



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

SPOTMASTER

BROADCAST: Saturday, July 1, 1972

This is a public service presentation of the U.S. Department of Transportation for Saturday, July 1. The following are 2 cuts of 37 and 33 seconds by Rear Admiral Austin Wagner, Chief of the Coast Guard's Office of Boating Safety, on boating safety during the holiday period.

"We find that nearly two-thirds of all boating fatalities occur when a boat capsizes or a person falls overboard. Things happen fast on the water - and it can be a very unfriendly environment. Surprisingly, we find that most deaths occur in good weather on calm water. Apparently in nice weather people have so much fun with their boats that they neglect the basic principles of safety. On the water you don't often get a second chance if you make a serious mistake. Boating is a wonderful sport, but the fun can be easily spoiled by tragic accidents unless everyone constantly practices safety.

Besides the fact that the Fourth of July Weekend is a very dangerous one in so far as boating accidents and fatalities are concerned, I would like to emphasize that this weekend you keep a particularly sharp look-out if you boat anywhere in the Northeast where there have been floods. The water is full of debris, which you cannot see, which can tear the bottom right out of your boat. Use common sense, slow speed, and if you don't have to be in the water, I would suggest that you skip it this weekend."

This has been the Transportation News Report for Saturday, July 1. For further information call 426-1587. This report is changed Monday through Friday at 12 noon. Weekend service is available at 5:30 p.m. Friday. All times Eastern Daylight.





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

SPOTMASTER

Broadcast: Monday, July 3, 1972

This is a public service presentation of the U.S. Department of Transportation for Monday, July 3. The material is available for immediate release.

The Department of Transportation recently announced its Fifth Annual Contest to single out organizations and agencies which have worked toward the preservation and improvement of the highway environment. Commenting on such activity is Michael Lash, Director of the Office of Environmental Policy, Federal Highway Administration:

"We hear so much about environment today, that it's hard to realize that interest in environmental protection on the part of the general public is relatively new. Fifteen years ago highway engineers were likely to be criticized as wasting public funds on frills if they emphasized landscaping, preservation of scenic vistas, or even aesthetic treatment of bridges. Today the public is insisting on all these things. Highways being built today must not only be safe and efficient, but they must also be pleasing in appearance and minimize damage to the environment. The highway beauty awards contest shows that highway engineers are responding to this change in public values.

"Noise is becoming a real problem in modern living. Some of the noise that bothers people comes from highways. The Highway Noise Standards should reduce problems like this near future highways. The noise standards aim to keep traffic noise near homes, schools, etc., down to a tolerable level. Under the Highway Noise Standards, we will do this by the way we plan and design roads, and through the use of acoustical earth barriers and walls alongside sections of highway. I believe the Highway Program is taking an important step to work on the noise problem."

This has been the Transportation news report for Monday, July 3. For further information contact: (202) 426-0648. A Fourth of July Message to motorists by Secretary of Transportation John A. Volpe will be available at 5:30 P.M.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

SPOTMASTER

Broadcast: Tuesday, July 4, 1972

This is a public service presentation of the U.S. Department of Transportation for Tuesday, July 4. Following is Secretary of Transportation John A. Volpe's message to drivers on highway safety:

"I would like to talk for just a moment to all you people who, at this moment, are driving on our Nation's highways.

"With the resources we have available, everything possible is being done at the Government level to reduce traffic accidents. We are making cars safer. We are designing new highways for safety and modifying old ones to eliminate hazards.

Are you doing your part? Are you as concerned with safety as we are? You should be! You should think about it every minute that you are driving -- when you pass a car -- when you round a curve.

"We in Government can control the safety features of cars and highways. But only you can control your car.

"Help us out, won't you? Think safety and drive safely!"

This has been the Transportation News Report for Tuesday, July 4. For further information call: (202) 426-4321.





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT-62-72

Phone: (202) 426-4321

Secretary of Transportation John A. Volpe said President Nixon's June 24 nomination of John E. Hirten to be Assistant Secretary of Transportation for Environment and Urban Systems brings to the agency a first-rate urban planner.

