

FOR RELEASE THURSDAY  
September 3, 1970

DOT -- 17770  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today called on all Americans to take a holiday from death this Labor Day weekend by driving as if their lives depended on it. The Labor Day weekend, which commences on Friday afternoon, September 4 and extends through September 7, is America's traditional last fling of summer fun before settling down for a winter of work or school.

Secretary Volpe said, "Thousands of Americans will be driving the Labor Day weekend. Unfortunately, too many of our fellow citizens will become grim statistics in our holiday casualty rate."

The Secretary noted that the National Safety Council in its 1970 estimate for automobile accidents over the three-day (78 hours including 6:00 p.m. to midnight Friday) holiday predicted that some 570 to 670 persons will die and between 23,000 to 27,000 will suffer injuries that will disable them for a day or more.

He compared this with the 1969 toll of 815 deaths and 24,000 disabling injuries. Of the 815 fatalities, 612 died at the accident scene or within 24 hours following the mishap.

"Would you believe that 160 Americans die on the highways each day. That figure would be much lower if drivers would 'think highway safety' every minute that they operate their vehicles. Highway accidents can be avoided. Many are the result of carelessness, bad driving practices, or the willful disregard of traffic laws," Secretary Volpe said.

Secretary Volpe stressed the importance of driving both attentively and defensively. He urged drivers to avoid fatigue and to use lap belts and shoulder belts.

"Give yourself every chance to avoid a crash, or to survive a crash if it happens," Secretary Volpe said. "Safe driving not only involves your life, but also the lives of others. Care enough to drive as if you care "

In 1969, the national bill for automobile accidents totaled an estimated \$15.6 billion, a figure that includes potential earnings of the victims, medical costs, and property damage. It is an amount sufficient to feed every man, woman, and child in the United States for two months.

The price in human tragedy is impossible to calculate, but safety statisticians have established that seven out of every ten fatal accidents to men in the 20 to 24-year age group are directly related to automobile accidents. The victims are drivers, passengers, and pedestrians. Alcohol figures in more than half of the traffic-related fatalities.

Five out of every ten men who are killed accidentally in the 25 to 64-year age group succumb to motor vehicle-related injuries. Included in this figure are operators and passengers in private cars, trucks, buses, motorcycles, and pedestrians.

Not immune are infants and children too young to drive. Automobile accidents are the third leading cause of death for those between one and four, and the second for those between five and fourteen. It is the chief cause of accidental death of men between the ages of 15 and 34. Motor vehicle-related accidents again become the third leading cause of accidental death to men in the 35-44 age group and the rate declines thereafter.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
September 3, 1970

DOT -- 18470  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe said today he has arranged a meeting between Urban Mass Transportation Administrator Carlos Villarreal and New York and Connecticut transportation officials to discuss additional Federal aid in a program to improve the New Haven route of the Penn Central railroad. Secretary Volpe said Congressmen Lowell Weicker of Connecticut and Ogden Reid of New York, through whose districts the commuter rail line runs, will participate in the meeting.

The meeting was requested by the Metropolitan Transportation Authority of New York and the Connecticut Transportation Authority following the opening of bids for construction of 144 new commuter cars for the New Haven line. The bids were in excess of \$60 million and were substantially above the estimated cost, 50 per cent of which is to be borne by the Federal government.

With respect to the entire New Haven rehabilitation program, Secretary Volpe said, "We have been ready for several months to move ahead with improvements for the New Haven line. We hope there soon will be full compliance with all provisions of the Urban Mass Transportation Act of 1964 which require the execution of leases and operating agreements by the transportation authorities of New York and Connecticut and the Penn Central railroad."

Commenting on the unexpected high bids for construction of the commuter cars Villarreal said, "The bid of more than \$60 million exceeds by several million dollars the total amount available for the first phase of the rehabilitation of the New Haven. In order to move ahead it would appear that either changes in funding or reduction in the scope of the project would be required."

The cost of the total rehabilitation project was budgeted at \$56.8 million. In addition to the 144 new cars, this included rehabilitation of 100 old cars, station improvements, additional electrification and new signal facilities.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

DOT LIBRARY

FOR RELEASE FRIDAY  
September 4, 1970

DOT -- 18270

Phone: (202) 426-4321

SEP 17 1970

FOB 10A Kardex

TAD-494.3

An \$11.4 billion, 10-year research effort by some 20,000 professionals will be needed to adequately advance the civil engineering aspects of transportation technology, according to a report made to the National Science Foundation and the Department of Transportation.

The report is the result of a study conducted by the American Society of Civil Engineers and the Civil Engineering Department of Colorado State University.

"The ability to mount such a program in the near future is doubtful," the report acknowledges, "but the need for such an effort can scarcely be questioned in the light of the present and future dependence of achieving social and economic objectives through transportation services."

The report concludes that "If transportation is essential for health and individual welfare, for recreational and cultural activities as well as for the economy, transport research of the recommended level is essential."

The report stated that the failure to allocate some level of continuing support to research risks obsolescence or passes on to a future generation the responsibility for developing new knowledge.

The report presents a program of research in considerable detail for each mode of transportation -- highway, air, rail, pipeline and waterway.

Copies of the report are available from the Clearinghouse for Federal Scientific and Technical Information, Springfield, Virginia 22151. The price is \$3.00 for a paper copy and 65 cents for microfiche. The ordering number is PB 193 388.

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# DEPARTMENT OF TRANSPORTATION

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**NEWS**

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
September 4, 1970

DOT -- 18370  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the Federal Railroad Administration will provide statistical information on rail freight movements as part of the Department of Transportation's Comprehensive Flow Data Program.

This action results from agreement reached with the Interstate Commerce Commission whereby the Department of Transportation will process a one percent sampling of waybills furnished the ICC by the nation's railroads.

