



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

October 2, 1970

DOT -- 21370

Phone: (202) 426-4321

Secretary of Transportation John A. Volpe announced today that specialized training for military personnel who will act as interim guards aboard U.S. airliners will begin Monday at Fort Dix, New Jersey.

Volunteers are being sought from each of the armed forces to serve until a force of Federal air security specialists can be recruited and trained.

A total of 880 servicemen will go through 5 days of intensive training at Fort Dix. Eight hundred will be assigned to flights immediately. The remainder will return to their duty stations on a stand-by basis. The civilian guard force is expected to total 2,500 ultimately.

"The selection of men for this program, both military and civilian, will be a very exacting process," Secretary Volpe said. "We will fine screen applicants to get people who are blessed with common sense -- a factor not as common as its name indicates -- and capable of performing under acute stress.

"The men will be armed with .38 caliber revolvers and will be proficient in their use," the Secretary continued, "but they will also be highly-trained in methods of subduing hijackers without using weapons. Shooting hijackers is definitely a last resort tactic," Secretary Volpe stressed.

"Furthermore," he added, "a special ammunition will be used which will limit the bullet's impact thereby minimizing the potential for injury to innocent people or damage to the aircraft."

The training at Fort Dix will be conducted under the supervision of the Department of Transportation's Federal Aviation Administration. Instructors will come from FAA, the military and other civilian agencies.

Upon completion of their training the military guards will be assigned to flights as needed. On guard duty the military personnel will wear civilian clothing.

The proposed civilian security force and the interim military guards will undergo similar training. There are no plans at present to train the civilian force at Fort Dix. The tentative military training schedule includes:

First Day -- introduction; scope of mission; duties; responsibilities and authority; alarm systems and special plans; and unarmed self-defense.

Second Day -- passenger observation; search and seizure; methods used by hijackers; unarmed self-defense; and arresting, handling and disposition of prisoners.

Third Day -- pistol firing; international conduct; legal aspects and the Tokyo Convention (the 1963 treaty setting jurisdictional guidelines for hijackings and calling for the prompt return of hijacked aircraft, crews and passengers).

Fourth Day -- psychology of a hijacker; and explosive ordnance.

Fifth Day -- aircraft familiarization and orientation.

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FOR IMMEDIATE RELEASE  
October 2, 1970

DOT-R-08  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe and Massachusetts Governor Francis W. Sargent today signed an agreement under which the Department of Transportation and the state will work to improve the enforcement of motor carrier safety regulations.

"The joining of state and Federal enforcement capability, plus the voluntary cooperation of motor carriers," Secretary Volpe said, "should do much to improve truck and bus safety performance. Beyond question, industry and government at all levels must do much more to reduce the toll being taken in highway accidents involving commercial vehicles."

The agreement with the Department's Federal Highway Administration provides for an exchange of information on violations of motor carrier safety regulations and hazardous materials regulations which come to the attention of either the state or Federal authority.

Secretary Volpe said, "The willingness of the Commonwealth of Massachusetts to participate in this agreement is a welcome step in cementing a closer working partnership in motor carrier safety matters. Exchanging information and making investigators available in enforcement matters will mutually benefit both Federal and state regulatory officials."

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE  
October 4, 1970

DOT -- 21270  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the award of a \$79,075 contract to CLM Systems, Inc. of Cambridge, Massachusetts, to study environmental factors which should be considered in airport site selection and planning.

"This study is one of a series of projects designed to make transportation planning completely responsive to the mandates of the Environmental Policy Act of 1969," Secretary Volpe said.

"Expansion of existing airports and planning to locate new airports frequently raise environmental and urban planning problems," he said.

"The impact of airport development on the natural and human environment needs to be given consideration equal to economic and technological considerations. The development of guidelines to create this balance is a primary objective of this study," the Secretary said.

In addition to identifying and describing environmental factors to be considered in airport planning, the study will produce a handbook of these findings for the use of airport planners.

Emphasis will be placed upon developing techniques for integrating airport planning with comprehensive planning for potentially affected areas.

The planning improvement effort is administered by the Department's Office of the Assistant Secretary for Environment and Urban Systems.

The study is scheduled to be completed in 12 months.

Contract Number DOT-OS-00059.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20591

### FOR RELEASE

Wednesday, October 7, 1970

DOT -- 21470

Phone: (202) 426-4321

FORT DIX -- Specialized training for 880 military personnel to serve as interim security guards aboard U.S. aircraft began today at Fort Dix.

Lt. Gen. Benjamin O. Davis, Jr., (Ret.), newly appointed Director of Civil Aviation Security for the Department of Transportation, welcomed the training group consisting of men from the armed services.

"You men will augment the some 200 civilian government guards already on duty and serve until we can recruit and train a force of 2,500 Federal air security specialists," he said.

General Davis noted that the servicemen had already passed an exacting screening process which indicates they can exercise careful judgment under stress.

"Although you will be armed, the use of guns should be only as a last resort," he said. "And even though you will be using special ammunition designed for minimum harm to persons, you must always remember that the safety of passengers and crew are paramount."

Under an agreement between the Department of Transportation and the Department of Defense, Federal Aviation Administration personnel will be in charge of the training, which will last five days. Instructors are from the FAA and other governmental agencies including the military.

Following completion of the training, 800 military guards will be immediately assigned to flights as needed, with the remainder going back to their bases as reserve. On flight duty, the servicemen will wear civilian clothing.

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"They will be armed with .38 caliber revolvers using a special ammunition that minimizes potential injury to innocent people or damage to the aircraft. But the guards will be highly trained in methods to subdue hijackers without needing weapons," General Davis said.

