



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY
August 2, 1969

DOT --18669
Phone: (202) 963-5154

The Department of Transportation today asked the Civil Aeronautics Board to dismiss American Airlines, Inc's motion for a full-blown transatlantic route investigation.

The Department's request was filed in a CAB proceeding involving proposed service between Baltimore, Boston, Hartford, Philadelphia, and Washington on the one hand; and Austria, Belgium, Denmark, Finland, Greece, Luxembourg, The Netherlands, Norway, Sweden, Switzerland, Turkey and Yugoslavia on the other. Each of the European countries is presently served by one U.S. flag carrier.

The Department said it will later recommend that the Board expand its proceeding to include Chicago and Detroit. Additionally, the Department said it plans shortly to petition CAB either to institute a proceeding to consider establishing direct service between a number of interior United States cities and principal European gateways or, alternatively, to expand the present proceeding to that extent.

With two exceptions -- New York City and Miami -- American's motion would bring into issue service between all, or at least the top 25 United States cities and the major European markets. In order to insure prompt resolution of the matters at issue, the Department said, the Board should favorably consider only those requests for expanding the proceeding which provide a factual basis for precisely determining the possible new air transportation needs of the public. "American's motion does not," the Department said, "and should be denied."

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

AUG 3 1969

INFORMATION
CIRCLE 50 2104

FOR RELEASE SUNDAY
August 3, 1969

DOT -- 18469
Phone: (202) 963-5154

A simplified bill of lading for domestic and international trade, which may eliminate up to twelve documents on typical shipments, was announced today by the Department of Transportation.

The new form is intended to serve all methods of transportation in the United States and foreign countries involved in international commerce. It was developed by the Department of Transportation in conjunction with two transportation industry forums -- the National Committee on International Trade Documentation and Marine Exchange, Inc.

Designed for maximum simplicity and effectiveness, the new form is expected to reduce substantially the cost of transportation documentation.

The format evolved through considerable national and international coordination. It reflects suggestions made by the Economic Commission for Europe, a United Nations organization, and those made by shippers, carriers, associations and other Federal agencies.

Use of the new form is voluntary. Copies may be obtained from:

Department of Transportation
Office of Facilitation
800 Independence Avenue, S.W.
Washington, D. C. 20590

National Committee on International Trade Documentation
30 East 42nd Street, Suite 1406
New York, New York 10017

Marine Exchange, Inc.
World Trade Center, Room 303
San Francisco, California 94111

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WASHINGTON, D.C. 20590

FOR RELEASE SUNDAY
August 3, 1969

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY

August 4, 1969

DOT -- 18369

Phone: (202) 963-5154

The Department of Transportation and the Department of Housing and Urban Development today announced four grants for studies designed to develop recommendations for short and long term relief from aircraft noise in specific airport areas.

Overall cost of the project is \$166,734 with the funds made available by both Departments.

Individual studies will be conducted by the Tri-State Transportation Commission in New York City, the Northeastern Illinois Planning Commission in Chicago, the Capital Region Planning Agency in Hartford, Connecticut, and by the East Central Florida Planning Council in Titusville, Florida.

The studies involve aircraft noise situations at John F. Kennedy International Airport, O'Hare International Airport, Bradley International Airport, and Cape Kennedy Regional Airport.

The four areas were chosen because they reflect a cross-section of airport situations. Hopefully, the study results will form the basis for general approaches which could be used to guide land development in many high-noise areas.

The studies will involve close collaboration with local planning agencies, public officials and airport operators.

Areas of principal concern include:

- * The definition of existing noise exposure problems in terms of the number of properties affected, number and types of structures, number of people, and the value of residential and other noise-sensitive properties.

- * Identification of activities that have affected the noise exposure problems, including an evaluation of the attempts to control the situation.
- * Identification of various land use approaches compatible with given airport locations and estimates of costs for alternative approaches.
- * An analysis of the feasibility of compatible land development in high noise areas.

Officials of both Departments expect that the studies will provide recommendations for measures to reduce airport-aircraft noise including estimates of cost, funding sources, timetable and phasing of the program. The studies are scheduled for completion in 15 months.

For further information: Dr. J. Douglas Carroll, Jr.
Executive Director
Tri-State Transportation Commission
100 Church Street
New York, New York 10007

Matthew Rockwell
Executive Director
Northeastern Illinois Planning
Commission
400 West Madison Street
Chicago, Illinois 60606

Robert D. Brown
Director
Capitol Region Planning Agency
15 Lewis Street
Hartford, Connecticut 06103

Gordon Wagner
Executive Director
East Central Florida Regional
Planning Council
2323 South Washington Avenue
Titusville, Florida 32780

Project No: MANAPS-1-69

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
August 4, 1969

DOT -- 18569
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced the appointment of Charles Carroll Carter of Pittsburgh as Assistant Administrator for Public Affairs of the Urban Mass Transportation Administration.

The Urban Mass Transportation Administration is responsible for developing comprehensive and coordinated public transportation systems to serve urban areas for the Department of Transportation.

