



**DEPARTMENT OF
TRANSPORTATION**

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20591

November 5, 1970

Note to Correspondents:

Secretary of Transportation John A. Volpe and West German Minister of Transport Georg Leber signed today in Bonn an agreement for exchange of information on development of experimental safety vehicles in the United States and West Germany. The signing took place at 10:00 a.m., EST (4:00 p.m., Bonn time). Following is background information on the ESV program as it has been developed in the United States and as it now is being extended abroad.



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20591

FOR IMMEDIATE RELEASE, THURSDAY
November 5, 1970

DOT -- 23770
Phone: (202) 426-4321

The signing of the bilateral U. S.-German agreement for the development of experimental safety vehicles in the two countries constitutes a major step toward eventual production of safe and economical automobiles by all the world's major suppliers.

The agreement signed by U. S. Secretary of Transportation John A. Volpe and West German Transport Minister Georg Leber puts the Federal Republic of Germany on a parallel course with the United States in this field of safety research. The German ESV program is designed to do for the future production of small European type cars what the ESV program of the U. S. Department of Transportation now is doing for coming generations of the larger American cars.

The objective of both programs is to design, develop and produce automobiles both in Europe and the United States in which occupants can survive without injury crashes at 50 miles per hour and roll-over accidents at 70. The ultimate goal, as conceived by Secretary Volpe, is the manufacture of passenger vehicles so safe in their design that deaths or serious injuries in highway accidents at reasonable speeds would become rarities. United States participation in the overseas ESV program has been spearheaded by the National Highway Safety Bureau of the Department of Transportation under NHTSB Director Douglas Toms and Deputy Director Robert Brenner.

Under the agreement signed today the governments of the United States and the Federal Republic of Germany will exchange information as their programs proceed. It is hoped that other nations will join in the program and through mutual effort and an exchange of research data produce automobiles with standards of safety acceptable in all countries.

Negotiations currently are under way between the United States and Japan looking toward an agreement similar to the one executed in Bonn today. Britain, France and Italy have expressed interest in the program and Secretary Volpe has invited Sweden to participate.

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There are economic considerations which may compel major auto-producing countries to participate. Any nation which hopes to sell its automotive products in world markets, particularly in the United States, will be forced to comply with strict safety standards. Participation in the international program would permit the producing nation to design and build into its cars the safety features which would permit them to move freely in world competition.

The United States ESV program already is well advanced. Last June Secretary Volpe awarded contracts totaling nearly eight million dollars to three American firms for the design and construction of prototype safety vehicles. In announcing the awards, Secretary Volpe said, "We believe that advanced safety concepts are both technically and economically feasible. We want to wake the public to the fact that motor vehicles can be designed and built in a way that substantially reduces the risk of death or injury."

Two of the contracting companies, the American Machine and Foundry Company and the Fairchild Hiller Corporation, agreed to complete their prototypes by 1972 -- 18 months after the award of the contracts. The third company, General Motors Corporation which is financing its own development on a government contract fee of one dollar, will deliver its prototype in 1973 -- 28 months after the award of the contract.

The U. S. vehicles will be five-passenger, 4,000-pound sedans. They will be equipped with low emission engines and a host of safety features which permit occupants to survive without injury 50-mile-per-hour crashes and roll-overs at 70 miles per hour. The German prototypes will be in the 2,000-pound class and will be required to meet the same safety standards as the U. S. vehicles.

The world program for development of experimental safety vehicles was initiated by the Committee on Challenges to Modern Society of the North Atlantic Treaty Organization. In this, and in other moves initiated by CCMS, President Nixon's hopes for widening the peace-time activities of NATO have been advanced. Presidential Assistant Daniel P. Moynihan has been a moving figure in involvements by NATO in the peace-time problems now facing the world.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR THURSDAY RELEASE
November 5, 1970

DOT --23670
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the appointment of Kent Shearer, of Salt Lake City, Utah, as a member of the Department of Transportation's Citizens' Advisory Committee on Transportation Quality.