Secretary Volpe said: "Mr. Hirten has made a valuable and effective contribution to the Department's activities during his 14 months as Deputy Assistant Secretary for Environment and Urban Systems. He has 15 years experience as a professional urban planner and has played a significant role in Departmental efforts to broaden urban planning and urban transportation systems activities. In addition, his office serves as the Department's focal point for the consideration of environmental, conservation and related issues."

Formerly of San Diego, California, Hirten is a former president of the California Chapter of the American Institute of Planners. Prior to coming to the Department of Transportation, he was Executive Vice President of San Diegans, a private, non-profit organization working toward the revitalization of that city's central area. From 1959 until 1968, he served as Executive Director of SPUR, the San Francisco Planning and Urban Renewal Agency. He is associated with the American Institute of Planners, the American Society of Planning Officials and the National Association of Housing and Redevelopment Officials. He was the 1963 recipient of the Distinguished Service Citation from the American Institute of Architects (California Chapter) and is the author of numerous publications on urban planning.

Mr. Hirten and his wife live in Washington, D.C. and have four children.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY  
July 5, 1972

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

The Department of Transportation today released a report, Economic Characteristics of the Urban Public Transportation Industry.

The report was prepared by the Institute for Defense Analyses in conjunction with a contract to develop for the Department a computerized data bank of economic information on the operations of bus transit, rail rapid transit, commuter rail transit and taxicab firms.

The report contains an analysis and interpretation of the economic characteristics of each segment of the transit industry for which economic information was developed.

Copies of Economic Characteristics of the Urban Public Transportation Industry may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

SPOTMASTER

Broadcast: Wednesday, July 5, 1972

This is a public service presentation of the U.S. Department of Transportation for Wednesday, July 5, for immediate release.

Transportation Secretary John Volpe today announced the award of contracts totaling \$1,046,000 to three firms to conduct separate research programs aimed at reducing diesel truck engine noise. Secretary Volpe said that "heavy duty diesel truck noise is one of the most disturbing highway problems" today and he noted that these contracts with diesel truck manufacturers are "in phase with President Nixon's efforts to enhance all forms of environment, including noise abatement." The firms will furnish without cost to the government, \$650,000 in services and materials.

Research programs with the goal of reducing diesel truck engine noise were launched today by the Department of Transportation with the award of contracts totaling \$1,046,000 to three firms. They are: Freightliner Corporation, International Trucks Division of International Harvester Company and Advanced Products Division of White Motor Corporation. Transportation Secretary John Volpe said that the Department began research on truck tire noise about two years ago, and with solutions on this problem now being implemented, the attack now turns to engine noise.

This has been the Transportation News Report for Wednesday, July 5. For further information call 426-0398. This report is changed Monday through Friday at 12 noon. Weekend service is available at 5:30 p.m. Friday. All times Eastern Daylight.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.  
July 5, 1972

DOT-59-72  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today announced the award of contracts totaling \$1,045,843 to three firms each to conduct separate 28-month research, development, demonstration and evaluation programs aimed at reducing diesel truck engine noise.

The three contractors -- Freightliner Corporation of Portland, Oregon; International Trucks Division of International Harvester Company of Fort Wayne, Indiana; and Advanced Products Division of White Motor Corporation of Torrance, California -- will furnish at no cost to the Government approximately \$650,000 worth of services and materials.

"Heavy duty diesel truck noise is one of the most disturbing highway problems we face today," Secretary Volpe pointed out. "These three contracts with prominent diesel truck manufacturers are in phase with President Nixon's efforts to enhance all forms of environment, certainly including noise abatement."

Secretary Volpe explained that this cooperative, cost-sharing program is a prime example of Government-industry teamwork in applying technology to high priority problems. He noted that two years ago the Department of Transportation initiated extensive research on truck tire noise, which is the predominant highway noise at high speeds. With solutions on the noise now being implemented, the attack is being zeroed in on engine noise.

"Our initial work on truck tire noise has resulted in the identification and documentation of extensive tire noise data," he said, "and we feel confident that real progress has been made in identifying the major types of tires which are most offensive. We also believe that new tire design practices will soon emerge from our research and from independent industry research leading significantly to quieter tires."