Carter, 40, is a former assistant executive director of the Pittsburgh Urban Transit Council and a former consultant to the Sarah Mellon Scaife Foundation of Pittsburgh.

In his former positions, Carter was an Administrator of the International Conference on Urban Transportation and traveled extensively while studying rapid transit systems in this country, Canada and Europe.

From 1959 to 1966, Carter was President of the Somerfeld Machine Company of Pittsburgh, a manufacturer of steel mill replacement parts.

A graduate of the University of Notre Dame and the recipient of a Master's Degree in Business Administration from The American University, Carter is a Director of the Greenwell Foundation of Washington and a member of the President's Council of Mount Mercy College of Pittsburgh.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, August 5, 1969

DOT -- 18869
Phone: (202) 963-5154

The Department of Transportation has filed a petition with the Interstate Commerce Commission supporting reconsideration of the Illinois Central Railroad's request for approval of a Rent-a-Train tariff.

Under the Rent-a-Train tariff, shippers would make an annual payment of between \$700,000 and \$1,201,181 and would be guaranteed the use, at low per mile charges, of a train that would travel on each trip at an average of 26 miles per hour.

The tariff is requested for shipment of grain from Illinois to the Gulf Coast for export.

In its support of Rent-a-Train, the Department of Transportation's petition states:

"The Department is convinced that a modern, efficient railroad system in the United States can be attained and preserved only if the railroads, and the Commission, take every opportunity to develop cost based rates. Rent-a-Train, better than any other tariff that has come to our attention, does relate freight rates to railroad costs and does so in the particularly difficult context of agricultural transportation. As a consequence, Rent-a-Train rates encourage shipper use of railroad facilities in a manner that redounds to the benefit of the railroad, the shipper himself, and the nation."

Specific reasons cited in the support of Rent-a-Train in the Department of Transportation's petition are:

- * Rent-a-Train encourages shippers to use a limited number of railroad cars throughout the year instead of a large number of cars for a short time period, thus producing a more efficient use of rolling stock.

- * Rent-a-Train encourages intensive use of railroad facilities and fosters efficient railroad operation, since a railroad's unit costs decrease and its facilities are more intensively used.
- * Rent-a-Train encourages the construction of large, efficient loading and unloading facilities, thus increasing the time rolling stock can be used in transporting goods.
- * Rent-a-Train encourages the construction of needed grain storage facilities, thereby benefitting the corn growing area served and lessening the tendency of shippers to use railroad cars for grain storage in times of high seasonal demand.

The Transportation Department's petition supports the 25-mile per hour average travel speed contained in the Rent-a-Train proposal on the basis that a guaranteed speed is necessary in order that a shipper may determine the degree of use it can make of Rent-a-Train and at what cost.

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DEPARTMENT OF TRANSPORTATION

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NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
August 8, 1969

DOT -- 18969
Phone: (202) 963-5154

A demand four times the current use of the Panama Canal is forecasted by the year 2000 for a new Atlantic-Pacific sea level canal across the Central American Isthmus, a proposed project which has been under study by the Federal government since 1965.

The forecast is contained in a report titled Isthmian Canal Demand Forecast which was released today by Secretary of Transportation John A. Volpe.

The Panama Canal, completed in 1914, now handles about 90 million long tons of commercial shipping annually. A probable increase in demand to 355 million long tons is expected in 2000.

The report has been sent to Andrew E. Gibson, Administrator of the Maritime Administration and Chairman of the Shipping Study Group of the Atlantic-Pacific Inter-oceanic Canal Study Commission. The Commission was appointed in April, 1965, to examine the need for a new sea level Isthmian Canal to replace the present lock-type Panama Canal.

Representatives of the Departments of Transportation, Commerce, State, Treasury and the Army Corps of Engineers are the principal members of the Study Group.

The report analyzes regional product and tonnage data for the years 1947 through 1967 to forecast future tonnage expectations for the period ending in 2000.

Total Panama Canal tonnage increased from 28.8 million tons in 1950 to 86.1 million tons in 1967.

Approximately half of the tonnage passing through the Panama Canal is of United States origin, principally East Coast to the Far East. During the same period, the Japanese economy became an increasingly important generator of trade through the Panama Canal.

Japan in 1950 generated only 7.66 percent of Canal traffic tonnage but by 1967 shipped more than one-third of all tonnage passing through the Canal.

The report states Japan's gross national product has experienced an average annual real growth of ten percent over the past ten years and at the end of the current fiscal year will have surpassed West Germany to become the third largest economy in the world.

The report estimates a continuation of Japan's record growth for the short range but projects a gradual decline to about a five percent annual increase in gross national product by the year 2000.

The report was prepared in the Office of the Assistant Secretary of Transportation for Policy and International Affairs as a part of the continuing research into future transportation requirements.

Isthmian Canal Demand Forecast was prepared by Walter J. Chilman of the Transportation Department's Office of Systems, Requirements, Plans, and Information. Copies may be obtained by contacting him at that office 800 Independence Avenue, S.W., Washington, D.C. 20590. Phone: (202) 962-5678.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY
August 11, 1969

DOT -- 19069
Phone: (202) 963-5154

David W. Oberlin of Duluth, Minnesota, was installed as Administrator of the St. Lawrence Seaway Development Corporation today by Secretary of Transportation John A. Volpe.

