DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
March 3, 1970

DOT -- 5370
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced three bus demonstration grants totaling $801,825 designed to reduce air pollution, noise and vibration.

The grants issued by the Department of Transportation's Urban Mass Transportation Administration were made as follows:

* $576,825 to the California Legislature Assembly Rules Committee;

* $165,000 to the Washington Metropolitan Area Transit Commission (WMATC);

* $60,000 to the Public Utilities Commission, City and County of San Francisco.

"These projects," Secretary Volpe said, "are a part of the Department's determination to seek immediate solutions to our transportation problems with new hardware that moves people comfortably and swiftly while reducing pollution and noise.

"We in the Department are committed to an accelerated program calling for the utilization of the vast store of technological data at our command to solve the problems of the environment today -- not in some distant future."

The $576,825 grant to the California Assembly Rules Commmittee will be used to install three steam engines in three modern buses for trials and tests prior to use in transit systems.

The $165,000 grant to the Washington Metropolitan Area Transit Commission of the District of Columbia will be used to install anti-pollution kits in five D.C. Transit buses.

The tests will be conducted for a year. The kits, provided by General Motors Corporation, alters various parts of the bus including the engine and exhaust system.

The $60,000 grant to the Public Utilities Commission of San Francisco will be used in a similar experiment to that of the District. It will involve the installation of the General Motors anti-pollution kits on four buses of the San Francisco Municipal Railway.

- more -

For further information contact:

Honorable Eugene A. Chappie
Chairman, Assembly Rules Committee
California State Legislature
Sacramento, California 95814

Office of Research
Urban Mass Transportation Administration
800 Independence Avenue, S.W.
Washington, D.C. 20591

Public Utilities Commission
City and County of San Francisco
287 City Hall
San Francisco, California 94102

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT -- 5470
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe honored the broadcasting industry today during its 50th anniversary year for its contributions to transportation safety. Secretary Volpe presented a special plaque to Vincent T. Wasilewski, President of the National Association of Broadcasters.

"It would be impossible for anyone to estimate how many people are still alive today because of the creative, stimulating public service announcements aired daily by our broadcast media aimed at safe driving," said Secretary Volpe.

"However, I am aware that the cost of time for highway safety announcements carried by more than 5,000 radio stations and 600 television stations amounts to more than $600-million annually.

"For a job well done on behalf of highway safety, I am pleased to present a special plaque to the broadcasting industry for its public service contributions on the occasion of broadcasting's golden anniversary year," he said.

Accepting the plaque on behalf of the entire broadcasting industry, Wasilewski said:

"The American broadcasting industry is honored to receive this handsome plaque which recognizes its efforts to promote transportation safety. This recognition of radio and television's public service activities is most gratifying to us coming as it does during broadcasting's golden anniversary year."

The citation on the plaque reads:

"The Department of Transportation, on the occasion of the 50th anniversary of American broadcasting, salutes the public service rendered by the Nation's broadcasting industry on behalf of transportation safety."

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
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Phone: (202) 963-5154

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TAD-49

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT - 5670
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today took steps to preserve the scenic and historic Franconia Notch in New Hampshire's White Mountain National Forest by refusing to approve Interstate Highway construction through the site.

"This area, site of the famous Old Man of the Mountain rock formation, is one of the scenic treasures of New England and a valuable recreation resource for both summer and winter visitors," Secretary Volpe said.

"I am indefinitely postponing the construction of this section of Interstate 93, which links Boston and Montreal, and do not plan to consider it further at this time. My responsibilities under Section 4(f) of the Transportation Act and under the Environmental Quality Act require that I review every project and program to insure minimum impact on the environment."

Secretary Volpe pointed out that traffic forecasts for that section of the highway do not at this time demand a highway constructed to Interstate standards.

Interstate 93 is designed to cross New Hampshire from south to north. The area in question would have linked that portion of Interstate 93 which now ends north of Woodstock, New Hampshire, with another section of the highway proceeding from the Notch to Littleton, New Hampshire, and ultimately to St. Johnsbury, Vermont.

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Proposals to construct I-93 through Franconia Notch have led to debates between conservationists and sportsmen and those who use the corridor for north and south highway travel. Conservationists and sportsmen argued that it was not appropriate to use the Notch, nationally recognized as an area of great beauty and recreational importance, as a major Interstate highway corridor.

Studies funded by the New Hampshire State Highway Department and the Department of Transportation's Federal Highway Administration have indicated that traffic in the area will be too light to justify constructing a highway and possibly damaging the scenic quality of the area through which the highway would pass.

A section of the highway north of Franconia Notch already has been improved because U.S. Highway 3, which roughly parallels the proposed Interstate highway, was too deteriorated to handle the traffic load, Secretary Volpe said.

U.S. Highway 3 will be restored to improve the safety of the road and to provide better turnouts and shoulder areas for use by tourists who visit the area.

In addition, should the New Hampshire State Highway Department desire, the Department of Transportation's FHWA has indicated its willingness to improve or develop an alternate route which would proceed from Woodstock northwesterly to connect with Interstate 91 south and west of Franconia Notch.

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03070

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL AVIATION ADMINISTRATION

WASHINGTON, D.C. 20590

REMARKS PREPARED FOR DELIVERY BY
JOHN H. SHAFFER, ADMINISTRATOR
FEDERAL AVIATION ADMINISTRATION
TO THE NORTHEAST REGION
AVIATION/SPACE WRITERS ASSOCIATION
NEW YORK CITY
14 JANUARY 1970

A FEW COMPASS HEADINGS FOR THE SEVENTIES

Today the beginning of a new decade is as momentous as the turn of a century once was. Events are compressing time and expanding horizons. Even ten years is now too long a time to sustain a national mood. Changes are occuring fast and furiously. A widely circulated magazine has just recently described the '60s as a "turbulent era ... a time of tremendous forces and changes." The trend is expected to continue into the '70s.

Without question, these will be years of change for civil aviation. Aviation, therefore, will be making news -- most of it good news, I trust. I thought that today I would join the rest of the first-of-the-year forecasters and touch on a few of the places where you can expect changes in the aviation scene during the decade before us.

The things I'm going to discuss are not predictions. They are projections of trends already under way, or policies which the President, the Secretary and I

intend to pursue to provide a total transportation system for the nation with sufficient capacity to make it possible for anyone to go anywhere, anytime, with assured safety and convenience.

Let me start with the subject of safety.

The NTSB has just called 1969 "the best year of the jet age, from the standpoint of safety." The Chairman bases that conclusion on figures just compiled which show that 1969 had the lowest air carrier accident rate since the jet age began, an improved general aviation safety record, and reflected a substantial drop in the number of total accidents as well as fatalities.

Nevertheless, we still had accidents, and we still hold that there is no plateau along the incident or fatality curve that we consider acceptable. Neither do we need to remind ourselves that 1970 will be the first year of operation for the wide-body jets which could make aircraft accidents even less acceptable, if that's possible.

In 1969 there were 56,800 highway fatalities in the United States compared to about 1,700 deaths from aircraft accidents of all types. As one national news journal commented recently, "... the public seems less aroused about the piecemeal death that occurs on the highway."

Secretary Volpe is, of course, moving to put greater emphasis on highway safety -- to change the public attitude toward the auto accident rate and to bring about appreciable reductions in that rate. This is a Department of Transportation effort that I think will become quite pronounced during the '70s.

For our part, we will continue to intensify our air safety activities. Three things are working in our favor in this respect, and I am confident we can expect increasingly more favorable statistics as the '70s unfold.

First: we have good people in the system and we're getting more. President Nixon recently upped by one thousand the request we made of Congress for more controllers, and the prospects are for some 20,000 more air traffic control personnel to come into the system by 1980.

Second: the system is being improved and expanded significantly. The Aviation Facilities Expansion Act will generate more than 14 billion dollars over the next ten years -- to provide more runways, more equipment, more of everything. The bill will also expedite the complete automation of our towers and centers, and finance the research and development essential to follow-on systems.

Incidentally, despite the publicity that has been given to midair collisions and near-misses, the air trafic control system last year handled more than 60 million flights without a single midair collision between two controlled flights. I'm not suggesting that we can or should be complacent about the situation or that improvements aren't needed. However, I would make this observation -- today's system, though under strain and in need of greater capacity, is functioning effectively and that air travel is a safe form of public transportation.

Third: airplanes are getting better.

Bigger, certainly, but also better. While it may be natural to feel apprehensive about one aircraft that can carry 365 people, there are a few things I believe we all should consider before arbitrarily assuming that an accident will happen because of statistical probability.