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"We have every expectation that similar results can be obtained for quieter diesel truck engines," he said.

Secretary Volpe said "the three contracts are aimed at finding and demonstrating ways to reduce engine noises from the exhaust, intake, fan, block, and accessories of the largest and loudest diesel trucks."

In 1971 more than 88,000 of these diesel trucks in the 33,000-pound class were delivered in the United States. Forty-five percent of these trucks were manufactured by the three firms now under contract with the Department of Transportation to demonstrate how quiet a practical, heavy-duty diesel truck can be made.

Under the terms of the non-profit cost-sharing contracts negotiated, the three firms will identify all of the significant noise sources on their particular trucks, and design noise reduction "fixes" during the next 12 months. The vehicles will enter regular commercial service for one year with one of the manufacturers' best customer trucking firms for service evaluation. Complete cost and maintenance records will be developed during the service evaluation phase to permit full assessment of the costs involved to achieve "quiet."

Secretary Volpe acknowledged substantial assistance from the American Trucking Associations in planning this project and in preparation for ATA member firm participation in service evaluation of the test trucks to ensure their practicality.

Specifically, the Freightliner Corporation has organized a team composed of the following subcontracted firms: Bolt, Beranek and Newman (for general noise control engineering); the Cummins Engine Company (for engine design and economics); and the Donaldson Company (for induction and exhaust noise muffling). Freightliner will develop the low noise demonstration vehicle from a standard Freightliner tandem drive axle, sleeper cab-over engine highway tractor powered by a 350 horsepower Cummins turbo-charged four-stroke diesel engine. Extensive noise testing will be performed in a sound treated chassis dynamometer facility. Service evaluation will be performed within the fleets of IML or Mid-American Lines.

International Trucks has organized a project team composed of the Donaldson Company (for induction and exhaust muffling) and Purdue University (for acoustic consulting and engine enclosure design). International will develop the low noise demonstration vehicle from a short cab-over engine (Model CO 4070A) highway tractor powered by a 318 horsepower, normally aspirated Detroit Diesel 8V-71 two-stroke engine. International will perform extensive drive-in noise testing utilizing a new outdoor facility with an "acoustically, transparent" roof. A number of the nation's largest trucking firms who have previously participated with International in new product evaluation have expressed interest in the service evaluation phase.



The White Motor Company has organized a project team composed of: the Cummins Engine Co. (for engine noise control); the Donaldson Co. (for mufflers and filters); the Schwitzer Co. (for radiator fans); the Hydrospace Research Corporation (for acoustic data acquisition); and the H.L. Blachford Co. (for acoustic materials). White will develop the low noise demonstration vehicle from a short cab-over engine (Model 7564) highway tractor powered by a 270 horsepower turbo-charged Cummins high torque rise, four-stroke diesel engine. Noise testing will be performed through extensive use of a new outdoor drive line dynamometer facility.

Maximum noise levels of the demonstration vehicles are anticipated to be on the order of 75 dB(A) at a 50-foot distance as compared to many present classes of trucks whose maximum noise levels equal or exceed 88 dB(A). (It should be noted that a 10 dB reduction in sound levels halves the perceived loudness of a sound). If these objectives are met the demonstration vehicles will generate no more noise than a typical passenger automobile at 65 miles per hour on a freeway.

The diesel truck noise reduction project is being managed by the Assistant Secretary of Transportation for Systems Development and Technology through the Office of Noise Abatement.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

July 5, 1972

DOT-60-72

Phone (202) 425-4321

Nearly 2.5 million more travelers used trains during the first three months of 1972 than during the same period a year ago, according to a quarterly activity report issued today by the Department of Transportation.

The increase in rail passenger usage is significant because a great deal of service was eliminated a year ago with the advent of Amtrak (National Rail Passenger Service Corporation).

Both passenger and freight service in all forms of transportation showed increased activity in the first quarter of 1972 compared with the first three months of 1971, with one exception. Rail freight service was down, but that decrease was only minor.

Air freight activity jumped more than 20 percent while air passenger service climbed 13.5 percent.

Comparison of activity by transportation mode is attached.

