



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.  
April 5, 1972

DOT 28-72  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced an award of \$400,000 in Department funds to the East-West Gateway Coordinating Council of St. Louis, Mo., for the study and development of plans and recommendations for the consolidation and relocation of rail facilities in the St. Louis Metropolitan area.

The Department's Federal Railroad Administration (FRA) has contracted to provide \$360,000 of the total Department fund; the remaining \$40,000 being provided by the Department's Urban Mass Transportation Administration (UMTA).

The State of Illinois is providing an additional \$35,000 and The U.S. Department of Housing and Urban Development (HUD) \$30,000, raising the total funding for the project to \$465,000.

The study is designed to plan the redevelopment of 500 acres of valuable riverfront land along the Mississippi River in East St. Louis. The land would be freed for urban renewal through a massive relocation and consolidation of present railroad facilities along the waterfront.

Secretary Volpe said, "this study will lay the long-range groundwork necessary to relieve congestion in the St. Louis-East St. Louis Gateway, taking into consideration the rail needs as they relate to the total transportation picture in this area." The Secretary further stated that since the passage of President Nixon's Environmental Policy Act of 1969, the Department has devoted considerable time in assessing the impact of transportation and transportation facilities on the environment and we are pleased to be a part of this worthwhile project.

FRA Administrator John W. Ingram pointed out that 19 railroads and 37 separate railroad yards and their interconnecting corridors will be affected by the change but they have indicated a total willingness to

-more-

to cooperate in the project. Ingram said, "relocation and consolidation will free land for better community use and eliminate many auto traffic tieups that have plagued this area."

The East-West Gateway Coordinating Council, the sponsor, said the study will be completed January 1, 1974.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY..A.M.  
April 5, 1972

DOT 30-72  
Phone: (202) 426-4321

Secretary John A. Volpe today announced the Department of Transportation will sponsor a Conference on Transportation Safety to be held in conjunction with TRANPO 72. Top Department officials will be conference speakers.

The Conference will take place, Saturday, May 27, at the Washington Hilton Hotel from 8:30 a.m. to 11:00 a.m. After a luncheon, the conferees will attend a special preview of TRANPO 72 at Dulles International Airport.

Invitations have gone out to governors, state transportation committees, industrial and congressional transportation leaders and foreign transportation experts, as well as Department of Transportation officials.

Secretary Volpe will keynote the Conference, which will center on Departmental safety policy and goals. Speakers will include:

John H. Shaffer, Administrator of the Federal Aviation Administration -- General Aviation Safety;

Douglas W. Toms, Administrator of the National Highway Traffic Safety Administration -- Alcohol and Highway Accidents;

Francis J. Turner, Administrator of the Federal Highway Administration -- Spot Safety Improvements;

Admiral Chester R. Bender, Commandant of the Coast Guard -- Recreational Boating Safety;

John W. Ingram, Administrator of the Federal Railroad Administration -- Railroad and Highway Grade Crossings.

Summation will be given by Benjamin O. Davis, Jr., Assistant Secretary of Transportation for Safety and Consumer Affairs.

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION  
DULLES INTERNATIONAL AIRPORT \* MAY 27-JUNE 4, 1972



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.  
April 5, 1972

DOT 31-72  
Phone: (202) 426-4220

Secretary of Transportation John A. Volpe today announced the release of a report, A Survey of National Geo-Coding Systems, prepared by the Urban Systems Laboratory at the Massachusetts Institute of Technology.

"This survey of systems used in coding geographical locations is a step in the Department's program to simplify transportation data processing," Secretary Volpe said.

"The study will aid the Department's effort to facilitate compilation and dissemination of transportation information on a uniform geographic basis," the Secretary said.

The geographic coding systems examined by the survey range from Federal Information Processing Standards and the coding structure of the Bureau of the Census to specialized land survey, transportation and market oriented systems.

The survey indicates that although there is a general lack of compatibility among the systems used by government and industry, there are a few linkages and potential conversion points between them.

Copies of A Survey of National Geo-Coding Systems may be obtained from:

Office of Systems Analysis and Information  
Department of Transportation  
Washington, D.C. 20590

Phone: (202) 426-4220

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION  
DULLES INTERNATIONAL AIRPORT \* MAY 27-JUNE 4, 1972





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY A.M.  
April 10, 1972

DOT 32-72  
Phone: (202) 426-4321

Aircraft and private autos carried more passengers during the fourth quarter of 1971 than in a similar period in 1970 as compared with other forms of transportation.

More freight was carried by air and on highways than by rail, water or pipelines for the same period of time.

These conclusions are contained in the third of regular quarterly national transportation system activity reports issued today by the Department of Transportation.