The training schedule will include the following:

First day -- introduction; scope of mission; duties; responsibilities and authority; alarm systems and special plans; and unarmed self-defense.

Second day -- passenger observation; search and seizure; methods used by hijackers; unarmed self-defense; and arresting, handling and disposition of prisoners.

Third day -- pistol firing; international conduct; legal aspects and the Tokyo Convention (the 1963 treaty setting jurisdictional guidelines for hijackings and calling for the prompt return of hijacked aircraft, crews and passengers).

Fourth day -- psychology of a hijacker; and explosive ordnance.

Fifth day -- aircraft familiarization and orientation.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY A.M.  
October 8, 1970

DOT -- 21570  
Phone; (202) 426-4321

Secretary of Transportation John A. Volpe today praised the quick action of the Congress in passing legislation which eliminates interest charges on the St. Lawrence Seaway bonded debt.

"With the burden of interest payment eliminated," Secretary Volpe said, "we have attained a sound long term financial base and are in a position to more effectively develop and promote the movement of cargo through the Seaway."

"The Administration's effort in initiating and obtaining passage of this legislation is tangible evidence of its determination to fulfill its pledge of the total development of Seaway potential in the years that lie immediately ahead," the Secretary said.

The measure, passed as an amendment to the American Merchant Marine Bill, eliminates the future interest payment on the \$133.5 million Seaway construction, as well as \$22.4 million of deferred interest debt.

The Seaway Corporation must still repay the construction cost to the Treasury and already has paid over \$36 million in interest on the debt.

The Saint Lawrence Seaway Development Corporation is an operating administration of the Department of Transportation. David W. Oberlin is the Administrator of the Corporation.

"This legislation relieves the pressure for substantially higher tolls in the Seaway," Oberlin said.

"It is predictable," he said, "that such an increase in tolls would be followed by a decrease in cargo movement through the Seaway bringing with it an adverse effect upon the economy of Midwestern America and the employment level of the Great Lakes ports."

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Despite an iron ore strike early in the season, 41 million tons of cargo last year moved through the Seaway on some 6,300 ships, resulting in over \$5.9 million in revenue.

The cost to operate the system last year was \$2.2 million and interest charges were \$6 million. Lock rehabilitation by the U.S. Corps of Engineers cost \$3.5 million.

Oberlin said the immediate goals of the Seaway Corporation are to work closely with other administrations of the Department of Transportation in developing intermodal transportation in the Great Lakes area, to support and amplify the Administration's export and merchant marine programs, "and, of course, to increase the cargo movement in the St. Lawrence system."

"The Administration has demonstrated its vigorous support of the Seaway. Those of us directly concerned with its operation must respond with renewed efforts and increased enthusiasm for attaining the goal of achieving the Seaway's full potential in this decade," Oberlin said.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY  
October 8, 1970

DOT-R-09  
Phone: (202) 426-4321

"Cleveland's experience with its airport-to-downtown rail rapid transit link over the past two years has been very heartening," Secretary of Transportation John A. Volpe said today.

"The results of a study being released today give us the first real data on how the American public will react to such a service," Secretary Volpe added. The only other airport rapid transit links are in Brussels and Tokyo.

"The study revealed," Secretary Volpe continued, "that the average air passenger using the transit service was male (80.1 percent) had family incomes in excess of \$15,000 per year (61.2 percent), and traveled alone (72.3 percent) on a business or convention trip (58.6 percent). This is precisely the kind of person that many transit critics claimed wouldn't ride a public conveyance.

"Another pessimistic theory that went down the drain was that people with baggage wouldn't use rapid transit. In the Cleveland survey 62 percent checked at least one bag on their flights. Furthermore, 25 percent of all air passengers with origins or destinations in the rapid transit area used the service even though there could have been as many as 25 local stops and a transfer involved in the trip," said Secretary Volpe.

The "Cleveland-Hopkins Airport Access Study," performed by the Cuyahoga County (Ohio) Regional Planning Commission under a contract funded by the Department of Transportation's Office of the Assistant for Policy and International Affairs and the Urban Mass Transportation Administration, is a detailed look at the four-mile extension of Cleveland's Transit System's rail-line to Cleveland-Hopkins Airport 11 miles southwest of the city center. The airport connector service was opened in November 1968.

Financing of the extension, which has been under consideration since the rapid transit line opened in 1955, came from an Urban Mass Transportation Administration (UMTA) grant of \$12.3 million made in June 1965. Part of the money was used to buy 20 new rail transit cars, plus control equipment.

An average of 3,600 passengers a day use the airport extension, which is about triple the pre-inaguration estimate, that prompted UMTA to provide funds for 10 additional rail transit cars in a separate grant made in 1969. Included in the second grant were funds for a central control system for the entire transit line.

As was to be expected, most of the riders were air service passengers (57.6 percent), but airport employees were quick to take advantage of the swift airport-downtown service. The employee user rate was 8.4 percent, when buses were the only form of public transit. This jumped to 11.2 percent as a result of the rapid transit link despite the fact that there is only one stop at the main terminal and only one-half of the employees work in the terminal.

Single copies of the report are available from the Office of Public Affairs (S-80), U. S. Department of Transportation, Washington, D. C. 20590.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT -- 21670  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced a sweeping investigation of United States chartered aircraft services.

The Secretary's action comes in the wake of the fatal crash, October 2, of a chartered airliner in which 30 passengers died, including members of the Wichita State University football team.

Secretary Volpe stated: "I have directed my Assistant Secretary for Safety and Consumer Affairs, Admiral Willard J. Smith, to conduct this in-depth investigation and spare no effort, time or resources in determining the true condition of every charter operation in the United States. He also will examine Federal Aviation Administration regulations governing charter operations with a view toward correcting any deficiencies which may be discovered."