One, the manufacturers and the airlines would not have opted for the large capacity jets without reasonably high assurances about their safety.

Two, the manufacturers have gone to great lengths to assure aircraft reliability.

And, three, the 747 has just been subjected to an exceedingly thorough FAA certification process extending over better than a year and consuming more than 47,000 man hours of critical examination and shakedown.

Let me elaborate just a little on the safety prospects of the 747, with the understanding that everything I say about this airplane will be just as true of the DC-10 and L-1011 when they come into service late next year.

The wide-bodies signal a new generation of aircraft, but there is no generation gap. The transition is one of size, not technology. It involves none of the complexities of going from propellor craft to jets. Further, we begin the superjet age with a wealth of jet experience. The wide-bodies represent a generation of system improvements but no radically new systems requiring extensive training or depend on familiarization and the accumulation of experience for confidence.

In short, we have everything going for us but statistics, and I believe they will be on our side before the year is out. I have followed the development, flight test, and certification of the 747 closely and carefully and, frankly, I'm impressed but not complacent.

In designing the 747, Boeing performed a detailed analysis of commerical aircraft accidents over the previous dozen years, isolating those aspects of aircraft construction and operation most susceptible to vehicle or human failure; then devoted greater design and engineering skill to those areas. The result is an airplane which we find meets all new FAA crashworthiness standards, including the latest requirements for evacuation (still a 90-second limit for all 365 passengers and crew), and for fire-resistant interiors.

-- The 747 represents 10 million manhours of basic engineering; a test program extending over four years, costing 165 million dollars, and involving 1,300 individual tests (including structural integrity tests that flexed the wings 23 feet upward and subjected the airframe to stresses of 107 per cent over the design load specifications.)

-- The 747 has four main landing gear, any two of which can absorb all the energy from a ten foot per second sink rate landing, or what we call a "hard landing."

-- The 747 has greater redundancy throughout. The flight control system is not only fully hydraulic powered, but so is the back-up system. There are two inertial navigation guidance systems, and an equal redundancy is practiced throughout the critical components of the airplane.

I mention these things to refute what I think is a very mistaken notion -- that accidents are part of the price of bringing a new piece of equipment into use. We're better equipped today to guard against deficiencies in design or assembly than ever before.

Our resolution to make the '70s safer for air travel also has regulatory roots.

The rule we proposed last October for the segregation and control of air traffic at 22 major terminals in the United States is a necessity if we are to effectively reduce the risk of midair collisions in the congested terminal areas.

The rule has been interpreted by some as excluding the modestly-equipped light plane from the airways. Not so. Although the proposal would impose operating and equipment requirements, it would not ban any segment of aviation from operating within the terminal area under either instrument or visual flight rules. Further, the rule would apply only to limited areas in the immediate vicinity of major terminals, and would not infringe on the freedom of the private pilot to use the airspace away from those terminals. Access rights to any general aviation airports falling within the boundaries of the prescribed terminal areas would also be assured.

I would also like to point out that the terminal control rule is being proposed under a program of full and complete consultation with the local communities where it would apply. We are not adopting a common pattern and imposing it on every airport. There is no one pattern that is necessarily best -- the configuration of the controlled area will depend on the conditions at each geographic location. So whether we have tunnels or channels or corridors, a "mushroom" or a "wedding cake" concept, depends really on what works best for the particular terminal area. Obviously, we want the concept adopted to be as uncomplicated as possible, so it can be easily depicted and easily understood.

As another approach to greater safety, we are exerting more efforts in airman education. One example is the accident prevention program experimentally under way in our Central and Southwest regions. This has been a grass roots approach and necessarily low-key. In the central region 380 pilots have acted as accident prevention counselors; 261 pilots were designated in the Southwest region. After 16 months the Central region reported a 17 per cent decrease in fatal general aviation accidents, while there was a five per cent decline in the Southwest region and a 12 per cent decline overall in non-fatal accidents. We intend to continue this program in the Central and Southwest regions and expand it to the other regions when we have the resources.

One trend of the new decade, then, will be this conscientious and concerted drive toward greater air safety, and these efforts will be reflected in regulatory actions as well as through improvements in the airborne and ground elements of the system.

A second trend of the '70s will be the significant upgrading that's going to occur in our nation's airports and airways.

I don't need to catalog for this audience the capacity shortages in today's system but I do need to remind you that we face a doubling of today's traffic midway through the decade and tripling by 1980. The terms of the Aviation Facilities Expansion Act meet this situation realistically. With final enactment of the legislation expected soon after Congress returns next week, we will have the resources necessary to revamp and enlarge our airports and airways in the '70s, and the assurance that an orderly ten-year program can be carried out without fiscal uncertainty or financial interruption. I find the 337 to 6 vote of endorsement the House gave the airways bill extremely gratifying, and I am encouraged by the generally enthusiastic attitude of the Senate to the companion measure that was under consideration there before the Christmas recess.

There is a third major trend clearly discernible as a symbol of the '70s, and that's an active concern for the quality of our environment.

Aviation has a responsibility to help improve the quality of life, particularly the quality of the air; and we are committed -- industry and government together -- to make good on that responsibility in the decade before us.

This is not a momentary awareness or a sudden decision. The industry has been at work for some time to curtail smoke emissions and engine noise, and the efforts are already showing results. The engines on the 747 leave no visible air pollution trails, and noise levels promise to be almost half the present levels for large jets on takeoff and landing. Stated differently this airplane is five times as big as the BAC-111 and not half as loud.

New combustion chambers of "burner cans" designed to burn off all the carbon have been developed for existing jet engines. As the new aircraft (with smoke-free engines) come into the inventory and as present aircraft undergo engine retro-fit programs, the problem of air pollution from jet engine exhausts will be greatly reduced.

For our part, we have within the FAA the authority to protect persons and property on the ground through rules governing the flight of aircraft. In the past this regulatory authority has been exercised almost exclusively in the interests of physical safety; that is, the prevention of accidents. I think it is apparent that one of the trends of the '70s will be an increasingly more meaningful use of the government's regulatory authority to safeguard the public against what we might call the side effects of flight -- most notably, air pollution and excessive noise.

We have issued our first noise rule, applicable to all new subsonic jet transport aircraft, and other noise rules will be forthcoming. I do not look for the total elimination of aircraft as a source of noise, and I don't think anyone really expects that. We can, I believe, soften the impact of jet noise while we pursue other means of insulating society more effectively from the intrusive aspects of aircraft operations.

A greater emphasis on compatible land use in the design and siting of airports and more realistic zoning of the areas around them, for example, can be potentially very rewarding in making airports and airplanes more acceptable to the public. With the increased airport construction expected in the '70s because of the greater Federal funds to be available, we should perhaps make more enlightened use of architectural, landscaping, and zoning techniques to develop an airport environment compatible to the community.

I believe, too, that where present airports are totally "impacted" as they are here in New York, the substitution of STOL service for present short-haul inter-city jet shuttles, and for ferry service between the major airports and metropolitan locations, may be essential to the maintenance of air commerce and the attenuation of noise.

There is an allied aspect of the environment issue that has received some prominence in the press lately. I refer to the proposal that the environment within the airplane itself be protected for the non-smoker.

As you know, the agency has been petitioned to prohibit smoking on passenger-carrying civil aircraft, on the grounds that, one, cigarette smoke, even second-hand smoke, is harmful; and, two, that smoking can be dangerous since a fire could result.

We have been giving this whole matter careful consideration and, while we have not come to any conclusion, there are several things I can report to you today.

One: I have consulted, on a personal and unofficial basis, with several airline presidents to get their opinion on what might be a reasonable course to pursue in the public interest. The consensus of that informal survey is that some accommodation could be made by segregating the smoker from the non-smoker. Admittedly, this is not as simple as adding a smoking car to a train, but the spaciousness of the wide-body jets does suggest that sections of the cabin could be set aside for the smoker (or non-smoker) without undue cost to the airline or inconvenience to passengers.

Two: we are participating with the Public Health Service in a test program to help determine whether exposure to cigarette smoke in the confines of a high density aircraft is injurious to the health of the non-smoker. Tests will begin January 18 on the charter flights the Military Airlift Command runs for military personnel and dependents between Travis AFB and Japan. The air content of the cabin will be sampled periodically, and passengers will be selected on a voluntary basis for blood tests before and after the flight. Among other things we hope to learn more about the effectiveness of the air exchange system aboard airliners, since a continuing industry objective is to deliver better, fresher, sweeter, cleaner air to all passengers more frequently.

Three: we are issuing an advance notice of proposed rule making in the near future inviting interested persons to comment on the prohibition of smoking aboard civil aircraft or the separation of smokers from non-smokers.