Mr. Shearer is a partner in the Salt Lake firm of Neslen and Mock. Following his graduation in 1954 from the University of Kansas, he was admitted to the Kansas bar, and in 1958 to the Utah bar. He served on active duty in the Army's Judge Advocate General's Corp from 1955 to 1958 and is now a major in JAGC reserve.

Mr. Shearer is the 19th person to be named to the 20-member Committee which was formed in 1968 to evaluate the quality of transportation programs from the citizen's viewpoint and acts as a sounding board in the consideration of alternative technical solutions to transportation problems. In addition, Secretary Volpe said, the Committee keeps the Department of Transportation in contact with people who use transportation so that technology responds to human needs and is sensitive to aesthetic and environmental values.

Mr. Shearer is legal counsel and a member of the Utah Republican State Central Committee, and Republican appointee to the Secretary of State's Election Law Review Committee. He is also a member of the American Bar Association, Utah Bar Association, Salt Lake County Bar Association, and the Rocky Mountain Mineral Law Foundation.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR TUESDAY RELEASE
November 10, 1970

DOT --23870
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the appointment of Robert Henri Binder of Washington as Deputy Assistant Secretary of Transportation for International Affairs.

Binder, 38, joined the Department of Transportation in June 1969 and served as Director of the Office of International Transportation Policy and Programs.

"Bob Binder's judgment and administrative talents have contributed importantly to the Department's development of international transportation policies. Clear evidence of this was his contribution to the Statement of International Air Transportation Policy recently approved by the President. He has demonstrated the ability to shoulder the greater responsibilities to which he accedes in his new position," Secretary Volpe said.

Prior to entering Federal service, Binder was a partner in the law firm of Kirlin, Campbell and Keating of Washington and New York City, an association that began in 1958. In his legal practice, Binder specialized in the resolution of transportation problems.

Binder is a resident of the District of Columbia, where he lives with his wife and three daughters.

Binder was graduated from Princeton University in 1953 and Harvard Law School in 1958. He served for two years in the Psychological Warfare Branch of the United States Army following the Korean conflict.

He succeeds Hugh J. Gownley, who retired on July 31, as aide to Assistant Secretary for Policy and International Affairs Charles D. Baker.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY 11:00 A.M.
November 13, 1970

DOT --23970
Phone: (202) 426-4321

The Department of Transportation has established its first field facility of the Office of Pipeline Safety in Houston, Texas, Secretary of Transportation John A. Volpe announced today.

Secretary Volpe also said that the office will be headed by Marshall W. Taylor, II, who moves to Houston after 18 months with the Office of Pipeline Safety in Washington, D.C., where he helped draft new minimum federal safety standards that went into effect yesterday, November 12.

Admiral Willard J. Smith, Assistant Secretary of Transportation for Safety and Consumer Affairs, attended the opening of the office to brief industry and the press.

"We selected Houston because this is the center of pipeline activity," Admiral Smith said. "By having an office here we will be able to more effectively coordinate our programs with those of the five states most directly involved."

He noted that there are 444 gas companies and municipally-owned gas distribution systems in Texas, Louisiana, Arkansas, Oklahoma and New Mexico. This is the region to be served by the new office, he added.

"These states comprise 22 percent of the gas pipeline and 48 percent of the oil and products pipeline system in the country," Admiral Smith pointed out. "Texas alone has 92,070 miles of gas lines, plus 52,670 miles of oil and products trunklines."

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Taylor, an engineering graduate of the University of Missouri at Rolla, spent five years with the Federal Power Commission prior to joining the Department of Transportation. Before coming into government service, he spent nearly 20 years in petroleum engineering drilling, production and pipeline assignments with firms in Texas and Canada.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
November 18, 1970

DOT -- 24070
Phone: (202) 426-4321

The following joint press release was issued in Tokyo Wednesday, following a ceremony in which Secretary of Transportation John A. Volpe signed memorandum of cooperation for the development of an Experimental Safety Vehicle.