Admiral Smith, former Coast Guard Commandant and a pilot for 30 years, was confirmed this week by the Senate in his new post with the Department of Transportation.

The Federal Aviation Administration yesterday announced several actions in connection with the October 2 crash including grounding of aircraft owned by Jack Richards Aircraft Company, Inc., of Oklahoma City. The National Transportation Safety Board, an arm of the Department of Transportation, is conducting an investigation into the cause of the crash.

Admiral Smith made it clear that the investigation is not aimed at disrupting the many well-established and reliable charter operations, but at bringing into compliance those which may be operating in violation of regulations.

The investigation will deal with the operators of those companies designated as "commercial operators of large aircraft" but will not include those air carriers regulated by the Civil Aeronautics Board.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20591

FOR IMMEDIATE RELEASE  
October 12, 1970

DOT -- 21770  
Phone: (202) 426-0881  
or 426-0434

Secretary of Transportation John A. Volpe announced today that he has agreed to a temporary extension of the Turbo train service between Boston and New York City.

Secretary Volpe said such a temporary extension will permit the participating parties to negotiate terms for a new agreement to keep the Turbo trains in operation. The agreement under which the demonstration service has been operating will expire October 22.

The participants in the demonstration program are the Department of Transportation, United Aircraft and the Penn Central Railroad. The two three-car trainsets were built and are maintained by United Aircraft. They are leased to the Department of Transportation and operated under contract by the Penn Central.

The Turbo service, which began on the 229-mile Boston-to-New York run April 8, 1969, was undertaken as a means of measuring public reaction to equipment of advanced design and power source. In this regard, the demonstration has proved successful. Opinion polls show higher public acceptance of the comfort features of the new equipment and the trains have reached practical capacity on most weekdays.

The demonstration also has shown that railroad equipment can be greatly reduced in weight and still provide safety; that such equipment can greatly reduce noise; that it provides a more comfortable ride, and that it can be used on existing roadbeds without track realignment.

The Turbo train operation has demonstrated that advanced equipment can attract travelers to rail service who have been traveling by other means, such as automobile.

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No Reg. 4/6/70



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

October 14, 1970

DOT -- 21970

Phone: (202) 426-4321

Secretary of Transportation John A. Volpe announced his intention today of coming to the aid of the U. S. motorists with detailed, direct Consumer Protection Bulletins whenever his Department finds there are special safety risks the motor vehicle operator ought to know about.

Outlining the need for a new policy of direct-to-the consumer advice, Volpe said, "We have been effective, through the National Highway Safety Bureau, in bringing investigations to bear on the automobile's shortcomings; and we've moved the industry to notify their customers and to recall millions of vehicles which were potentially defective -- but these actions take time. Often so much time," the Secretary pointed out, "that the motorist can be out there taking serious risks too long before a defect-notification campaign finally comes to his rescue."

Pointing out that there are times when the National Highway Safety Bureau may have insufficient evidence to declare certain vehicle flaws to be outright Safety Defects, Volpe said the Department of Transportation and the National Highway Safety Bureau would use Consumer Protection Bulletins and the news media to keep the consumer completely informed of developing use-risk situations. "If an investigation eventually points up the need for a

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manufacturer's formal notification of Safety Defect, that's one thing," Volpe said, "but as soon as we know we have a genuine consumer hazard under investigation, I think we are obligated to the motorist. We should let him know, as accurately as possible, what his risks are and that an investigation is in progress."

Volpe said he is directing the National Highway Safety Bureau to issue Consumer Protection Bulletins to the automotive consumer, whenever thorough investigation gives evidence that significant consumer risks exist, and the public should be notified.

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FOR IMMEDIATE RELEASE  
October 14, 1970

DOT -- 22070  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced that the Department of Transportation is prepared to lend up to \$57 million to the Washington Metropolitan Area Transit Authority.

"I am today directing the Urban Mass Transportation Administrator, Carlos C. Villarreal, to entertain an application for an emergency loan that would make funds available to the Metro," Secretary Volpe said.

The loan would enable WMATA to meet its schedule of awarding construction contracts for Metro, the area's rapid transit system.

Secretary Volpe was informed by Joseph P. Yeldell, Chairman of WMATA's Board, that "... by the end of October or very shortly thereafter, the Transit Authority will have exhausted presently available funds."

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FOR RELEASE WEDNESDAY  
October 14, 1970

DOT-R-10  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced an \$84,185 federal grant to the Urban League of Greater Hartford, Conn., to support the operation of a New Employees Transportation Center.

"This demonstration is designed to give mobility to inner-city workers and to afford them access to employment opportunities anywhere in Greater Hartford," Secretary Volpe said.

"Emphasis will be placed where it is most needed -- in assisting those living in low-income, disadvantaged areas," Secretary Volpe said.

The center will establish transport services for workers and develop information services for employers, carriers, manpower agencies and innercity residents.

The award was made by the Urban Mass Transportation Administration of the Department of Transportation, headed by Carlos C. Villarreal.

"The Hartford concept has been successful in other areas," Villarreal said. "I am confident it will succeed in Hartford as a continuing project with local sponsorship following the one-year demonstration.

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"Not only will the center provide innercity residents with greater employment opportunities, but employers also will save in hiring and training costs by reducing their turnover of employees," Villarreal said.

Participating employers will pay any operating deficit of the center.