In passenger usage, only airplanes and private autos showed increases during the fourth quarter:

	<u>1971</u>	<u>1970</u>
Airplanes (billion passenger miles)	41.46	37.48
Private autos (billion vehicle miles)	290.0	278.0

In freight activity, only air and highway usage rose during the fourth quarter:

	<u>1971</u>	<u>1970</u>
Air (billion ton-miles)	1.675	1.206
Highway (million Class I tons)	161.359	142.177

Other forms of passenger and freight service are outlined in the attached report.

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# DEPARTMENT OF TRANSPORTATION

TAD-453

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT-R-21

Phone: (202) 426-4321

The Presidential Medal of Honor was presented by Secretary of Transportation John A. Volpe to James Howard Hughes, a section laborer, for his heroic action that saved the lives of two women in Indianapolis, Indiana on June 30, 1971.

Mr. Hughes was at work along the right of way in Indianapolis, when he observed a car stalled at a grade crossing directly in the path of an oncoming train. Mr. Hughes saw that the two women occupants of the auto had panicked and were making no effort to abandon their car. The train, moving 29 miles per hour, was about 150 feet from the auto when Mr. Hughes ran to the car, a small foreign make, and by lifting and pushing shoved the vehicle clear of the tracks. The locomotive passed within less than six inches of his body.

His citation reads: "Eight eyewitnesses agree that Mr. Hughes manifested extreme daring and disregard for his own life and did in fact, sustain a back injury in his effort to save these two women from death or crippling injury."

Mr. Hughes, 37, of Indianapolis, Indiana, is married and has four children. He is a member of the Brotherhood of Maintenance of Way Employees. He previously received a Carnegie Hero's Award for his selfless act.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY A.M.  
April 11, 1972

DOT 33-72  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the appointment of Joseph C. Caldwell as the first Director of the Office of Pipeline Safety.

Caldwell has been with the Office since it was formed in 1968 as part of the Department of Transportation. He has served as Deputy Director and acting Director.

The Office of Pipeline Safety is responsible for DOT's safety program involving more than a million miles of interstate gas transmission pipelines, distribution systems and gathering lines in non-rural areas. Responsibility for safety regulations of intrastate lines is often assumed by the states themselves under special agreement. In FY 1971, Congress appropriated \$500,000 to assist states in their programs; another \$750,000 was made available in FY 1972.

"We are indeed fortunate to have someone of Caldwell's broad experience and professional caliber filling this important position," Secretary Volpe said. "Caldwell grew up in the middle of the Texas oil country and almost all of his adult life has been devoted to safety engineering in the petroleum and gas field."

Caldwell was Associate Chief of the Rail and Pipeline Division of the National Transportation Safety Board from 1967 to 1968. During that time, he was detailed to the Office of the Secretary of Transportation as Special Advisor on what eventually became the National Gas Pipeline Safety Act of 1968.

Caldwell, a native of Marquez, Texas, attended Southwest Texas State College before entering the Air Force in 1951. He became an in-flight refueling pilot for the Strategic Air Command, leaving the Air Force in 1955



U.S. INTERNATIONAL TRANSPORTATION EXPOSITION  
DULLES INTERNATIONAL AIRPORT \* MAY 27-JUNE 4, 1972

to complete his education at Texas Tech, where he earned a B.S. degree in petroleum engineering with production and gas options.

After graduation in 1959, he began his professional career as a safety engineer with Texas Employers Insurance Association, specializing in all phases of the oil and gas industry. In 1962, he joined the Federal Aviation Agency (as it was then known) as Regional Safety Engineer for the Southwest Region, headquartered in Fort Worth, Texas. Two years later, he transferred to Washington, D.C. where he became Safety Engineer for the entire FAA. He joined the National Transportation Safety Board (NTSB) in 1967.

Caldwell is past president of the Fort Worth Chapter of the American Society of Safety Engineers, has served on the Executive Committee of the Aerospace Section of the National Safety Council, and is a member of the Board of Directors of the National Safety Management Society. He holds an instrument-rated commercial pilot's certificate.

He is co-author of an article on radiation published in the May 1965 edition of Aerospace Medicine Magazine, and is author of a paper on Retrievable Guyline Anchors - Oil Well Drilling Rigs which has been presented at engineering conferences and professional seminars. He has spoken before virtually every pipeline or gas group in the country.

Caldwell and his wife live in Alexandria, Virginia.

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# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY P.M.  
April 11, 1972

DOT 34-72  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today unveiled the most sophisticated ground transportation vehicle ever built in the United States.

Known as a tracked air cushion research vehicle (TACRV) and capable of speeds up to 300 miles an hour, the vehicle was officially displayed for the first time in ceremonies at Bethpage, New York.

The TACRV was constructed by the Grumman Aerospace Corporation under a \$3.5 million contract as part of the research and development program of the Department of Transportation.

The 51 foot research vehicle is indicative of President Nixon's renewed emphasis on transportation research and development, as outlined in the President's State of the Union message this year.

