



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

DOT LIBRARY

FOR WEDNESDAY RELEASE  
May 6, 1970

MAY 15 1970

FOB 10A Kardex  
TAD-494,3

DOT -- 9270

Phone: (202) 963-5105

The Department of Transportation has contracted with the Department of Commerce for an extensive investigation of the noise made by heavy truck tires traveling at high speeds. The 18-month, \$327,000 study will be performed by the National Bureau of Standards.

The inter-agency agreement was announced jointly today by Secretary of Transportation John A. Volpe and Acting Secretary of Commerce Rocco C. Siciliano.

Secretary Volpe said, "This project launches a concerted effort to solve the noise problems caused by our growing highway transportation system. Truck tire noise, in particular, is intruding more and more into the lives of highway neighbors because the modern highways permit higher speeds.

"The results of this research effort," Secretary Volpe said, "will provide a scientific basis for designing quieter tires. Hopefully, the information produced by our efforts will prompt additional action by vehicle and tire manufacturers, truckers, highway designers and local law enforcement agencies to achieve a full measure of environmental quality improvement."

The joint effort is **consistent** with the recommendations made by the President's Committee on Environmental Quality.

The study is being funded jointly by the Department of Transportation's Bureau of Public Roads (Federal Highway Administration) and the Office of Noise Abatement (Office of the Secretary). The Department is also planning a project aimed at finding ways to reduce the engine noise made by highway trucks.

For further information: W. H. Close  
Office of Noise Abatement (TST-50)  
Department of Transportation  
Washington, D.C. 20590

Phone: (202) 962-5531

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY  
May 6, 1970

DOT -- 9370  
Phone: (202) 963-5105

Auto accident litigation claimed 17 percent of the Nation's judicial resources in 1968, a report released today by Secretary of Transportation John A. Volpe shows.

The report estimates that 220,000 lawsuits resulted from auto accidents in 1968, less than half of which will be settled within two years after the accident.

Successful plaintiffs received \$700 million in net benefits from the litigation. The public and litigant costs to prosecute these suits were \$833 million, of which the public paid \$133 million to run the courts.

Plaintiffs in auto accident cases paid their lawyers about \$420 million in fees, while defendants' lawyers received \$180 million in fees. Litigants paid another \$100 million for other litigation expenses.

The report indicates there were 2.6 million accidents in 1968 resulting in the death or injury of nearly 4.5 million people. Almost one of every 10 accidents resulted in a lawsuit.

The report -- Automobile Accident Litigation -- is the sixth in a series released as part of the Department of Transportation's Auto Insurance and Compensation Study.

It was prepared by the Federal Judicial Center under the directorship of retired Associate U. S. Supreme Court Justice Tom C. Clark. Technical support was provided by The Mitre Corporation.

The report focuses principally on the impact of auto accidents on the nation's court system. It deals with such matters as lawyer fees, concentration of auto personal injury practice among attorneys and case processing time.

Secretary Volpe also released today the seventh volume in the series -- Comparative Studies in Automobile Accident Compensation, a collection of five papers by noted foreign scholars on the auto accident compensation systems of



Canada, France, Great Britain, Sweden and West Germany. These papers focus on problems and reform proposals current in these countries and provide basic descriptions of how each system operates.

Both volumes are available from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402. The price for Automobile Accident Litigation is \$2.75. The price for Comparative Studies in Automobile Accident Compensation is \$.75.

Five previous volumes produced by the Department's Automobile Insurance and Compensation Study are also available from the Superintendent of Documents. They are:

1. Public Attitudes Toward Automobile Insurance, a study of consumer attitudes toward automobile insurance, including levels of satisfaction and dissatisfaction with the present system and preferences for reform. Price: \$1.25
2. The Origin and Development of the Negligence Action, a collection of four papers by scholars in the field of tort law. Price: \$.45
3. Constitutional Problems in Automobile Accident Compensation Reform, a collection of papers by three scholars in the field of constitutional law. Price: \$.45
4. Structural Trends and Conditions in the Auto Insurance Industry, a report of the Bureau of Economics, Federal Trade Commission. Price \$.55
5. Economic Consequences of Automobile Accident Injuries, a nationwide study of what happens to seriously and fatally injured automobile accident victims and their survivors in terms of their economic losses and how and to what extent these losses are compensated. Price: Volume I \$2.75. Volume II \$2.25.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

DOT LIBRARY

FOR IMMEDIATE RELEASE

May 6, 1970

DOT -- 9570

MAY 15 1970 Phone: (202) 963-5105

FOB 10A Kardex

5AD 494.3

The Department of Transportation announced today that the Goodyear Tire and Rubber Company has agreed to recall a total of approximately 45,000 passenger car tires in two of the company's tire lines.