A previous federal grant of \$25,849 was used by the Urban League of Greater Hartford to investigate existing transportation facilities, potential work force, potential job openings and alternative methods of transporting innercity residents to job sites. The study surveyed service development projects in other cities for incorporation of successful techniques in the Hartford demonstration.

Project Number CONN-MTD-1.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE  
October 18, 1970

DOT -- 22170  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe has asked for public comment on a proposed, broad civil rights regulation that would cover the employment practices of contractors, subcontractors, or institutions receiving funds from the Department of Transportation.

"We have spent many months preparing the draft regulation that we feel is the most comprehensive and advanced contract compliance efforts ever to be initiated by a Federal agency," Secretary Volpe said.

"In extending coverage and refining equal opportunity obligations, we think we've come up with a proposal that will get results," the Secretary said.

All interested parties, including civil rights organizations, labor unions, and contractor associations are invited to comment on the proposed regulations.

The most important of the innovations proposed are:

- \* Coverage would be extended to the employment practices of grant recipients whether or not any of the contracts involved are for construction work. Presently, coverage only applies if the grant involves a Federally assisted construction contract and the recipient himself participates in the construction work. The proposal would also require compliance by suppliers who are either contractors or subcontractors with the recipient.
- \* The regulation would supplement the standard equal opportunity obligation in certain cases with a special provision which spells out certain aspects of the employer's more general obligation.

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- \* Department of Transportation elements would not be permitted to award a contract or grant agreement or allow a recipient to award a Federally assisted contract unless the employer is first determined to be responsible from an equal opportunity standpoint.
- \* Should employers holding certain agreements be found to be deficient in their equal opportunity performance, the Department of Transportation would issue a "Direction to Correct EEO Dificiencies" which would have to be followed by the employer. Otherwise, the standard enforcement procedures would be followed.

Interested persons are invited to submit written data, views, or arguments to the Docket Clerk, Office of the General Counsel, Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590 by November 30, 1970.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY  
October 21, 1970

DOT -- 218  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe called today for a review of both laws and their enforcement in a move to reduce the number of highway accidents caused by ambulances and other emergency vehicles.

Secretary Volpe made his appeal in letters to the governors of all 50 states. He asked that the governors cooperate with the Department of Transportation's National Highway Safety Bureau in a drive for more rigid control over the operation of all emergency vehicles.

Mr. Volpe called attention to a recent accident in Washington in which a small girl was killed in a collision involving a car in which she was a passenger and an ambulance which was answering a false alarm. The Secretary noted that in 1968, the last year for which figures are available, about 12,000 emergency vehicles were involved in crashes in which 180 persons were killed.

The Secretary urged the governors to examine their State laws to make sure that ambulances and other emergency vehicles are required to comply with all motor vehicle laws except in life or death situations. Even then, noted Mr. Volpe, the Uniform Vehicle Code provides that the operator of the emergency vehicle "has the duty to drive with due regard for the safety of all persons."

The Secretary also asked the governors to alert commanding officers in all jurisdictions in their State, and all operators of emergency vehicles to the fact that traffic laws apply to them, except in very limited situations specified in the law.

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The Secretary further pointed out that warning signals frequently have a small effective range at high speeds, particularly in today's driving environment. He noted that air-conditioned vehicles frequently are operated with windows closed and radios or stereo systems turned on and that under such circumstances it becomes very difficult for drivers to hear sirens.

Said the Secretary, "We must not, in our efforts to save the lives of some, take the lives of others."

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY NOON  
EASTERN DAYLIGHT TIME  
October 22, 1970

DOT -- 22270  
Phone: (202) 426-4321

HOUSTON, TEXAS, OCT. 22 -- Secretary of Transportation John A. Volpe today announced a \$516,000 Department of Transportation grant to the City of Houston for an in-depth study to develop a balanced public transportation system for the Houston metropolitan area.

"We want a top-to-bottom look at the total present and future public transportation needs of the people living and doing business in the Houston area," Secretary Volpe said. "Houston is an action city. It is one of the fastest growing cities in one of the nation's fastest growing metropolitan areas. In fact, Houston's present population of 1.5 million is expected to double in the next 20 years."

"This means that mass transportation is going to have to supply the means to move these people -- quickly comfortably, safely and economically. Houston already has a well-developed highway network. What is needed now is a plan to give balance to the area's transportation services."

The grant has two phases: a short-range study of bus transit improvements and a long-range rapid transit plan. Six corridors will be studied for rapid transit potential, and engineering and design, environmental impact and cost-benefit studies will be carried out for those corridors in which rapid transit is found feasible.

The study, which is being made by the Department of Transportation's Urban Mass Transportation Administration, will be fully coordinated with other area governmental units.

"This project," Secretary Volpe said, "represents a major breakthrough in overall transportation planning in Texas. The Texas Highway Department, which has a \$1.8 million highway study underway, has pledged its cooperation. Thus, a fully integrated, complementary plan -- rather than an uncoordinated set of separate highway and transit schemes -- will be prepared for the Houston area."

Public transportation in the city is now provided by Rapid Transit Lines, Inc., a National City Lines property. The firm now operates 350 buses on routes covering 712 miles and carries about 100,000 riders daily. Rapid Transit Lines has said it will cooperate in a study of the adequacy of existing service, projections of operating changes and preparation of a schedule of capital and service improvements.

The \$516,000 Department of Transportation grant represents two-thirds of the project cost. The local one-third share of \$258,000 will be provided by the City of Houston in cash and services, Secretary Volpe said.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
October 22, 1970

DOT -- 22570  
Phone: (202) 426-4321

Lt. General Benjamin O. Davis, Jr. (Ret.), Director of Civil Aviation Security for the Department of Transportation, will inspect measures being taken at four major airports to assure safe flights for air passengers, Secretary of Transportation John A. Volpe announced today.