Oberlin, 49, will be responsible for the management of that portion of the St. Lawrence Seaway in United States territory and for cooperative efforts with the St. Lawrence Seaway Authority of Canada.

The 2,300-mile inland seaway connects the Great Lakes Region of the United States and Canada with the Atlantic Ocean.

Oberlin is former Director of the Duluth Seaway Port Authority and former Manager of Trade Development of the Toledo-Lucas County Port Authority. He serves as Chairman of the International Association of Port Authorities and as a Director of the American Association of Port Authorities.

A native of Atchison, Kansas, and a graduate of the University of Michigan, Oberlin is a former member of the U.S. Submarine Service, and in World War II was awarded the Silver Star Medal and the Personal Commendation Ribbon.

"It is a great satisfaction to welcome such an eminently qualified member to the Department of Transportation team and to a position so vital to the economic welfare of two great nations," Secretary Volpe said.

At the same time, five members of the Advisory Board of the St. Lawrence Seaway Development Corporation assumed office.

- more -

Reappointed was Miles F. McKee of Detroit, Michigan. Newly appointed were Jacob L. Bernheim of Milwaukee, Wisconsin; Foster S. Brown of Canton, New York; William W. Knight, Jr., of Toledo, Ohio; and Joseph N. Thomas of Gary, Indiana.

McKee has served on the Advisory Board since 1966. He is Secretary of Sand Products Corporation and West Michigan Dock and Market Company and Vice President of the Wisconsin and Michigan Steamship Company.

Bernheim is a partner in the law firm of Michael, Best and Friedrich, labor relations counsel to Milwaukee stevedore operators, and from 1949 to 1953 held administrative positions with the Federal government.

Brown is President Emeritus of St. Lawrence University of Canton, New York, and former President of the State University College at Oswego, New York. He is a member of the Governor's Advisory Board on Employment and Unemployment in New York, former Vice President of the Association of College and University Presidents and a Director of the Empire State Chamber of Commerce.

Knight is Chairman of the Toledo-Lucas County Port Authority, President of the Knight Land Company of Toledo and Vice President of TAG Airlines. He is a former member of the Great Lakes Commission.

Thomas is the managing partner of the Thomas, Thomas, Burke, and Richardson law firm, Chairman of the Indiana Port Commission and a Director of the Gary National Bank.

Headquarters of the St. Lawrence Seaway Development Corporation are in Massena, New York.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FAA Library

AUG 13 1969

Acquisitions
Section Hq 810A

FOR RELEASE MONDAY
August 11, 1969

DOT -- 19169
Phone: (202) 963-5154

The Department of Transportation announced today that it is issuing a rule changing the boundary line between the Pacific and Mountain time zones in the State of Oregon, so as to include in the Mountain zone the northern three-fourths of Malheur County.

The change made by the rule was in response to a petition submitted by Governor Tom McCall of Oregon, and a notice of proposed rule making issued by the Department on May 13, 1969. Interested persons were given a 48-day period within which to comment on the proposal.

A portion of Baker County, formerly in the Mountain time zone to accommodate a line of railroad that has been abandoned, is being placed in the Pacific time zone as a result of the Department's investigations during the course of the proposal. Under the new rule all but the southern one-fourth of Malheur County will be in the Mountain time zone. The rest of the State will be in the Pacific time zone. The changes will become effective at 2:00 a.m. on September 7, 1969.

This action by the Department did not concern adherence to or exemption from advanced (daylight saving) time. The Uniform Time Act of 1966 requires observance of advance time within each established 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 has no administrative authority with respect to this requirement.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
August 11, 1969

DOT -- 19269
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today named Robben W. Fleming of Ann Arbor, Michigan, and Arthur D. Lewis of New Canaan, Connecticut, to serve on a panel to review air traffic controller personnel problems.

Fleming is President of the University of Michigan and previously was a Professor of Law at the Universities of Michigan, Wisconsin, and Illinois.

Lewis, formerly (1967-1969) President of Eastern Air Lines, is a senior partner and Chairman of the Executive Committee of F. S. Smithers & Co., New York investment bankers.

Today's appointments complete a seven-member panel established by Secretary Volpe to review career needs and other personnel problems of air traffic controllers, who are responsible for operating the Nation's air traffic system.

The panel is headed by Dr. John Jay Corson, of Arlington, Virginia, a noted consultant, executive and educator. Other panel members are:

James C. Mitchell, of Washington, D.C., Director of the Advanced Study Group at Brookings Institute;

Stanley H. Ruttenberg, of Bethesda, Maryland, Editor of the Manpower Information Service for the Bureau of National Affairs;

Dr. Alan D. Catterson, of Seabrook, Texas, Deputy Director of Medical Research and Operations at the National Aeronautics and Space Administration's Manned Space Center in Houston; and

Peter W. Bernhard, of North Babylon, New York, an air traffic controller for 13 years and presently co-owner of Installation Specialities, Inc., an electronics manufacturing and installation company.