The Rail Carload Waybill Statistics Program was initiated by ICC in 1946 and was discontinued in January, 1968, because of budgetary restrictions.

"Effective planning, policy formulation and decision making depend on the availability of meaningful transportation information," Secretary Volpe said. "Such information is needed not only by the Federal government but by governments at all levels and by the transportation industry, shippers and research organizations."

The Federal Railroad Administration will process the 1967 and 1969 samples already collected by the ICC and has accepted the responsibility of receiving and processing the waybill sample for 1970.

Section 4(a) of the Department of Transportation Act authorizes the Secretary of Transportation to "promote and undertake development, collection and dissemination of technological, statistical, economic, and other information relevant to domestic and international transportation."

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**DEPARTMENT OF  
TRANSPORTATION**

700  
**NEWS**

**OFFICE OF THE SECRETARY**

**WASHINGTON, D.C. 20590**

SEP 17 1970

FOR RELEASE FRIDAY  
September 4, 1970

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TAD-494.3

DOT -- 18570  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the appointment of David W. Hays of Sudbury, Mass., as Acting Secretarial Representative to the New England States.

Headquartered in Boston, Hays as the Secretary of Transportation's Representative in Region 1 will serve as an integral part of and an extension of the Office of the Secretary.

He is assigned to the states of Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont.

"In the continuing effort to decentralize our decision-making process and to simplify the administration of Federal assistance programs to the States, the Department of Transportation is restructuring its field administration to conform as closely as feasible to the pattern of ten standard regions prescribed by President Nixon," Secretary Volpe said.

"I have worked closely with Dave Hays in both Washington and Boston and have great respect for his judgement and administrative ability.

"His experience in government liaison is unusually strong and eminently qualifies him for his new position," the Secretary said.

Hays' appointment is the second of ten Regional Representatives that will eventually be made by Secretary Volpe.

Hays has been since January, 1969 Director of the Office of Government Liaison in the Department of Transportation.

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He served as Legal Counsel to the Commissioner of Administration of the Commonwealth of Massachusetts from November, 1966 to January, 1969. In that post he was liaison to former Governor Volpe to the New England Governors' Conference, the New England Regional Commission and the National Governors' Conference.

He served earlier as an Assistant Attorney General to former Massachusetts Attorney General, now U.S. Senator, Edward W. Brooke.

Hays, 35, was born in Boston. He was educated in Waltham, Massachusetts, public schools and is a graduate of Lafayette College and the Boston University School of Law.

An editor of the Law Review at Boston University in 1961, Hays is a member of the American, Massachusetts and Boston Bar Associations.

Hays is married to the former Charlotte Blanchet of Waltham. They and their daughter live at 521 Peakham Road in Sudbury.

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FOR RELEASE 2:00 P.M.  
Thursday, September 10, 1970

DOT-R-04  
Phone: (202) 426-4043

When D. C. Transit bus number 6322 returns to service Friday after a month's absence, she will be quite different from her fellow members of the fleet--somewhat cleaner, significantly more pleasant to be around.

For number 6322--a General Motors diesel coach built in 1963--is the first D. C. Transit bus retrofitted with the Environmental Improvement Program (EIP) "kit," designed to significantly reduce diesel bus exhaust emissions.

The EIP kit was developed by GMC Truck & Coach Division of General Motors Corporation of Pontiac, Michigan. Number 6322 is the first of five D. C. Transit buses to be equipped with the exhaust control devices, which are basically super-filters. The four other buses will go to Pontiac in pairs over the next month to be retrofitted with the kits.

The five buses are being equipped with the EIP kits under a \$164,936 demonstration grant from the Department of Transportation's Urban Mass Transportation Administration (UMTA) to the Washington Metropolitan Area Transit Commission (WMATC). The grant was made last February. Most of the project cost will be for evaluation.

- more -

Another UMTA demonstration grant for \$60,000 was made to San Francisco to similarly equip four new GM diesel buses with the kits. The buses have been in service for more than a month, and evaluations of kit effectiveness are to begin in about two weeks. And under a grant from the U. S. Department of Health, Education and Welfare, San Antonio, Texas, is having three in-service GM buses retrofitted with the kits.

Number 6322 went to Pontiac to be retrofitted with the kit. She had 189,706 miles on her odometer when the kit was installed over the V-6 engine.

Initial testing of kit effectiveness at Pontiac followed the installation. G.M. said these tests showed that at engine speeds between 700- and 2100-rpm and from zero-to-180 horsepower, number 6322's hydrocarbon emissions dropped from 78- to 96-percent below her pre-kit levels; carbon monoxide emissions were down from 15- to 64-percent; oxides of nitrogen emissions were off up to 23 percent, and smoke and odor often were below perception.

The demonstration program will last about a year. During that time, emission levels of the five buses will be tested at irregular intervals, under differing operating conditions. The emission testing will be done by Scott Research Laboratories, Inc., of Plumsteadville, Pennsylvania, under sub-contract from WMATC.

The EIP project is one of several programs UMTA is involved in to help improve environmental standards of transit buses. UMTA has made grants totaling \$657,786 to the California State Assembly, to help develop and test the state's external combustion engine (ECE, or "steam bus") project. Tentative plans call for the engines to be installed on four buses. And in June, UMTA made a \$303,244 grant to the Southern California Rapid Transit District (Los Angeles) to help develop a catalytic converter for diesel bus engines. The catalytic converters are being developed by SCRTD in conjunction with Atomics International Laboratories of North American Rockwell Corporation.

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FOR RELEASE THURSDAY  
September 10, 1970

DOT -- 18770  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced an addition of \$165,220 to a previous \$495,660 emergency grant to assist the City of Columbus, Georgia, in the purchase of 29 new buses and to modernize maintenance facilities.

"Small cities as well as large have transportation problems. Columbus had problems and we are glad we could help," Sec. Volpe said.

