FOR RELEASE FRIDAY
February 7, 1969

DOT - 1669
963 - 5154

The Department of Transportation announced today it is considering relocation of the boundary line between the Mountain and Pacific standard time zones in the State of Utah.

The action, taken in response to a petition from the Governor of Utah, was initiated under the Uniform Time Act enacted in 1966.

At the present time the boundary line runs from the northern edge of Utah through Brigham to Ogden and then in a southwesterly direction to the boundary line between Nevada and Utah near Uvada. The petition requests the Department to move the entire line to the Nevada-Utah border.

The Department has asked for comments on the proposal to be received by March 19, 1969, so that the change can become effective by April 27, 1969, the date set by law for advancing the clocks to daylight time.

The proposal does not concern adherence to or exemption from advanced (daylight saving) time. The Uniform Time Act of 1966 requires observance of advanced time within each time zone from the last Sunday in April to the last Sunday in October, but permits any State to exempt itself, by law, from observing advanced time within that State. The Department of Transportation has no administrative authority with respect to this requirement.

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OFFICE OF THE SECRETARY

FOR RELEASE FRIDAY
February 7, 1969

DOT - 1869
963 - 5154

President Richard M. Nixon today announced his intention to nominate three men who will provide top level support to Secretary of Transportation John A. Volpe.

James M. Beggs will be the Under Secretary of Transportation and number two man; Dr. Paul Cherington, Assistant Secretary for Policy and International Affairs; and Mayor James D'Orma Braman, Assistant Secretary for Urban Systems and Environment.

Mr. Beggs, 43, is Associate Administrator for the Office of Advanced Research and Technology at the National Aeronautics and Space Administration headquarters, Washington, D.C. One of four major NASA program offices, the Office of Advanced Research and Technology (OART) is responsible for planning, conduct, documentation and dissemination of the results of all NASA research and technology efforts related to space and aeronautics and the coordination of the agency's total program of supporting research and technology required to carry out specific flight missions. Prior to his appointment as Associate Administrator on June 1, 1968, Mr. Beggs had been employed as a consultant to NASA.

From 1955 to January, 1968, he was with Westinghouse Electric Corp., in the positions of General Manager of their Surface Division in Baltimore, Vice President of the Defense and Space Center, and Director of Purchases and Traffic, Pittsburgh.

A 1947 graduate of the U.S. Naval Academy, he served as a line officer in destroyers and submarines for several years before leaving the service as a Lieutenant Commander. He received his master's degree in business administration from Harvard University in 1955.

His professional memberships include the American Ordnance Association, the American Society of Naval Engineers, Sigma Tau, and the Armed Forces Communications and Electronics Association.

(more)

A native of Dallas, Mr. Beggs is married to the former Mary Harrison and they have four children and live in Ellicott City.

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Dr. Cherington, 50, received his B.S. from Harvard in 1940 and his DBA in 1956. He also did graduate work in Economics at Columbia University.

On the faculty of the Harvard Business School since September 1950, he was designated James J. Hill Professor of Transportation in 1963. He has been engaged in research work in the air transportation and weapons procurement fields and in teaching in the fields of Transportation, Logistics, and Government and Business.

Dr. Cherington has also served as consultant with several government agencies, various transportation companies and equipment manufacturers, United Research, Inc. (Senior Consultant), the Aeronautical Research Foundation, of which he was Director of Research, 1955-57, and the Brookings Institution, Washington, D.C., for which he prepared a report on The Business Representative in Washington (1962). He is co-author of Transportation and Logistics Educations (1967). From 1965 to 1967 he was a member of the Board of Economic Advisors to the Governor of Massachusetts.

Currently he is a member of the Board of Trustees of the American Institute for Political Communication and the Transportation Research Foundation, and is a Senior Consultant to Harbridge House, Inc.