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DEPARTMENT OF TRANSPORTATION

Library
Vol 103/12/69
NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, August 12, 1969

DOT--19369
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today commended the D. C. City Council for voting approval of the bridge and highway projects required by the 1968 Highway Act.

Secretary Volpe said:

"I have directed Federal Highway Administrator Frank C. Turner to rescind the letter of January 17, 1969, of his predecessor, Mr. Lowell Bridwell, which had deleted the Three Sisters Bridge and the North Central Freeway from the Interstate System.

"I have also directed the Administrator to set in motion all actions necessary for completion of those projects as required by Sections 23 (b) and 23 (c) in cooperation with the Highway Department of the D. C. Government in the 1968 Highway Act.

"The resolution of this impasse," Secretary Volpe said, "is the culmination of countless hours and efforts on the part of many public officials at all levels of government, as well as by interested private citizens and groups.

"It is my conviction that this fair-minded and courageous action, taken in the best interests of all the residents of the Washington metropolitan area, and the commitment of the Department of Transportation to complete the projects required by the Federal Aid Highway Act of 1968, will result in approval by the subcommittee on appropriations for the District of Columbia of the District's share of appropriations for the area's rapid transit system."

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

August 13, 1969

DOT --19469

Phone: (202) 962-3928

Editor:

The attached letter outlines the role of the Department of Transportation in the selection of sites for new airports. It was written in response to a query by a Massachusetts resident concerned about the possibility of a new airport in the Boston area.

Although the letter addresses itself to airports only, the same principles apply for other projects of the Department. Because of the public concern over the selection of sites for such things as airports and highways, we thought the letter might be of interest to you. We have purposely deleted the name of the recipient of Secretary Volpe's letter.

Walter L. Mazan
Assistant Secretary for
Public Affairs



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

August 5, 1969

Thank you for the kind remarks in your letter of 9 July 1969. We were as surprised as anyone by the recent press announcements to the effect that the Uxbridge-Douglas area has been proposed by the Metropolitan Area Planning Council as a site for a jetport to serve the Boston metropolitan area.

To be completely accurate, the press needed to say that this was a draft report, prepared by the Metropolitan Area Planning Council, not yet formally reviewed nor approved by any officials or agencies.

Thus, the Department of Transportation is not in any way committed to endorsement of this site, nor have we been asked for any opinions or approvals.

Studies made by the Federal Aviation Administration (FAA) recognize that the Boston area needs an additional air carrier airport. The present site, regardless of improvements that can be made, cannot handle the future demand that will be placed on it.

Total operations at Logan International for Fiscal Year 1968 were 296,976, which exceeds the practical annual capacity for the existing airport layout. Forecast traffic for Fiscal Year 1970 is 309,000, and for Fiscal Year 1975, 403,000. Therefore, it behooves Boston to get on with planning another air carrier airport now.

According to the Metropolitan Area Planning Council Staff Report, the Uxbridge-Douglas area is the best of those alternative sites within the Commonwealth of Massachusetts selected for further detailed investigation by the Massachusetts Port Authority.

During Fiscal Year 1968 the nine scheduled airlines providing service to the Boston area through Logan International operated 197,546 flights. While load factors for the carriers for Boston are not readily available, their system average load factor is 51.2 percent.

This compares favorably with the industry average of 53 percent for the same period. While there is some bunching of schedules in the morning and evening hours, frequency of schedules is the result of passenger demand.

The FAA, one of the agencies of the Department of Transportation, is vitally interested in the development of airports throughout the country. However, the FAA cannot dictate to a community the location of an airport. The FAA does review and evaluate proposed sites and the construction of airports to assure safe and efficient use of airspace. And, when Federal funds are to be expended jointly with the community, it is necessary that the site and development be approved by the FAA.

The owner of an airport, whether it be a community, a group of communities, an authority, a state, or any combination of these, has the responsibility of airport site selection and development thereon. The owner must weigh the environmental, social and economic factors and reach a conclusion which will provide benefits to the greatest number of people. Assuredly, we provide technical advice when requested but, in the final analysis, the appropriate authorities make the decision.

Decisions in matters of this sort are difficult. In the final analysis it is up to the citizens of the community to decide whether or not they can afford to divert the resources necessary, land included, to meet the growing needs of commerce and industry.

It is our recommendation that you make your wishes and desires known to the various local bodies who will make the decision.

Sincerely,

/s/ John A. Volpe



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
August 13, 1969

DOT - 19569
Phone: (202) 963-5154

Two top officials of the National Governors' Conference have telegraphed their support of the proposed Public Transportation Assistance Act of 1969 to Secretary of Transportation John A. Volpe.

Gov. Buford Ellington, chairman of the National Governors' Conference, and Gov. John A. Love, chairman of the Conference's Committee on Transportation and Commerce, enthusiastically endorsed contract authority provisions of the bill, which would permit long-term planning and financing of new public transportation projects.

The bill, submitted to Congress on August 7 by President Nixon, calls for a \$10 billion program over the next 12 years to develop and improve public transportation.