At the ceremonies today, Secretary Volpe said:

"As we work to solve today's transportation problems, we cannot lose sight of tomorrow's needs. This research vehicle will usher in a new era in high speed ground transportation.

"The TACRV we see here today is capable of great speed. But more than that it holds a promise of greater passenger safety and comfort while preserving the environment it passes through.

"Our goal of a balanced transportation system must also include a call for balance between man and his environment. I feel confident that with this vehicle we are on the right track."

The vehicle will have a gross weight of about 60,000 pounds with all research gear aboard. It will accommodate four people, including the operator, test engineer and two observers.

It will be placed on public display at the U.S. International Transportation Exposition (TRANSPO 72), which runs from May 27 to June 4 at Dulles International Airport.

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DULLES INTERNATIONAL AIRPORT \* MAY 27-JUNE 4, 1972

Following the display, the TACRV will be moved to the Department's High Speed Ground Test Center near Pueblo, Colorado, to begin its test program.

This fall it will be fitted with a pollution-free linear induction (electric) motor developed by the Garrett Corporation's AiResearch Corporation. Garrett also constructed the lower-speed linear induction motor currently undergoing tests at the Colorado site.

The guideway on which the TACRV will operate at the test center will be an oval, which will be approximately 22 miles long when completed. Several miles of the guideway already have been constructed but the entire guideway may take another two years to construct.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
April 14, 1972

DOT-35-72  
Phone: (202) 426-4321

The Department of Transportation and the Transportation Association of America will jointly sponsor the 1972 National Cargo Security Conference to be held at the Statler Hilton Hotel in Washington, D.C., on June 20-21.

Announcement of the conference planning was made today by Secretary of Transportation John A. Volpe and Harold F. Hammond, President of the Transportation Association of America.

The theme of this year's conference will be "Cargo Security -- A Progress Report."

"President Nixon shares my belief that significant progress -- especially in organization and planning -- has been made during the past year in coping with the problems related to crime in transportation. The June conference will outline this progress and set guidelines for implementing more effective cargo security procedures," Secretary Volpe said.

"We are gratified and impressed," Mr. Hammond said, "by the support industry and government task forces have given to programs designed to slash the tremendous cost and number of transport cargo thefts.

"The problem is one of major dimensions and demands our concentrated efforts to assure effective implementation of these programs."

Secretary Volpe will deliver the conference keynote address on June 20. Representatives of the Departments of Justice, Treasury, Transportation, and the Council of State Governments are expected to participate.

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION  
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Invited to participate as the representatives of industry, labor and commerce are the Association of American Railroads, Air Transport Association of America, American Trucking Associations, Inc., American Institute of Merchant Shipping, The Transport Worker's Union of America (AFL-CIO), and the American Institute of Marine Underwriters.

Secretary Volpe announced at the 1971 Cargo Security Conference the nomination of Benjamin O. Davis, Jr., as Assistant Secretary of Transportation for Safety and Consumer Affairs and the creation under him of the Office of Transportation Security. Secretary Volpe designated General Davis to head a 14-member Federal Interagency Committee formed to improve cargo security.

Also at last year's Conference, Mr. Hammond announced the formation of the Transportation Cargo Security Council, consisting of carrier, user, insurer and labor representatives. The Council works closely with the Federal Committee.

Reservations for the 1972 National Cargo Security Conference may be made by contacting Mr. Edward Sanbourn at the Transportation Association of America, Suite 401, 1101 17th Street, N.W., Washington, D.C. 20035. Phone: (202) 296-2470

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY  
April 17, 1972

DOT 36-72  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced that Under Secretary of Transportation James M. Beggs will attend the plenary session of NATO's Committee on Challenges to Modern Society (CCMS) in Brussels on April 18-19.

CCMS, established at the urging of President Nixon by the North Atlantic Treaty Organization, is a joint international effort to arrive at a common solution to society's problems. Two of its most important programs are increasing highway safety and protecting the environment.

Secretary Volpe praised the Committee for its work to date. He said, "It is gratifying to know that nations have joined together to help each other solve the problems they would otherwise face individually."

CCMS plenary sessions are held bi-annually to discuss the environmental and safety programs in effect in the different nations and to report on the progress of the joint projects of CCMS.

Following the CCMS session, Mr. Beggs will participate in a seminar to be held in Brussels. He will then meet with British Aircraft officials in London and inspect aircraft facilities in the London area.

Also attending the plenary session will be Dr. Robert Brenner, Chief Scientist for the National Highway Traffic Safety Administration.