General Davis will visit Miami International Airport on Friday, October 23. He will be at Chicago's O'Hare International Airport during the morning of Thursday, October 29. That afternoon he will be at Love Field in Dallas. On Friday, October 30 he will inspect Los Angeles International Airport.

"The air security program ordered by President Nixon and implemented by Secretary Volpe last month is well underway," General Davis said. "By the end of this month we will have some 1,300 sky marshals flying on U.S. aircraft on domestic as well as international flights.

"I am immensely pleased with these people. They are men of mature judgment, confident of their abilities and acutely aware of their responsibility for the safety of the people aboard their aircraft.

"We are working diligently with the airlines and airport management on ground security -- the screening of passengers, baggage and mail; the security of the aircraft on the ground.

"The degree of cooperation the Department of Transportation has received from other agencies -- Defense, State, Treasury and Justice -- has been extraordinary," General Davis stated. "More than anything else, this clearly demonstrates President Nixon's desire to come to grips with this problem and to resolve it quickly with a minimum interference of air travel."

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY A.M.  
October 23, 1970

DOT -- 22470  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe announced today the beginning of a far-reaching program to explore the feasibility of greatly lengthening -- possibly to a full year -- navigation through the Great Lakes - St. Lawrence Seaway system.

"The full potential of the system as an integral part of our transportation complex cannot be realized," said Secretary Volpe, "until the waterway season is substantially lengthened. Neither can the needs of the Great Lakes area, with its 60 million people and its thriving industry and commerce, be met until that goal is achieved."

Secretary Volpe said an expanded research program will be started immediately in order that the Department of Transportation can make use of the coming winter months for its preliminary studies. He said the initial step is to determine the possibilities for increasing the current 250 day navigation season through the Seaway and the Great Lakes routes by at least one month. In conducting this program, the Secretary added, it is hoped that solutions can be found for many of the problems connected with year-round operation.

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Secretary Volpe said David W. Oberlin, Administrator of the St. Lawrence Seaway Development Corporation and Admiral Chester R. Bender, U. S. Coast Guard Commandant, are in full agreement on the need for greater research activity looking toward expanded use of the waterway. "We fully understand the many and complex problems which must be solved," he said. "But we are convinced that through the application of the combined resources of the Federal and state governments and with the cooperation of shipping and other industries, many possibilities do exist for the Great Lakes-Seaway system to extend operations and open up new economic possibilities for the entire nation."

The research program will be a cooperative effort, utilizing the resources of both government and industry. The Department of Commerce and the Army Corps of Engineers will join with the Department of Transportation in the research activities.

In furtherance of this cooperative effort, the Department of Transportation is supporting the recommendation of the Corps of Engineers that the feasibility investigation and study of means of extending the navigation season on the Great Lakes-St. Lawrence Seaway be authorized to proceed as a full survey scope study. It is expected that much of the information developed from the Department's research programs will provide additional data for this study. The Department's activities will be coordinated with and will complement the ongoing programs of the Corps of Engineers.

Two operating administrations within the Department of Transportation, the U. S. Coast Guard and the St. Lawrence Seaway Development Corporation, will carry on extensive research activities during the coming winter season.

The Coast Guard will establish immediately an Ice Navigation Center at its Ninth District Headquarters in Cleveland. The newly created National Oceanographic and Atmospheric Agency in the Department of Commerce and the Corps of Engineers will join and support the Center's operations.

The Ice Navigation Center will make use of technology developed by the Coast Guard's International Ice Patrol and by last year's Arctic voyage of the tanker MANHATTAN. It will broadcast ice conditions and ice forecasts in various areas of the Great Lakes allowing ship masters to select the best routes for navigation. The Coast Guard will also conduct flights over the Great Lakes with medium range aircraft and with long-range C-130 search aircraft equipped with a new "side-looking" radar which will facilitate the analysis of ice conditions in the Lakes. Coast Guard helicopters will be used to fly trained ice observers to take samples and measurements in critical areas of the Great Lakes system. The Coast Guard icebreaker MACKINAW will also assist in the measurement and sampling of ice along the shipping routes. Another project this winter will evaluate the use of the Coast Guard's precision electronic navigation system known as Loran-C. This system should allow ship captains in the Great Lakes to determine their exact positions in the most severe winter weather without the aid of either lighthouses or buoys.

The MACKINAW will be equipped with instruments for the measurement of her own icebreaking performance. This data, in addition to presently available data, will be utilized by the Coast Guard to develop standards for the construction of ice-strengthened merchant ships in accordance with its statutory responsibility. It is fully realized that commercial winter navigation through the Great Lakes will require changes in the designs of the ships, giving them greater hull strength and more power than that required for moderate weather operation. The design of future commercial ships will draw heavily on the existing research data and expertise developed by the Coast Guard in establishing standards for merchant vessel construction and in the design and construction of polar icebreakers as well as on the data from the research projects this winter.

Plans are also being developed by the Maritime Administration and the Coast Guard for a possible joint project to instrument a Great Lakes vessel for operations in the ice this winter. The objective of this project is to provide additional data on the hull design and propulsion parameters for vessels operating in ice covered waters.

The St. Lawrence Seaway Development Corporation will carry on a number of projects during the winter months. These projects will involve the heating of locks and lock gates, the installation of newly designed buoys which will pop up through the ice after being pushed below the surface by the freezing waters, and the anchorage of shore ice.

The ice anchoring operation involves methods for preventing ice from breaking loose from the shores after channels have been cut offshore.