Of the \$10 billion, about \$5.5 billion is proposed for major new public transportation systems, about \$2.5 billion for existing major systems and about \$1.5 billion for medium and small systems. Another \$500,000 is earmarked for research and development, demonstrations and technical studies.

The President proposed an authorization of \$300 million in 1971, rising to \$1 billion a year by 1975.

"...Federal assistance to state and local governments for the development of urban mass transit facilities is urgently needed," Governors Ellington and Love wired Secretary Volpe. "You are to be commended for developing and proposing a realistic program at a time when there are so many competing demands for new projects and programs."

"Your plan for long-term contract authorization to support state and local financing efforts may be especially important, as it will be absolutely necessary to develop adequate and dependable long-term financing of this major undertaking. It is essential to move as rapidly as possible to meet our mounting transportation needs.

"We appreciate your initiative in this important matter and look forward to discussing the program with you fully at the National Governors' Conference in just a few weeks."

The National Governors' Conference begins August 31 at Colorado Springs, Colorado.

The phrase "long-term contract authorization" refers to a provision of the proposed Act which would give the Department of Transportation statutory authority to obligate the United States to pay the amounts authorized for the public transportation programs when they become available.

An initial contract authority of \$3.1 billion for five years is proposed. Under the proposed bill, the authority could be extended every other year.

Secretary Volpe, in releasing the telegram today, said "contract authority puts Federal assistance for public transportation on the same kind of long-term footing as the highway program that is responsible for the Nation's Interstate Highway System."

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
August 15, 1969

DOT -- 19669
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe will be joined by a distinguished group of government officials when he officially opens the second National Air Exposition at Dulles International Airport at 2:00 p.m. this afternoon.

Secretary of Defense Melvin Laird, National Aeronautics and Space Administrator Dr. Thomas Paine, Federal Aviation Administrator John Shaffer and Civil Aeronautics Board Chairman John Crooker will accompany Volpe when he signals the start of the show by firing a signal pistol.

This year's second national air exposition is again being sponsored by the National Aviation Club of Washington, D. C.

The public will be admitted free to the program that commences at 10 am and closes at 8 pm, Saturday and Sunday, August 16 and 17.

Static displays of aircraft from all military services, the United Kingdom and United States domestic aviation manufacturers will be open to the public along one of Dulles' taxi-ways.

Military services represented include, U. S. Air Force, U. S. Army, U. S. Marine Corps, U. S. Navy, and U. S. Coast Guard. Helicopters and operational aircraft from each of these services will be available for inspection by visitors to Dulles.

Special flying demonstrations will take place Saturday and Sunday from 2 to 4:30 p.m. and will include the precision aerobatic flying skills of the Navy's Blue Angels.

Friday activities will be confined to industry representatives, government officials and foreign diplomats.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
August 15, 1969

DOT -- 19769
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced the appointment of George W. Haley, a Morehouse College graduate, as Chief Counsel of the Urban Mass Transportation Administration.

Haley, 44, a resident of Kansas City, Kansas, and a former member of the Kansas State Senate, at the time of his appointment was a practicing attorney with the law firm of Stevens, Davis and Haley in Kansas City.

Secretary Volpe said: "The appointment of George Haley adds another capable, experienced, and dynamic person to fill a key post in the Department.

"George Haley's experience on a U.S. Congressional Staff and in the State Legislature, his active participation in community affairs with the Urban League and Republican Party, and his legal knowledge utilized as a lawyer, a member of city government, and a state law maker makes him an invaluable member of the Urban Mass Transportation Administration team."

After Haley received his LLB Degree from the University of Arkansas Law School, he began practice of law in 1951; served as a member of the congressional staff of Representative Robert F. Ellsworth (Rep., Kansas) 1960-1964; employed as an Assistant City Attorney, 1955 - 1965; served in the Kansas State Senate, 1965-1968, where he served as Chairman of the Kansas Senate Public Utilities Committee; Vice Chairman of the Senate Public Welfare Committee; and member of the Banks and Banking, Federal and State Affairs, Industrial Development and Aeronautics, Judiciary and Municipalities Committees.

A member of Alpha Phi Alpha Fraternity, a Thirty-Second degree Mason and member of the Board of Directors of the Kansas City Urban League, Haley is former Vice Chairman of the Kansas Young Republican Federation.

A native of Henning, Tennessee; he is married to the former Doris Moxley of South Bend, Indiana and they have two children, David, 10; and Anne, 7.



DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

TAD-49 /
NEWS

FAA Library

AUG 21 1969

Acquisition
Section Hq #10A

FOR RELEASE SATURDAY
August 16, 1969

DOT -- 19869
Phone: (202) 963-5154

The Department of Transportation announced today that it is issuing a rule changing the boundary line between the Central and Mountain time zones in the State of Kansas.

Under the new rule, only the western Kansas counties of Sherman, Wallace, Greenley, Hamilton and Kearny will be in the Mountain time zone. The rest of Kansas will be in the Central time zone. Under the present boundary line all or part of 26 northwestern Kansas counties are legally in the Mountain time zone. In June of 1968, a proposal to put all of Kansas in the Central time zone was withdrawn from consideration by the Department because the response to it was extremely limited and because of opposition to it in the westernmost counties.