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NATIONAL TRANSPORTATION SYSTEM ACTIVITY  
FIRST QUARTER 1972  
PRELIMINARY ESTIMATES

	First Quarter 1971	First Quarter 1972
<u>Passenger Service</u>		
Railroad (Class I) (Passengers)	65,137,481	67,617,307
Air (Passenger-Miles)	31,45 billion	35,68 billion
Bus (Class I Interstate) (Passengers)	113,225,490	117,147,902
Water (Interstate) (Passengers)	123,479	164,320
Automobile (Vehicle-Miles)	208 billion	217 billion
 <u>Freight Service</u>		
Railroad (Class I) (Tons)	603,599,189	592,812,417
Air (Ton-Miles)	875,100,000	1,061,600,000
Highway (Class I) (Tons)	130,244,667	174,233,929
Water (Interstate) (Tons)	29,970,747	33,687,764
Pipeline (Barrels)	1,968,133,380	2,124,417,362

Source: Office of Systems Analysis and Information, Office of the Secretary, Department of Transportation; Civil Aeronautics Board, Interstate Commerce Commission; Federal Highway Administration



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

SPOTMASTER

Broadcast: Thursday, July 6, 1972

This is a public service presentation of the U.S. Department of Transportation for Thursday, July 6. Miss Ann Uccello, Director of Consumer Affairs, comments on the findings of a research study on travel problems.

"The study of passenger travel problems that Secretary Volpe released today found that aged, handicapped, inexperienced and non-English speaking travelers have serious inconveniences. The domestic traveler's major problems encountered in air, bus and rail inter-city travel were analyzed, as well as what should be done to eliminate the causes. One of the recommendations of the research study is that each carrier analyze its inter-city travel systems and start procedures that consider the needs of all travelers, including those with special problems and those who are inexperienced. It also recommends that the regulatory agencies should exercise their authority to set standards for travel service and for quality and maintenance of facilities and equipment. President Nixon is determined to develop a balanced transportation system to facilitate the movement of people and goods -- and this research study is an important link."

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY A.M.  
July 6, 1972

DOT-61-72  
Phone: (202) 426-4321

A study of passenger travel problems released today by Secretary of Transportation John A. Volpe found that serious inconvenience exists -- particularly for the aged, handicapped, inexperienced, and for travelers who cannot speak English -- and should be promptly alleviated.

The contractual research study, entitled Evaluation of Traveler Service Problems, was made to identify and analyze major problem areas encountered by the domestic traveler using air, bus and rail inter-city common carriers, and to determine what should be done to eliminate the causes to the problems. It followed a pilot study on the same subject completed in 1970.

The study is an important link in President Nixon's determination to develop a balanced transportation system designed to make travel easier for people and facilitate the movement of goods.

"The U.S. transportation system is the most advanced in the world. Most of the 380 million domestic annual inter-city trips are completed without inconvenience," Secretary Volpe said.

"But the difficulties incident to such travel are particularly acute for passengers who are unable to correct them," the Secretary said.

The inter-city travel system appears to be designed to ease the operation of and to minimize the cost to the individual carrier under the assumption the traveler will somehow be able to adapt as he always has, the report states.

In addition to an almost complete lack of coordination between air, rail and bus modes, the study found problems are caused by a marked lack of consistency in standards and procedures within each mode.

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Among the examples of these problems cited in the study are:

Information systems do not provide complete trip data and directions to the traveler.

Signs and symbols are not uniform.

Industry abbreviations and terminology on travel documents cause confusion.

Public address announcements are too often unintelligible.

Central city terminals are not properly cleaned for traveler comfort.

No standards exist for the treatment of passengers during travel interruption.

Local transportation to and from terminals is often inconvenient or expensive.

Long walks, steps and ramps inconvenience many travelers.

Assistance with luggage is inadequate, particularly on the rail and bus modes.

Baggage handling systems frequently cause excessive loss and damage.

Insufficient security precautions lead to inadequate personal protection and to loss of personal property.

The study found that although the Interstate Commerce Commission and the Civil Aeronautics Board have been given broad Congressional authority to prescribe standards for inter-city passenger travel service, facilities and equipment, they have not sufficiently exercised that authority.