There is one final trend I foresee for the '70s and this one is an article of faith with me. It's a trend toward greater and more responsive public service on the part of the FAA. I am persuaded that we can, and should, try harder to sympathize with the often diverse, sometimes contradictory, but always compelling needs of civil aviation in its various forms.

We enter the decade of the '70s with real prospects for true progress. I am going to do what I can, to the best of my ability, to see that we waste neither time nor resources in bringing civil aviation what it most needs -- a capacity equal to demand, the opportunity to grow and prosper, and a safety record that leaves no question about what is the best way to travel.

It's my conviction that we will overcome today's obstacles, correct what's wrong with air transportation, and make the 1970's banner years for aviation. Perhaps the big news of the decade will be a genuine acceptance of the airplane, by those who don't fly as well as those who do.

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
March 6, 1970

DOT -- 5870
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe will open the new Capital Beltway railroad station in Maryland at 10:00 a.m., on March 16, 1970.

Federal, state and local officials have been invited to participate in the ceremony, at which the first train will arrive at the $1.65 million facility.

The station will be opened to the public on March 17. It is located in Prince George's County where the Penn Central Railroad crosses under the Beltway, I-495, near its interchange with U.S. 50, the John Hanson Highway.

The Capital Beltway station was constructed as a service feature of the Northeast Corridor Demonstration Project with the aid of a $1 million grant from the Department of Transportation's Federal Railroad Administration.

Secretary Volpe explained the station opening will not mark the start of the Demonstration Project with the Penn Central.

"The station is completed and ready to serve the public," Secretary Volpe said, "and its immediate use should not be delayed.

"Negotiations with Penn Central on levels of service to be performed under the Demonstration Project contract are proceeding and both the Department and the railroad are hopeful they will be speedily and successfully concluded."

Capital Beltway will be served initially by four Penn Central trains northbound and three southbound on weekdays only. Additional weekend trains will be added in April. The ticket office will be open on weekdays from 7:00 a.m. to 3:30 p.m.

A feature of the schedule at Capital Beltway will be a pair of Express Metroliners each weekday to provide the Washington area with a fast, one-day Washington to New York and return service.

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The weekday Express Metroliner will depart from the park-and-ride station at 7:40 a.m., make one stop in Baltimore and arrive in New York at 10:00 a.m. A companion express Metroliner will leave New York at 5:00 p.m. each weekday and arrive at the Capital Beltway with no intermediate stops at 7:35 p.m.

Essentially a large parking facility with two high level platforms and a connecting tunnel, the station initially will provide parking for 200 cars. If public demand warrants, it can be expanded to about 1,000.

The $1 million Federal grant provides for the completion of track and signal work, the high level platform, connecting tunnel and ticket office.

The State of Maryland provided the land, valued at $500,000. Prince George's County contributed $150,000 for the parking lot and access road and will operate the station.

The initial schedule for the station:

Northbound

Departing Capital Beltway

7:40 a.m. (Metroliner Express, Baltimore only stop)

8:54 a.m.

12:11 p.m. (Metroliner)

3:14 p.m.

Southbound

Arriving Capital Beltway

4:32 p.m.

7:35 p.m. (Metroliner non-stop from New York)

10:40 p.m.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT -- 5970
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe and Senator Hugh Scott (Republican - Pennsylvania) today announced a $21 million Department of Transportation grant to help purchase 144 electrically-powered rail commuter cars for the Philadelphia area.

The grant was made by the Department's Urban Mass Transportation Administration to the Southeastern Pennsylvania Transportation Authority (SEPTA). The Federal grant represents 50% of the $42 million cost of the cars. Upon completion of statutory planning requirements, SEPTA would be eligible for an additional grant of $7 million raising Federal participation to $28 million, or two-thirds of the total cost.

Local funds will be provided by the Commonwealth of Pennsylvania, the City of Philadelphia, the Counties of Bucks, Chester, Delaware and Montgomery and the Penn Central and Reading Railroads.

One hundred and thirty of the new cars will be leased to Penn Central and 14 to the Reading. The two railroads operate Philadelphia commuter service for SEPTA.

Secretary Volpe said "The new cars will replace equipment which is old -- some of it more than 50 years old, much of it obsolete and dilapidated. Rail commuters in Philadelphia, and across the Nation, deserve better cars and better service.

"I am very much concerned with the old age and generally run-down condition of most of the Nation's rail commuter car fleet," Secretary Volpe said. "A great deal must be done to modernize this service if our urban areas are to prosper."

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"These improvements require very large capital expenditures and the resources of the Department for this purpose are severly limited," Secretary Volpe noted. "However, we are doing something about it and we intend to do more.

"A month ago, the Senate passed the Urban Mass Transportation Assistance Act 84 to 4 with Senator Scott's support. The House is now holding hearings on this bill. Senator Scott has taken an active interest in this grant to SEPTA, and with transportation problems throughout Pennsylvania and the Nation. It is a great pleasure to work with him. I appreciate his counsel and the support he gives to the Department of Transportation."

Urban Mass Transportation Administrator Carlos C. Villarreal said the purchase of commuter rail cars "provide a great return on an investment of transit dollars. New cars increase patronage and improve system service and reliability. As a result, operating revenues increase and operating costs are reduced."

Project No. PA-UTG-10

For further information: David N. Phillips
Assistant General Manager - Administration
Southeastern Pennsylvania Transportation Authority
2028 PSFS Building
Philadelphia, Pennsylvania 19107

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030670

TAD-49

DEPARTMENT OF TRANSPORTATION | NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
MARCH 12, 1970, 3:00 P. M.

DOT -- 6070
Phone (202) 963-5154

Secretary of Transportation John A. Volpe today announced a $100,000 research grant to Tube Transit Corporation of Palo Alto, California, to further assess the feasibility of the gravity-vacuum train concept.

Secretary Volpe said, "the size of the Federal commitment that would be needed to get the concept into prototype operation is so large and the questions of technical and economic feasibility are so numerous that further assessment of the concept is essential at this time."

The work is to be completed within 91 days.

The gravity-vacuum concept envisions using tube trains which would roll downhill approximately half way to the next station and then use a combination of acquired momentum and vacuum pressure for the other half, or the uphill portion of its trip.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE 12:00 NOON
Friday, March 13, 1970

DOT - 6170

Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today said he will not approve use of Federal funds for additional runways at John F. Kennedy International Airport in New York, pending the results of an environmental study by the National Academy of Sciences.

Secretary Volpe's announcement is a continuation of Department of Transportation policy that gives the highest priority to environmental factors before approval is given for use of Federal funds for any transportation project.

The New York decision also is in conformity with the National Environmental Policy Act of 1969, which President Nixon signed into law on January 1. Secretary Volpe, in a recent memorandum, told Departmental policy makers to consider any proposed action that may affect the environment as one that could significantly affect the environment. He also spelled out Departmental policy on environmental matters.

In his announcement today, Secretary Volpe said the Department would cooperate fully with the National Academy of Sciences in its study since "the results of this study could be of great benefit to us in our efforts to deal with similar situations across the country.

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"I reccgnize the critical need for additional airport capacity in New York and in other major cities," Secretary Volpe said. "I also recognize the need for additional highways and other transportation corridors. But I am not going to approve the use of Federal funds for these airports and corridors unless and until I am satisfied that the price of this additional mobility is not irreparable damage to the quality of the environment.

"I am determined that this Department will become the leader in preserving, protecting, and restoring our environment and appreciably improving the quality of American life."

He stressed that any actions taken to improve the three major New York-New Jersey airports must not have the effect of increasing overall community noise exposure, increasing air pollution or otherwise causing harm to the area's ecology.

"The airports of New York, as well as those across the country, must be compatible neighbors to the areas they serve," Secretary Volpe said.

Further, Secretary Volpe said that all Department of Transportation efforts to resolve New York's airport problems would be fully coordinated with the Department of the Interior because of the proposed Gateway National Recreation Area. No decisions have been made concerning proposed improvements to JFK Airport and they will not be made until the environmental/ecological reviews are completed. In addition, all study results will be made available to the Council of Environmental Quality for its review and comment.

"Situations such as that in New York are becoming more common." Secretary Volpe said, "and the Federal Government's role -- and interest -- in them is increasing. The recent growth in commercial aviation and the development of new aviation technology have generated urgent needs throughout the United States, both for new airports and an expansion of existing facilities -- either of which can have a serious impact on the environment.

"This is true for every mode of transportation, and it is a problem at which my memorandum to Departmental policy-makers was directed," the Secretary said.

