The supplemental grant, made after completion of certain planning requirements, raises Federal participation to two-thirds of the total project cost.

UMTA noted that the rehabilitation project was necessary to prevent the complete financial collapse of the Jersey Central Railroad. The project enabled the railroad to discontinue its costly Communipaw terminal and ferry boat operation which required passengers to enter Manhattan by crossing the Hudson River on aging ferry boats.

Project No. NJ-UTG-1

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

FAA Library  
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FOR WEDNESDAY AM RELEASE  
January 8, 1969

JAN 9 1969

DOT - 0669  
963 - 5105

Actions  
Section Eq 610A

Secretary of Transportation Alan S. Boyd today announced the memberships of four committees which will advise the Department on various aspects of its Motor Vehicle Accident Compensation System Study.

Since the inception of the Study last August, the Department has been developing contacts with leading members of the insurance industry and authorities on the legal, regulatory and consumer aspects of the automobile accident compensation system. The Study is to be completed by May, 1970.

The four advisory committees are: Consumer; Economic Regulation; Industry; and Legal. The committees will provide the Department with the views of all interested parties regarding the design and implementation of the study and may also suggest additional areas of inquiry. The first meeting of the committees will be January 16.

Additional members may be added as the Study proceeds.

Committee memberships are as follows:

### Consumer Committee:

William Bagnall

President, American Motorcycle Association

William D. Bechill

Chairman, Executive Committee  
President's Council on Aging

Andrew J. Biemiller

Director of Legislation, AFL-CIO

A. Leon Higginbotham

Judge, U. S. District Court  
Eastern District of Penn. Phila.

Richard H. Holton

Dean, University of Calif.  
Business School

Consumer Committee: (Continued)

Arnold Pinkney	Pinkney-Perry Insurance Agency, Inc. Cleveland, Ohio
Harold Russell	Chairman, President's Committee on Employment of the Handicapped
Paul Wagner	Assistant to the Director, Community Action Program, UAW
Colston E. Warne	President, Board of Directors, Consumers' Union

Economic Regulation Committee:

Herbert Denenberg	Prof. of Insurance, U. of Penn.
Gov. Buford Ellington	President, Council of State Governments
Spencer Kimball	Dean, U. of Wisconsin Law School
Samuel Loescher	Prof. of Econ. Indiana University
Richard S. L. Roddis	Prof. of Law, U. of Washington Law School
Richard E. Stewart	Supt. of Insurance, New York
Lorne R. Worthington	Commissioner of Insurance, Iowa

Industry Committee:

John Adam, Jr.	President, Worcester Mutual Fire Insurance Company
Harold Scott Baile	General Manager, General Accident Group
William O. Bailey	Senior V.P., Aetna Life & Casualty Co
Judson B. Branch	Chairman of the Board, Allstate
Harvey E. Brazer	Prof. of Econ., U. of Michigan
Paul Chenea	Scientific Director, General Motors Corporation
Charles B. Chrisman	President, National Association of Insurance Agents
Richard Dann	Executive Vice President, Detroit Automobile Inter-Insurance Exchange

Industry Committee: (Continued)

Frank R. Farwell	President, Liberty Mutual Ins. Co.
Bruce B. Brynbaum	Prof. of Clinical Rehabilitation Medicine, Bellvue Hospital, N. Y.
William W. Hagerty	President, Drexel Institute of Tech., Philadelphia, Penn.
William J. Hartnett	Agent, National Association of Mutual Insurance Agents
T. Lawrence Jones	President, American Ins. Association
Harry A. Lansman	Executive V.P., Kemper Ins. Group
Vestal Lemmon	President, National Association of Independent Insurers
Paul F. Lorenz	V.P., Ford Motor Company
Thomas F. Malone	Senior V.P., Travelers Ins. Co.
Walter J. McNerney	President, Blue Cross Association
Morton D. Miller	Vice-President and Actuary, Equitable Life Assurance Society of U. S.
Robert A. Rennie	Vice President, Nationwide Ins. Co.
Edward B. Rust	President, State Farm Ins. Co.
Bradford Smith, Jr.	Chairman of the Board, Ins. Company of North America
Herman M. Somers	Prof. of Politics and Public Affairs, Princeton University
Sidney Terry	V.P., Engineering Division, Chrysler Corporation
Robert E. Vanderbeek	President, League Life Ins. Co.
Paul S. Wise	President, American Mutual Ins. Alliance