The study recommends:

1. Each carrier should analyze its inter-city travel system and put into operation procedures which take into consideration the needs of all travelers including those with special problems and those who are inexperienced.
2. The regulatory agencies should exercise their authority to set standards for travel service and for quality and maintenance of facilities and equipment.
3. The Department of Transportation should assume leadership in coordinating the activities of government, industry and private groups in establishing consistent facilities and service for inter-city travel by common carrier.



The study was conducted by RMC Incorporated of Bethesda, Maryland, for the Office of Facilitation and the Office of Consumer Affairs of the Department of Transportation.

A briefing on the report for representatives of the transportation and travel industries will be held at the Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. in Room 10330 at 10:00 A.M., on Friday, July 7.

Copies of Evaluation of Traveler Service Problems (DOT-OS-10212) may be obtained from the National Technical Information Service, 5285 Port Royal Road, Springfield, Virginia 22151, at \$3.00 per copy.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE

DOT-62-72

Phone: (202) 426-4321

Secretary of Transportation John A. Volpe said President Nixon's June 24 nomination of John E. Hirten to be Assistant Secretary of Transportation for Environment and Urban Systems brings to the agency a first-rate urban planner.

Secretary Volpe said: "Mr. Hirten has made a valuable and effective contribution to the Department's activities during his 14 months as Deputy Assistant Secretary for Environment and Urban Systems. He has 15 years experience as a professional urban planner and has played a significant role in Departmental efforts to broaden urban planning and urban transportation systems activities. In addition, his office serves as the Department's focal point for the consideration of environmental, conservation and related issues."

Formerly of San Diego, California, Hirten is a former president of the California Chapter of the American Institute of Planners. Prior to coming to the Department of Transportation, he was Executive Vice President of San Diegans, a private, non-profit organization working toward the revitalization of that city's central area. From 1959 until 1968, he served as Executive Director of SPUR, the San Francisco Planning and Urban Renewal Agency. He is associated with the American Institute of Planners, the American Society of Planning Officials and the National Association of Housing and Redevelopment Officials. He was the 1963 recipient of the Distinguished Service Citation from the American Institute of Architects (California Chapter) and is the author of numerous publications on urban planning.

Mr. Hirten and his wife live in Washington, D.C. and have four children.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

SPOTMASTER

Broadcast: Friday, July 7, 1972

This is a public service presentation of the U.S. Department of Transportation for Friday, July 7. The material is available for immediate release.

Officials revealed today that the first car is expected to arrive in early August for the world's first operational personal rapid transit system at Morgantown, West Virginia. Following are remarks by a spokesman for the Urban Mass Transportation Administration discussing the project:

"The public display of personal rapid transit technology during TRANSP0 72 at Dulles Airport was far more than a futuristic look at automated people movers.

The world's first operational personal rapid transit system is scheduled to go into operation in Morgantown, West Virginia this fall. Connecting the central business district and the downtown campus with the uptown campus of West Virginia University, the 2.2 mile system is a demonstration project of the Urban Mass Transportation Administration. With scheduled full-scale test operation expected in mid-October, the construction is now more than 60 percent complete. Three ff five vehicles are already being tested at the Boeing Co. test facility in Kent, Washington. The first car is expected to arrive in Morgantown in early August.

Each vehicle will seat eight persons, and will travel at speeds of up to 30 miles per hour. The entire system will be automated, and passengers will merely press a button to select their destination.

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This has been the Transportation News Report for Friday, July 7. For further information, call 202-426-4043. Weekend service of the Department of Transportation will include highlights from a speech by Assistant Secretary for Safety and Consumer Affairs, Benjamin Davis dealing with the subjects of the advancement of blacks in civil aviation as well as the skyjacking problem. These excerpts will be available at noon on Sunday, July 9 on this number--426-1921.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

SPOTMASTER

Broadcast **Sunday**, July, 9, 1972

This is a public service presentation of the U.S. Department of Transportation for Sunday, July 9. The material is available for release after 7 p.m. this evening. It consists of excerpts from a speech by Benjamin Davis, Assistant Secretary of Transportation for Safety and Consumer Affairs, before the Annual Meeting of Negro Airmen International, Lake Geneva, Wisconsin.