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That directive orders that all proposed actions deemed likely to affect environmental quality be accompanied by a detailed statement outlining the possible impact of the action on the environment. The Secretary designated J.D. Braman, Assistant Secretary of Transportation for Environment and Urban Systems, to oversee the Department's response to the National Environmental Policy Act, signed into law by President Nixon on January 1, and to compile the material for the July 1 report required by the new law.

Secretary Volpe noted that positive action by government often is required to ensure that genuine needs for additional facilities are not met at the expense of irrevocable harm to the quality and nature of the environment. An excellent example of this may be seen in the recent proposal to build a jetport near the Everglades National Park in South Florida. The Department of Transportation, working with the Department of the Interior, successfully concluded an agreement with the local authorities to safeguard the National Park by requiring the local authority to find another site for the proposed airport.

In conformance with this Departmental policy, Federal Aviation Administrator John H. Shaffer today announced that the Federal Aviation Administration will not consider any applications for Federal aid for additional runways at New York Airports without assurances that there will be no unacceptable environmental or ecological impact. Mr. Shaffer stressed the necessity for balancing the increasing transportation needs of the New York area with the absolute requirement that all steps be taken to achieve excellence in environmental quality.

The FAA will release a limited study which analyzes the technical considerations concerning the airport capacity of the New York-New Jersey metropolitan region. This study provides a basis, along with the National Academy of Sciences Study, for further efforts to determine how airport capacity can be increased and the area's ecological and environmental quality enhanced.

The limited study released by the FAA for printing is in two parts, "Analytical Study of Air Traffic Capacity in the New York Metropolitan Area" and "New York Traffic Capacity Study (Real Time Simulation)." The study examines the capacity of the system of airports serving the New York area, concentrating on Newark, LaGuardia and Kennedy. It assumes that additional parallel runways are added at Newark and Kennedy. The reports also consider several improvements to the air traffic control system, such as the use of area navigation routes, standard instrument departure and arrival procedures, and computer-aided approach spacing and sequencing. The effect of regulating or limiting traffic during peak hours is also examined.

The first part of the study uses analytical and mathematical techniques to estimate capacity. The second part is a real time simulation study conducted on the air traffic control simulation system at the FAA's National Aviation Facilities Experimental Center. The simulation system, which includes controllers, control equipment, such as radars, and simulated aircraft, permits study of all elements of the system simultaneously.

The addition of runways at Kennedy and Newark would provide substantial peak-hour airport capacity increases depending upon the noise abatement procedures used and the degree of success resulting from the recently developed metroplex plan.

Substantial increases in air traffic capacity are obtained from the revised route structures, standard departure and arrival procedures, and automated control aids. These or other improvements are necessary to prevent control positions from becoming overloaded at traffic demands equivalent to the maximum capacity of the reconfigured airports.

In releasing the report for printing, Mr. Shaffer emphasized that it is only a part of a total study effort. Studies considering the impact of the expansion plan on the environment, and the plan's relationship to the total transportation needs of the New York area, must be conducted before the overall feasibility can be determined.

Copies of the report should be available from the Clearinghouse for Federal Scientific and Technical Information, Springfield, Virginia 22151, by April 1st.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
March 16, 1970

MAR 16 1970

DOT - 6270
Phone: (202) 962-8647

Secretary of Transportation John A. Volpe today opened the Capital Beltway railroad station in Maryland and announced establishment of express bus feeder lines to serve the new facility.

At formal opening ceremonies, Secretary Volpe said the Department has signed contracts with Greyhound Lines and D. C. Transit for the bus feeder service which will begin April 6. Greyhound will operate between the station and Annapolis, while D. C. Transit will provide service between the station and Rockville, via Bethesda and Silver Spring.

The suburban park-and-ride station opens to the public on March 17 with four northbound and three southbound Penn Central trains on weekdays only. The ticket office will be open on weekdays from 7:00 a.m. to 3:30 p.m.

Secretary Volpe was the first passenger off the first train to stop at the $1.65 million station. He was accompanied by Members of Congress, DOT officials and representatives of the railroad industry.

In his address, Secretary Volpe cited the station as an example of teamwork between Prince George's County citizens and officials, the State of Maryland, Congress and the Department of Transportation. "It demonstrates what interested citizens working together with private industry and with government can accomplish," he said.

The station is located in Prince George's County where the Penn Central Railroad crosses under the Beltway, I-495, near its interchange with U.S. 50, the John Hanson Highway.

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The Capital Beltway facility was constructed as a service feature of the Northeast Corridor Demonstration Project with the aid of a $1 million grant from the Department of Transportation's Federal Railroad Administration.

Previously, Secretary Volpe explained the station opening will not mark the start of the Demonstration Project with the Penn Central.

"The station is completed and ready to serve the public," Secretary Volpe said, "and its immediate use should not be delayed.

"Negotiations with Penn Central on levels of service to be performed under the Demonstration Project contract are proceeding and both the Department and the railroad are hopeful they will be speedily and successfully concluded."

A feature of the schedule at Capital Beltway will be a pair of Metroliners each weekday to provide the Washington area with a fast, one-day Washington to New York and return service.

The weekday morning Metroliner will depart from the park-and-ride station at 7:40 a.m. and arrive in New York at 10:29 a.m. A companion express Metroliner will leave New York at 5:00 p.m. each weekday, make one stop in Philadelphia, and arrive at the Capital Beltway at 7:35 p.m.

Essentially a large parking facility with two high level platforms and a connecting tunnel, the station initially will provide parking for 200 cars. If public demand warrants, it can be expanded to about 1,000.

The $1 million Federal grant provides for the completion of track and signal work, the high level platform, connecting tunnel and ticket office.

The State of Maryland provided the land, valued at $500,000. Prince George's County contributed $150,000 for the parking lot and access road and will operate the station.

The initial schedule for the station:

Northbound

Departing Capital Beltway

7:40 a.m. (Metroliner)

8:54 a.m.

12:11 p.m. (Metroliner)

3:14 p.m.

Southbound

Arriving Capital Beltway

4:27 p.m.

7:35 p.m. (Metroliner one stop in Philadelphia)

10:40 p.m.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE NOON TUESDAY
MARCH 17, 1970

DOT - 6370
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced that Grumman Aerospace Corporation has won the contract to design a 300 mile-per-hour tracked air cushion vehicle.

Grumman's contract will total an estimated $3 million for the engineering design and technological studies for the test vehicle and the guideway on which it will operate.

"This contract signals this Administration's solid commitment towards affording the Nation's traveling public a ground transportation system unmatched anywhere," said Secretary Volpe in announcing the contract before a luncheon audience at the National Press Club.

"The Grumman contract," he said, "is a key element in the Department of Transportation's overall tracked air cushion vehicle program and will provide the technology for second generation inter-city ground transportation systems. These systems will be capable of speeds up to 300 miles per hour within 6 to 10 years."

In a related development, the Secretary said he soon will announce a contract for a demonstration program involving a 150 to 200 mile-an-hour vehicle which will provide early operational experience of a tracked air cushion vehicle (TACV) system for which technology is already available.

He said the lower speed vehicle will operate over short distances, possibly 25 miles or less in an intra-city system, and is expected to be operational by late 1972.

Grumman's contract will result in the detailed design of a tracked air cushion research vehicle (TACRV) and

- more -

guideway, together with program plans for later vehicle construction and testing. Preliminary design studies for the TACRV have been completed.

Tasks which Grumman will perform will consist of vehicle engineering, guideway engineering and subsystem development testing.

The contractor also will be required to prepare detailed technical and management plans and costs of the program's next phase -- actual vehicle construction. A plan for carrying out subsequent test operations, including the requirements for operation and maintenance of the vehicle during testing also will be required.

On January 19, 1970, the Department announced plans to construct a high speed test facility at Pueblo, Colorado. Plans call for the construction of the TACRV and the test facility to mesh so the Grumman vehicle can be tested there, along with a linear induction motor (LIM). The tests will be conducted on two 20-mile oval test tracks, one for TACV and one for the LIM. A 20-mile straightaway also is contemplated.

In December of last year the Department unveiled a 250 mile-per-hour test vehicle powered by a 2,500 horsepower linear induction motor. The LIM, which will be tested later this year at the Pueblo site, holds promise as the main propulsion source for the tracked air cushion vehicle, Secretary Volpe said.

The TACV project will be supervised by the Federal Railroad Administration's Office of High Speed Ground Transportation. It is responsible for conducting research and development in high speed ground transportation technology and demonstrating prototypes of advanced systems.

Numerous research programs, subsystem and technology studies, as well as an engineering study of possible operational TACV systems, led to the start of the tracked air cushion research vehicle.