The change is being made on the basis of new information received from two public meetings held by the Department in Kansas, a proposal published by the Department on June 11, 1969, and the public comments received in response to it. Under the proposal only Sherman, Wallace, Greenley, and Hamilton Counties would have remained in the Mountain time zone. However, comments from Kearny County convinced the Department to include that county with the other four in that zone.

The change will become effective at 2:00 a.m. on Sunday, October 26, 1969, the time set by law for the changeover from advanced (daylight) time.

This action by the Department did not concern adherence to or exemption from advanced (daylight saving) time. The Uniform Time Act of 1966 requires observance of advanced time within each established 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 has no administrative authority with respect to this requirement.

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NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE

DOT--19969

Phone: (202) 963-5154

SUMMARY OF PROGRAM ACTIONS
ANNOUNCED FOR THE PERIOD
JULY 28 THROUGH AUGUST 15

OFFICE OF THE SECRETARY

Four Grants -- \$166,734 -- (joint cost for the Department of Transportation and the Department of Housing and Urban Development) Purpose: To conduct studies designed to develop recommendations for short and long term relief from aircraft noise in specific airport areas. For further information see DOT--18369 press release dated August 4.

U. S. COAST GUARD

N Y CG-94-059-A

Rochester, New York -- \$63,660 -- Purpose: To purchase components for shipboard announcing systems. (Dynalec Corporation, 34 Elton Street, Rochester, New York)

Va CG-93042-1A

Manassas, Virginia -- \$72,402 -- Purpose: To purchase 22 frequency converters and technical manuals. (Georator Corporation, 315 Tudor Lane, Manassas, Virginia 22110)

Connecticut

Stratford, Connecticut -- \$111,073 -- Purpose: For overhaul/repair of aircraft components. (Sikorsky Aircraft Division, United Aircraft Corporation, Stratford, Connecticut)

Md CG-90-528-A

Baltimore, Maryland -- \$112,850 -- Purpose: To purchase 925 rectifier assemblies. (Westinghouse Electric Corporation, P. O. Box 1693, Baltimore, Maryland)

(more)

N Y CG-93-840-A Binghamton, New York -- \$130,187 -- Purpose: To purchase closed circuit television cameras and spare parts kits for use on 378 cutters. (Singer General Precision, Link Division, Binghamton, New York)

Tennessee Memphis, Tennessee -- \$313,063 -- Purpose: For fabrication of 5040 buoys. (General Metals Corporation, 2315 South Lauderdale, Memphis, Tenn.)

FEDERAL AVIATION ADMINISTRATION

Minn FA69WA-2071 St. Paul, Minnesota -- \$85,000 -- Purpose: To provide radar capabilities to the tracking system. (UNIVAC, Federal Systems Division of Sperry Rand Corporation, St. Paul, Minnesota)

Illinois Aurora, Illinois -- \$99,601 -- Purpose: To extend, light, and mark runway and construct and light taxiway. (Aurora Municipal Airport, Illinois)

Ind FA70WA-2233 Fort Wayne, Indiana -- \$117,200 -- Purpose: To modify two Government-owned airport surveillance radars. (ITT Industrial Laboratories, Fort Wayne, Indiana)

Calif FA69WA-2186 Long Beach, California -- \$136,683 -- Purpose: For establishment of low speed flight characteristics criteria for STOL aircraft. (McDonnell Douglas Corporation, Long Beach, California)

Ohio Cleveland, Ohio -- \$39,259 -- Purpose: To reconstruct portion of apron. (Cleveland Hopkins International Airport, Cleveland, Ohio)

West Virginia Lewisburg, West Virginia -- \$56,150 -- Purpose: To construct, mark, and light parallel taxiway. (Greenbrier Valley Airport, Lewisburg, West Virginia)

FEDERAL HIGHWAY ADMINISTRATION

Ala PT69-007(001) Alabama State-wide -- \$225,650 -- Purpose: To strengthen the Alabama Public Safety Department's selective enforcement program.

California California State-wide -- Purpose: Thirty separate awards totaling \$2,393,440, were made to the State of California during the above three-week period. The majority of these awards were for emergency relief funds to repair and reconstruct highway facilities damaged by floods earlier this year.

(more)

Illinois

Illinois State-wide -- Purpose: Nine separate awards totaling \$24,000, Federal share \$12,000. The majority of the awards were in the field of highway safety.

Ind PT 76-661-001

Indiana -- \$1,992, Federal share \$996 -- Purpose: To train two officers at Northwestern University Traffic Institute in accident investigation.

Ind FH-11-7275

Bloomington, Indiana -- \$62,550 -- Purpose: To conduct a study regarding optimum speed limits for highways. (Indiana University Foundation, Bloomington, Indiana)

Kansas

Mission and Atchison, Kansas -- Purpose: Two awards in the amount of \$4,600, Federal share \$2,300, to purchase radar equipment.

Kansas EM 70-001(001)

Junction City, Kansas -- \$33,292, Federal share \$11,096 -- Purpose: To purchase two ambulances and associated equipment for Junction City.