"Statistics show the progressive gains blacks have been making in an industry that 20 years ago had virtually no black representation. The ratio of blacks to whites in one airline was one in 21.1 employees in 1958; one in 15.8 in 1970. For another, the ratio went from one black for every 28 whites in 1958 to one in 17 in 1970. Thanks to the efforts of organizations like Negro Airmen International, who do not take "no" for an answer, and to the initiative of many of the airlines themselves, blacks today have a better than even chance at the jobs available throughout the civil aviation industry - pilot jobs included."

"In the past 21 months, 36 hijackers have been felled or foiled in their getaway or get-rich-quick attempts. The potential hijacker should begin to get the message. His chance of succeeding is rapidly receding. President Nixon declared earlier this year that we would not be intimidated. Secretary Volpe and I have met frequently with airline and airport personnel, and with officials of any and all government agencies equipped to help put a halt to interference with air commerce."

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"Regretfully, hijackings make headlines. But, thanks to the growing cooperation of everyone involved, including the press, fewer details of the tactics and counter-tactics are being divulged. What should get better coverage, perhaps, are the numbers of persons arrested and weapons confiscated at terminals. During the first four months of this year, Aviation Security Forces made 800 arrests, 14 of them aboard aircraft, the remainder at airport boarding areas. Another 1100 persons were denied boarding because airlines thought they were too much of a risk. More than 44,000 potentially lethal weapons have been confiscated as a result of the arrests and the passenger screening process.

This has been the Transportation Report for Sunday, July 9. The material will be changed at 2 p.m. Monday.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY A.M.  
July 10, 1972

DOT-63-72  
Phone: (202) 426-4321

Working under the auspices of the Departments of Transportation and Commerce, a rail/highway/maritime/industry task force has produced a uniform agreement for the intermodal interchange of containers and related equipment within the surface transportation industry.

"The adoption of this uniform agreement by rail, highway and water carriers will make unnecessary much of the costly, time-consuming and confusing carrier-by-carrier negotiations that now affect the efficient and economical flow of containers in intermodal transportation," President Nixon said.

"The regular and routine use of this agreement will not only standardize the extensive business relationships associated with container ownership, operation and use;" Secretary of Transportation John A. Volpe explained. It will also contribute greatly to the expanded intermodal use of containers in our domestic and international commerce. It is through such innovative developments as this that the transportation industry will be helped to meet the challenge of a need to double its capacity within the next two decades."

The agreement is the product of two years of intensive negotiations among the rail/highway/maritime transport equipment interchange experts representing the Association of American Railroads, the Equipment Interchange Association and the Steamship Operators Intermodal Committee.

The task force representatives have recommended to their respective constituencies prompt adoption and early implementation of the agreement, subject to such governmental review as may be required.

- more -

The agreement contains operating terms and conditions for participating carriers, fixes responsibility for the maintenance, repair and cleanliness of containers and stipulates other aspects of carrier liability. It also provides for the arbitration of disputes between participating carriers.

The Office of Facilitation in the Department of Transportation and the Office of Ports and Intermodal Systems in the Maritime Administration of the Department of Commerce coordinated the many negotiating conferences which produced ultimate concurrence in the many terms and conditions set forth in the uniform agreement.

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DEPARTMENT OF TRANSPORTATION  
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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

SPOTMASTER

Broadcast: Monday, July 10, 1972

This is a public service presentation of the U.S. Department of Transportation for Monday, July 10, 1972. It consists of a statement by Director Robert A. Kaye of the Federal Highway Administration's Bureau of Motor Carrier Safety. The Bureau is moving to extend its safety regulatory jurisdiction to include motor carrier vehicles under contract with the U.S. Postal Service.

"Medium and heavy commercial vehicles and their drivers will come under these regulations. We have found that more and more mail contractors are using tractor semi-trailer combinations identical to equipment generally used by for-hire carriers. Therefore, just as the equipment is similar so are the safety hazards and that is why we are extending our jurisdiction to these carriers."