Early experience included: 1942, operations clerk for Pan American Airways, Africa, Ltd.; in British West Africa; 1943-45, operations and statistical control officer in the Air Transport Command; in 1946, economic analyst for the U.S. Senate Military Affairs Committee; from January 1947 until June 1948, liaison representative to the Air Coordinating Committee for the Civil Aeronautics Board; and from June 1948 until September 1950, Executive Assistant to the Chairman of the Civil Aeronautics Board.

Dr. Cherington is married to the former Rita Van Dusen of Philadelphia and has three children. They reside in Cambridge, Mass., and Meriden, New Hampshire.

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Mr. Braman has been Mayor of Seattle, Washington, since 1964 and for ten years prior to that served on the Seattle City Council.

Mayor Braman is a member of the Executive Committee of the National League of Cities serving as Chairman of the Transportation Committee.

Born in Lorimor, Iowa, on December 4, 1901, Mayor Braman attended public schools in Bremerton, Washington, graduating from Bremerton High School in 1918. He operated his own businesses in woodwork and millwork manufacturing and operated a retail lumber and hardware business until 1956.

During World War II, Mayor Braman served as an officer in the U.S. Navy Supply Corps. He entered the Navy as a Lieutenant and was released as a Commander.

Mayor Braman is married to the former Margaret V. Young and the couple has two sons.

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Secretary Volpe also announced the appointment of Charles D. Baker to be Deputy Under Secretary of Transportation.

Mr. Baker is Vice President and Director of Transportation Services for Harbridge House, Inc., an international management consulting firm in Boston, Massachusetts. Mr. Baker has been with Harbridge House since 1965. From 1961 to 1965 he was Vice President and Treasurer and also Manager of Management Services Division of United Research, Inc., another management consulting firm, and for six years prior to that worked for Westinghouse Electric Corporation.

Mr. Baker was born in Newburyport, Massachusetts, on June 21, 1928. He attended public schools in Baldwin, New York, and was graduated from Harvard College (A.B.) in 1951 and the Harvard Graduate School of Business Administration (M.B.A.) in 1955.

Mr. Baker served in the U.S. Navy as an enlisted aviation flight crewman (1946-48) and as an aviation electronics officer (1951-53)

He is married to the former Alice E. Ghormley, of Rochester, Minnesota. The Bakers have three sons.

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FOR RELEASE SATURDAY
February 8, 1969

DOT - 1769
963 - 5154

The Department of Transportation announced today it is considering the relocation of the boundary line between the Central and Eastern standard time zones in the upper peninsula of Michigan.

The action, taken in response to requests from the Boards of Supervisors of a majority of the counties in the area, was initiated under the Uniform Time Act enacted in 1966.

At the present time the upper peninsula of the State of Michigan is in the Central time zone and the remainder of the State is in the Eastern time zone. The proposed change would result in placing the entire State within the Eastern time zone.

Requests for the proposal were also received from chambers of commerce, labor unions, cities, and individual citizens of the upper peninsula.

The Department has asked for comments on the proposal to be received by March 19, 1969, so that the change can become effective by April 27, 1969, the date set by law for advancing the clocks to daylight time.

The proposal does not concern adherence to or exemption from advanced (daylight saving) time. The Uniform Time Act of 1966 requires observance of advanced time within each time zone from the last Sunday in April to the last Sunday in October, but permits any State to exempt itself, by law, from observing advanced time within that State. The Department of Transportation has no administrative authority with respect to this requirement.

The Department has been advised that the State of Michigan has, under the exemption authority, exempted itself from the advanced time provisions of the 1966 Act.

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FOR SUNDAY RELEASE
February 9, 1969

DOT -- 1969
963-5154

Secretary of Transportation John A. Volpe announced today the Coast Guard will test simplified procedures for hiring and releasing merchant seamen on the west coast later this month.

If successful, the new methods could save time and money for the government, companies and ship personnel.

The tests, to be conducted on board three ships in San Francisco beginning February 10, are the second in a series of four planned tests. The first test, held on the Great Lakes last fall, was very successful, Volpe stated.