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The signing of a memorandum concerning cooperation for the development of an experimental safety vehicle took place Wednesday, November 18 between the International Trade and Industry Ministry and the Transportation Ministry of Japan and the United States Department of Transportation.

The signing ceremony, held in the conference room of the Hotel New Otani, was attended by Department of Transportation Secretary John A. Volpe and American Ambassador to Japan Armin H. Meyer for the United States and International Trade and Industry Minister Kiichi Miyazawa and Transportation Minister Tomisaburo Hashimoto for Japan.

The memorandum sets forth in broad terms an understanding between the two sides concerning meaning, goals, and content of the development program and the nature of the mutual cooperation which they will undertake in promoting the experimental development of a safe automobile. The United States will concentrate on the development of a large automobile (4,000 pound class) while Japan will develop a small automobile (2,000 pound class).

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The gist of the memorandum's content is as follows:

1. The development of an experimental safety vehicle through international cooperation is highly significant as a means both of preventing traffic accidents and ensuring the safety of automobile occupants.
2. The safety performance goals for the ESV will aim toward not only a high degree of protection for persons riding in an automobile at the time of a crash but also the safety of pedestrians.
3. The Japanese program for a lightweight automobile will mutually complement the program for development of a 4,000 pound vehicle already underway in the United States, and will incorporate necessary measures toward this end.
4. The two countries will exchange technical data and the results of their research and development. There will also be an exchange of data with other countries which take part in a similar development program, by arrangement with the United States.
5. More detailed procedures will supplement this memorandum as appendices.

The United States originally proposed the cooperative program to Japan, through a letter from the United States Secretary of Transportation. The Japanese side sent a reply agreeing to the plan in principle, following which a delegation from the U.S. Department of Transportation visited Japan in October, for an exchange of views on some of the more detailed points. Following up on these exchanges, the signing of the memorandum took place on November 18.

In implementation of the program, Japan will decide on its goals for development, performance and specifications by the beginning of next year. (Study has already begun involving the participation of the Ministry of International Trade and Industry, the Ministry of Transportation, and the Automobile Research Institute.) From among the companies which desire to manufacture and test an experimental safety vehicle which meets the goals of performance and specifications thus established, the Japanese Government will select those enterprises which it considers suitable, the selected enterprises will become participants in implementation of the program in Japan.

The Japanese Government is considering assistance in the realization of the program through the utilization of some form of subsidy system, depending on need, during both the stage of research in the establishment of performance goals and specifications and also in the testing of the experimental vehicles, once manufactured.

It is believed that development of the vehicle in Japan will require about three years. Therefore, the date for completion of the vehicle and its testing will probably be sometime in the Fall of 1973.

FOR MONDAY RELEASE
November 23, 1970

DOT-R-11
Phone: (202) 426-4043

Walter Gold, a veteran Washington newspaper reporter and television correspondent, has been appointed Director of Public Information for the Urban Mass Transportation Administration of the U. S. Department of Transportation.

In his newly established position, Mr. Gold will set up and maintain daily contact with the news media on events concerning UMTA's new \$3.1 billion nation-wide mass transportation program. He will serve under UMTA Administrator Carlos C. Villarreal and Assistant Administrator for Public Affairs C. Carroll Carter.

Born in Cincinnati, Ohio, Mr. Gold moved to Washington with his parents in 1944 and has been a Washington area resident ever since. He attended Anacostia High School, Bethesda-Chevy Chase High School and the University of Maryland.

Mr. Gold's first job was with the Washington Evening Star as a copy boy in 1959. He worked his way up to staff writer in less than a year, then went on to specialize in covering urban news as The Star's lone night reporter for nearly eight years.