"We are proposing an administrative exemption for lighter weight vehicles, that is those of a weight of 10,000 lbs. gross vehicle weight or less. This exemption is conditioned on the fact that we have received complete assurances from the postal service that it will monitor the safety compliance of these smaller vehicles!"

This has been the Transportation Report for Monday, July 10. For further information, dial 202-426-0648. The material is changed Monday through Friday at 2:00 p.m. and weekend service is available at 5:30 p.m. Friday. All times Eastern Daylight.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

SPOTMASTER

Broadcast: Tuesday, July 11, 1972

This is a public service presentation of the U.S. Department of Transportation for Tuesday, July 11. The material consists of comments by Rear Admiral William M. Benkert, head of the Coast Guard's Office of Marine Environment and Systems, on the Ports and Waterways Act of 1972. Signed yesterday by President Nixon, the Ports and Waterways Act gives the Department of Transportation new and broad authority to protect the marine environment.

"We are already studying marine traffic problems in fourteen major U.S. ports. By next month we'll have traffic systems operating on a limited basis in San Francisco and in Puget Sound, Washington Area. There's also two million dollars in our budget to establish a traffic system in the Houston-Galveston area. We hope to be in operation there by January 1974.

"This new legislation coupled with the Towing Vessel Licensing Bill, which the President also signed yesterday, and the Bridge to Bridge Radiotelephone Act of 1971 give us the tools that we feel need to reduce the possibilities of vessel casualties and collisions and the ensuing environmental damage from the spills. It will take us some time to develop the necessary regulations to implement these acts, but we are determined to act as promptly and as effectively as possible to see that the marine environment is adequately protected."

This has been the Transportation News Report for Tuesday, July 11. For further information call 202-426-1587.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

SPOTMASTER

Broadcast: Wednesday, July 12, 1972

This is a public service presentation of the U.S. Department of Transportation for Wednesday, July 12. The material consists of comments by Deputy Under Secretary of Transportation John Olsson on the fact that the Federal Aviation Administration is accepting requests for assistance under the Airport Development Aid Program for the 1973 Fiscal Year.

"The FAA plans to obligate \$280 million this year which is the full amount authorized by the Airport and Airways Development Act of 1970. \$250 million will be used for airports served by certificated air carriers and for reliever airports providing separate general aviation facilities in high density terminal areas. The remaining \$30 million will be used exclusively for general aviation airports. President Nixon has long supported aviation facility improvement through this program which provides for a continuous upgrading of our airport system."

"Eligible projects include: the construction and lighting of runways, taxiways and aprons; the purchase of land for airport development and the construction of airport access and service roads. Projects not eligible under the Airport Development Aid Program are hangers and terminal buildings."

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"Under this FAA program, money is generally provided on a 50-50 matching basis to aid in the development of publicly owned landing facilities. Applications for these funds submitted under last year's program, which were not acted upon, will be considered automatically during the current year.

This has been the Transportation Report for Wednesday, July 12. For further information, dial 202-426-8521. This material is changed Monday through Friday at 2p.m.; weekend service is available at 5:30 p.m. Friday. All times Eastern Daylight.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

SPOTMASTER

Broadcast: July 13, 1972

This public service presentation of the U.S. Department of Transportation for Thursday, July 13, is available for immediate release. It consists of two cuts by Federal Railroad Administrator John Ingram discussing the Department's High Speed Ground Test Center at Pueblo, Colorado. The Department is entering a new era of research and testing there with the award of a \$1.2 million dollar contract to Kentron Hawaii Ltd. Continental Division for operating the facility.

"At the Test Center, we will be seeking the ways and means of increasing the safety and efficiency of our present railroads.

"At the same time we will be exploring the horizons of our technology in ground transportation represented by the tracked air cushion vehicle -- the linear induction motor -- and other promising new systems.

"Our goals are to better the transportation network of today -- preserve the environment, and still meet the challenges of tomorrow.

"At this exciting new Test Center -- the largest and most sophisticated of its kind in the world -- we will test the passenger ground vehicles of the future at speeds of up to three hundred miles-per-hour."