Kansas CD 70-001(001)

Topeka, Kansas -- \$88,200, Federal share \$44,100 -- Purpose: For traffic control device inventory, accident analysis, and preparation of traffic safety improvement plan.

Kentucky

Jefferson, Nelson, and Worcester Counties, Kentucky -- Purpose: Three awards in the amount of \$5,000, Federal share \$3,215, to purchase radar equipment.

Kentucky

Daviess, McCracken, and Nelson Counties, Kentucky -- Purpose: Three awards totaling \$32,633, Federal share \$16,317, for the purchase and installation of communications equipment.

Ky PT 70-001-001

Shively, Kentucky -- \$8,625, Federal share \$4,313 -- Purpose: To upgrade police traffic services, including the purchase of emergency vehicle and equipment for use at accident scenes. The project also calls for a program of driver improvement and safety education for school children.

Mass PT 70-004(001)

Medway, Massachusetts -- \$1,700 -- Purpose: To purchase radar equipment and two-way mobile radio unit.

Mass PT 70-001(001)

Massachusetts State-wide -- \$32,413 -- Purpose: To purchase ten videotape recorders.

Mass PT 70-003(001)

Quincy, Massachusetts -- \$90,000, Federal share \$45,000 -- Purpose: For a communications control center and portable radio equipment.

(more)

Nev AL 70-001(001) Lincoln County, Nevada -- \$2,398, Federal share \$1,979 -- Purpose: To purchase chemical testing devices to be used in administering tests for intoxication.

N Hamp PT 70-001(001) Middleton, New Hampshire -- \$3,000, Federal share \$1,350 -- Purpose: To provide a police cruiser.

N Hamp EM 70-001(001) Stafford County, New Hampshire -- \$18,000, Federal share \$9,000 -- Purpose: To purchase ambulance for City of Dover Police Department.

N Y TR 69-1-002 Erie County, New York -- \$42,000, Federal share \$21,000 -- Purpose: To computerize traffic accident records.

Pa PT 70-001(001) Northumberland County, Pennsylvania -- \$4,359, Federal share \$2,179 -- Purpose: To establish police communications system in the City of Watsontown.

R I PT 70-001(001) Rhode Island State-wide -- \$2,550 -- Purpose: To conduct seminars in supervision of highway operations.

R I PR 70-002(001) Pawtucket, Rhode Island -- \$56,006, Federal share \$11,046 -- Purpose: To purchase two vehicles to be used in accident investigation, emergency rescue, etc.

S Car AL 70-001(001) South Carolina State-wide -- \$200,000, Federal share \$100,000 -- Purpose: To train 500 enforcement officers in the use of the Breathalyzer to test the blood alcohol level of drivers.

Utah AL 70-001(001) Logan, Utah -- \$3,275, Federal share \$2,500 -- Purpose: To purchase TV camera, video tape, TV monitor, video tape recorder for Logan Police Department and training in the use of the equipment. Equipment will be used to record interviews of intoxicated drivers.

W Va PT 70-001(001) West Virginia State-wide -- \$8,310, Federal share \$4,155 -- Purpose: To conduct a two-week police supervisory course for forty officers at Northwestern University.

W Va PT 70-001(001) West Virginia State-wide -- \$86,640, Federal share \$34,010 -- Purpose: To purchase 40 radar speed timing devices.

W Va PA 70-001(001) West Virginia State-wide -- \$150,000, Federal share \$75,000 -- Purpose: For the planning and administration of the State's highway safety program.

(more)

Wisconsin Barron, Dane, and Jefferson Counties, Wisconsin --
Four awards totaling \$7,100, Federal
share \$3,550, to purchase radar equipment.

Wisconsin Fox Point and Brown Deer, Wisconsin -- Two awards
totaling \$6,450, Federal share \$3,225,
to provide portable emergency two-way radio
communications permitting police officers at accident
scenes to maintain communications with headquarters
while away from their patrol cars.

Wisc PT 70-007(001) Wisconsin State-wide -- \$160,000, Federal share
\$80,000 -- Purpose: The Wisconsin Patrol Academy
will conduct two 8-week courses for 40 men each
session in law, accident investigation and traffic
law enforcement.

Wisc AL 70-001(001) Waukesha County, Wisconsin -- \$6,000, Federal share
\$3,000 -- Purpose: To purchase videotape equipment.

Wisc EM 70-001(001) Tigerton, Wisconsin -- \$6,850, Federal share \$3,425 --
Purpose: To establish a volunteer ambulance service
based at Tigerton and serving seven surrounding
communities.

Wisc PS 70-001(001) Marathon County, Wisconsin -- \$730, Federal share
\$365 -- Purpose: To purchase projector and screen
to be used in pedestrian safety program in
Marathon County schools.