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2100

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT -- 6470
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe announced today that in view of the recent action of the Department of Labor in ordering hearings to develop a basis for a coordinated Federal approach on all Government contracting in the Washington area, including the Washington Metropolitan Subway System, he is authorizing the Washington Metropolitan Area Transit Authority to proceed with Metro construction contracts pending development of a "Washington Plan."

Volpe said that his Department had suspended new Metro construction contracts under the responsibilities assigned the Transportation Department by the Office of Federal Contract Compliance pursuant to Executive Order 11246. Those instructions called for the development of a special affirmative action plan, including specific ranges for the employment of minorities on Metro projects.

Hearings to gather information concerning minority group hiring practices in federally funded construction work in the Washington area have been scheduled by the Department of Labor for April 13 and 14, 1970. According to Secretary Schultz, these hearings are needed in order to develop a basis for a coordinated Federal approach on all Government contracting in the Washington area, including the metropolitan area subway system.

The previous action of the Department of Transportation in suspending new Metro construction contracts was based on the absence at that time of an area-wide approach to minority hiring. Volpe hailed the Labor Department's action as providing the best answer not only to minority employment problems in the area but also to the critical need for skilled manpower in the construction industry.

In authorizing WMATA to proceed with METRO contracts pending development of the coordinated Federal approach, Volpe said that WMATA is taking steps to employ an equal opportunity officer oriented to the interests and problems of minority citizens in the Washington Metropolitan Area. This equal opportunity officer will be assigned authority and responsibility to ensure compliance on the part of contractors and subcontractors with their equal opportunity obligations to

- more -

ensure maximum utilization of minorities in the full range of jobs involved in the subway construction program. He will also have equal opportunity responsibility in connection with the hiring practices of WMATA itself as well as efforts to identify and solicit minority contractors and subcontractors for participation in the construction effort.

Volpe emphasized that his Department and WMATA would cooperate in the development of a coordinated Federal approach to construction in the Washington area and assured that any area plan developed would be included in the Metro construction program.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY, P.M.
March 18, 1970

DOT--6570
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe said today that he intends to push with utmost speed the installation of so-called "air bags" in motor vehicles as a means of reducing serious auto crash deaths and injuries.

The Secretary said air bags, known as passive restraint systems because they operate automatically and require no action by the auto passengers or drivers, are the best known safety devices of their kind at the present time. He said he plans to require that they be installed in the front passenger positions of all passenger vehicles produced after January 1, 1972.

Volpe said the schedule calls for installation of the air bags in both the driver and front passenger positions of all new cars and multipurpose passenger vehicles such as station wagons and panel trucks, and trucks of 10,000 pounds or less by January 1, 1974. He said the requirement will be extended to all forward-facing rear seats in all these vehicles as soon as possible.

"These air bag passive restraint systems," the Secretary said, "have already shown a potential for saving thousands of lives and greatly reducing serious injuries in crashes. I intend to see that they are given the widest possible use as soon as the necessary legal steps can be taken. This is of great importance because recent studies show that only about 25 percent of the motoring public fasten seat belts and an unbuckled seat belt is of absolutely no value."

Secretary Volpe said equipment and vehicle manufacturers have made good progress in development of this type of passive restraint. He said he was making his intentions known now to provide guidance to these manufacturers as well as to assure the public that the Department will continue to move rapidly in the area of highway safety.

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The Secretary disclosed that no decision has yet been made on when to require passive systems in large trucks and buses. He explained that these vehicles present different problems as to type of crashes and injury-producing hazards than do the lighter vehicles, and the Department will not require the air bags in the larger vehicles until further study has been given to their requirements.

While the Department has not yet completed work on the performance requirements which the passive restraint systems will have to meet, the Secretary did provide the industry with guidance as to its thinking. He said the basic requirements will probably include performance during a 30-mile-per-hour barrier collision. This crash performance would be demonstrated with a set of unrestrainted, instrumented, test dummies in each seating position. Performance would be specified in such terms as allowable decelerations and loadings on the dummies. The shoulder belt, now required by Federal safety standards, would not be required in those seating positions having a passive restraint system.

Some vehicle manufacturers may have difficulty meeting the installation dates proposed above. Therefore, the Department is considering writing the standard to permit an alternative restraint system to be used for a one-year grace period. The alternative system would be a sophisticated, 3-point lap and shoulder belt combination. Such systems would also have to meet a 30-mile-an-hour barrier collision requirement, and additionally would have such features as an automatically locking, self-adjusting lap belt and an inertia-locking and self-adjusting shoulder belt. Consumer convenience will be a prime consideration.

The first step in the process to require passive restraints was taken by Secretary Volpe in June of last year, when the Department issued an Advance Notice of Proposed Rule Making. Then, in August of 1969, a two-day technical meeting was held in Washington, D. C., for interested parties to present oral and written comments on the proposal.

The Secretary further indicated that the Department will move very soon toward requiring improved crash performance of vehicle seats and head restraints. The new requirements may include automatic, pop-up or inflatable head restraints, which do not restrict occupant vision during normal vehicle operation, and so-called "fixed seats," which provide only vertical adjustment. Such seats would mean that adjustable vehicle controls such as brake pedals, accelerators, and steering columns, would be necessary to accommodate different size drivers.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, March 19, 1970

DOT-6670
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced the separation of the National Highway Safety Bureau from the Federal Highway Administration, as pledged by the Secretary last December 4, when he announced President Nixon's decision to nominate Douglas Toms as Director of the Bureau.

"The order transferring the NHSB out of the Federal Highway Administration means that we will expand upon the importance and emphasis which highway and automobile safety demands and deserves," Secretary Volpe said. "Safety is a number one priority and I intend to see that it stays in that position."

Secretary Volpe's action places auto safety on the same organizational level with the Department of Transportation's other operating administrations. Toms, as Administrator, will report directly to Secretary Volpe, instead of through the Federal Highway Administrator.

The transfer becomes effective Sunday. Under the National Transportation Act, the Bureau of Motor Carrier Safety, which is concerned primarily with the trucking industry, remains in the Federal Highway Administration.

Secretary Volpe said the FHWA will continue to be responsible for "highway-oriented" safety standards while NHSB will be responsible for safety standards relating to the vehicle and driver.

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FOR RELEASE MONDAY
March 23, 1970

DOT--6770
Phone: (202) 963-5154

Five persons were killed and four others injured in operational accidents on liquid products pipelines in 1969, the Department of Transportation's Office of Pipeline Safety announced today.

There were 403 operational accidents last year causing property damage amounting to $1.8 million and a commodity loss of 343,691 barrels of liquids.

Crude oil lines had 246 accidents, or 61% of the total. There were 62 accidents, or 15%, on gasoline lines; 48 or 12% on liquid propane gas (LPG) lines; and 23 or 6% on fuel oil lines. Four deaths and all the injuries resulted from LPG line accidents. The fifth death occurred on a gasoline line. Three of those killed and one injured were pipeline employees.

External corrosion was the most common cause of pipeline failure -- 155 cases or 38.5% of the total. Crude oil lines accounted for 112 of these accidents; 20 were on gasoline lines; and 16 on LPG lines. Internal corrosion caused 17 accidents -- all on crude oil lines.

Equipment rupturing the pipeline was the second highest accident cause -- 90 cases or 22.4%. Bulldozers and graders caused 46 accidents. The culprit in one accident was a power lawn mower.

The Office of Pipeline Safety's report is attached to this news release.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
March 24, 1970

DOT -- 6770
Phone: (202) 963-5154

Five persons were killed and four others injured in operational accidents on liquid products pipelines in 1969, the Department of Transportation's Office of Pipeline Safety announced today.

There were 403 operational accidents last year causing property damage amounting to $1.8 million and a commodity loss of 343,691 barrels of liquids.

Crude oil lines had 246 accidents, or 61% of the total. There were 62 accidents, or 15%, on gasoline lines; 48 or 12% on liquid propane gas (LPG) lines; and 23 or 6% on fuel oil lines. Four deaths and all the injuries resulted from LPG line accidents. The fifth death occurred on a gasoline line. Three of those killed and one injured were pipeline employees.

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The Office of Pipeline Safety's report is attached to this news release.