Tests conducted by independent laboratories showed that 9 of 20 Power Cushion tires, size 7.00 x 13, which were manufactured at Goodyear's California plant during the months of May, June, and July 1968, failed to pass the strength test required by Federal Motor Vehicle Safety Standard 109. Some 34,000 tires are being recalled.

Four of 28 Custom Power Cushion tires, size 9.15 x 15, which were manufactured at Goodyear's Topeka, Kansas, plant failed the high speed test required by Standard 109. Some 11,000 tires are being recalled.

The Department says that the test failures and other data available to it indicate that continued use of the tires in question could be hazardous under certain conditions and urges all consumers owning tires covered by recall campaign to have them replaced.

The 7.00 x 13 Power Cushion tires have on their sidewalls serial codes whose first two symbols are the letters LY, TY, LN, TN, LP, or TP, and whose fourth symbol is the number 7.

The 9.15 x 15 Custom Power Cushion tires have on their sidewalls serial codes whose first two symbols are the letters JT or UT, and whose fourth symbol is the number 2.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR THURSDAY RELEASE  
May 7, 1970

DOT -- 9470  
Phone: (202) 963-5106

Secretary of Transportation John A. Volpe today tentatively selected 11 cities as recipients of contracts totaling about \$2,000,000 to plan ways to alleviate urban traffic congestion.

The cities are: Atlanta, Cincinnati, Dallas, Dayton, Los Angeles, Louisville, Minneapolis-St. Paul, New Haven, New York, Philadelphia and Washington, D. C.

"The urban transportation problem has many aspects, but the really critical one is the twice-a-day crush as highway traffic tries to get into or out of the central business district during peak hours," Secretary Volpe said.

"Overcrowded highways are inefficient -- they waste time, fray nerves, cause ulcers and create clouds of noxious pollution," he continued.

"Improved public transportation will restore to the highways the high level of efficiency for which they were designed. It is readily recognized that for each car removed from the rush hour traffic we have one less contributor to air pollution. What is usually overlooked is that as traffic evens out those cars that do remain are able to operate more efficiently.

"Today's contracts are the first to be made in the Urban Corridor Demonstration Program," Secretary Volpe said. "The program is a joint effort of the Department's Federal Highway and Urban Mass Transportation Administration. No single form of transportation can do the whole job. It is the task of this program to strike the balance."

Thirty-eight proposals were received by the Department in response to its January invitation. In selecting the 11 cities the determining factors were the thoroughness of the attack on

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congestion, the degree of innovation, the level of coordination on the part of affected agencies and the relationship of cost to benefits.

The awards are tentative because specific agreements must be worked out between the Department and the cities. The proposals submitted by the cities could be modified somewhat during the negotiations.

All the cities are considering ways of providing preferential treatment for buses. Atlanta, Dallas and Minneapolis-St. Paul would study metering automobile access to maintain freeway capacities at desired levels. Other ideas include fringe parking, satellite bus terminals, improved transit and staggered work hours.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20591

FOR RELEASE THURSDAY

May 7, 1970

DOT --9770

Phone: (202) 963-5105

Secretary of Transportation John A. Volpe announced today a proposed new motor vehicle safety standard making passive protection systems such as air bags optional equipment for passenger cars produced after January 1, 1972, but mandatory equipment for those manufactured in 1973.

The proposal states that 1972 models not equipped with passive restraint devices have as standard equipment a new type seat belt providing greater protection and designed for easier fastening. Both passive restraint systems and seat belts would be required to protect auto occupants against injury in crashes against a stationary barrier at speeds up to 30 miles per hour.