The Seaway Corporation also will send Dr. E. W. Marshall, a glaciologist, to Europe for a five-week study of ice-clearing operations in the Baltic. Dr. Marshall will visit Russia and eight Baltic countries which have been engaged in navigation through frozen waters for the past 16 years.

Part of the projected studies to be included in the overall Federal program will be directed toward a better understanding of the environmental effects of changes in ice cover resulting from ship transit. Some research already has been done in this area and it will be intensified as the program develops. Means for preventing shore damage, the effects on the ecology and other environmental factors resulting from winter navigation on the Lakes will be investigated and carefully evaluated.

Other difficult problems, such as requirements for the modification of locks, waterways and harbors, must also be investigated for possible solutions in order to achieve year-round navigation on the Great Lakes and the St. Lawrence Seaway. These projects would be part of a long-term program for achieving this goal.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

October 23, 1970

DOT --22670

Phone: (202) 426-4321

Most Americans will get the opportunity of an extra hour of sleep this weekend when advanced daylight saving time will end and clocks will be turned back one hour to standard time.

Except in Arizona, Hawaii and Michigan, which are exempt from advanced time, the nation observes alternate six month periods of regular and advanced times as prescribed by the Uniform Time Act which was enacted by Congress in 1966.

Standard time is advanced one hour on the last Sunday in April and remains advanced until 2 a.m. of the last Sunday in October.

The Uniform Time Act provides a limited option for individual states to exempt themselves from its observance. Arizona and Hawaii exercised that option in 1967 and Michigan took similar action in 1968.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY  
October 27, 1970

DOT -- 22370  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the appointment of Ralph R. Mueller as Deputy Director of the Office of Planning and Program Review in the Office of the Secretary.

Mueller will assist Robert G. Prestemon, Director of the Office of Planning and Program Review, in analysing and evaluating all Department of Transportation programs and in developing planning procedures for the Department.

Mueller came to the Department of Transportation from the Office of Management and Budget where he was Assistant Division Director for Labor and Manpower Programs.

In that position, he was responsible for review and analysis of programs, organization and management, legislative proposals and budget requests of the Department of Labor, Office of Economic Opportunity and seven related independent agencies including the Selective Service System, Equal Employment Opportunity Commission, and the National Labor Relations Board.

Mueller is a graduate of Franklin and Marshall College and received his master's degree in public administration from the Maxwell School of Syracuse University.

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FOR TUESDAY RELEASE  
October 27, 1970

DOT --22770  
Phone: (202) 426-4321

More than half the city buses of Pontiac, Michigan, will be replaced by new 33-passenger, air-conditioned diesel vehicles with assistance of a Federal grant, Secretary of Transportation John A. Volpe announced today.

Carlos C. Villarreal, head of the Urban Mass Transportation Administration of the Department of Transportation, said a \$181,066 grant will supplement some \$90,000 from the city of Pontiac to purchase not only 10 new buses but also maintenance equipment and maintenance vehicle.

The Public Transportation System of Pontiac operates 19 buses that average nearly 15 years in age. "Replacement of 10 of those buses with modern equipment may well reduce maintenance costs by as much as 50 percent," Villarreal said.

"The Department of Transportation is pleased to participate in the funding needed to make available to the residents of Pontiac modern, efficient public transportation which is an economic necessity to the city," he added.

Pontiac has actively assisted the PTC financially since 1960 when the city entered into a series of service agreements with the PTC following a six-month employees strike against the former owner. The city owns and maintains control of the use and maintenance of the equipment which the PTC operates under lease.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20591

FOR RELEASE TUESDAY A.M.  
October 27, 1970

DOT --- 22970  
Phone (202) 426-4321

Secretary of Transportation John A. Volpe today announced a proposed Federal Aviation Administration regulation which would broaden the safety rules applicable to the operation of large aircraft leased to colleges, universities and other educational institutions.

The regulation would also apply to similar groups, such as sportsmen, who have a common purpose or objective when using large aircraft for their transportation.

The proposed regulation would make such charters subject to the same safety rules as apply to air travel clubs when using aircraft weighing more than 12,500 pounds for carrying groups such as students, athletic teams, choral groups, and the like.

At the same time, the FAA proposed, after a lengthy study, to redefine the term "commercial operator" to expressly include aircraft operations conducted by persons hauling cargo or goods for the purpose of reselling it themselves as well as those conducted by persons in the furtherance of businesses such as the sale of real estate, hotel accommodations, or other property or goods.

Secretary Volpe said the recent accident involving the football team from Wichita State University "has highlighted the need for a regulatory change of the kind we are proposing."

The Secretary ordered a detailed investigation of companies designated as "commercial operators of large aircraft" on October 9, a week after the Wichita State University crash in the Colorado mountains which killed 30 persons, including players on the Wichita State football team bound for a game in Provo, Utah.

"In particular," FAA Administrator John H. Shaffer said, "we are concerned about those situations in which an educational institution or other group may obtain a large airplane under a dry lease (without crew) and obtain pilot services separately. Under such an arrangement, it is possible for such a group to become the operator of a large airplane, notwithstanding the fact that it has had no experience in the operation of such aircraft."



Under the FAA proposal, educational institutions and other similar groups would be subject to Part 123 of the Federal Aviation Regulations when acting as the operator of a large aircraft. If the proposal is put into force, this would impose operational and maintenance requirements on educational institutions and similar groups just as it now does on air travel clubs. These requirements are similar to those specified for regular air carriers.

The other FAA proposal -- to redefine "commercial operator" -- would correct any misunderstanding which may exist on whether an aircraft operation is for "compensation or hire."