The grant was made by the Urban Mass Transportation Administration. Today's contribution represents one-sixth of the total project cost. Columbus qualified for the additional funds increasing the Federal share to two-thirds of the total project cost after having completed a regional transportation planning program stipulated in the original grant. "Columbus is well aware of the importance of an efficient, comfortable transit system. The new buses and maintenance facilities will benefit the entire community," Carlos C. Villarreal, the Department's Urban Mass Transportation Administrator said. It is an established fact that modern well-maintained equipment increases ridership, increases business, reduces air pollution and automobile congestion in downtown areas, and generally improves economic conditions.

"Our much needed program for inspiring public transportation in the cities, and especially bus transit in smaller cities and towns, has the full support of our legislators and the general public," Villarreal added.

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FOR IMMEDIATE RELEASE

DOT-R-05  
Phone: (202) 426-4321

Lieutenant Commander Leon A. Edney, USN, assumed his duties as a White House Fellow with the Department of Transportation on September 1.

In welcoming Lieutenant Commander Edney aboard, Secretary of Transportation John A. Volpe said: "I am particularly delighted to have assigned to us a Navy man who is a Bay Stater as well."

Edney, 35, was born in Haverhill, Massachusetts, and attended public schools in Dedham, Massachusetts. Secretary Volpe served with the Navy's Seabees in World War II.

Edney is one of 16 young men and a woman who were selected from more than 1,000 candidates to serve a year's residency in Washington as White House Fellows. They serve as special assistants to cabinet officers and senior White House staff members. They will also participate in a seminar program designed to make them aware of the critical issues facing the Nation's policy makers.

Edney is a 1957 graduate of the United States Naval Academy. Following his graduation, he won his wings as a Naval Aviator. In two tours of duty in Southeast Asia, Edney flew more than 200 combat missions over North Vietnam. He has been awarded four Distinguished Flying Crosses, four Air Medals, the Navy Achievement Medal and the Vietnamese Cross of Gallantry. Prior to his selection as a White House Fellow, he was assigned to the staff of the Chief of Naval Operations.

He is married to the former Margon Beck, of Hastings, Nebraska. The Edneys have two daughters, Merrie and Jaimie.

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091170



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

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SEP 17 1970

FOR RELEASE FRIDAY  
September 11, 1970

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DOT -- 18670  
Phone: (202) 426-4321

Secretary of Transportation John Volpe today announced suggested minimum annual goals for a nationwide Federal-state program to train nearly 10,000 workers a year for skilled jobs in highway construction.

"The program is particularly interested in encouraging a substantial participation of minority and disadvantaged workers in the program," Secretary Volpe said.

The suggested minimum number of trainees for each state ranges from 27 in New Hampshire to 729 in California and totals 9,982 for the 50 States and the District of Columbia. The number of trainees is based in part on the extent of each state's participation in the Federal Highway Trust Fund.

"The program," Secretary Volpe said, "will provide on-the-job training aimed at developing full journeymen in the particular trades involved. We want to help basically unskilled workers acquire the skills needed to compete for higher paying jobs in the highway construction industry.

"The scarcity of skilled workers is a significant factor in the escalating cost of highway construction. Some 60,000 additional skilled highway construction workers will be needed in the next five to ten years and this program will help supply them," Secretary Volpe stated.

State highway departments will determine which Federal-aid projects should include an on-the-job training effort and the minimum number of trainees for the project.

These determinations will be reviewed by the Department of Transportation's Federal Highway Administration headed by Francis C. Turner, Administrator.

- more -

Among the factors to be considered in selecting projects are: cost, type of work, geographic location, availability of minority and disadvantaged workers and the length of the contract. The departmental guidelines set out the satisfactory ratio of trainees to journeymen as being between one to four and one to ten.

Requests for bids on contracts requiring training will specify the minimum number of trainees required, with provisions to assure full minority group participation. The terms will also include the amount of wages to be paid trainees and the amount of reimbursement to contractors.

The details of the program were worked out by the Department's Federal Highway Administration with representatives of the highway construction industry and other interested groups, including minority group representatives and organized labor.

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SUGGESTED MINIMUM ANNUAL GOALS  
FOR FEDERAL-AID HIGHWAY TRAINING PROGRAM

<u>State</u>	<u>Number of Trainees</u>	<u>State</u>	<u>Number of Trainees</u>
Alabama	336	Nebraska	43
Alaska	61	Nevada	39
Arizona	105	New Hampshire	27
Arkansas	135	New Jersey	262
California	729	New Mexico	73
Colorado	84	New York	630
Connecticut	107	North Carolina	363
Delaware	29	North Dakota	38
Florida	310	Ohio	407
Georgia	379	Oklahoma	105
Hawaii	109	Oregon	106
Idaho	40	Pennsylvania	459
Illinois	526	Rhode Island	31
Indiana	168	South Carolina	261
Iowa	70	South Dakota	42
Kansas	89	Tennessee	260
Kentucky	138	Texas	556
Louisiana	367	Utah	68
Maine	34	Vermont	31
Maryland	220	Virginia	316
Massachusetts	149	Washington	153
Michigan	378	West Virginia	159
Minnesota	122	Wisconsin	85
Mississippi	283	Wyoming	34
Missouri	204	Dist. of Columbia	177
Montana	94		

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ANNUAL TOTAL                      9,982



# DEPARTMENT OF TRANSPORTATION



*Mr. Kruse*  
**NEWS**  
*Rm. - 3218*

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT -- 19170  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe said today that the Department of Transportation has asked General Motors Corporation for all of the information it has on the safety performance of the Corvair automobile.

Secretary Volpe has also asked consumer advocate Ralph Nader to supply whatever additional documentation of information he might have to supplement his earlier letter to the Department.

Secretary Volpe said he has instructed Douglas W. Toms, Director of the National Highway Safety Bureau, to get the information and "to assign high priority to a prompt and painstaking analysis of all relevant factual material received from whatever source ...."