Secretary Volpe said the one-year grace period before passive restraint systems become mandatory is necessary because the devices could not be manufactured in sufficient quantity to equip all 1972 cars. He said the 12-month period will give suppliers time to meet the demand.

The proposed new safety standard was issued by the Transportation Department's National Highway Safety Bureau. It is being published in today's Federal Register (May 7, 1970) and gives notice of a public meeting June 24 in the Department of Commerce Auditorium, Washington, D. C., for discussion of the proposed rule by interested parties. Written comments and data must be submitted by June 10.

Secretary Volpe said the effective dates of the proposed rule by the Safety Bureau are in keeping with his announced intention in March to push with utmost speed the installation of passive restraint devices in all motor vehicles. He said the action is controlled in part by industry's ability to provide the equipment and, he added, today's order is designed to speed that process.

"A most important goal of the NHTSB safety program," Secretary Volpe said, "is to transform the automobile from a vehicle causing injury and death in the event of a crash into a protective shield which guards against injury even when crashes occur."

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Devices required by the new standard would provide greater protection for automobile occupants than those required under Federal Motor Vehicle Standard No. 208 which today's proposed rule would replace.

In addition to providing injury-free protection in 30-mile-per-hour crashes, the required equipment would give substantial protection against lateral impact and vehicle rollover. The required seat belts would provide both lap and shoulder restraint. Following the year of grace, ending December 31, 1972, the standard would require passive systems at all seating positions in new passenger vehicles.

Seat belts required by the proposed new rule would be designed to encourage greater use of this type of device. It is estimated that only about 25 percent of passenger car occupants fasten the seat belts with which new autos now are equipped. By increasing the ease and comfort in the use of this important life-saving equipment, it is hoped this situation can be improved.

The belts required under the new standard would have a single locking mechanism; they would be anchored by inertia-sensitive means allowing free movement of occupants except in sudden movement such as that resulting from a crash, and the belts would have a recoil device which would pull them into a receptacle when not in use.

In regard to trucks, buses and multipurpose passenger vehicles, Secretary Volpe's announcement said "it is recognized that problems will be encountered" in adapting advanced systems to these vehicles.

Trucks of 10,000-pound gross vehicle weight, or less -- and multipurpose passenger vehicles -- would be required to have passive systems for all seating positions by January 1, 1974. Until this date and starting with January 1, 1972, new vehicles in these two classes would be required to provide safety belt restraints for all seating positions. Similarly, as of January 1, 1972, larger trucks would be required to provide lap belts at all seating positions; and buses would be required to provide them in the drivers' positions.

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# DEPARTMENT OF TRANSPORTATION

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

FOR RELEASE FRIDAY  
May 8, 1970

DOT -- 9870  
Phone: (202) 963-5154

The potential social impacts of future aviation technology and new air transportation systems will be analyzed in depth by the George Washington University for the Department of Transportation and the National Aeronautics and Space Administration.

A \$221,000 contract was awarded to George Washington University to support part of the Civil Aviation Research and Development Policy Study being conducted jointly by the Transportation Department and NASA.

Objectives of the policy study are: to identify the benefits which would accrue to the general public and the nation from a more effective air transportation system; to identify the type and level of research and development needed to continue improving civil aviation and to maintain United States leadership in the world market; and to provide the basis for formulating a Federal policy on civil aviation research and development.

The contract with George Washington is part of the benefit assessment area of the study. A summary report of findings is to be submitted to the study by September.

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RELEASED SIMULTANEOUSLY BY NASA



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
May 8, 1970

DOT -- 9970  
Phone: (202) 963-5105

The Department of Transportation announced today that Uniroyal, Inc., has agreed to recall approximately 6,000 passenger car tires manufactured in 1968.

The tires being recalled have serial numbers beginning with the letter U or M and ending with the letter V.

The Department urges vehicle owners to check the tires on their cars and, if they are covered by the recall, have them replaced.

Tests conducted by independent laboratories for the National Highway Safety Bureau showed that 6 of 25 Uniroyal Tiger Paw 4-ply nylon tires, size 855-14, manufactured at Uniroyal's Opelika, Alabama, plant during the months of May and June 1968 failed to pass the endurance test required by Federal Motor Vehicle Safety Standard 109.