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LIQUID PIPELINE ACCIDENT SUMMARY - JANUARY 1, 1969, THROUGH DECEMBER 31, 1969

CAUSE OF ACCIDENT	NO. OF ACCIDENTS	% OF TOTAL	DEATHS		INJURIES		PROPERTY DAMAGE ($)			LOSS OF COMMODITY (BARRELS)	NO. OF ACCIDENTS BY YEAR OF INSTALLATION						
			CARRIER EMPLOYEES	NON EMPLOYEES	CARRIER EMPLOYEES	NON EMPLOYEES	CARRIER	OTHER	TOTAL		Before 1920	1920-1929	1930-1939	1940-1949	1950-1959	1960-1969	Not Reported
Operation Accidents																	
Corrosion - External	155	38.5				1	12,977	40,185	53,162	70,878(9)	39	30	32	26	19	7	2
Equipment Rupturing Line	90	22.4	1	1			66,662(1)	170,195(2)	236,857	86,608	7	10	11	18	26	17	1
Defective Pipe Seam	31	7.7					4,854	13,450	18,304	68,063	2	5	4	4	5	10	1
Corrosion - Internal	17	4.2					1,011	915	1,926	5,725	-	3	5	6	3	-	-
Incorrect Operation by Carrier Personnel	13	3.2	2	1			861,890(3)	6,650	868,540	14,287	1	2	-	2	2	5	1
Rupture of Previously Damaged Pipe	12	3.0					14,233	12,125	26,358	9,881	1	-	-	1	6	4	-
Ruptured, Leaking, or Malfunction of Valve	11	2.7					12,340	435	12,775	5,168	1	-	-	2	1	6	1
Malfunction of Control or Relief Equipment	5	1.3					3,353	850	4,203	11,485	-	-	-	-	2	3	-
Ruptured Gasket	5	1.3					201	200	401	2,265	-	-	1	1	-	3	-
Unknown	4	1.0					8,500	19,853	28,353	2,975	-	2	-	-	2	-	-
Mechanical Seal Failure	4	1.0					63,500(4)	125	63,625	971	-	-	1	-	3	-	-
Defective Pipe - Base Metal	4	1.0					110	3,000	3,110	5,744	-	1	-	-	1	2	1
Defective Girth Weld (Arc)	3	0.7					200	100	300	10,032(10)	-	-	-	-	-	3	-
Flood	3	0.7					440	-0-	440	4,110	-	-	-	1	1	1	-
Stress Crack (Pipe Settled on Rock)	3	0.7					12,005(14)	1,000	13,005	2,098	-	1	-	-	-	2	-
Leak Clamp Gasket Failure	3	0.7					-0-	8,000(5)	8,000	1,585	-	-	1	1	-	1	-
Failure of Welded Repair Sleeve or Half-Sole	3	0.7					400	1,350	1,750	1,250	-	1	1	-	1	-	-
Defective Girth Weld (Acetylene)	2	0.5					425	-0-	425	7,891(11)	-	1	1	-	-	-	-
Landslide	2	0.5					2,008	-0-	2,008	1,425	-	-	-	1	1	-	-
Surge	2	0.5					1,300	25,250(6)	26,550	8,400(12)	1		-	-	1	-	-
Pump Packing Failure	2	0.5					-0- (7)	100	100	1,500	-	1	-	-	1	-	-
Miscellaneous	29	7.2			1	2	198,728	226,840(8)	425,568	21,350(13)	2	4	3	5	4	9	2
TOTALS - Accidents During Operations	403	100.0	3	2	1	3	$1,265,137	$530,623	$1,795,760	343,691	54	61	60	68	79	73	8
Test Accidents																	
Pipe Lamination	4	57.1					685	280	965	330	-	-	-	-	-	-	4
External Corrosion	2	28.6					-0-	500	500	235	-	-	1	-	1		-
Pipe Plate Flaw	1	14.3					723	150	873	100	-	-		-		1	-
TOTALS - Accidents During Tests	7	100.0	0	0	0	0	$ 1,408	$ 930	$ 2,338	665	-	-	1	-	1	1	4

(1) Includes one accident with $30,000 property damage.
(2) Includes accidents with property damages of $27,000, $65,000, $20,000 and $30,000.
(3) Includes accidents with property damages of $750,000, $90,000 and $20,000.
(4) Includes one accident with $58,000 property damage.
(5) Includes one accident with property damage of $7,500.
(6) Includes one accident with $25,000 property damage.
(7) Includes accidents with property damages of $20,000, $40,000 and $100,000.
(8) Includes one accident with property damage of $225,000.
(9) Includes one accident with loss of 17,190 barrels.
(10) Includes one accident with loss of 8,982 barrels.
(11) Includes one accident with loss of 7,641 barrels.
(12) Includes one accident with loss of 7,700 barrels.
(13) Includes one accident with loss of 8,550 barrels.
(14) Includes one accident with $12,000 property damage.

Department of Transportation
Pipeline accidents from DOT Form 7000-1
January 1, 1969, through December 31, 1969
Compiled by the Office of Pipeline Safety
February 13, 1970

SUMMARY - BY COMMODITY INVOLVED

COMMODITY	NO. OF ACCIDENTS	% OF TOTAL	LOSS (BARRELS)	% OF TOTAL	PROPERTY DAMAGE ($)				DEATHS		INJURIES	
					CARRIER	OTHERS	TOTAL	% OF TOTAL	CARRIER EMPLOYEES	NON EMPLOYEES	CARRIER EMPLOYEES	NON EMPLOYEES
OPERATIONS ACCIDENTS												
Crude Oil	246	61	174,640(1)	51	831,530(4)	344,730(7)	1,176,260	66				
Gasoline	62	15	50,344	15	66,861	43,424	110,285	6	1			
LPG	48	12	79,146(2)	23	157,569(5)	58,484(8)	216,053	12	2	2	1	3
Fuel Oil	23	6	22,206(3)	6	107,720(6)	75,500(9)	183,220	10				
Diesel Fuel	8	2	5,479	2	1,129	4,900	6,029	(*)				
Jet Fuel	6	1	3,169	1	17	675	692	(*)				
Alkylate	3	1	1,310	(*)	35	310	345	(*)				
Anhydrous Ammonia	2	(*)	1,959	(*)	100	2,115	2,215	(*)				
Condensate	2	(*)	4,602	1	176	400	576	(*)				
Kerosine	1	(*)	100	(*)	-0-	10	10	(*)				
Natural Gasoline	1	(*)	514	(*)	100,000	75	100,075	6				
Trans Mix	1	(*)	222	(*)	-0-	-0-	-0-	-0-				
TOTALS - DURING OPERATIONS	403	100	343,691	100	$1,265,137	$530,623	$1,795,760	100	3	2	1	3
TEST ACCIDENTS												
Crude Oil	6	86	565	85	685	780	1,465	63				
Fuel Oil	1	14	100	15	723	150	873	37				
TOTALS - DURING TESTS	7	100	665	100	$ 1,408	$ 930	$ 2,338	100	0	0	0	0

(*) Less than 1.0 percent.

(1) Includes 5 accidents where loss was 5,000 barrels or over.
(2) Includes accidents with losses of 8982, 7641, 7227, and 6750 barrels.
(3) Includes one accident of 6709 barrels.
(4) Includes one accident with damage of $750,000.
(5) Includes one accident with damage of $90,000.
(6) Includes one with $58,000 and one with $30,000 damage.
(7) Includes accidents with damages of $225,000, $25,000 and $19,853.
(8) Includes accidents with damages of $27,000 and $20,000.
(9) Includes one with damage of $65,000.

DEPARTMENT OF TRANSPORTATION
Pipeline accidents from DOT Form 7000-1
January 1, 1969, through December 31, 1969
Compiled by the Office of Pipeline Safety
February 13, 1970

Summary - Corrosion as Cause

Commodity Involved	No. of Accidents External Corrosion	Internal Corrosion
Crude Oil	112	17
Gasoline	20	
LPG	16	
Fuel Oil	4	
Diesel Fuel	1	
Jet Fuel	1	
Kerosine	1	
TOTAL	155	17

Corrosion Control	No. of Accidents External Corrosion (Only)	%
Line bare - no cathodic protection	66	42
Line bare - with cathodic protection	51	33
Line coated - no cathodic protection	7	5
Line coated - with cathodic protection	30	19
Not reported	1	1
TOTAL	155	100

Comparison of Coating and Year of Installations (External Corrosion Only)

No. of Accidents in 1969 by Year of Installation

	Before 1920	1920-1929	1930-1939	1940-1949	1950-1959	1960-1969	Total
Coated	0	8	4	7	14	4	37
Not Coated	39	22	28	19	5	3	116
TOTAL	39	30	32	26	19	7	153

DEPARTMENT OF TRANSPORTATION
Pipeline accidents from DOT Form 7000-1
January 1, 1969, through December 31, 1969
Compiled by the Office of Pipeline Safety
February 13, 1970