The new method centers areound a new identification card which looks something like a gasoline credit card and would replace the traditional so-called "Z" card. Shipping articles, a relic of the past century which had to be completed by hand, would be replaced by a modern form.

The San Francisco test will be on board the SS President Wilson of the American President Lines, the Lurline of the Matson Steamship Company, and the SS Philippine Bear of the Pacific Far East Lines.

Future tests are planned in New Orleans in late February and in New York City in middle March.

Adoption of the simplified system will require legislation, according to Volpe. A bill to accomplish this has been reintroduced this session by Congressman Edward Garmatz of the House Merchant Marine and Fisheries Committee.

The proposed legislation would replace several laws enacted between 1872 and 1940. These laws include detailed specification for the records to be maintained and do not lend themselves to modern techniques for the preparation and maintenance of records.

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FOR RELEASE MONDAY P.M.
February 10, 1969

DOT -- 1569
963-5105

Over 35 civil and military aircraft -- including the Air Force's giant C5A transport and the new jumbo jet, the Boeing 747 -- will be on display at the U.S. exhibition at the Paris Air Show, the Department of Transportation announced today.

The Department, which is responsible for coordination of all U. S. flight line and flying demonstration activities at the May 29 - June 8 show, has also arranged with the French Government for the United States to have, for the first time, a unified area for its aircraft exhibits.

Arrangements have also been made with the Department of Defense, which is not participating directly in the biennial event, for the loan of military aircraft and operational support for flight line display.

In addition to its flight line activities, the Department's Federal Aviation Administration will have a 1,000 square-foot display in the U. S. pavilion. Underscoring the theme, "International Skyways -- Corridors of Cooperation," the display will include three motion pictures, a slide presentation, an unusual optical map, and an artistic rendition of flight in the 1970s and 1980s. The Coast Guard and FAA also plan to supply aircraft for display on the flight line.

The Department's activities will be coordinated with those of the Department of Commerce, which is responsible for the erection and management of the U. S. pavilion, and with other Government agencies planning to supply exhibit materials at the Paris show.

The U. S. has participated in every Paris Air Show since its inception in 1909. The show has become a leading trade event for the aerospace industry, and nearly every aerospace manufacturer in the world participates.

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1969 PARIS AIR SHOW
U. S. AIRCRAFT DISPLAYS
(Partial List)

Bell Helicopter

Huey Cobra
Huey Tug
Jet Ranger 506A

Boeing

CH-47
747

Cavalier Aircraft Co.

Mustang III

Conroy Aircraft Co.

Turbine Powered Cessna 223
Turbine powered C-47
Stretch CL-44

Grumman

Gulfstream II

Hughes

L-500 Helicopter

Lockheed

C5-A
AH-56-A
P3-B
C-141
C-130 Stretch
Jet Star

LTV

A7-D

McDonnell-Douglas

RF-4
DC-9 Air Evacuation Aircraft

North American Rockwell

OV-10
Aero Commander Shrike (Utility 500)
Turbo Commander

Northrop

F5-21
Full scale model of a new
Company aircraft

Piper

Arrow
Cherokee 6B
Navaho
PA-35 Pocono

United Aircraft

AH53-A

U. S. Coast Guard

HH 52-A
HC 130-B

FAA

Super Saber

FOR RELEASE MONDAY NOON
February 17, 1969

DOT -- 2069
963-5154

For the first time in the United States, bus riders in the San Francisco Bay Area, in 1970, will be riding buses powered by steam engines.

Under a demonstration project announced jointly today by Secretary of Transportation John A. Volpe and John Francis Foran, Chairman of the Assembly Transportation Committee of the California Legislature, four steam engines -- more properly known as external combustion engines -- will be installed in buses operated by the San Francisco Municipal Railroad (MUNI) and the AC Transit Company in Oakland.