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION  
DULLES INTERNATIONAL AIRPORT \* MAY 27-JUNE 4, 1972



# DEPARTMENT OF TRANSPORTATION

797-493  
**NEWS**

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY  
April 17, 1972

DOT 36-72  
Phone: (202) 426-4321

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DULLES INTERNATIONAL AIRPORT \* MAY 27-JUNE 4, 1972





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
April 17, 1972

DOT 39-72  
Phone: (202) 426-4321

A new automated radar terminal system -- known as ARTS III -- was commissioned for operational use today at Washington National Airport by Secretary of Transportation John A. Volpe and the Administrator of the Federal Aviation Administration, John H. Shaffer.

Following the commissioning ceremony, Volpe and Shaffer travelled by helicopter to FAA's Washington Air Route Traffic Control Center at Leesburg, Va., for inspection of the en route automated system being installed at that facility. Then they flew to Dulles for a tour of the U. S. International Transportation Exposition (TRANSPO) site and a meeting with the news media.

Washington National is the 11th airport in the United States to have an operational ARTS III system which provides controllers with "three-dimensional" radar information on aircraft under their control. A total of 61 airports are scheduled to receive the ARTS III equipment by the end of the year with three additional units going to FAA training and test facilities. More than half of these units -- 37 -- already have been delivered, including one to Dulles International Airport.

The computer-based ARTS III system is used in conjunction with existing primary and secondary airport surveillance radars. It processes radar beacon signals emitted by airborne transponder units giving aircraft identity and altitude and presents this information directly on the radar displays used by air traffic controllers. The information is in the form of an alpha-numeric data tag which moves with the associated aircraft target or "blip". In addition, the data tag may contain such computer -derived information as the calculated ground speed of the tracked aircraft target.

The system substantially reduces the clerical and communications workload on controllers, enabling them to devote their full time and attention to the air traffic management function. Some of the results will be more efficient traffic flow, less congestion and delay and improved airspace and airport utilization.



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An airline flight arriving at National, for example, will transmit its own discrete identity code for processing by the ARTS III computer. When the aircraft is about 50 miles from the airport, an expanded block of information will appear on the radar scope alongside the aircraft target and follow it to a landing. The controller responsible for this aircraft will be able to tell its identity, altitude, ground speed and approximate rate of descent by simply reading this data tag.

Before the advent of ARTS III, the controller had to make repeated radio contact with the aircraft to accomplish the initial identification and then keep posed on its altitude and speed. This procedure imposed a burden on both controllers and pilots and was always susceptible to human error.

At Leesburg, Volpe and Shaffer inspected the recently-dedicated automation wing which houses the new "third generation" computer equipment and is the heart of the en route automation program. Leesburg is the first center in the nation to go operational with the larger-capacity IBM 9020 D computer which is scheduled for installation in the nine busiest centers serving the contiguous 48 states. The other 11 centers in the program will use the smaller IBM 9020 A model.

At Dulles, the two officials toured the TRANSPO site which is in the final stages of preparation for its opening on May 27. The exposition will run for nine days and feature the latest in transportation vehicles and technologies.

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# DEPARTMENT OF TRANSPORTATION

TAD-493  
**NEWS**

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY

April 19, 1972

DOT 37-72

Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced that the Department of Transportation has amended its regulations to make its records more readily available to the public.

Secretary Volpe said the amendments were drafted in order to bring the Department into the fullest possible compliance with the Freedom of Information Act. He said the effects of the action include:

- \* Cutting the standard copying fees in half;
- \* Further reducing or waiving the copying fee where it is determined requests are in the public interest; and
- \* Increasing the emphasis on high-level appeals for persons denied access to Departmental documents and records.

Details were disclosed by DOT General Counsel John W. Barnum during hearings by the Foreign Operations and Government Information Subcommittee of the House Government Operations Committee. The Committee is studying the administration of the Freedom of Information Act.

In making the changes, Secretary Volpe said: "Our policy - in keeping with the wishes of President Nixon - is to make Departmental information available to the greatest extent possible in keeping with the spirit of the Freedom of Information Act. We do reserve the right to exempt those records which we have determined must not be disclosed in the national interest, for the protection of private rights or for the efficient conduct of public business."

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Barnum noted that DOT had responded to more than 14,000 formal requests for access to its records during the four years since the Freedom of Information Act was signed into law on July 4, 1967. Only a very small percentage of these requests were denied, Barnum explained, and most of those were necessitated by other statutes covering rights of privacy.

The Department's standard copying fee of 50 cents per page has been reduced to 25 cents. The minimum copying fee of \$1 has been abolished. A standard search fee of \$3 will now be charged only when an actual search is performed to locate the requested information.

In many cases these lower charges may be reduced even further or waived altogether, Barnum pointed out. Administrators of DOT's various operating administrations may now furnish documents without charge or at a reduced fee if they determine such information primarily benefits the general public. This would include reasonable requests from groups engaged in non-profit activities designed for the public safety, health or welfare, plus requests from schools and students, he added.

Furthermore, no fee will be charged for DOT records provided in response to requests by employees or former employees for personnel records, or requests for the official use of members of Congress, the courts or other governments.