Legal Committee:

Tom C. Clark	Associate Supreme Court Justice (ret.)
Gordon R. Close	President, International Assoc. of Insurance Counsel

Legal Committee: (Continued)

Alfred Conard	Prof. of Law, U. of Michigan
John J. Conger	V.P. for Medical Affairs, U. of Colorado Medical Center
William T. Gossett	President, American Bar Association
Harry Kalven, Jr.	Prof. of Law, U. of Chicago
Robert E. Keeton	Prof. of Law, Harvard University
Orville Richardson	President, American Trail Lawyers Association
Maurice Rosenberg	Prof. of Law, Columbia University
Richard Schwartz	Prof. of Sociology, Northwestern University
Craig Spangenburg	American Trail Lawyers Association
John Van Voorhis	Judge (retired), New York

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# DEPARTMENT OF TRANSPORTATION

*L. Boyd  
Jan 13 1969*  
NEWS

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE

January 12, 1969

DOT - 0769

963 - 5154

Secretary of Transportation Alan S. Boyd announced today he will award the \$5,000 Eugene F. Ryan College scholarship to a 17-year old Washington, D.C. McKinley High School senior.

Boyd said Reginald C. Farrow, 158 35th Street, N.E., will receive the award January 16. It will be presented during a ceremony at 5:00 p.m. in the Secretary's conference room, 8th Floor, Department of Transportation Building, 800 Independence Avenue, S.W.

Farrow was chosen to receive the scholarship because of his outstanding scientific achievements in high school. He is specializing in electronics and physics at McKinley High School and plans to continue his work at the University of Rochester, New York, in the fall of this year.

Farrow's father works for the Navy Department and a brother and sister presently are attending college.

The high school senior worked last summer at the Fairbanks Research Station where he concentrated on research projects in the electronics laboratory.

The scholarship is a part of the Eugene F. Ryan award first given to Secretary Boyd October 22, 1968, by Mr. Eugene Ryan, Chairman of the Board of the Rail-Trailer Company. Boyd was given the initial Ryan award for his contribution to the development of intermodal transportation. The Ryan award included the \$5,000 scholarship to be awarded to any outstanding young high school student of Boyd's choice.

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# DEPARTMENT OF TRANSPORTATION

HQ-610

# NEWS

FAA Library

JAN 14 1969

Acquisitions  
Section Hq 610A

FOR RELEASE MONDAY NOON  
January 13, 1969

DOT--0869  
963-5105

The Department of Transportation announced today that it is issuing a rule changing the boundary line between the Central Standard Time Zone and the Eastern Standard Time Zone in the State of Indiana.

Presently, the eastern portion of the State and the area around the City of Indianapolis is on Eastern Standard Time and the remainder of the State is on Central Standard Time.

The new rule moves the line between the two zones to the Illinois-Indiana border, except for 12 counties in the northwestern and southwestern corners of the State. The excepted counties (Lake, Porter, LaPorte, Starke, Jasper, Newton, Gibson, Pike, Spencer, Warrick, Vanderburgh, and Posey) will remain in the Central Time Zone.

The rule was developed on the basis of notices of proposed rule making published in the Federal Register in August 1967 and January 1968, and the comments received on those proposals.

Under the Uniform Time Act of 1966, each State must be on Daylight Saving Time during the period beginning on the last Sunday in April and ending on the last Sunday in October. The only exception is for States that by law, exempt the entire State from this requirement.

The Department has noted that States that are split between time zones may not exempt just one zone within the State but must exempt either the entire State or follow daylight time in the summer in all zones. Coincident with the final Indiana rule, the Department is submitting a legislative proposal to amend the Uniform Time Act. The proposal, if enacted, would relax this restriction to allow a State split between time zones to exempt either the entire area within any zone, or the entire State.