Although the Stanley Steamer is now a museum piece, new technology and new methods of production are now at a point where it appears that the steam engine may, in fact, live up to the potential identified for it years ago. This, coupled with the dangers of pollution from the internal combustion engine, has rekindled interest in the steam engine and in other vapor cycle engines for cars, buses, and trucks. Congress focused attention on external combustion technology in hearings held last May before the Subcommittee on Air and Water Pollution of the U. S. Senate. These hearings pointed up the attractive features of the external combustion engine -- its low pollution output, its operating efficiency and trouble-free maintenance. Federal concern about the problems of air pollution was underscored last week when Robert H. Finch, Secretary of Health, Education and Welfare announced new Federal guidelines for controlling air pollution.

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In making today's announcement, Secretary Volpe said: "This project emphasizes the Department of Transportation's desire to coordinate Federal efforts with those of leaders in other public sectors and with private business in the search for solutions to the problems created by transportation's impact on the environment. It represents a significant first step toward reducing air pollution from public transportation."

Under the grant, an engine will be selected from among the many which are currently being developed. These engines will be fully tested for safety, operating efficiency, and ease of maintenance, after which they will be put into service on a demonstration basis. This two-year project will be the first in which Federal support is provided on a demonstration basis for the development of external combustion technology. A consulting firm hired by the State of California will monitor the demonstration project, collecting information on cost of operation, pollution output, maintenance problems, power, noise, performance, and public reaction.

The demonstration project is supported under DOT's program of research, development, and demonstrations of the Urban Mass Transportation Administration which is aimed at improving mass transportation in all cities across the nation through the application of new technology. The total cost of the program for three years is estimated at $610,000 of which the Federal share will be $450,000. The initial Federal grant is for $244,250 to aid in the purchase, installation and testing of the engine. The State of California, AC Transit and San Francisco MUNI will contribute $160,000 in services.

For further information contact:

Assembly Rules Committee
California Legislature
Room 3173 State Capitol
Sacramento, California 95814

Project Number: CAL-MTD-13

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FOR RELEASE TUESDAY P.M.
February 18, 1969

DOT 2269
963-5154

Secretary of Transportation John A. Volpe today announced a $200,000 grant to the Boston Redevelopment Authority (BRA) to fund a study of a system of moving sidewalks in downtown Boston.

BRA will use the Federal grant, which will be matched by $100,000 of local funds, for architectural and engineering studies of an elevated moving sidewalk in the South Station and Summer Street urban renewal areas. These areas include Boston's greatest concentration of retail activity and will soon be served by a major new transportation terminal on the site of South Station.

The elevated sidewalk system would move people to and from public and private transportation terminals and retail establishments. Currently, people are forced to crowd onto narrow sidewalks and are forced to walk on streets in heavy traffic.

After the study is completed, BRA hopes to proceed to detailed planning, construction and operation of the system.

Project Number: MASS-T9-5

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FOR RELEASE THURSDAY A.M.
February 20, 1969

DOT -- 2169
963-5154

John A. Volpe, Secretary of Transportation, today announced a second award in a Department of Transportation program to develop non-polluting buses for city mass transit service.

Secretary Volpe said, "The Department of Transportation has assigned a high priority to the search for solutions to the problems of air pollution."

The City of Dallas will soon see buses powered by an external combustion engine using freon, a completely safe, non-toxic fluid extensively used in refrigerators, air conditioners, and spray cans. The engine was developed by Kinetics Corporation of Sarasota, Florida. Engineering work is being done by the Vought Aeronautics Division of LTV Aerospace Corporation.

On Monday, February 17, Secretary Volpe announced an award to the California State Committee on Transportation for a research and demonstration project using steam buses in San Francisco and Oakland, the first Departmental grant to study the use of external combustion engines in the effort to reduce air pollution and improve the quality of urban transportation systems.

The Dallas project will cost $464,684 of which the Federal grant from the Urban Mass Transportation Administration will be $309,789. The City of Dallas will pay $114,895 of the project's cost with the balance to be provided by LTV Aeronautics Division in services.