Persons who are denied documents can appeal to the top echelon of that particular administration within DOT. They will be entitled to a legal review to assure that those documents are not withheld unless it is clear that one of the Freedom of Information Act exemptions is applicable. Even if applicable, it must be shown that under the particular circumstances of the request, release of that document would be inconsistent with the purpose of that exemption.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY  
April 20, 1972

DOT 38-72  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the award of \$1.3 million grant to an Atomic Energy Commission laboratory to assess the Climatic Impact of possible future fleets of high altitude aircraft.

The 2 1/2 year project, to be performed by AEC's Lawrence Livermore Laboratory of Livermore, California, is part of the Department's ongoing Climatic Impact Assessment Program (CIAP) to determine by mid-1974 effects of proposed 1985-1990 high altitude aircraft, both subsonic and supersonic, on the environment.

"This program is directly in keeping with President Nixon's aggressive effort to have environmental questions answered in the research and planning process," Secretary Volpe said. "When we address ourselves to such questions early enough, the answers can be intelligently woven into final conclusions and solutions."

The laboratory will construct highly sophisticated computer models to predict the effects of these aircraft on such conditions as temperature, cloudiness and stratospheric shielding of potentially hazardous ultraviolet radiation from the sun.

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On March 22, the Department of Transportation awarded its first major industry contract in connection with CIAP. A \$190,300 contract went to Lockheed Missiles and Space Company of Palo Alto, California, to develop a computer simulation model to analytically study the chemical reactions in aircraft wakes at high altitudes.

CIAP is managed by the Department's Office of Systems Development and Technology.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY  
April 20, 1972

DOT 40-72  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced that daylight saving time will go into effect throughout most of the United States at 2 a.m. Sunday, April 30.

When the rest of the nation advances its clocks on April 30, Arizona, Hawaii, Michigan, and that part of Indiana in the eastern time zone will remain on regular time.

Under the Uniform Time Act of 1966, administered by the Department of Transportation, all States are required to observe daylight saving time from the last Sunday in April until the last Sunday in October unless they have taken special legislative action.

Until this year a State could only be exempt from daylight saving time if its exemption law covered the entire State. This presented a major problem for Indiana which is one of 12 States divided by time zones. The other 11 are Alaska, Florida, Idaho, Kansas, Kentucky, Nebraska, North Dakota, Oregon, South Dakota, Tennessee and Texas.

An amendment to the Act, recently signed by President Nixon, will enable any of these States to exempt all of that part of the State that lies in one time zone from daylight saving time without affecting the rest of the State. For example, a State could have eastern standard time in one portion and central daylight saving time in the other.

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION  
DULLES INTERNATIONAL AIRPORT \* MAY 27-JUNE 4, 1972



# DEPARTMENT OF TRANSPORTATION

# NEWS

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## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT-42-72

Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today sent to Congress proposed legislation that would give state and local officials greater flexibility in solving their transportation problems.

The proposed bill, the Federal-Aid Highway and Mass Transportation Act of 1972, would realign the Federal-aid highway program by permitting money from the Highway Trust Fund to be used for both urban highways and mass transportation, as well as rural highways and other rural surface transportation capital investment programs.

The bill would extend the completion date of the interstate system from Fiscal Year 1978 to 1980 and would phase down the funding levels beginning in Fiscal Year 1974 until completion.

Also proposed by the legislation is a restructuring of the present primary and secondary Federal-aid highway programs.

The Federal-Aid Highway and Mass Transportation Act implements the 1972 National Highway Needs Report sent to Congress on March 14 by Secretary Volpe.

"We have reached the point," Secretary Volpe said, "where the localities must be given more flexibility in structuring their own urban transportation programs. The Interstate System is well on its way to completion. Therefore, while our national commitment to an efficient transportation system is no less, the need for strong Federal control has decreased. Now is the time for those nearest the problems to take the initiative in meeting their transportation challenges. Now is the time to break away from the established pattern of separate highway and mass transit programs."

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION  
DULLES INTERNATIONAL AIRPORT ★ MAY 27-JUNE 4, 1972



To fund transportation capital investment programs, the proposed legislation would create a new urban transportation program with appropriations from the Highway Trust Fund of \$1 billion for Fiscal Year 1974 and \$1.85 billion for Fiscal Year 1975. An additional \$850 million in capital grants would be available in 1974 for urban mass transportation programs from the General Fund of the Treasury under the provisions of the Urban Mass Transportation Assistance Act of 1970.

Under the proposal, 40 percent of the amounts available under this new urban transportation program would be distributed to the Nation's Standard Metropolitan Statistical Areas (SMSA) according to their share of the total national SMSA population. Forty percent would be allocated to the States on the basis of their share of the national SMSA population and 20 percent would be reserved for discretionary use by the Secretary on urban mass transportation projects best suited to the needs of the cities. All these funds would be allocated on a 70 percent Federal and 30 percent State and local matching basis.