(more)

Twelve States now contain more than one time zone and the need for a change in the law to allow these States an option has been highlighted by the time situation in Indiana.

Many persons and groups in Indiana, while preferring Eastern Time have indicated that they do not wish to have the Daylight Saving Time which, under the Uniform Time Act, is mandatory in the summer unless the whole State is exempted by its legislature.

The new rule becomes effective at 2 a.m. on April 27, 1969, on the date set for the nationwide changeover to advanced (daylight) time and will allow the Indiana Legislature an appropriate period to consider action for an exemption from Daylight Saving Time.

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# DEPARTMENT OF TRANSPORTATION

HQ-610

# NEWS

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20590

## FAA Library

FOR RELEASE MONDAY  
January 13, 1969

JAN 15 1969

DOT - 0969  
963 - 5105

Actions  
Section Hq 610A

The Department of Transportation today urged the Interstate Commerce Commission to reconsider its recent order suspending the discontinuance of certain New Haven passenger trains.

The Department stressed, in reply to a petition filed by the Trustees of the New Haven, that the four month suspension order would probably delay the start of the Boston-New York rail passenger demonstration project for several months.

When the full demonstration service is in operation, the turbine-powered trains will make four round trips daily between Boston and New York over the New Haven's Shore Line.

The Department said that the high speed rail demonstration project was developed on the assumption that the Commission would permit the New Haven to restructure its passenger service as authorized by the Commission in an earlier proceeding. Officials emphasized that they did not ask the Commission to stop its investigation of the discontinuances, and the Department took no position with respect to the merits of the service restructuring sought by the New Haven.

The Department's request that the Commission lift the suspension as soon as possible is grounded solely on its desire to have the TurboTrain demonstration begin promptly, officials noted.

The TurboTrain is one of two rail passenger demonstration projects being conducted under the High Speed Ground Transportation Act of 1965 for the Northeast Corridor.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE JAN 17 1969  
Thursday, January 16, 1969

DOT--1069  
963-5105

ACQUISITION

Section Hq 610A

Under Secretary of Transportation John E. Robson today announced a \$100,000 grant to the Denver Regional Council of Governments for the first phase of a broad-gauge transportation study.

The first phase of the study will take about 6 months and will cost \$185,000. In addition to the Department of Transportation grant, \$35,000 will be contributed by the Department of Housing and Urban Development and \$25,000 each by the Denver Regional Council of Governments and the Colorado State Division of Highways.

"In many respects, this is the first study of its kind anywhere in the United States," Robson said. "We think it represents a major step forward for Denver and for urban transportation generally."

The Denver study will consider all forms of transportation in the context of the area's overall plans and goals. The study will draw upon experts in planning, engineering, architecture and the social sciences. While other cities--notably Baltimore and Chicago--have used interdisciplinary transportation planning for specific highway projects, the Denver study will undertake broadly-based interdisciplinary transportation planning for an entire metropolitan region.

The DOT grant is the first made by the Department's Urban Transportation Coordination Group formed last October. Robson is the chairman of the Group which consists of representatives of DOT's operating Administrations--Federal Aviation, Federal Highway, Federal Railroad and Urban Mass Transportation. One of the purposes in establishing the group was to encourage and support broad planning studies such as Denver's.

(more)

"The Coordination Group is examining a number of requests for similar studies in other cities," Robson said. "Experience has convinced us that comprehensive studies which look at all kinds of transportation alternatives will produce better results than studies addressed to only a single mode."

"We are especially gratified to be joined in this project by the Department of Housing and Urban Development," Robson said. "Transportation planning has to be carefully integrated into other urban concerns," he continued, "and we are confident that the relationships between the involved state, local and Federal agencies will assure that this is accomplished in Denver."