In December 1968, Mr. Gold was appointed Director of the Metropolitan Police Department's Public Information Division. As a Division Commander, he was responsible for establishing national and international coverage of Washington's growing department, as well as providing on-the-scene interviews for the local press during breaking events.

Last October, Mr. Gold returned to journalism for one year, joining the staff of WTOP-TV as a news correspondent, again specializing in fast-breaking urban developments.

He is a member of the National Press Club, the American Federation of Television and Radio Artists, the Metropolitan Police Reserve Corps, the Chevy Chase Citizens Association and the Bethesda-Chevy Chase Rescue Squad. He also is an honorary member of the District of Columbia Fire Department and the Shomrim Society.

Mr. Gold, 34, who also is an Army veteran and a professional photographer, lives with his wife and two children in the 7000 block of Western Avenue, N. W.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY
November 28, 1970

DOT--24170
Phone (202) 436-4321

The Department of Transportation today awarded a grant of more than \$1 million to Baton Rouge, La., for the purchase of 25 new buses and the acquisition of 48 others from nine local transit operators, including the city's privately-owned system.

In announcing the grant of \$1,026,744, Transportation Secretary John A. Volpe said the funds will allow the City of Baton Rouge and the nearby Parish of East Baton Rouge to incorporate eight suburban jitney services into a city-operated mass transportation system.

The grant by the Department's Urban Mass Transportation Administration was made jointly to the City and the Parish. The new unified service to be operated by the two consolidated governments, will allow 45 buses to serve over 100 one-way route miles and carry more than two million passengers a year.

The 25 new diesel transit buses, to be purchased for \$875,000, all will be air-conditioned and will accommodate 45 passengers each.

Another \$206,800 will be used to purchase 36 used non air-conditioned buses and equipment from the private transit operator, Metro Transit Corporation, Inc. Also, \$26,800 will be spent to acquire 12 "school bus" type vehicles from eight independent transit operators serving Baton Rouge and its nearby suburbs.

"In addition, the grant will assist in the acquisition of land and in the construction of a new garage and operating headquarters to replace the existing inadequate facility," according to UMTA Administrator Carlos C. Villarreal.

The new buses primarily will replace over-age equipment, but also will provide for expansion of the bus fleet to allow for three new bus routes in the area. One of the new routes will provide express service between LSU and Southern University.

The grant provides funds for two-thirds of the cost of the project, but will be limited to \$770,058, or half of the net project cost at this time. An additional UMTA grant of \$256,686 will be made within three years of the time the grant contract is signed, if the region meets full regional planning requirements.

The rolling stock of the city transit operator, together with some parts and miscellaneous equipment, was acquired by the City-Parish governments under a Letter of No Prejudice from the Urban Mass Transportation Administration.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
November 30, 1970

6400
DOT -- 24370
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe released today a preliminary report on the Transportation Department's plans for creation of a basic national rail passenger system authorized by the recently approved Rail Passenger Service Act.

The system, as presently drafted, links together the principal cities of the country in a network which would give rail passenger service to 85 percent of the Standard Metropolitan Statistical Area population served by the present system. It provides for 16 different rail passenger routes, described in the report as "city-pair end points," over which scheduled passenger trains will be operated by the corporation authorized by the act.

These routes will reach from coast to coast. Terminal points on the west coast will be Seattle, San Francisco and Los Angeles. The southern terminals will be Miami, New Orleans and Houston. The principal eastern points linked into the system will be New York, Boston, Philadelphia and Washington, D. C. In the midwest, Chicago and St. Louis will be key points.

The following city-pair end points were recommended in the report: Boston to New York -- Washington to New York -- New York to Buffalo -- Detroit to Chicago -- Chicago to Cincinnati -- St. Louis to Chicago -- New York to Miami -- Chicago to Miami -- New York to New Orleans -- New York to Chicago -- Washington to St. Louis -- Chicago to Houston -- Chicago to New Orleans -- Seattle to Chicago -- San Francisco to Chicago -- and Los Angeles to Chicago.