Summary - "Equipment Rupturing the Line" As Cause

No. of Accidents by Type of Equipment Involved

Equipment	No. of Accidents	Percent of Total
Bulldozer	29	33
Grader	17	20
Front End Loader	8	9
Drag Line	4	5
Truck	3	3
Ditching Machine	3	3
Scraper or Pan	3	3
Cable Plow	2	2
Backhoe	2	2
Drill Bit	2	2
Marine Equipment	2	2
Brush Hog	2	2
Farm Plow	1	1
Fork Lift	1	1
Chiesel Plow	1	1
Power Mower	1	1
Snow Plow	1	1
Not Reported	8	9
TOTAL	90	100

No. of Accidents by Equipment Activity

Activity	No. of Accidents
Pipeline and cable construction	21
Clearing or grading of private land	16
Highway and road work:	
Building new road or improving old	13
Cleaning out bar ditch	8
Moving earth for commercial or local government enterprise	7
Cleaning out creek or drainage canal	7
Rock quarry or gravel pit activity	4
Dam and reservoir construction	2
Farm plowing	2
Drilling holes with mechanical pole hole driller	2
Marine activity	2
Mowing lawn on carrier property	1
Power line right-of-way activity	1
Truck broke off above ground stub	1
Not reported	3
	90

Breakdown by Amount of Cover at Leak Point

Cover (Inches)	No. of Accidents
0	6
1 - 10	16
11 - 20	23
21 - 30	23
31 - 40	8
Over 40	12
Not reported	2
TOTAL	90

Breakdown by Length of Time Between Patrols on Lines

Length of Time (days)	No. of Accidents
0 - 6	13
7	44
8 - 13	4
14	12
15 - 30	6
Over 30	6
Not reported	5
TOTAL	90

Part of Carrier's System Where Accident Occurred

Part of System	No. of Accidents	Percent of Total
Line Pipe	368	89
Pumping Station	24	6
Tank or Tank Farm	11	3
Delivery Point	5	1
Miscellaneous	2	1
TOTAL	410	100

DEPARTMENT OF TRANSPORTATION
Pipeline accidents from DOT Form 7000-1
January 1, 1969, through December 31, 1969
Compiled by the Office of Pipeline Safety
February 13, 1970

Summary - "Defective Pipe Seam" As Cause

Type of Weld	No. of Accidents	No. of Accidents by Year of Installation						
		Before 1920	1920-1929	1930-1939	1940-1949	1950-1959	1960-1969	Not Reported
Electric-Resistance Welded (ERW)	18	-	1	3	3	2	9	-
Lap Welded (LW)	11	2	4	1	-	3	-	1
Electric-Flash Welded (EFW)	1	-	-	-	1	-	-	-
Butt-Welded (BW)	1	-	-	-	-	-	1	-
TOTALS	31	2	5	4	4	5	10	1

Comparison of Type of Weld and Defect Reported

Defect	Type of Weld			
	ERW	LW	EFW	BW
Incomplete Fusion	12	1		
Fatigue		2		
Improper Trim Caused Notch			1	
Not Known	6	8		1
TOTALS	18	11	1	1

Comparison of Type of Weld and Grade

Grade	Type of Weld			
	ERW	LW	EFW	BW
A		1		
B	5	7		
C		1		
X-42	3			
X-52	8			
MB40	1			
E45			1	
Unknown	1	2		1
TOTALS	18	11	1	1

DEPARTMENT OF TRANSPORTATION
Pipeline accidents from DOT Form 7000-1
January 1, 1969, through December 31, 1969
Compiled by the Office of Pipeline Safety
February 13, 1970

Summary - Location of Accident by State

State	No. of Accidents
Alabama	6
Arkansas	1
California	5
Colorado	4
Idaho	2
Illinois	21
Indiana	19
Iowa	12
Kansas	12
Kentucky	2
Louisiana	16
Michigan	3
Minnesota	4
Mississippi	1
Missouri	2
Montana	10
Nebraska	5
New Jersey	2
New Mexico	18
New York	3
Ohio	22
Oklahoma	39
Pennsylvania	28
South Carolina	3
Texas	139
Utah	2
Virginia	2
West Virginia	3
Wisconsin	2
Wyoming	13
TOTAL	410

DEPARTMENT OF TRANSPORTATION
Pipeline accidents from DOT Form 7000-1
January 1, 1969, through December 31, 1969
Compiled by the Office of Pipeline Safety
February 13, 1970

12759 2,900

DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE 2:30 P.M.
Wednesday, March 25, 1970

DOT -- 6970
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today presented an Award for Extraordinary Service to Eastern Air Lines Captain Robert W. Wilbur, Jr.

The award is the Federal Aviation Administration's highest honor. Secretary Volpe made the presentation at Massachusetts General Hospital in Boston, where Captian Wilbur is recovering from his wounds.

A similar award will be presented posthumously to First Officer James Hartley at a later date, the Secretary said.

Captain Wilbur was shot in both arms by a gun-wielding passenger on board a New York to Boston flight on March 17. First Officer Hartley was mortally-wounded in the struggle with the gunman but managed to wrest the gun away and shoot his assailant before collapsing.

Captain Wilbur brought his DC-9 Jetliner down to a perfect landing at Boston despite the severe wounds in both arms.

"I have the greatest admiration for the skill of a good pilot," Secretary Volpe said, "Captain Wilbur's actions, however, were extraordinary. Wounded, his friend dying beside him, their assailant lying wounded on the floor behind him, Captain Wilbur cooly went through the landing procedures -- even to lighting the 'No Smoking' and 'Seat Belt' Signs, an action which helped calm the passengers -- and brought the plane in perfectly.

"Seventy people aboard the plane owe their lives to First Officer Hartley's sacrifice and Captain Wilbur's poise and skill. The aviation community and the general public as well are also greatly in their debt," Secretary Volpe said.

Captain Wilbur, in the official citation was commended for his "masterful feat of airmanship which revealed extraordinary heroism, faultless skill and courageous equanimity. His poise and professionalism under conditions of maximum adversity warrant the admiration and gratitude not only of the 70 others aboard his aircraft but of the entire aviation community and American public at large."

The Award for Extraordinary Service has been awarded only eight other times. Another Eastern Air Lines crew earned the medal in December 1967 as the result of heroism in connection with a crash landing following a midair collision. Captain Charles J. White lost his life trying to rescue a passenger trapped in the plane.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
March 26, 1970

Phone: (202) 963-5154

The United States Coast Guard has published new safety rules designed to protect population centers from the threat of hazardous materials transported by barge along the nation's waterways.

The new regulations, covering the barge transportation of 81 hazardous commodities which are highly toxic, strongly corrosive or likely to react explosively with other materials, become effective June 1.

"These new rules are a major step in preventing catastrophic accidents or pollution incidents on America's navigable waters," Secretary Volpe said today.

"Barge transportation of chemicals and petroleum by-products has increased sharply in the past 10 years, particularly on the Ohio-Mississippi River system. This increase has, of course, been paralleled by an equal increase in the potential for accidents.

"A few years ago," Secretary Volpe recalled, "a barge loaded with deadly chlorine gas sank in the Mississippi River near Natchez. The barge was not built to withstand damage. Had it been heavily-damaged, leaking chlorine gas could have killed as many as 25,000 people in a 30-mile radius."

Following the Natchez incident, the Coast Guard quickly enacted regulations for barge transportation of chlorine and several other extremely hazardous chemicals. The new rules strengthen and consolidate these regulations, while expanding the scope to 81 additional commodities.

The new regulations cover tows which typically consist of 40 or more barges lashed together and pushed by a single boat. As many as 12 different types of hazardous materials are often transported together.

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The hazardous properties of the 81 specific commodities covered by the new regulations were evaluated and classified by the National Academy of Sciences, under contract to the Coast Guard. Each of the products involved poses hazards other than fire, although many are flammable as well.

The regulations detail the minimum construction standards required for barges used to transport each specific product. Standards for vents, electrical systems, piping, gauging devices, valves and transfer equipment are included. Separation criteria for incompatible products are specified and additional special requirements have been established for products whose peculiar qualities cannot be covered with the general regulations.

Typical of the materials covered by the new regulations in acrylonitrile, a liquid widely used in making synthetic fibers. Acrylonitrile previously was regulated only as a moderately flammable substance and the only warning sign required was one indicating flammability. It could be transported by virtually any barge.

The new regulations take into account acrylonitrile's other dangerous qualities. It is severly toxic, can be absorbed through the skin and can even penetrate leather shoes and gloves. When heated, it may produce poisonous cyanide gas or explored, or do both. It can also react explosively if brought into contact with certain other chemicals.