For further information contact:

For the Department of Transportation:

Philip Darling, Assistant to the Under  
Secretary for Urban Transportation Planning  
202--962-0708

For the Denver Regional Council of Governments:

Mr. J. K. Smith, Denver Regional Planning Office  
Denver, Colorado  
303--433-8931

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# DEPARTMENT OF TRANSPORTATION

HQ-610  
NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

JAN 17 1969

FOR IMMEDIATE RELEASE

Thursday, January 16, 1969

Acquisition  
Section Hq 610A

DOT--1169

963-5105

Members of the four Advisory Committees for the Federal Auto Insurance and Compensation Study met for the first time today in Washington. Transportation Secretary Alan S. Boyd welcomed the group and outlined the study program. He also announced the appointment of the following individuals as Chairmen of the four Committees:

Consumer - Colston E. Warne, President  
Board of Directors, Consumers' Union

Economic Regulation - Spencer Kimball, Dean  
University of Wisconsin Law School

Industry - Frank R. Farwell, President  
Liberty Mutual Insurance Company

Legal - Tom C. Clark, Associate Supreme  
Court Justice (Retired)

The Auto Insurance and Compensation Study was authorized by Congress last year and signed into law by President Johnson on May 22, 1968. It directs the Secretary of Transportation to carry out a comprehensive study of the motor vehicle accident compensation system and to submit a report, together with recommendations, in the spring of 1970.

# # # #

FOR IMMEDIATE RELEASE  
Thursday, January 16, 1969

DOT - 1269  
963 - 5105

The Department of Transportation made public today a staff study which supports a comprehensive rather than a case-by-case approach to solving problems associated with the western railroad merger movement.

The study proposes a number of criteria which, if utilized, "could reduce the delays and intra-industry conflicts which usually attend rail merger hearings." It also concludes that application of the criteria, "would protect the public's interest in a healthy and competitive railroad network."

Reorganization of corporate structures and route patterns of the railroads west of Chicago and the Mississippi River is only part of the current rail merger movement. In recent months, activity has focused on the competing applications of four major railroads to control portions of the Chicago, Rock Island and Pacific.

The D.O.T. staff study indicates that this and other merger proposals will have a profound effect on the entire rail industry, and a comprehensive view of the problem -- rather than a piecemeal approach -- is necessary to reach "fair and economically efficient solutions."

The report discusses the western merger "problem" under four major headings: Cost-Saving Effects; Competitive Effects; Linkages Among Potential Merger Partners and Major Traffic Gateways; and Financial Balance Among Resulting Systems of Western Carriers. The study report also includes a discussion of the problems of the financially weak railroads in the West, and an economic analysis of each of the four key issues.

FOR RELEASE TUESDAY  
January 28, 1969

DOT -- 1369  
963-5154

Flexible public transportation combining the convenience of the taxi and the lower fare of the bus will be studied under a \$812,200 grant to the Massachusetts Institute of Technology, the Department of Transportation announced today.

MIT will spend 18 months developing public transportation systems which are more responsive and more adaptable to public needs and demands than present systems.

The project, called "CARS" (Computer Aiding Routing System) or sometimes "Dial-a-Bus," will have MIT plan, design, and arrange to demonstrate at least two new "demand responsive" systems. It represents an extension and expansion of an endeavor that both DOT and the Department of Housing and Urban Development have been working on during the past year.

Transportation studies have long shown that the automobile's adaptability has had a significant influence and impact on urban travel patterns, planning efforts and land use. The "CARS" project will seek the same adaptability for public transportation.

The MIT project will study linking incoming calls for passenger service to computers which would then assign small-capacity vehicles to pick up the passengers and deliver them to their destinations. The vehicle would arrive within a guaranteed time and would make only minor detours en route to pick up and drop off other passengers.

With advantages paralleling those of the automobile, "CARS" could be especially valuable during off-peak periods and in low density areas. It may also be useful in collecting and delivering passengers to rapid transit stations, thus reducing the need for extensive parking facilities at such stations.

"CARS" and "Dial-a-Bus" grew out of "Tomorrow's Transportation," a study of new urban transportation systems submitted by the President to the Congress last year. The economic and technical feasibility of the "CARS" system led to its selection by DOT for early development through today's grant.

DOT's Urban Mass Transportation Administration has assigned a high priority to the project which promises to contribute significantly to transportation technology and transportation service in urban areas and to providing public transportation in low-density suburban areas, which has become a critical urban problem.

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