Secretary Volpe praised Dallas for its initiative in undertaking the project. Prior to applying for a demonstration grant, Dallas retained LTV to study a number of external combustion engines.

- more -

LTV selected the Freon engine because it reduced difficulties with freezing, lubricating, starting, and operating at high temperatures and pressures inherent in many older versions of steam engines.

For further information contact:

Mr. William Driggs
Dallas Public Transit Board
Dallas, Texas 76602

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Project No. TEX-MTD-2

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
February 24, 1969

DOT - 2369
963 - 5154

John A. Volpe, Secretary of Transportation, today announced the Presidential nominations of two persons to fill key posts in the Department of Transportation.

The Secretary said that the President has sent to the Senate the names of Secor D. Browne of the Massachusetts Institute of Technology to be Assistant Secretary of Research and Technology and Francis C. Turner to be Administrator of the Federal Highway Administration.

Mr. Browne, 52, is Associate Professor of Air Transport at Massachusetts Institute of Technology, President of Browne and Shaw Company, Inc., of Waltham, Massachusetts, a mechanical engineering firm, and vice-president of International Studies Division,Bolt, Beranek and Newman, Inc., of Cambridge, Mass.

Mr. Browne is a widely-recognized authority on transportation, particularly civil aviation and aircraft engineering, and has served as a consultant on international transportation policy and program planning. He was one of the principal negotiators of the agreement to establish air services between New York and Moscow.

Specializing in analyzing foreign and domestic technology as it applies to transportation systems, Mr. Browne has negotiated license agreements and cooperative programs in western Europe and Japan for American manufacturers of patented or proprietary equipment.

Mr. Browne was appointed to the faculty of MIT in 1958 and promoted to associate professor in 1966. He administers the Flying Transportation Seminars in the Department of Aeronautics and Astronautics. Serving as vice-director of the MIT Libraries, Browne was instrumental in establishing a document exchange program between MIT and several Soviet libraries.

(more)

Prior to joining MIT, he was an industrial instruments application engineer at Barber-Colman Company and from 1951 to 1955 was responsible for aircraft instruments and controls manufactured by the Clifford Division of Standard Thompson Corporation of Waltham.

Browne was born in Chicago, Illinois. He received an A.B. degree from Harvard College in 1938. He is married to the former Mary D. Giles of Croyden, England, and has two sons.

Mr. Browne served in the U.S. Army Air Corps during World War II, enlisting as an Aviation Cadet and being discharged as Major. He served in the European, Middle East and African Theaters and received eight battle stars, two Presidential Unit Citations and the Bronze Star.

Mr. Turner, a career public servant, has been Director of the Bureau of Public Roads since February 27, 1967, when he was confirmed by the U.S. Senate. Mr. Turner joined the Bureau in 1929 when he was appointed Junior Highway Engineer. Since then he has served continuously in various capacities throughout the United States, in Canada; the Yukon; the Northwest Territories in connection with construction of the Alaska Highway; and in the Philippines. The latter two assignments included detail to the War Department, 1944-1946, as adviser on maintenance for the Alaska Highway; and detail to the Foreign Service, 1949-1950, as Coordinator of the entire Philippine Rehabilitation Program.

Upon return from the Philippines in 1950, he was appointed Assistant to the Commissioner of Public Roads, and served in that capacity until appointed Deputy Commissioner and Chief Engineer during the reorganization in January 1957. Under the reorganization which became effective December 18, 1961, Mr. Turner's title changed to Assistant Federal Highway Administrator and Chief Engineer, and in December, 1963, changed to Chief Engineer.

He is a member of the American Society of Civil Engineers; American Association of State Highway Officials; Society of American Military Engineers; American Road Builders' Association; and Highway Research Board.