Funds would be made available to state and local governments for the planning and execution of projects best suited to meet their specific needs.

It is proposed that each SMSA form a consortium of the local governments within its area to carry out the local urban transportation programs. It would be required that each consortium provide for representation by the highest elected official in each local government in the area; that it have a planning authority for all transportation modes and that no program could be initiated which was not in conformance with that planning; that it require proportional voting within the consortium, be authorized to prepare long-range planning and possess the authority to designate agencies to administer programs.

Also, the consortium would be required to develop a multi-year comprehensive transportation plan for each program to be financed through the Single Urban Fund. All SUF programs would be subject to the same Federal review and approval procedures as those now in force for such projects.

In the event that an SMSA did not choose to form a consortium, the funds allotted to it would be retained for management by the State. Local officials within the area would then develop plans in cooperation with the State for programs to be financed through the Fund, subject to Federal approval.

#### RURAL PROGRAMS

The Administration's proposal would establish a Rural General Transportation Program funded at \$200 million annually in Fiscal Years 1974 and 1975 for capital investments in surface transportation systems and facilities outside of metropolitan areas. Eligible for inclusion in the program would be highways on or off the Federal-aid systems, as well as bus and rail transit facilities and rolling stock.

## RURAL PROGRAMS (continued)

The legislation would implement the recommendation of the Highway Needs Report that the present primary and secondary Federal-aid systems be restructured to more accurately reflect the current and anticipated future functional uses of these highways. This program would be funded at a level of \$800 million in Fiscal Years 1974 and 1975.

Under the terms of the Bill, the primary system would provide a system of connected main roads important to Interstate, statewide, and regional travel consisting of rural arterial routes and their extensions into or through urban areas of under 50,000 population.

The secondary system would consist of rural major collector routes and arterial routes in urban areas of under 50,000 population.

## INTERSTATE SYSTEM

Present plans for the completion of the Interstate System would not be disturbed except for the annual authorized funding and the completion date.

The Administration's proposed legislation would phase down the Interstate authorization from the current level of \$4 billion annually to \$3.25 billion annually for Fiscal Years 1974 and 1975 and to \$3 billion for Fiscal Years 1976 through 1979. These authorization levels will then more accurately reflect the estimated levels of construction during these years. The proposed authorization for Fiscal Year 1980 is \$1.257 billion.

## PARTICIPATION RATIOS

Interstate funds would continue to be allocated to the States on a 90/10 matching basis.

The Federal share payable for any non-Interstate project including mass transportation projects would be increased effective Fiscal 1974 from 50 percent to 70 percent.

## HIGHWAY BEAUTIFICATION

The Administration's proposal would amend the Highway Beautification Act of 1965 by extending the prohibition against advertising signs, displays and devices along the Interstate and primary systems to those whose informative content can be seen from the main traveled way. Currently only billboards and displays within 660 feet are excluded.

The legislation would authorize \$50 million in Fiscal Years 1973 through 1975 to carry out the control of outdoor advertising and would renew previous authorizations.

In addition, it would make available for junkyard control \$5 million in Fiscal Year 1973 and \$7 million in Fiscal Years 1974 and 1975.





# DEPARTMENT OF TRANSPORTATION

## OFFICE OF THE SECRETARY

# NEWS

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT-43-72

Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today sent to Congress proposed legislation that would strengthen and expand the effort to reduce the national highway death toll.

The proposed legislation would amend the Highway Safety Act of 1966.

"Since the enactment of the Highway Safety Act of 1966," Secretary Volpe said, "the Department has issued 16 safety standards to guide the efforts of the States in solving the problems of highway safety. In addition, the Department has conducted manpower training programs, and developed and demonstrated new techniques for improving highway safety.

"This combined Federal-State effort," the Secretary said, "is beginning to show benefits. Despite substantial annual increases in the number of drivers, vehicles and in total vehicle miles, the rate of highway deaths per 100 million miles driven has steadily declined and the number of annual deaths has stabilized. Yet much remains to be done. Nearly 300,000 persons have lost their lives in highway accidents since the passage of the Act -- 55,000 persons died during last year alone.

"The purpose of this legislation is to amend the Act to improve the Department's effectiveness in preventing highway accidents and deaths and injuries resulting therefrom," Secretary Volpe said.

Among the key provisions of the proposed legislation are:

- more -



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### INCREASED AUTHORIZATIONS FROM THE HIGHWAY TRUST FUND

Two-thirds of the authorizations for State highway safety programs carried out under Section 402 of the Act are funded in Fiscal 1973 by the Highway Trust Fund.

The legislation calls for 100 percent funding of these programs from the Highway Trust Fund in fiscal years 1974 and 1975.