The NHTSB says the test failures and other data available indicate that the tires do not have the minimum fatigue resistance required and that continued use of the tires could be hazardous under certain conditions.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
Friday, May 8, 1970

DOT -- 10070  
Phone: (202) 963-5154

The Department of Transportation plans to staff its Transportation Systems Center in Cambridge, Massachusetts, with about 425 people beginning July 1.

The Cambridge facility is now operated as the Electronic Research Center of the National Aeronautics and Space Administration. The Department of Transportation will acquire the facility on July 1 and will use it to increase the safety and improve national transportation systems through advanced systems and technological development.

As many of the Center's present staff as possible will be used to establish the Transportation Systems Center. On December 29, 1969, when NASA announced the closing of the center, there were 826 people employed. Since then, 159 employees have left for work elsewhere or for other reasons. An additional 56 have indicated they plan to leave.

Employees whose skills cannot be used by the Department of Transportation at Cambridge may be considered for positions elsewhere in the Department.

A Department of Transportation representative will be on duty in Cambridge during May and June to complete firm offers of employment. In addition, letters are being sent employees indicating, on the basis of present information, whether there is a likelihood of a suitable position for them at their present speciality and salary at the Cambridge Center.

Over the coming months, the Department of Transportation will be adding additional professional staff needed to address transportation systems problems. This includes specialities in planning and transportation economics in order to carry out the important supporting mission the Department has established for the Center.

Since NASA is closing the ERC, all employees will be separated by NASA on June 30. All Department of Transportation appointments will be made on or after July 1, usually without loss of Civil Service benefits.

James C. Elms, present ERC Director, will continue as Director of the new Transportation Systems Center.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR IMMEDIATE RELEASE

DOT - 10170  
(202) 962-3928

DOT LIBRARY

Secretary of Transportation John A. Volpe today called upon the automobile manufacturers of the world to transform their product from a vehicle causing injury and death into a protective shield which guards against injury and death.

MAY 28 1970  
FUS 104 Kardex  
TAD-494.3

Speaking to the conferees at the International Automotive Passive Restraints Conference being held today and tomorrow in Milford, Michigan, the Secretary praised the action of the North Atlantic Treaty Organization for sponsoring the conference through its Committee on Challenges to Modern Society.

"Perhaps what pleases me most in this unique international effort is that it is sponsored by an agency of NATO -- an organization that came into being to defend all of us from alien attack, and now shows promise of evolving into a much wider sphere of action, with historic possibilities that are truly incalculable," Secretary Volpe said.

The purpose of the conference, which is being held at the General Motors Proving Grounds, is to share American automotive safety technology with foreign manufacturers.

The timing of the conference follows by four days the Department of Transportation's issuance of a proposed safety standard making passive protection systems such as air bags optional equipment for passenger cars produced after January 1, 1972, and mandatory equipment for those manufactured in 1973.

"As you can see," Secretary Volpe said, "we are pushing with the utmost feasible speed the installation of passive restraint devices in all motor vehicles."

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"We are doing this for one reason -- and for one reason only -- to save lives.

"One of the most dismal commentaries on the progress of 20th Century civilization has been the appalling death toll on the highways of the world," the Secretary said.

Automotive manufacturers of 15 nations are attending the conference, co-hosted by the American automotive industry and the Department of Transportation.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE WEDNESDAY  
May 13, 1970

DOT -- 104  
Phone: (202) 963-5105

The Department of Transportation announced today that it is relocating the boundary line between the Mountain and Central time zones in west Texas so as to place El Paso and Hudspeth Counties, Texas, in the Mountain time zone. The change will become effective at 2:00 a.m. on Sunday, May 17th.

The announced boundary change brings to a completion proceedings conducted by the Department of Transportation under Public Law 91-228 signed by President Nixon last month. It resolves a situation that has persisted for nearly half a century under a 1921 Act of Congress that fixed the boundary between the Mountain and Central time zones on the Texas-New Mexico State line. That Act thereby placed El Paso on Central time, more than one full hour off of its true sun time. It was not until the new law was enacted on April 10th that the Department of Transportation could take steps to correct the matter. The move was favored by a large number of persons who testified at a public hearing held by the Department or who wrote letters to the Department favoring the change.