Mr. Turner was born in Dallas, Texas, December 28, 1908. He attended North Texas Agricultural College (1925-27), and received his B.S. cum laude (1927-29) and Professional Civil Engineer degree (1939-40) at Texas A&M. He was a lecturer in Highway Safety at the University of Philippines (1949-50).

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HQ-610

DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

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FOR RELEASE WEDNESDAY
February 26, 1969

DOT -- 2469
963-5154

John A. Volpe, Secretary of Transportation, today announced the Presidential nominations for Administrators of three of the Department of Transportation's operating agencies.

The President selected as Administrators, John H. Shaffer, Federal Aviation Administration; Reginald N. Whitman for the Federal Railroad Administration and Carlos C. Villarreal for the Urban Mass Transportation Administration.

Mr. Shaffer, 49, vice-president of the TRW, Inc., an aerospace and automobile parts manufacturer, with corporate headquarters in Cleveland, Ohio, is a former Air Force jet pilot.

A native of Everett, Pennsylvania, a graduate of the U. S. Military Academy at West Point, Mr. Shaffer holds a Master of Science degree from Columbia University.

During World War II, he flew 46 combat missions, 1944-45; he was Project Production Officer with the Air Force B-50 Program, 1946-48; and Weapons System Program Manager with the Air Force B-47 Program, 1948-55. He resigned from the Air Force as a Lieutenant Colonel after 11 years service in 1954.

Since then, he has been general production manager and assistant plant manager with the Mercury Division of the Ford Motor Company, 1954-57; Assistant to Group Vice President (Automotive) TRW Inc.; Vice President, Marketing and Sales Equipment, TRW, 1958-62; and Corporate Vice President, TRW Inc., 1962 to present.

Mr. Shaffer is married to the former Joan Van Vieck and they have three children.

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Mr. Whitman, Assistant General Manager of Line East of the Great Northern Railway, has been in railroading since 1934.

With the exception of military service, and a two-year appointment as General Manager of the Alaska Railroad in 1964 and 1965, Mr. Whitman has been in the employ of the Great Northern.

He also holds titles of President of the Lake Superior and Transfer Railway; and Vice President and Director, Portal Pipeline Company---two companies partially owned by Great Northern.

Mr. Whitman was born in Jasmin, Saskatchewan, Canada on October 15, 1909 of American parents. He attended the Harvard Business School.

He resides at 6145 Arctic Way, Edina, Minnesota.

- o -

Mr. Villarreal, 44, is Vice-President, Marketing and Administration for the Marquardt Corporation, a research and development corporation. Based in Los Angeles, Mr. Villarreal directs the activities of field offices in Washington, D.C., Houston, Dayton and Los Angeles.

Prior to his present employment, he worked for the General Electric Company (1957-66) where he developed a marine version of the J79 turbojet engine. Newer versions of this engine have been installed in the Navy's PGM gunboats and were the first aircraft gas turbine conversions to be installed on displacement craft.

Mr. Villarreal is a 1948 graduate of the U. S. Naval Academy. He served in the Navy from 1948 to 1957 in various capacities as an officer aboard destroyers; as Commanding Officer of two auxiliary mine sweepers - U.S.S. Rhea and U.S.S. Ospray; as Commander, Mine Division 31; and as an Instructor at the Naval Academy.

Mr. Villarreal was born in Brownsville, Texas and now lives in Los Angeles. He is married and has two children. He is a member of the American Institute of Aeronautics and Astronautics, the Society of Naval Architects and Marine Engineers, the Navy League of the United States, and the Association of the United States Army.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

Library Room 13-Mail

FOR RELEASE THURSDAY A.M.
February 27, 1969

DOT -- 2569
963-5154

The following excerpts are from remarks by Transportation Secretary John A. Volpe at the National Governors' Conference, Washington Hilton Hotel, Washington, D.C., on Thursday, February 27, 1969, at 9:30 a.m.

"As immediate past chairman of the National Governors' Conference, I am delighted to be with you -- my former colleagues -- this morning.