The legislation would authorize appropriations of \$180 million in Fiscal Year 1974 and \$250 million in Fiscal Year 1975 for state highway programs. The authorization for Fiscal Year 1973 is \$130 million.

### NATIONAL EMPHASIS PROGRAMS

The legislation would require the States to incorporate in their comprehensive and annual work programs all programs designated by the Secretary as national emphasis programs.

The Secretary would be authorized to designate as a national emphasis program any program that would deal with a national highway safety problem and had the potential for significantly reducing highway accidents and deaths and injuries resulting therefrom.

### INCENTIVE PROGRAM

To spur the States to increase their funding commitment to highway safety activities and to develop new approaches to reducing highway fatalities and injuries, the legislation would authorize the Secretary to award grants to States he determined to have made significant progress in carrying out the purposes of the Act. The total amount of such grants in any fiscal year would be limited to \$5 million.

### FLEXIBILITY IN EXACTING PENALTIES

The Act presently requires the Secretary not to apportion any funds to a State which is not implementing a program approved by him. The unapportioned funds are redistributed to the implementing states.

The legislation would improve the effectiveness of the penalty by giving the Secretary more flexibility in assessing it. The Secretary would be authorized to withhold all or a portion of a States highway safety funds for the non-implementation of an approved program. If the State remedied its failure within a specified period of time, it would receive the full amount of funds due it.

### PLANNING AND ADMINISTRATION STANDARDS

To emphasize the need for maximizing the effectiveness of the State comprehensive programs, the legislation would clarify the Secretary's authority to promulgate a standard on planning, administration and evaluation of such programs. This requirement would encourage the States to program all measures for implementing safety standards into a single, cohesive plan for the reduction of highway deaths and injuries.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

SPOTMASTER 73-82

Broadcast: Monday, April 23, 1972

The U. S. Department of Transportation Broadcast News Service for Monday, April 23, has two actualities of Federal Railroad Administrator John Ingram, speaking today at the 150th Anniversary Celebration of the Delaware and Hudson Railway in Albany, New York. The actualities deal with the plan for preserving the Northeast Railroads and Federal funding, and they follow consecutively . . . .

"The DOT plan for the preservation and rejuvenation of the Northeastern railroads now in reorganization is a concept, a way to proceed which we at DOT believe can produce a reasonable solution to the dilemma which is now facing the bankrupt roads. We believe it will deal fairly and compassionately with the bankrupt railroads, their employees, the customers, and without resort to nationalization or the requirement for massive federal funding."

"Certainly at this time, when President Nixon is laboring for a balanced budget, there is no justification for adding yet another load onto the already overburdened taxpayer. Nationalizing the railroads would surely be like so many other well-meant programs which the President is now trying to eliminate--well, it just wouldn't work. Changing ownership wouldn't solve any of the problems. There are over a hundred Federal programs today which haven't worked -- but which have advocates for, advocates who like their jobs. In most of these programs the intended beneficiaries of our tax dollars haven't received them."

This has been the Transportation News Report.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

Tuesday, April 25, 1972

DOT-R-22-72

Phone: (202) 426-4321

Another in a series of hearings on the problems confronting the transportation consumer will be held April 27 and 28 in Rochester, New York, Secretary of Transportation John A. Volpe announced today.

"It is vital that the voice of the individual user of transportation goods and services in this country be heard at the decision-making level," Secretary Volpe said. "I have asked Miss Ann Uccello, Director of the Consumer Affairs Office, to find out what concerns transportation users throughout the nation."

The first hearing, open to the public and sponsored by the Rochester Institute of Technology, will be held in Room 1030 of the James H. Gleason Memorial Building on April 27 at 3:00 p.m.

The second hearing, for students and faculty at the University of Rochester, will be held in Room 103 of Hutchinson Hall on April 27 at 7:10 p.m.

The third hearing, open to the public and sponsored by the Rochester Engineering Society, will be held in the Large Hall of the Chamber of Commerce Building, 55 St. Paul Street, on April 28 at 12:45 p.m.

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"I urge all of Rochester's citizens to attend and express their views on all modes of transportation. I want to hear your comments and suggestions on mass transit; auto, aircraft and boat rental; vehicle purchase and repair; and the use of auto safety devices," Miss Uccello said. "Your views are important to me in my role as your representative in the Department of Transportation."

New York is the eighth state to be visited by the Office of Consumer Affairs. Hearings were held in Tennessee, Pennsylvania, Texas, Louisiana, Ohio, Georgia and North Carolina.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

April 27, 1972

DOT 44-72

Phone: (202) 426-4321

President Nixon today announced the resignation of Assistant Secretary of Transportation for Environment and Urban Systems Herbert F. DeSimone.

The resignation will become effective May 20.