The present FAA definition of a commercial operator states:

"Commercial operator means a person who, for compensation or hire, engages in the carriage by aircraft in air commerce of persons or property, other than as an air carrier . . . When it is doubtful that an operation is for 'compensation or hire' the test applied is whether the carriage by air is merely incidental to the person's other business or is, in itself, a major enterprise for profit."

The proposed change would eliminate the "doubtful test" in the present definition and in its place add a provision that expressly includes:

- (1) The carriage of goods or cargo of any kind for the account of the operator of the aircraft for the purpose of later resale. (Typical of this type of operation is the hauling of lobsters or meat for later immediate resale by the aircraft operator.)
- (2) The carriage of persons in furtherance of the business of selling to any of them -
  - (a) land, goods, or property of any kind; or
  - (b) accommodations at a hotel or similar facility.

Deadline for comments on the proposal Docket No. 10654; Notice No. 70-41 is December 28. All comments should be submitted in duplicate to FAA, Office of General Counsel, Rules Docket, GC-24, 800 Independence Avenue, S. W., Washington, D. C. 20590.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY

October 28, 1970

DOT -- 23170

Phone: (202) 426-4321

Secretary of Transportation John A. Volpe announced today two additional grants totaling \$11,675,000 for improvement of the New Haven Service of the Penn Central Railroad.

The additional grants bring to \$40,075,206 the amount to be advanced by the Department of Transportation for the New Haven project. Earlier grants totaled \$28,400,000.

The grants announced by Secretary Volpe today were made by the Department of Transportation's Urban Mass Transportation Administration to the Connecticut Transportation Authority and New York's Metropolitan Transportation Authority. The grant to each state organization was for \$5,837,600.

The \$40 million now advanced by the Transportation Department will provide 50 percent of the total cost of the presently planned first-phase New Haven improvement program, estimated at more than \$80 million. The remainder of the cost will be borne by the local transportation authorities.

The rehabilitation project includes the purchase of 144 new cars, modernization of 100 old cars, station improvements, additional electrification and new signal facilities. Secretary Volpe described it as a "massive upgrading of the New Haven service."

"This program," said Secretary Volpe, "provides an example of what can be done by the Department of Transportation in the way of improving our mass transportation systems. With the \$3.1 billion made available under the recently-enacted Urban Mass Transportation Assistance Act, the Department now is in a position to make major moves in upgrading and expanding commuter services. The New Haven program is only the beginning."

The additional grants announced today were made necessary by an increase in total costs of the program over the original estimates which were made in 1967. At that time the full rehabilitation project was budgeted for \$56.8 million.

"Much of the increase was in the cost of the 144 new cars to be purchased for the commuter line," said Carlos C. Villarreal, UMTA Administrator. "The 1967 estimates placed the cost of this new equipment at \$250,000 per car. Bids for actual construction, received earlier this year, were for nearly \$430,000 per car. These unit costs now have been revised downward to a little more than \$412,000 per unit, reflecting a savings of nearly \$2 million."

The supplemental grants have been under review in the Department of Transportation for weeks. Their final approval has been withheld pending agreements between the Connecticut and the New York transportation authorities with Penn Central Railroad for operation of the New Haven line and a satisfactory conclusion of negotiations with the successful bidder -- the General Electric Corporation for the new cars. Those agreements were announced Tuesday.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY  
October 28, 1970

DOT -- 23270  
Phone: (202) 426-4321

Customs Security Officers will be detailed to the Federal Aviation Administration for assignment as sky marshals aboard U. S. commercial aircraft under an interdepartmental agreement signed October 28, 1970 by Secretary of Transportation John A. Volpe and Secretary of the Treasury David M. Kennedy.

President Nixon directed that the Secretary of Transportation formulate a cooperative program with other appropriate Federal agencies to protect American citizens and airline aircraft following a series of international hijacking incidents in September that resulted in the loss of four large aircraft, including two American flagships.

Under the plan, the Department of the Treasury's Bureau of Customs recruits Customs Security Officers from among qualified candidates whose names appear on either of two Civil Service Registers -- the Federal Service Entrance Examination (FSEE) or the Junior Federal Assistant Examination (JFA).

Former U. S. servicemen who received an honorable discharge within one year of the date of appointment and who meet experience requirements for one of the two Civil Service examinations mentioned also are eligible to apply.

Lt. General Benjamin O. Davis, Jr., (USAF-Ret.), Director of Civil Aviation Security for the Department of Transportation, will serve as coordinator of the security force.

- more -



FAA Administrator John H. Shaffer said the agreement "provides flexibility in the number of sky marshals who will be detailed to FAA for protecting American aircraft and passengers. If air piracy becomes a more serious problem, we'll request additional security agents. If it decreases in importance, agents can be returned to the Treasury Department for normal duties."

The Department of Transportation has agreed to reimburse the Treasury Department for all costs incurred in carrying out the program. Such costs include employee benefits, travel, per diem expenses for persons detailed as sky marshals as well as other administrative costs including recruiting and training.

As an interim measure, more than 800 volunteers from various military services were assigned earlier in October to FAA for duty aboard U. S. aircraft on both domestic and international flights. After receiving initial training at Ft. Dix, New Jersey, the men were sworn in as Deputy U. S. Marshals and detailed to FAA.

In addition, law enforcement officers from other Federal agencies also were assigned to FAA for sky marshal duty.

The Administration has asked Congress for funds and legislative authority to recruit and train the air security force. The funds would be provided by a one-half per cent increase in taxes levied on passenger tickets for both domestic and international flights (from 8 to 8-1/2 per cent) and by a \$2 increase (from \$3 to \$5) in the per capita passenger tax paid on international departures.