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# DEPARTMENT OF TRANSPORTATION

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

FOR RELEASE THURSDAY  
May 14, 1970

DOT -- 10270  
Phone: (202) 963-5154

William S. Dunbar, District Engineer of the Bureau of Public Roads' Montana Division in Helena is the winner of the Department of Transportation's National Transportation Week Slogan Contest.

The winning slogan is "Transportation: The Key to a Better America."

Regional Representative to the Secretary Norman A. Erbe presented a \$100 cash award to Dunbar.

There were 570 entries in the contest representing all Operating Administrations and nearly every state in the Union.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT -- 10570  
Phone: (202) 963-5105

Secretary of Transportation John A. Volpe today predicted a 50 percent reduction in highway deaths within seven years after the installation of so-called air bags in new and used passenger cars.

"That's enough reason for me to justify the commitment in engineering time and money that is involved," the Secretary said in remarks prepared for the opening session of the International Auto Safety Conference at the Sheraton-Cadillac Hotel in Detroit.

The Department of Transportation last week issued a proposed safety standard making passive protection systems such as air bags optional equipment for passenger cars produced after January 1, 1972, and mandatory equipment for those manufactured in 1973.

"I'm willing to wager that within a couple of years car makers will be outshouting each other in ads claiming bag X is better than bag Z," Secretary Volpe said.

In outlining to the conferees the programs of the Department to improve safety on the highways, Secretary Volpe cited the use of alcohol by drivers and pedestrians as the cause of at least 25,000 deaths and 800,000 injuries annually.

"Formulation of a system to identify the chronic drinker before he becomes a statistic in the morgue or kills an innocent victim is a top priority program in the Department of Transportation," the Secretary said.

"Whenever a man is convicted for drunk driving," he said, "his entire background should be investigated before he is sentenced. The judge should determine whether the offender has ever been arrested before for drunkenness, on or off the highway. Then he can confront him with two options: either get treatment or stop driving -- no leniency, no excuses, no extenuating circumstances."



The success of such a program, he said, depends crucially upon implementing and enforcing tough implied consent laws at the state level.

Secretary Volpe emphasized that cooperation among technical societies, manufacturers and governments can end "this long-running nightmare of death and mutilation" on the highways.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

FOB 10A RAP-100  
TAB-494.3

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
May 15, 1970

DOT -- 10370  
Phone: (202) 963-5105

Secretary of Transportation John A. Volpe today announced the appointment of Kirby B. Payne of Arlington, Virginia, as Department of Transportation Librarian.

Payne, 53, has been acting librarian since July of last year and was librarian of the Federal Aviation Administration Headquarters Library.

Before joining the Department of Transportation in 1968, Payne was associated for 18 years with the National Agricultural Library where he served as Assistant Director for Public Services.

A Navy communications officer during World War II, Payne is a graduate of George Washington University and received his master's degree in library science from Catholic University of America.

The Transportation Department Library was formed administratively in July 1969, by consolidation of the headquarters libraries of the Bureau of Public Roads, United States Coast Guard and Federal Aviation Administration.

The main library is located at 400 Seventh Street, S. W., to which most headquarters elements of the Department of Transportation have recently moved.

A branch library is located in Federal Office Building 10A at 800 Independence Avenue, S. W.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR IMMEDIATE RELEASE

DOT -- 10670  
Phone: (202) 963-5105

Secretary of Transportation John A. Volpe today announced the appointment of Mrs. Mildred W. Goodman as Chairman of the Department of Transportation's Youth Opportunity Committee.

As Chairman of the Youth Opportunity Committee, Mrs. Goodman will be responsible for coordinating the Department's efforts to encourage placement of disadvantaged youth in employment and training programs within the transportation industry.

In making the appointment, Secretary Volpe pointed out that the Youth Opportunity Committee was not just a summer activity. It is a program that will operate all year round, working with trade associations, and private industries, seeking out meaningful job opportunities that will help young people get on their feet.

In 1969, the Department of Transportation placed 69,000 disadvantaged youths in employment and training programs in the transportation industry across the country. Another 39,000 were placed in recreational and cultural programs.