"Herb DeSimone will be difficult to replace," Secretary of Transportation John A. Volpe said. "Not only does he have a keen awareness of environmental considerations so necessary to the office he holds, but he possesses an extraordinary talent for administration. That talent resulted in the streamlining of the offices under him, thereby strengthening the Department's environmental capabilities and its capacities for long-range urban systems planning."

"Herb's insight into and understanding of the problems of state and local governments were instrumental in the development of the Department's Single Urban Fund concept, which if approved by Congress will greatly increase the flexibility provided state and local governments in solving transportation problems," Secretary Volpe said.

Prior to joining the Department of Transportation, DeSimone served as Attorney General of Rhode Island and distinguished himself in the fight against organized crime. His office successfully prosecuted and obtained convictions against the leadership of the crime cartel in New England. He was a founder and first chairman of the New England Compact of Attorneys General which was formed to combat crime on a regional level.

A native of Providence, DeSimone, 42, is a graduate of Brown University and of the Columbia University School of Law.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

April 27, 1972

DOT 45-72

Phone: (202) 426-4321

Secretary of Transportation John A. Volpe asked Congress today for legislation to create a major peacetime mission for the United States Coast Guard Reserve.

Secretary Volpe noted that under existing law reservists can be called to duty only for training or service in war-related national emergencies. He said the legislation he is proposing would permit a call-up by the President for humanitarian service in emergencies created by hurricanes, earthquakes or other natural or man-made disasters.

"Everyone is aware of the current national concern over ecological matters," said the Secretary, "and how funds may be made available properly to combat problems such as pollution of the sea by oil. Part of the answer lies in better utilization of existing resources. The Coast Guard Reserve is such a resource. A massive oil spill requires rapid and massive response perhaps to preclude a massive ecological disaster."

Under the proposed legislation the members of the Reserve could be called for involuntary peacetime service not to exceed 30 days per year. They would receive the same pay, allowances and benefits as they would receive on active duty.

In a statement supporting the proposal, Admiral Chester R. Bender, Coast Guard Commandant, said it would enhance rather than impair the effectiveness of the Reserve. Admiral Bender said that training for military duty contributes much toward readiness for peacetime service and a realization that this training would be used for other than stand-by military service would provide additional motivation for reservists.

The legislation would increase by a third the available peacetime Coast Guard force. The active strength now is about 37,000. Under the proposed law 12,000 reservists would be available for emergency service.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY  
April 29, 1972

DOT 46-72  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the appointment of seven members to the Department of Transportation's 15-member Technical Pipeline Safety Standards Committee.

"This Committee, required by the Natural Gas Pipeline Safety Act of 1968, is invaluable in helping the Department formulate strict but workable safety standards," Secretary Volpe said. "And this certainly is in keeping with President Nixon's aim to get the best possible expertise on technical programs."

The Committee evaluates and makes recommendations on all proposed gas pipeline safety standards and amendments for technical feasibility, reasonableness and practicability.

The Act requires that five members of the Committee be from government agencies, with two of those being state commissioners; four must be from the natural gas industry; and six from the general public.

Newest appointees, their affiliations and their terms which expire on December 31 of the year given are:

### GOVERNMENT

Donald H. Brazier Jr., of Olympia, Washington; Chairman, Washington Utilities and Transportation Commission, 1972 (filling unexpired term)

Louis W. Mendonsa of Washington, D.C.; Special Assistant, Bureau of Natural Gas, Federal Power Commission; 1974

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INDUSTRY

Burton T. Mast of Houston, Texas; Consultant; 1974

George W. White, also of Houston, Texas; Vice-President, Tennessee Gas Transmission Company; 1974

PUBLIC

B. M. Lulhere of Whittier, California; President, Hood Corporation; 1973 (filling unexpired term)

Charles H. Tupper of Washington, D.C.; Director of Safety, International Brotherhood of Electrical Workers; 1974

Mars G. Fontana of Columbus, Ohio; Chairman, Department of Metallurgical Engineering, Ohio State University; 1974.

Present members who will continue service on the Committee are:

GOVERNMENT

Carl R. Johnson of Columbus, Ohio; Commissioner, Ohio Public Utilities Commission; 1973

Melvin R. Meyerson of Washington, D.C., Acting Chief, Product Evaluation Division, National Bureau of Standards, Department of Commerce; 1973

Harold E. Shutt of Springfield, Illinois; Chief Electrical-Gas Engineer, Illinois Commerce Commission; 1972

INDUSTRY

Charles W. May of Jackson, Tennessee; General Superintendent, Jackson Public Utilities; 1973

Robert I. Snyder of Los Angeles, California; Senior Vice-President, Southern California Gas Company; 1972

PUBLIC

Frederic A. Lang of Landenberg, Pennsylvania, Consultant; 1972

A. W. Peabody of New York, New York; Supervising Corrosion Engineer, Ebasco Services Inc.; 1973

Allen F. Rhodes, also of New York; Vice-President, ACF Industries, Inc.; 1972

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