The new rules require barges transporting acrylonitrile to be double-skinned. Cargo tanks must be separated from the external hull plating by at least three feet along the sides and at least 15 inches on the bottom. Acrylontrile will react with copper, so no copper or copper alloy can be used in the barge construction. Barges must be bouyant and stable enough to remain afloat if a compartment or subdivision becomes flooded.

Warning signs identifying all hazards of the material must be posted. Cargo information cards describing emergency procedures in the event of fire, spill or exposure are also required.

In drafting the new regulations, the Coast Guard worked closely with representatives of the chemical, shipping and barge construction industries.

Copies of the new regulations (Subchapter O of Title 46, Code of Federal Regulations) may be obtained at local Coast Guard Marine Inspection Offices or by writing to the Commandant (CAS-2), U. S. Coast Guard, Washington, D. C. 20591.

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DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY, 3:00 P.M.
March 27, 1970

DOT -- 7170
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today announced a Federal grant of $1,281,509 to the City of Wilmington, Delaware, in support of its action taken in 1969 to acquire and operate public bus transportation.

Paced with drastically deteriorated public transportation service in the Wilmington urban area, the Greater Wilmington Transportation Authority (GWTA) on January 5, 1969, began proceedings to acquire the assets and operate the buses of the Delaware Coach Company.

GWTA extended and improved the bus service and during its first nine months of operations carried 3,624,031 revenue passengers, an increase of 270,000 over the comparable period of the preceding year.

"This project is necessary for the continued economic and social development of the Wilmington urban area and there is urgent need for the improvements it will provide," Secretary Volpe said.

The Federal grant will provide one-half of GWTA's cost of buying certain assets of the Delaware Coach Company and of purchasing 55 new 45-passenger, air-conditioned buses, the cost of the site acquisition and construction of a garage and headquarters building, and the purchase of a new shop and office equipment and exact fare boxes.

The amount of the Federal grant to GWTA may be increased to $1,708,679, two-thirds of the project cost, upon completion of planning requirements within three years.

Project Number DEL-UTG-1

For further information: Chairman Aubrey B. Lank
Greater Wilmington Transportation Authority
1609 Delaware Avenue
Wilmington, Delaware 19706

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY 3:00 P.M.
March 27, 1970

DOT -- 7270
Phone: (202) 963-5154

The Department of Transportation is looking into the feasibility of letting car-pool vehicles share exclusive freeway lanes with buses in an effort to increase the people-carrying capacity of highways.

Secretary of Transportation John A. Volpe today announced award of a $104,614 contract to Alan M. Voorhees & Associates of McLean, Virginia, to examine the bus-car pool concept and if it's feasible, to recommend a site for putting it to work in a demonstration project.

Secretary Volpe explained that one drawback in exclusive bus usage of freeway lanes is that the roadway is not being efficiently used when long gaps between buses exists. "The addition of car pool riders might help fill the gaps between buses and greatly increase the efficiency of the highways," he added. "This could significantly reduce congestion in the central business districts of our larger cities."

Seventy per cent of cars entering the downtown business districts carry only the driver. The overall average is 1.5 persons per car. One bus, on the other hand, can carry 50 or more passengers; a fully loaded auto could carry five or six.

The bus car-pool concept, Secretary Volpe said, has the potential for boosting the effectiveness of the existing highway network without expensive road construction. It could possibly increase the person-carrying capacity of an urban freeway lane by 200-to 300 per cent.

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In addition to providing much-needed highway capacity, the Secretary stated, a reduction in the number of vehicles in an urban area would aid the battle President Nixon is waging to cut down on air pollution caused by car and truck emissions.

The contract will be financed jointly by the Office of the Secretary of Transportation and two of the Transportation Department's agencies, the Federal Highway Administration, headed by F. C. Turner, and the Urban Mass Transportation Administration, under Carlos C. Villarreal. The Office of the Secretary will contribute $20,000 and the other agencies will split the remaining $84,614.

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FOR IMMEDIATE RELEASE
March 27, 1970

DOT -- 7470
Phone: (202) 962-3928

A U. S. District Court judge in Baton Rouge, Louisiana, has upheld the transfer of three air traffic controllers by the Federal Aviation Administration.

U. S. District Judge E. Gordon West, Thursday, said, "there is absolutely nothing in this record other than some obviously self-serving generalizations by the(three air traffic controllers) themselves" to back up their contention they were transferred because of their membership in the Professional Air Traffic Controllers Organization (PATCO).

"The plaintiffs have simply failed to carry their burden of proving by a preponderance of the evidence -- indeed any evidence at all -- that the transfers complained of were arbitrary and capricious," the judge said. "If the FAA is really trying to break up the PATCO organization at Ryan (the Baton Rouge tower designation), it is strange that they would choose to replace petitioners with new air controllers who were also PATCO members."

The principal reason given by the current "sick-out" by about 1,000 of the more than 14,000 air traffic control personnel is that the controllers were transferred unjustly. Judge West found that not to be the case.

"We are not unmindful of a clash between the FAA and PATCO currently occupying the Nation's headlines, which has on occasion shut down air traffic at many FAA facilities," Judge West said. "But be that as it may, there is simply no evidence in this case that suggests plaintiffs were transferred because of their PATCO affiliation."

Judge West concluded "there is not reason for disturbing or interferring with the FAA's decision to transfer the plaintiff employees from its Ryan Airport facility to any other FAA facility as the Administration sees fit."

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Finding no arbitrary or capricious actions by the FAA, Judge West said the question" turned on nothing more than the reasonableness of plaintiffs' transfers." While the controllers contended the transfers were prompted by FAA's anti-union animosity toward PATCO, Judge West noted in his decision that the FAA has taken up the position that the transfers were necessary to correct certain operational shortcomings at Ryan Airport. He also noted the FAA's standing policy which requires mobility of its employees and a condition of employment is that they agree to serve wherever the needs of the service require.

"The evidence before the courts or the lack of evidence, if you will, clearly supports the (FAA) position," the judge said.

The three controllers were ordered transferred late in 1969 and protested. After a long hearing by a grievance examiner, an appeals officer upheld the transfer on January 15. The trio filed suit January 16 and Judge West heard evidence February 12.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY
March 28, 1970

DOT -- 7370
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe today released two research reports prepared as part of the Department of Transportation's Automobile Insurance and Compensation Study.

One report is a collection of four papers on "The Origin and Development of the Negligence Action" by noted scholars in the field of tort law. The authors are: Wex S. Malone, Professor of Law, Louisiana State University; Fleming James, Professor of Law, Yale University; Cornelius J. Peck, Professor of Law, University of Washington; and Dix W. Noel, Professor of Law, University of Tennessee.

The other report is "Public Attitudes toward Automobile Insurance," prepared by the Survey Research Center, Institute of Social Research, University of Michigan.

Both reports reflect the views of their authors and not the Department of Transportation.

The Survey Research Center's report indicates that 65% of the families polled were satisfied with their automobile insurance and 22% were not. However, the report states, that toward the end of the interviews, after various features of auto insurance had been discussed, more people indicated that they favored a "no fault" system of insurance rather than the prevailing "fault" system.

In a "no fault" system, claimants are paid by their own insurance company regardless of which party is at fault. The "fault" system requires a determination on liability. Forty-one percent of the people interviewed felt it was easy to fix liability, while 35% held it to be difficult.

The "no fault" system was favored by 40% of those polled without any qualifications. Another 15% favored it only if it were less costly. The "fault" system was preferred by 35% even if it were more costly.

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Fifty-three percent of the sample favored eliminating compensation for pain and suffering provided it resulted in lower premium costs. Thirty-seven percent felt that these payments should not be eliminated.

The volume containing the Survey Research Report also includes a section containing a representative selection of consumer complaint letters concerning auto insurance and comments on the complaints by the insurance companies.

Both volumes are available from the Superintendent of Documents, U. S. Government Printing Office, Washington, D.C., 20402. The price for "Public Attitude toward Automobile Insurance" is $1.25. The price for "The Origin and Development of the Negligence Action" is 45 cents.

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FOR RELEASE MONDAY
March 30, 1970

DOT -- 7570
Phone: (202) 963-5154

C O R R E C T I O N

The statement that PATCO Executive Director F. Lee Bailey, Jr., flew his private plane from Washington to Boston today was corrected by the Department of Transportation.

The statement was made at a news conference by Secretary Volpe on the basis of information provided him.

Mr. Bailey told the Department that he has not flown in his plane today.

Bailey did say, however, that PATCO General Counsel Vern Lawyer was flying to Washington from Des Moines, Iowa.

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