This year, however, Secretary Volpe says, the thrust of the youth program will be on training and employment. The Secretary said he expects to better last year's placement record this year, and that he felt confident that under Mrs. Goodman's leadership, his goal would be achieved.

Mrs. Goodman is a career government employee and resident of Washington, D.C. Prior to her appointment as Chairman of the Youth Opportunity Committee, she served with the Justice Department in the Community Relations Service. Mrs. Goodman has years of experience in social work, civil rights, and community relations.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY A. M.  
May 22, 1970

DOT - 10770  
(202) 962-3928

Secretary of Transportation John A. Volpe announced today that he has withheld permission requested by the State of California to build a complex of bridges across a creek leading to a wildlife and waterfowl refuge in the area of Santa Barbara.

The proposed bridges are required in connection with an extension running off U.S. 101, known as Ward Memorial Highway. It is a project planned by the Division of Highways of the California Department of Public Works and does not involve the use of Federal funds. The proposed structures would consist of two parallel highway bridges, a bicycle bridge and a utility pipeline bridge. All would cross Tecolotito Creek adjacent to Goleta Slough near Santa Barbara.

The action by Secretary Volpe arose as a result of an application by the State of California for permission by the United States Coast Guard, which is a part of the U.S. Department of Transportation, to construct the bridges. Such permission is required for structures over navigable waterways.

Secretary Volpe said there was no objection to the bridges so far as navigation was concerned; that the "location and clearances of the proposed bridges are considered entirely adequate." He said he was withholding permission on the ground the project would "require the use of publicly owned land from a wildlife and waterfowl refuge and an historical site of national significance."

Volpe based his action on section 4(f) of the Department of Transportation Act which prevents intrusion of construction projects into such lands as involved in this case unless there is no feasible and prudent alternative and unless all possible planning has been done to minimize harm to the area. He said he is deferring a final decision on the application pending comments by the California officials involved and pending further study of the matter.

Secretary Volpe noted that the Coast Guard held a public hearing in Santa Barbara last December at which numerous persons concerned about the environmental impact of the project testified. It was on the basis of information received at this hearing and data gathered from other sources that the Coast Guard recommended that permission for the construction be withheld.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY, 2:00 P.M.  
May 28, 1970

DOT -- 10870  
Phone: (202) 963-5154

The Department of Transportation announced today that Armstrong Rubber Company has agreed to recall approximately 15,000 passenger car tires manufactured in 1968.

The tires being recalled are Armstrong Premium Coronet 4-ply nylon tires, size 735-14, manufactured during the period January 1, 1968, to September 30, 1968, and have serial numbers with the number 8 as the 6th symbol and the letters A, D, E, G, H, R, T, U, or Y as the last symbol.

The Department urges vehicle owners to check the tires on their cars and, if they are covered by the recall, have them replaced.

Tests conducted by independent laboratories for the National Highway Safety Bureau showed that 12 of 19 of these tires failed to pass the high speed test required by Federal Motor Vehicle Safety Standard No. 109.

The NHTSB says the test failures and other data available indicate that continued use of the tires could be hazardous under certain conditions.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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JUN 4 1970

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## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY A.M.  
May 29, 1970

DOT -- 11270  
Phone: (202) 963-5154

Secretary of Transportation John A. Volpe will make three commencement addresses to college and university graduates during the next week.

He will address graduates of Niagara University in Buffalo, New York, on May 30; Southern University in Baton Rouge, Louisiana, on June 1; and the University of Southern California in Los Angeles on June 4.

In his Memorial Day appearance at Niagara, he will discuss the government's efforts -- especially those of the Department of Transportation -- to combat pollution and preserve and protect the environment.

"....Automobile-originated air pollution is a serious health threat and traffic congestion really is not one of the amenities of the so-called good life," the Secretary will say.

"The policy of the Department of Transportation today ... and the future ... is that we cannot build one inch of pavement without full planning, full consideration for human and natural resources," the Secretary will tell the graduates.

The same environmental considerations he propounds for the Department are merely a reflection of the National policy of the Nixon Administration, he will say.

Speaking to Southern University, where he will be the first Cabinet officer to address a predominantly black school's commencement exercises in the deep South, the Secretary will say:

"I know that your generation is more aware of social problems, more attuned to personal hangups, and more committed to human welfare than any American generation in history.