"I am tremendously enthusiastic about my new assignment here in the Nixon Administration, and I am more than eager to discuss with you this morning some of our goals and plans within the still-youthful Department of Transportation.

"In a nutshell, the role of DOT is to develop and coordinate an effective national transportation system that serves the needs and interests of all parts of the country and segments of the economy. Our basic objectives include economic efficiency in transportation -- the best use of environmental resources -- a wide-ranging, all-inclusive safety program -- and ancillary support of other national interests.

"President Nixon has amplified these goals for us. He has impressed all of us at DOT with a new sense of urgency in coping with the many challenges in national transportation. He has called for a new transportation policy, giving the nation a look at what things are going to be like ten and even twenty years from now.

"As a result, we are research oriented, and we will utilize the results of our research to come up with meaningful programs in transportation for the entire nation.

"I would like to comment for just a moment -- and I am sure these matters will come up in questions from the floor -- about the matter of priorities and policies concerning (first) highways, and (second) urban mass transportation.

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"First of all, the matter of dual highway hearings:

As you all know, last year, as chairman of the Governors' Conference and as Governor of Massachusetts, I took a firm stand in opposition to the original idea of dual hearings. My stand was shared by virtually all the other 49 governors.

"In large part because of our opposition, the dual highway proposal was modified, and the ruling is nowhere near as objectionable to the states now as it was originally. The ruling as it now stands -- in its modified form -- is still under review.

"Our greatest concern is that we avoid the on-again, off-again policies of past years -- that we insure the continued progress of highways already committed, and that we experience no roadblocks in our efforts to construct a coordinated highway network within our proposed coordinated transportation system.

"I have been asked in several recent interviews whether I'm a "Highway Man" or a "Rapid Transit Man." The answer, of course, is that as of last month, I am a "Transportation Man." I have said before, and I say again, that highways will not do the whole job. I'm a former Commissioner of Public Works, I'm a former Federal Highway Administrator, and I've cut plenty of ribbons to open new stretches of pavement ... but I'll say it again, Highways will not do the whole job. While we cannot neglect our great highway system -- either from an expansion or a maintenance point of view -- we must combine that system with rail, air and rapid transit modes. And we must bring to these other modes the same creative foresight we gave the Federal Highway Program back in 1957. We need the funding to develop these other modes of transportation -- and that is in the works. I have told the President that the Department of Transportation will come up with ideas and proposals to bring about the funding and the creation of a true national system.

"We need the knowledge, the expertise, and -- in a sense -- the audacity to put our crew of research and development experts to work to come up with fresh ideas backed with solid enthusiasm.

"We are going to stop assuming that what was good for the nation forty years ago in transportation is good enough today.

"We are pledged to move this nation with efficiency and safety. We will do this job with great spirit and dedication, and I am confident that we will have the help and encouragement of all the Governors of all the fifty states."

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FOR RELEASE FRIDAY
February 28, 1969

DOT -- 2969
963-5154

The Department of Transportation today urged the Federal Communications Commission to modify its requirement for vehicle locator systems employed in the land mobile radio services.

The Department position was filed in conjunction with an FCC inquiry into the use of the radio frequency spectrum for the purpose of vehicle location.

"Knowledge of the locations of mobile units is of prime importance to the efficient operation of any system involving a large number of vehicles whether it be public transportation (buses or taxicabs), safety (police), transfer of goods (local or over the road trucks), or the general public (stranded motorists)," the document said.

In this connection, it said, the "Department has been vitally concerned with the development of effective car locator systems, especially in the transportation field."

It was pointed out that the Department's Urban Mass Transportation Administration has funded $1.5 million to the Chicago Transit Authority to partially finance a bus locator system project that included a two-way radio and a means for notifying a dispatcher in an emergency.

The Department concluded in its comments that the "Automatic Vehicle Monitoring Systems will serve a useful social and economic purpose, allowing a more efficient overall use of the radio spectrum."

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