The text of these letters is attached.

091170



OFFICE OF THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

September 9, 1970

Mr. Thomas A. Murphy  
Vice President  
Car and Truck Group  
General Motors Corporation  
3044 West Grand Boulevard  
Detroit, Michigan 48202

Dear Mr. Murphy:

With reference to the handling characteristics of the Corvair vehicle, the National Highway Safety Bureau has needed to be familiar with all General Motors data concerning testing of these characteristics as reportedly performed by General Motors beginning in April 1962. The Bureau will analyze these data in depth before concluding whether or not an investigation of possible safety defect in the Corvair should be initiated.

Accordingly, you are requested to furnish to the Bureau the following specific items for analysis:

1. Reports and associated films relating to PG Job No. 032127, including reports of test runs numbered 46, 47, 48, 49, 50, 58, 71, 75, 80, 86, 92, 99, and 104.
2. Reports and associated films relating to PG Job No. 032307, including reports of test runs numbered 117, 120, 125, 126, 127, 128, 129, 130, 131, 134, 135 and 136.

In addition, please furnish such other data as are pertinent to Corvair handling stability.

In order that the Bureau analysis may be completed promptly, I am requesting that the above information be delivered to my office by Wednesday, September 16, 1970.

Sincerely,

/S/

Rodolfo A. Diaz  
Acting Associate Director  
Motor Vehicle Programs



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

Mr. Ralph Nader  
1719 19th Street, N.W.  
Washington, D.C. 20009

Dear Mr. Nader:

Thank you for your letter of September 4 expressing your concern about the safety of the Corvair automobile and suggesting lines of action to be taken by this Department.

I have asked the Director of the National Highway Safety Bureau, Douglas W. Toms, to request from General Motors all of the documentation to which your letter refers plus any additional data they may have pertinent to the defects that you claim are inherent in the Corvair. We would also appreciate receiving whatever documentation or additional information you may have that would aid the Bureau in its analysis.

I have directed Mr. Toms to assign high priority to a prompt and painstaking analysis of all relevant factual material received from whatever source and we shall base any Departmental action in this matter on the findings of that analysis.

Again, my thanks for your continuing interest in improving highway safety.

Sincerely,

/S/

John A. Volpe



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
Friday, September 11, 1970

DOT -- 19270

Phone: (202) 426-4321

STATEMENT BY SECRETARY OF TRANSPORTATION  
JOHN A. VOLPE FOLLOWING PRESIDENT NIXON'S  
DESIGNATION OF THE DEPARTMENT OF TRANSPORTATION  
AS THE AGENCY DIRECTING THE ADMINISTRATION'S  
ANTI-HIJACKING PROGRAM

The Department of Transportation accepts the very great responsibility placed upon it by the President for administering the program to curb hijacking and piracy in the air.

The incidents we have witnessed in recent days are intolerable. It is incumbent upon us to apply every bit of energy and expertise to bring them to an end.

Many of the hijacking countermeasures that have been set up in this country are also applicable to international flights. In addition, we have conducted a number of meetings with other governments to share our experience and ability. We have accumulated valuable experience that will form a solid foundation for the task that is ahead of us. Let me say that while we are making progress, there is much more that we must do. We can accelerate and we will accelerate.

Flying has become an accepted safe and efficient mode of transportation because of tremendous technological advances. Now, in addition to technology, we are committed to making flying safe through added security. There is no technique we will not consider. As far as the U.S. Department of Transportation is concerned, we will make flying safe for American travellers -- whether it be in the United States or any foreign country.

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DOT -- 19370  
Phone: (202) 426-4321

FOR RELEASE: AFTER 11:00 A.M., MONDAY, SEPTEMBER 14, 1970

Secretary of Transportation John A. Volpe announced today a Department of Transportation grant of nearly \$2 million for the purchase of 30 low-emission buses for use on the Shirley Highway (I-95) exclusive bus lanes.

All 30 diesel buses will be equipped with General Motors Corp. Environmental Improvement Program (EIP) exhaust emission control "kits," designed to substantially reduce air pollutants, smoke, odor and noise.

The air-conditioned buses also will have innovative design features, including special color schemes and lighting, more comfortable seats and possibly carpeted floors.

The \$1,994,052 grant was made by the Department's Urban Mass Transportation Administration (UMTA) to the Northern Virginia Transportation Commission. The buses will be operated by the AB&W Transit Co. of Alexandria on the Shirley Highway lanes, exclusively. The total project cost is \$2,099,003.

The grant is for Phase I of a five-phase demonstration project conducted by UMTA and the Virginia Commission. Phase I will last two years. The total project will last four years and will eventually cost more than \$5 million. Purpose of the project is to fully assess response, feasibility and practicality of the exclusive busway concept.

In addition to the 30 buses, which account for about \$1,200,000 of the total project cost, grant funds also will be used for service improvement costs (specifically, to help defray AB&W losses incurred in innovative facilities in the new buses), administration, data collection and project monitoring and evaluation.

-more-

The experimental bus lane program --the first in the Nation -- began a year ago, on September 22, 1969. It involved turning over for exclusive bus use a 4.5 mile section of reversible lanes that had been built as part of the Shirley Highway reconstruction project. The lanes opened today add another 1.5 miles to the busway.

Initial ridership on the buses was 1,900 passengers per working day. Now, ridership is about 2,500 per day. Persons riding the exclusive busways into the District of Columbia from Springfield, Virginia, about 10 miles south of Washington, save about 12 to 18 minutes commuting time over driving private automobiles.

Cooperating in the Shirley Highway experiment are the Virginia and District of Columbia Highway Departments, the Federal Highway Administration, the Urban Mass Transportation Administration, the Washington Metropolitan Area Transit Authority, the Washington Metropolitan Area Transit Commission, the Metropolitan Washington Council of Governments, the Northern Virginia Transportation Commission, the AB&W Transit Company of Alexandria, and the WV&M Coach Company.