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"I know too, that many young people today -- depressed by what they see around them -- claim that the American dream has never been more than a bubble, and that the bubble has burst. We are told that this and its ideals have been torn by violence, rotted by indifference, and poisoned by self-indulgence," the Secretary will state.

"But, I maintain that a Nation that turned an empty, forbidding continent into the most powerful Nation in the world in the short span of two centuries or so ... can certainly cope with the pains of change, cope with seam-splitting, the conflict, the dissent and the unrest," Secretary Volpe will say.

The Secretary will indicate that his Department is providing better job opportunities for minority job holders. He will propose that the graduates take advantage of the "most powerful instrument of change and progress -- your inalienable right to vote."

At Southern California, Secretary Volpe will say that the people in Washington are listening to the voices of the younger generation.

He will tell the Southern California graduates:

"You are the best educated generation in history. You have or will shortly have financial resources that are the envy of the world. You are socially sophisticated and morally adventurous in ways our generation could never dream. And you have proven by your presence here that you know how to stick with a task until it is done."

The Secretary will say that the "bitterness and acrimony between the generations is because the old and the young have gotten out of the habit of talking to each other. Neither wants to hear what the other has to say and each is too inclined to judge by reputation instead of by realities.

"In my travels around the country," the Secretary will say, "I get a chance to speak with a lot of students and young leaders and I am impressed by their spirit. The problems we called insoluble they call intolerable. It does no good to tell young men and women today that he or she never had it so good. That attitude is resented.

"Most of you want change. As students you wanted to participate in making campus rules governing the conduct of your lives. You have wanted some say about the courses you and your parents have paid so dearly for. You have agitated for peace, justice and a liveable environment."

Secretary Volpe will say that the task is to apply the "precedent-shattering technical powers to the problems of social justice, urban organization, and decent environment for all. We can do it. Men of both parties are determined to do it. And we shall do it."



# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR SATURDAY A.M. RELEASE  
May 30, 1970

DOT -- 11170  
Phone: (202) 963-5105

About 100 delegates to the International Advisory Conference on Tunneling, to be held in Washington June 22-26, will tour major tunnel construction projects and laboratories in or near eight American cities, Secretary of Transportation John A. Volpe announced today.

Nineteen countries will be represented at the Conference, sponsored by the Organization for Economic Cooperation and Development (OECD).

"Growing public concern over the undesirable environmental side effects of transportation and other urban services has placed a great premium on improving and exploiting technology that can lead to wide use of the underground," Secretary Volpe said. "As we develop the technology of advanced transportation systems for urban use, it is crucial that we also develop better and less expensive methods of building tunnels."

Delegates to the Conference will consider the status of present tunneling technology and the demand for new technology in the next decade. Much of the discussion will focus on special reports prepared by OECD member states.

According to OECD officials, these reports are the most comprehensive and ambitious surveys of their kind ever made.

The post-Conference project tour will begin June 27, with visits to New York, Chicago, Minneapolis, Denver, Seattle, San Francisco, Los Angeles and Mobile. It will conclude July 11.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR FRIDAY RELEASE  
May 30, 1970

DOT -- 11570  
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"Forty to fifty people who routinely fail to use their automobile safety belts will be alive on Monday morning if they will just make the effort to buckle up this weekend," Secretary of Transportation John A. Volpe said today.

Noting the National Safety Council's estimate of 350 to 450 highway deaths for the Memorial Day weekend, Secretary Volpe said the Department of Transportation's "conservative estimate is that one out of every nine traffic deaths could have been averted had safety belts been used.

"In addition to their priceless value in crashes, safety belts often prevent crashes by keeping the driver securely behind the steering wheel thereby giving him a fighting chance to regain control of a skidding vehicle.

"On Memorial Day at Indianapolis highly-skilled professional drivers will compete in the '500' and all will wear safety belts," Secretary Volpe said. "Yet on our Nation's highways millions of people will ride in automobiles driven by, at best, semi-skilled amateurs and not wear safety belts.

"None of our highway safety efforts can be fully effective unless drivers and passengers face up to the fact that driving and riding in automobiles is a serious business requiring a more professional attitude than they've been using in the past."

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