FEDERAL RAILROAD ADMINISTRATION AND URBAN MASS TRANSPORTATION ADMINISTRATION

Jointly funded by Federal Railroad and Urban Mass
Transportation Administrations Chicago, Illinois -- \$125,000 -- Purpose: to develop
a computer program for estimating the cost of
tunneling through hard rock. (Harza Engineering
Company, Chicago, Illinois)

Los Angeles, California -- \$99,570 -- Purpose: To
improve methods of transporting workers and
equipment in and out of tunnel sites and carrying
excavated material to the outside. (Holmes and
Narver, Inc., Los Angeles, California)

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8/20/69



DEPARTMENT OF TRANSPORTATION

NEWS

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WASHINGTON, D.C. 20590

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FOR RELEASE
August 22, 1969

DOT--20169

In view of press interest regarding commercial rail shipments of phosgene, the Department of Transportation has developed background information on the Federal authority involved, the nature of the shipments and the safety precautions being taken.

If you have any further questions regarding the shipments, please contact the Federal Railroad Administration's Office of Hazardous Materials at the following numbers:
962-8683, 962-8684, and 962-8783.

Walter L. Mazan
Assistant Secretary
for Public Affairs

Attachment

BACKGROUND INFORMATION
RAIL SHIPMENTS OF PHOSGENE

Department of Transportation's Involvement

The Department and its operating Administrations have the responsibility of administering the Transportation of Explosives and Other Dangerous Articles Act (18 U.S. Code Secs 831 to 835). The Department publishes regulations for the safe transportation of explosives and other dangerous articles, including radioactive materials, etiologial agents, flammable liquids, flammable solids, oxidizing materials, corrosive liquids, compressed gases, and poisonous substances. These regulations are binding upon all carriers engaged in interstate or foreign commerce which transport such articles by land, and upon all shippers making shipments of such articles via any carrier engaged in interstate or foreign commerce.

Special Permits

If a carrier or shipper adheres to the Federal regulations (Under Title 49 U.S. Code of Federal Regulations, Jan. 1, 1968), developed under this law, no special authority is necessary to make shipments. The Department issues special permits to establish safety standards for products or containers which are not provided for in the regulations.

In the case of the civilian phosgene shipments, two special permits were requested and granted: (1) a waiver of the hydrostatic test required every five years on the shipping cylinders and (2) a waiver to the requirement for a "gas tight" protective cap over the two valves on the end of the cylinder.

The Federal Railroad Administration issued the permits because:

1. The 5-year hydrostatic retest is designed to ensure that the container has not been weakened by either internal corrosion or external effect of transportation. Phosgene is not corrosive to the metal; this has been verified by emptying and inspecting a sampling of stored tanks. These tanks have not been in transportation so they have suffered no external damage; this is verified by external inspection of each tank.
2. The "gas tight" protective cap requirement is designed to contain any phosgene which may escape from the valves in the end of the tanks. The phosgene tanks, brought from the military, do not have the "gas tight" caps. However, the special permits provide compensating safety requirements: the valve openings are sealed with solid metal plugs, and each shipment is accompanied by technicians who inspect each tank at each train stop. The technicians are trained and equipped to repair a leak, if one should develop, and to neutralize any phosgene which may be leaked.

Cylinder Construction

The cylinder is 30 inches in diameter, 81 1/2 inches in length, and is constructed with 13/32 inch high-strength steel. The tanks are designed to take 500 psi of internal pressure (Phosgene develops 25 psi in normal transportation).

According to one manufacturer, Columbiana Boiler Co., of Columbiana, Ohio, thousands of such containers are in daily service around the world. It is the standard package for transporting commodities other than phosgene, including Liquid Chlorine, anhydrous ammonia, methyl Mercaptan, Sulphur Dioxide, Hydrogen Sulphide, Methyl Chloride, and Inhibited Vinyl Chloride.

Safety Precautions

The following safety precautions were taken in preparation and during the phosgene shipments of August 14:

1. Federal Railroad safety inspectors checked the special rail equipment to be used in the moves, and the shipper's technical escorts checked the cylinders prior to leaving the Army installation.
2. The railroads involved in the moves placed speed restrictions on the trains, gave them priority treatment while in route, inspected the equipment at crew change points all across the country. At that time, the technical escorts checked the cylinders. The escorts had in their possession a neutralizing agent in case any leakage was found.
3. Federal Railroad inspectors checked the equipment again enroute.

The above precautions will be taken in the subsequent commercial moves of phosgene under these special permits.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

SEP 4 1969

Publications
Section By 610A

FOR IMMEDIATE RELEASE
Friday, August 29, 1969

DOT -- 20269
Phone: (202) 963-5154

Citing the increasing number of cars on American highways as a built-in obstacle to the reduction of highway crashes, Secretary of Transportation John A. Volpe today called upon drivers to use more than normal caution during the Labor Day weekend.

"As we put 10,000 new cars on the highways each day, it becomes obvious that we increase the possibilities and probabilities for fatal mishaps, despite the great strides made in constructing safer highways," Volpe said.

"It doesn't take a crystal ball to predict a huge upsurge in the number of fatalities over the coming Labor Day weekend when we recognize the fact that the three-day period probably will establish a record for the number of cars on the road.

"The advice to drive safely has been offered so frequently and so repetitively that it perhaps has become trite. But at the risk of being trite, I offer it once again as the means of best observing this great traditional holiday which honors the working man, and, more importantly, American lives."

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