Under the agreement, Customs Security Officers will be detailed to the FAA for operational control. In this assignment, they will ride air carrier flights to prevent hijackings and protect the lives of passengers and crew members, and, on a rotation basis, participate in pre-departure inspection operations.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR SATURDAY RELEASE  
October 31, 1970

DOT --23370  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced new regulations for the reporting of incidents involving hazardous materials transported by air, highway, rail and water carriers.

Under the new reporting system, scheduled to go into effect next January, serious incidents must be reported immediately to the Department of Transportation. In addition, a new uniform report must be prepared and submitted to the Secretary of the Department's Hazardous Materials Regulation Board within 15 days following an incident.

Admiral Willard J. Smith, Assistant Secretary of Transportation for Safety and Consumer Affairs, said the uniform report is the first of its kind required to be submitted by all types of carriers.

He noted a National Transportation Safety Board study which recommended uniform reporting. The study stated in part: "The increase in traffic, the increase in demand for materials classified as hazardous and the increasing need for intermodal coordination make this (type of reporting) essential not only as an economic necessity but also for the safety of all concerned."

Admiral Smith said that data from these reports will enable the Department of Transportation to better formulate safety regulations for hazardous materials and better determine the effectiveness of current regulations.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20591

FOR RELEASE SATURDAY

October 31, 1970

DOT -- 23470

Phone: (202) 426-4321

Secretary of Transportation John A. Volpe will embark tonight on a three-week trip to eleven countries in Europe and Asia in support of world-wide transportation developments with emphasis on anti-pollution and safety programs.

At President Nixon's request, Secretary Volpe will head the U.S. delegation to the Oil Spills Conference of NATO's Committee on the Challenges of Modern Society which will be held in Brussels November 2 through November 6.

Secretary Volpe will address the opening session of the Conference and will deliver a major policy speech calling for international cooperation in alleviating the danger of oil spills to the marine environment.

The NATO/CCMS Oil Spills Conference will be the first major international meeting to deal with the entire range of problems relating to detection, prevention and clean-up of oil spills.

In Europe, Secretary Volpe who will be accompanied by Mrs. Volpe will visit the cities of Brussels, Antwerp, Zurich and Vienna. As the President's representative, he will confer with officials on transportation and other problems of international concern.

Throughout the trip, the Secretary will inspect security measures at international airports in the effort to strengthen and coordinate international cooperation in preventing air piracy.

While in Antwerp on November 3, Secretary Volpe will speak before the Benelux Chapter of the National Defense Transportation Association comprised of American representatives of the transportation industry in Belgium and the Netherlands.



En route to the Far East, the Secretary and his party will make overnight stops in Ankara and New Delhi.

In the Far East, Secretary Volpe will inspect installations of the Department of Transportation -- those of the United States Coast Guard and the Federal Aviation Administration.

In Saigon, the Secretary will review the Coast Guard's operation in Vietnam and he will meet with the U.S. Commander, General Creighton Abrams. He also will inspect the air traffic control facilities manned by Federal Aviation Administration personnel at Tan Son Nut Airport.

While in Vietnam, Secretary Volpe hopes to have the opportunity to meet and talk with servicemen from Massachusetts -- his home state of which he is former Governor.

Secretary Volpe also will inspect Coast Guard and FAA facilities in Thailand and the U.S. Coast Guard installation at Sangley Point in the Republic of the Philippines.

Secretary Volpe will have two opportunities to review the extensive regional transportation planning that is being conducted in the Far East. In Bangkok, he will confer with officials of the Transport and Communications Coordinating Committee on extensive developments being directed by COORDCOM from the Federation of Malaysia.

In Manila, he will confer with officials of the Asian Development Bank on the largest regional transportation survey ever conducted -- a \$3 million effort, funded jointly by the Bank, the United States Government and the United Nations.

In Taiwan, Secretary Volpe will observe port improvement and development projects at Kaohsiung and he will inspect the Federal Aviation Administration facilities at Taipei.

In Tokyo, Secretary Volpe will review with Japanese officials the program of the two nations to cooperate on transportation research. Emphasis will be placed on an impending bilateral agreement between the United States and Japan to share safety technology and information in the development of experimental safety vehicles. This international technology-sharing program is sponsored by NATO and is being implemented by the U.S. Department of Transportation. In addition to Japan, the governments of West Germany, Sweden, Italy and the United Kingdom have expressed strong interest in participating. Development of experimental safety vehicles already is under way in the United States.



The Secretary's itinerary is:

October 31, Depart Boston  
November 1, Arrive Brussels  
November 2, At Brussels  
November 3, At Antwerp, Depart Antwerp, Arrive Zurich  
November 4, At Zurich  
November 5, Depart Zurich, Arrive Vienna  
November 6, Depart Vienna, Arrive Ankara  
November 7, Depart Ankara, Arrive New Delhi  
November 8, Depart New Delhi, Arrive Bangkok  
November 9, Depart Bangkok, Arrive Saigon  
November 10, At Saigon  
November 11, Depart Saigon, Arrive Manila  
November 12, At Manila  
November 13, Depart Manila, Arrive Sangley Point en route to  
Hong Kong  
November 14, Depart Hong Kong, Arrive Taipei  
November 15, At Taipei  
November 16, Depart Taipei, Arrive Tokyo  
November 17, At Tokyo  
November 18, At Tokyo  
November 19, Depart Tokyo, Arrive and depart Wake Island  
November 18, Arrive Hawaii  
November 19, at Hawaii  
November 20, Depart Hawaii, Arrive San Francisco  
November 21, Depart San Francisco, Arrive Washington

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