For further information, contact:

Mr. Ron Fisher, Project Manager  
Shirley Highway Demonstration Project  
Urban Mass Transportation Administration  
U.S. Department of Transportation  
Washington, D. C. 20591



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE

DOT -- 19470  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe has asked Congress to eliminate the requirement that the Saint Lawrence Seaway Development Corporation pay interest on money borrowed from the U.S. Treasury to pay for construction of the United States' portion of the Seaway.

The requested legislation, Secretary Volpe said, "is designed to place the Seaway on a sound long-term financial footing and permit the Development Corporation to effectively develop and promote the movement of cargo through the Seaway. At the same time, it would retain the requirement that the Corporation return to the Treasury the amounts it borrowed to construct the facilities operated by the Corporation."

Since the Seaway opening, the Corporation has paid from revenues all of its normal operating and maintenance costs. In addition, it has returned more than \$36 million to the Treasury. However, revenues have not been adequate to meet the interest on the debt. Secretary Volpe indicated that only through major toll increases could revenues be boosted sufficiently to meet interest payments.

"We oppose any increase in the present tolls on the Seaway," Secretary Volpe declared, "as we believe an increase in tolls would tend to discourage use of the waterway, and in turn, be detrimental to the growth of the mid-western and national economy."

Under the provisions of the proposed bill, approximately \$22 million in accrued unpaid interest would be eliminated.

Attached is a copy of a letter sent to Vice President Agnew and Speaker McCormack.

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091570



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

September 14, 1970

Honorable Spiro T. Agnew  
President of the Senate  
Washington, D. C. 20510

Dear Mr. President:

There is transmitted herewith a proposed bill

"To amend the Act creating the Saint Lawrence Seaway  
Development Corporation to terminate the accrual and  
payment of interest on the obligations of the Corporation,  
and for other purposes",

together with a sectional summary.

On May 13, 1954, Congress enacted the statute creating the Saint Lawrence Seaway Development Corporation (33 U. S. C. 981). The statute authorized the Corporation to construct the portion of the Saint Lawrence Seaway located in United States territory and to operate and maintain the United States facilities. To enable the Seaway Corporation to finance its activities the statute authorized the Corporation to issue revenue bonds payable from the corporate revenue to the Secretary of the Treasury. The statute, as amended in 1957, further provided that interest payments on the bonds could be deferred with the approval of the Secretary of the Treasury, but that any interest payments so deferred would bear interest after June 30, 1960. Bonds issued by the Corporation were to have maturities agreed upon by the Corporation and the Secretary of the Treasury, not in excess of fifty years.

The statute further provided that the tolls charged by the Corporation be calculated to cover, as nearly as practicable, all costs of operating and maintaining the facilities under the control of the Corporation, including depreciation and interest on the obligations of the Corporation. In addition, it established the principle that Seaway tolls provide the Corporation sufficient revenues to amortize the principal of its debts and obligations over a period not to exceed fifty years.

The first ten years of operation of the Seaway were projected to be a development period during which revenues would not be sufficient to meet all of the annual financial requirements. The plan for the first five years was to meet all expenses of operation and maintenance, but not all of the interest expenses. However, it was projected that interest so deferred would be paid back by the end of 1967. By that time, annual revenues were forecast to be sufficient to provide for the payment of all operating expenses and all current interest on the debt, and payments on the principal of the debt were to begin.

Unfortunately, some of the assumptions upon which the Seaway debt payment plan was established have not proven out over the long term. Each year since the opening of the Seaway, the Corporation has, in fact, paid from revenues all of its normal operating and maintenance costs. In addition, it has returned over \$36 million to the Treasury. However, revenues have not been adequate to meet the interest on the debt, and the overall debt (including unpaid interest) has been growing each year until it has now reached nearly \$156 million.

The Department believes the point has been reached where a substantial revision is necessary to the debt repayment plan for the Seaway. We oppose any increase in the present tolls on the Seaway, as we believe an increase in tolls would tend to discourage use of the waterway and, in turn, be detrimental to the growth of the mid-western economy. Traffic forecasts indicate that cargo volume eventually will increase from the 41 million tons handled in 1967 to an annual level of 75 million tons. Despite that growth, however, major toll increases would be necessary to enable the Seaway Corporation to meet its debt repayment schedule.

The Department therefore recommends the enactment of legislation terminating the requirement for the Corporation to pay interest on the Seaway debt. This includes unpaid interest which has accrued to date (approximately \$22 million) and interest that would otherwise accrue on revenue bonds issued to the Secretary of the Treasury under section 5 of the Act of May 13, 1954. The enclosed bill is designed to accomplish this aim.

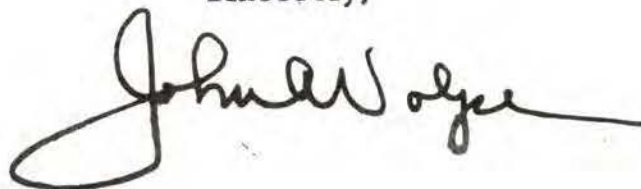
Under the proposed bill, the existing requirement for repayment to the Treasury of the principal on the revenue bonds issued by the Corporation would continue in effect. Our projections indicate that

providing the Corporation relief from interest payments should permit the repayment of the bonded debt within the statutory period while holding the line on tolls.

In summary, the enclosed bill is designed to place the Seaway on a sound long-term financial footing and permit the Development Corporation to effectively develop and promote the movement of cargo through the Seaway. At the same time, it would retain the requirement that the Corporation return to the Treasury the amounts it borrowed to construct the facilities operated by the Corporation.

The Office of Management and Budget has advised that this proposed legislation is consistent with the Administration's objectives.