The primary objective of the plan is to establish a viable rail passenger system which can be modernized and expanded in accordance with the need and prevent the abandonment of passenger lines in the United States. The system as tentatively outlined today, was

purposely limited in order to give freedom of management to the corporation which will operate the system. The report said:

"The act entrusts the Corporation with the responsibility to develop the full potential of intercity rail passenger service 'by employing innovative operating and marketing concepts.' To achieve this the Corporation is given wide latitude and freed of control of the Interstate Commerce Commission on regulation of rates; abandonment or extension of lines utilized solely for passenger service; regulation of routes and service; and, except as otherwise provided, the discontinuance or change of passenger train operations."

The report emphasized the need for improving the quality of rail passenger service. It said, "Intercity rail passenger service will survive only if the demand for it increases sufficiently to reverse the decline in ridership and the resultant mounting losses experienced to date in providing such service."

It added that available funds should be concentrated on a limited number of routes, which show some promise of profitability so that necessary improvements can be made.

The preliminary report was issued in response to provisions of the act creating the rail passenger system. That act provides that within 30 days after its signing by the President, the Secretary of Transportation submit to the Interstate Commerce Commission, to Congress, to the State Commissions, and to representatives of railroad management and labor his recommendations for the basic passenger system. These groups have 30 days in which to review the recommendations and return them with their comments. The Secretary then has another 30 days to consider these comments and make the final determination of the system,

The report said the tentative routes were selected under guidelines set out by Congress. These guidelines specified that a special consideration is that "modern, efficient intercity railroad passenger service is a necessary part of a balanced transportation system."

Eight points were included in the general criteria under which the routes were selected. These included the Nation's total transportation needs, demand for service, costs, adaptability of the routes to a total national network, population areas served, profitability, flexibility of management by the corporation and the extent of capital improvements required.

In commenting on the eight points included in the general criteria, the report said, "While each of the above criteria was considered, no single one was overriding. Application of these criteria led to the selection of a basic system that is believed to be manageable, economically feasible, and efficient."

The report said that in establishing service requirements for the system it was the intention of the Secretary of Transportation to preserve Corporation discretion to expand rail passenger service as rapidly as the Corporation develops a market strategy, gains experience and shows routes to be justified on the basis of public demand.

Under the service requirements, trains will be scheduled to serve markets at reasonable hours, consistent with demand. Running times shall be as fast as conditions permit.

There is a general rule that trains shall run over the selected routes one or more times a day in each direction between end points in keeping with demand. But this rule can be waived if patronage and other factors indicate that such frequency is not warranted.

Schedules for the runs will be adjusted, so far as possible, in order to provide for convenient connections between routes, through cars will be provided between each set of end points, private-room sleeping cars will be provided on schedules on which at least six hours of the journey is made between midnight and 8:00 a. m. , food service will be provided as dictated by the length of the trips and will range from light snacks to complete meals.

There will be non-revenue lounge service on all schedules in excess of six hours duration and parlor cars or other first-class service will be provided where justified by the demand.

Equipment for the service will be provided in the beginning from rolling stock now in operation by railroads which will participate in the program. Secretary Volpe said that all such equipment will be relatively modern, all of which will have been produced since World War II and most of it since 1950.

As the system is developed and expanded new and modern equipment will be added to the lines to the extent practicable. This will be designed with the objective of greatly increasing the comfort and the convenience of the riders and thereby contributing to the growth and the permanence of the system.

All railroads will be invited to participate in the program. Those agreeing to become a part of the system will be permitted to discontinue all passenger service over their lines as of May 1, 1971. Those not participating will be required to continue the operation of all their passenger trains until January 1, 1975.

Participating railroads will be required to pay into the operating corporation in cash or in equipment sums determined by various formulas related to their present losses from passenger operations. Initial capitalization of \$40 million is to be supplied by the Federal Government, with the remainder to be supplied by the participating railroads and the private market.

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