Sincerely,

A handwritten signature in dark ink, appearing to read "John W. Oge". The signature is fluid and cursive, with a large loop at the beginning and a long, sweeping tail that extends to the right.

Enclosures

FOR RELEASE FRIDAY  
September 11, 1970

DOT -- 18870  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced a \$1,640,000 Federal grant to the Bi-State Development Agency, of St. Louis, Mo. to help purchase 69 new diesel transit buses.

"These buses will be used primarily to improve the quality of service in the Illinois area of the Agency's transit operations," Secretary Volpe said.

"This area contains many concentrations of low-income residents dispersed among large industrial complexes. The new buses will open up job opportunities for these people in the area and in St. Louis."

The agency will buy seventeen 51-passenger, forty 45-passenger and twelve 33-passenger buses, each equipped with a two-way radio.

The Federal grant, made by the Department of Transportation's Urban Mass Transportation Administration, represents two-thirds of the \$2,460,000 cost of the buses.

"Bus service will be improved substantially between the lower income residential areas and the industrial complexes. Individuals in these areas and the community alike will benefit," Carlos C. Villarreal, the Department's Urban Mass Transportation Administrator, said.

A previous UMTA grant provided financial assistance to purchase 52 buses which were placed in service in May of last year.

The Bi-State transit system operates approximately 925 buses. The average age of the regular transit fleet is 12.5 years.

For further information:

Col. R. E. Smyser, Jr. (Ret.)  
Executive Director  
Bi-State Development Agency  
818 Olive Street  
St. Louis, Missouri 63101

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FOR IMMEDIATE RELEASE

DOT-R-06

Miss Marilyn A. Daley, a personnel representative with the United States Department of Transportation will be in Pittsburgh from October 19th through October 23rd to interview applicants for clerical employment with the U.S. Department of Transportation Headquarters offices in Washington, D.C.

There are openings for clerk-typists and clerk-stenographers who are able to qualify on the appropriate Civil Service Examinations. A typing speed of 40 words a minute is required, and stenographers must, in addition, be able to take shorthand dictation at the rate of 80 words a minute. For some trainee-level positions, the performance standards for passing are lower than those required for the normal entry-level positions. Starting salaries for typists range from \$4,125 per year to \$5,853 per year, and stenographers begin anywhere from \$4,621 per year to \$6,548 per year. Persons selected for these positions will also be reimbursed for travel and transportation expenses from Pittsburgh to Washington. Miss Daley will conduct employment interviews at the Pennsylvania State Employment Service Office, 327 Fifth Avenue, in Pittsburgh, from 8:30 a.m. to 5:00 p.m., Monday through Friday. The Office will also remain open for interviews until 8:00 p.m. on Thursday, October 22. For additional information about such employment, you should visit the Office or call for an appointment. The telephone number in Pittsburgh is 565-5705. All candidates will be given equal consideration without regard to race, religion, sex, or color.

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General Davis, who graduated from the U. S. Military Academy in 1936 as a second lieutenant and rose through the ranks to become the highest ranking Negro in the U. S. armed services, resigned in July of this year as Public Safety Director of Cleveland, Ohio, where he had charge of that city's police and fire departments.

A command pilot, he was vice-commander of the Air Force's Strike Command in Florida at the time of his retirement.

Prior to the Florida command, he was chief of staff of U. S. forces in Korea and chief of staff of the United Nations Command in Korea. He previously had served as director of manpower and organization for the Air Force, deputy chief of staff for operations of the Air Force in Europe and chief of staff of the 12th Air Force. He was promoted to lieutenant general in 1965.

Among his awards are the Legion of Merit, Silver Star, Distinguished Flying Cross. Air Medal with Clusters, and the Croix de Guerre with Palm.

President Nixon chose Secretary Volpe to direct the Administration's program to deter air piracy when he announced the American program more than a week ago.

The Secretary last Friday called upon the international aviation community to support the principle of suspension of air service to any nation that detains for "international blackmail purposes" passengers and crew or any aircraft that has been unlawfully seized or fails to extradite or prosecute persons responsible for acts of air piracy.

He presented the United States position in Montreal before the governing council of the International Civil Aviation Organization (ICAO), which has postponed a vote on the proposal until September 29.

In testimony today before the House Committee on the Department's plan to recruit and train the 2,500 security guards, Secretary Volpe declared: "It is abundantly clear that we cannot tolerate a repetition of the events of the past two weeks."

A group of Palestinian guerrillas based in Jordan hold 54 hostages from four flights hijacked during this period. The guerrillas destroyed the airplanes, valued at up to \$50 million, after removing the passengers.

As a result of the destruction of the aircraft, commercial insurance companies, primarily based in London, have increased the premium for aviation war risk insurance, including that against air piracy. Hijacking insurance by commercial companies was quoted at a premium of \$1.50 per \$100 of value.

For one American air carrier, for example, its annual war risk insurance premium would have risen from about \$1 million to more than \$16 million.

Under authority given him by the 1958 Federal Aviation Administration Act, Secretary Volpe determined that the commercial insurance was not being offered at a reasonable rate and extended Government coverage to the American commercial aviation fleet for war risk insurance.

The Department, therefore, has begun writing policies with all American air carriers who desire war risk insurance, with an effective date of 12:01 a.m. September 21.

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FOR RELEASE MONDAY  
September 21, 1970

DOT -- 20570  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced in Boston a \$97,900 Federal grant to the American Transit Association to better determine the training needs of the transit industry.

"The transit industry needs to attract and keep good people. The transit industry must provide the kind of training necessary for efficient management and safe operation of our present systems as well as future advanced transit systems," Volpe said.

The grant will finance the development of recommendations for a large scale demonstration program that will bring urban transit training programs up to date. The grant announcement was made at the Association's 89th Annual Meeting in Boston.

The project will be administered by the American Transit Association working through a subcommittee of transit operator officials.

"Today's award follows a previous \$1.4 million Department of Transportation grant to the Institute for Rapid Transit to develop specifications to improve subway system environment. I announced this grant in June. These are but two examples of the Department's efforts under my Administration to utilize and make the most of available industry resources to improve transportation in our cities," Volpe added.

The grant was made by the Department's Urban Mass Transportation Administration under Carlos C. Villarreal.

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The short-term grant will identify some of the more promising training technologies such as programmed instructions and computerized trouble shooting and examine their application to training transit personnel.

"Personnel training has not received the attention it needs to keep up with advancing system technologies. This work will provide the information we need to effectively demonstrate the results of improved training methods," Carlos C. Villarreal, Urban Mass Transportation Administrator, said.

"We believe we can show a substantial improvement in the level of service and at a savings of millions of dollars each year to our transit systems through better trained personnel," Villarreal added.

The demonstration program is expected to start in late Fiscal Year 1971 and may involve several on-site demonstrations and establishment of a central training Academy for maintenance and operating personnel.

For further information:

Mr. Jack Schnell  
Project Director  
American Transit Association  
815 Connecticut Avenue, N. W.  
Washington, D. C. 20006

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20591

FOR RELEASE TUESDAY  
September 22, 1970

DOT --20670  
Phone: (202) 426-4321

Harold E. Harriman, a mid-management employee of the Department of Transportation, was given the Presidential Management Improvement Award by President Nixon Monday night at the Statler-Hilton Hotel in Washington.

Harriman won the citation for his role in devising an intermodal international through bill of lading. Previously, each mode of transportation in industry and government required separate documents for the movement of cargo.

Secretary of Transportation John A. Volpe, in a letter of commendation to Harriman, said:

"Getting that single form approved by all concerned segments of the transportation industry, by the government agencies involved, by the National Committee on International Trade Documentation, and finally by the Economic Commission for Europe took patience and an outstanding ability to effect compatible action from frequently incompatible sources."

Harriman, an Assistant Director for Documentation and Procedures in the Department's Office of Facilitation has been employed at the Transportation Department since May 1967.

Mr. Harriman was educated at Syracuse University, Strayer College, and American Univeristy, with a B.S. Degree. He majored in accounting and did graduate work in management and law. He has received considerable Government training in paperwork management and has directed and taught many courses on paperwork management techniques.

A native of Moriah, New York, the 51 year-old Harriman has won several outstanding performance citations while earning an international reputation as the expert on transportation and trade documentation.

The international intermodal simplified bill of lading, in addition to reducing costs, will provide a standard format that will permit automation and rapid communication, which was virtually impossible under existing systems.

Mr. Harriman was one of 15 Federal employees cited by the President. The Office of Management and Budget, Executive Office of the President, sponsors the annual event that salutes the federal employees contributing most to management efficiency through the streamlining of paperwork.

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FOR IMMEDIATE RELEASE  
September 23, 1970

DOT-R-07

The Director of SST Development for the Department of Transportation has denied charges that projected supersonic transports will cause any critical world oil shortage.

Responding to an article in the London Observer warning of a possible world oil crisis by 1985, William M. Magruder cited a recent statement by an official of the U.S. Bureau of Mines, that "there are adequate energy resources in the U.S. and throughout the world to meet all foreseeable levels of energy demands to the year 2000 and beyond."

"The supersonic transport fleet of the 1980's, including both the European Concorde and the U.S. Supersonic Transport, will consume approximately 1.6 per cent of the world's oil production," Magruder said. He further pointed out that, of the world's estimated oil consumption of about 8 billion tons per year by 1990, all civil jet aircraft, including the supersonics, will consume only 4 per cent of

this amount. Therefore, estimates made in the Observer, that supersonic aircraft will require 8 per cent of the world's oil production in 1980, are wrong.

The SST Director also pointed out that the Observer implies that nothing else of value is derived from the seven tons of crude oil refined for every ton of kerosene produced. "Actually, the remaining six tons of crude oil are converted almost entirely to useful products such as gasoline, diesel oil, stove oil, distillate oil and lubricants. Virtually nothing is wasted," Magruder said.

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For further information:  
David A. Olds  
202-962-6394



# DEPARTMENT OF TRANSPORTATION

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# NEWS

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

FOR IMMEDIATE RELEASE  
Thursday, September 24, 1970

DOT -- 20870  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced a \$90,000 grant to the University of West Virginia to design an urban transportation "people mover."

The "people mover," which is expected to be in operation by late 1972, initially will connect the University's downtown campus with the engineering school and the medical school. The Department of Transportation will make more than \$13 million available for the project.

Secretary Volpe announced the grant and project today in Morgantown, West Virginia.

"This system--which we call a 'people mover' for lack of a better name--will provide fast, clean, efficient transportation," Secretary Volpe said. "The system in Morgantown will be the first of a series of projects to develop and test a high-capacity, automated personal transit system.

"It will be a breakthrough, a great step forward in the Department of Transportation's quest for better mobility and improved accessibility."

The \$90,000 grant will provide first year funding for the engineering and design data. The grant was made through the Department's Urban Mass Transportation Administration, headed by Carlos C. Villarreal, who accompanied Secretary Volpe to Morgantown.

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"This is an important occasion for those of us concerned with urban mobility," Villarreal said. "The announcement of this grant today means we're moving from study to action, from thinking to doing.

"Before the end of 1972, we hope to have this experiment carrying students, professors and others on 3.2 miles of guideway on 90 fully automated cars at speeds up to 25 miles per hour."

Under terms of the grant, West Virginia University will define the system and determine the locations for the six planned stations. In cooperation with the Jet Propulsion Laboratory of the California Institute of Technology at Pasadena, California, the project's system manager, the University also will determine the location of the guideway and related ground facilities.

"For too long," Secretary Volpe declared, "transportation experts have talked about new directions and have drafted blueprints and even built working models. But there has been a reluctance--for whatever reason--to go ahead and get those plans off the drawing board and into an operating demonstration project. We intend to make this an action project in Morgantown."

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# DEPARTMENT OF TRANSPORTATION

# 2300 NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
September 24, 1970

DOT -- 21070  
Phone: (202) 426-4321

The Department of Transportation today said that a proposed agreement between three major airlines to reduce excess capacity through concerted efforts "raises an extraordinary number of complex and profound questions" which cannot be resolved through a simple exchange of comments.

The Department divided its questions into several broad categories:

- \* Is concerted action necessary to limit over-capacity?
- \* Would implementing the agreement improve the airlines' financial position?
- \* Do the airlines' economic circumstances warrant extraordinary CAB action?
- \* What would the impact be on the public?
- \* What would be the impact on the airlines' competitors?

American Airlines, Inc., Trans World Airlines, Inc., and United Airlines Inc., have asked the CAB to approve an agreement designed to resolve over-capacity problems on routes in which the airlines compete with each other.

The Department's filing said that the "problems now facing the air carrier industry -- low load factors, disappointing profits (and in some cases sharp losses), rapidly increasing costs, and a tight money supply at a time when carrier money needs are large -- all point to the need for the most expeditious possible action by the Board."

The Department recommended to the CAB a procedure which "will permit prompt Board action while still providing a setting in which full consideration can be given the knotty problems raised by the Agreement."

The requested procedure would permit the filing of factual material and expert testimony, briefs, and oral argument before the Board.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY A.M.  
September 25, 1970

DOT -- 20770  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the first positive Federal action ever taken to determine national priorities in the establishment of a balanced transportation system.

"The innovative national transportation planning process has as its objective the development of a Transportation Plan by 1972," Secretary Volpe said.

The first phase began today with the distribution of letters and questionnaires to the governors of the fifty states, to the mayors of cities of 50,000 and over population and to the leaders of the transportation industry.

"This survey is designed to define the areas in which public and private funds are needed through 1990 to finance highways, public transit systems, airports and other terminals, railroads, waterways and pipelines," Secretary Volpe said.

"Once the needs and anticipated costs are submitted to us, Department of Transportation specialists will analyze the material and develop a national transportation plan," he said.

The plan, Secretary Volpe cautioned, should not be confused with the National Transportation Policy which is to be issued by January, 1971. The plan implements the policy which will outline in broad terms the Administration's goal for a balanced transportation system.

"The planning process, although new to the total transportation system, has been utilized by the Department in planning and construction of the interstate highway system," Secretary Volpe said. He added that "it will not be a one-shot effort but will function on a continuing basis."

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"It is apparent to those of us concerned with national transportation policy," the Secretary said, "that there has been little balance or consistency in transportation planning and programming. On occasion, this has resulted in modal interests competing in the political forums and private money markets for available investment resources. Frequently there is insufficient regard for national objectives and too little concern for the ramifications of the interaction between the public and private sectors."

Each Governor has been asked to form a task force which, using population forecasts prepared by the U.S. Bureau of the Census and a set of working manuals prepared by the Department of Transportation, will develop an estimate of state transportation needs through 1990. They will be asked to develop several investment programs, each based on one of four different sets of assumptions concerning the availability and use of Federal funds.

The governors are requested to take advantage of the comprehensive urban planning already initiated in each of the urbanized areas of their states.

Manufacturers of transportation equipment will be asked to provide information on technological development.

Carriers will be requested to furnish commodity and passenger flow information and to indicate the magnitude and nature of capital needs and planned investment.

The Department of Transportation will develop with other Federal agencies such information as future demographic patterns, national economic growth patterns, emergency transportation needs, freight and passenger flows and estimates of economic loss resulting from pollution caused by transportation.

The Department of Transportation will summarize all of the information into a number of national transportation development alternatives and estimate the impact of each.

Four of these development alternatives will be aggregates of what state and local governments say they will do under each of the four sets of assumptions on the availability of Federal funding.

Additional alternatives will be developed based on national objectives over and above those of the states.

Among these national transportation objectives are economic efficiency in transportation, protection of the environment, the improvement of safety and the support of other national objectives.

The Department will estimate the cost of each transportation development alternative over a 20-year period.

The Department will make recommendations in the 1972 Transportation Plan concerning the development alternatives and the changes in policy each may involve.

The collection of data is expected to be completed in July, 1971.

The 1972 Transportation Plan is expected to be submitted with recommendations to the President and to Congress early in 1972.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY A.M.  
September 29, 1970

DOT -- 20970  
Phone: (202) 642-4321

J. Thomas Tidd, a career civil service lawyer, has been named Deputy General Counsel of the Department of Transportation, Secretary of Transportation John A. Volpe announced today.

The Office of the General Counsel has professional responsibility for all legal affairs within the Department and for the performance of all Department-level legal work.

Tidd will fill the post vacated by R. Tenney Johnson, who left the Department to become General Counsel of the Civil Aeronautics Board. Tidd had served as the Department's Assistant General Counsel for Legislation since May 1967.

Before that, he served as Director of the Office of Policy Development in the Federal Aviation Administration Administration. Earlier, he had held the post of Deputy Director of that office and was Director of the Legislation Division in the FAA's Office of General Counsel. Prior to his service with FAA, he spent several years with the Department of State and the foreign aid program. His military service includes two years with the U. S. Navy, 1944-1946.

A native of Lyman, Nebraska, he received a BS degree from the University of Nebraska in 1949, an MA degree from the University of Denver in 1950, and a JD degree from George Washington University in 1958. He is a member of the bar of the District of Columbia.

Tidd is married and has two children. The family lives at 4923 Hogans Lake Place, Annandale, Virginia.

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