This has been the Transportation News Report for Thursday, July 13. For further information dial: (202) 426-0881.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

SPOTMASTER

Broadcast: July 14, 1972

This public service presentation of the U.S. Department of Transportation for Friday, July 14, is available for immediate release. It consists of two cuts by Transportation Secretary John Volpe discussing the use of air traffic control simulators in the training of both new and journeyman controllers. The FAA has awarded a \$5.3 million contract for 28 such stimulators to GTE Sylvania, Electronic Systems Group.

"These devices will be an invaluable aid in sharpening and maintaining controller skills. While rapid progress is being made in air traffic control automation as a result of President Nixon's Airport and Airways Development Act of 1970, the controller remains the key element in the system. Above all, we must make every effort to assure that his training reflects the increasing complexities of his profession."

"Even with all the new automated equipment we are installing, the responsibility on the air traffic controller is great. We are doing all we can do to lighten his load. One way is through training programs such as this. Another way is to improve the conditions under which he works. That program is moving along steadily. We are adding to the controller's comfort by improving his surroundings -- better equipment, more comfortable accommodations, air conditioning and even stereo music in the lounges of some of our centers. Our objective is greater safety in the air through more efficient controllers."

This has been the Transportation News Report for Friday, July 14. For further information dial (202) 426-8521. A weekend report will be available after 5:30 P.M.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

SPOTMASTER

Broadcast: Sunday, July 16, 1972

The following is a public service presentation for  
Sunday, July 16, on a highway safety program in Flint, Michigan.

"Traffic deaths and injuries have been effectively reduced in Flint, Michigan, through a project called Selective Traffic Enforcement Program, known as STEP. Traffic enforcement was increased at high accident frequency locations in which traffic violations were contributing factors. The program was begun in late 1969 with funding assistance from the Transportation Department's National Highway Traffic Safety Administration. After the first full year of operation of STEP, total accidents were reduced by more than 2,000. Projects to evaluate the impact of STEP are now underway in five additional American cities."

This has been the Transportation News Report for Sunday, July 16. This report is changed Monday through Friday at 2:00 p.m.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

SPOTMASTER

Broadcast: Monday, July 17, 1972

This is a public service presentation of the U. S. Department of Transportation for Monday, July 17 and is available for immediate release. It consists of comments by Deputy Federal Railroad Administrator Henri Rush Jr., on a \$2½ million program aimed at improving safety on the railroad-highway grade crossings in the U.S. Detailed information will be compiled on grade crossings in the project funded equally by the Federal Railroad Administration and the Association of American Railroads.

"There are 232,000 public railroad-highway grade crossings in the United States and in this project we'll inventory them and gather the necessary information needed to take action to stop a lot of the present rail-highway grade crossing accidents. The deaths and injuries in these accidents, represent a major national public safety issue and we intend to do something about it."

"The seriousness of the problem is indicated by the fact that nearly 1,500 persons are killed in some 12,000 grade crossing accidents each year. This new program is the first major cooperative effort toward achieving President Nixon's goal of improved safety at rail-highway grade crossings."

This has been the Transportation News Report for Monday, July 17. For further information, dial 202 426-0881.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

68-DOT-72

ADDRESS OF ANN P. UCCELLO, DIRECTOR, OFFICE OF CONSUMER AFFAIRS,  
DEPARTMENT OF TRANSPORTATION, BEFORE THE FIRST INTERNATIONAL CONGRESS  
ON AUTOMOTIVE SAFETY AT ST. FRANCIS HOTEL, SAN FRANCISCO, CALIF.,  
July 18, 1972

### "THE CONSUMER AND AUTOMOTIVE DIAGNOSTICS"

I deem it a privilege and an honor to participate in the First  
International Congress on automotive safety.

In thinking about the future automobile technology being discussed  
here, I feel that it is timely to think of the future in terms of the  
consumer and how he or she will react to tomorrow's technology. To this  
end I bring to the Congress the views of the consumer as we are hearing  
them across the country.

In doing this, however, I wish to make it clear that I am not  
trying to lead you into thinking that there is some kind of consumer  
class in our society. The consumer is you and me. He or she is all  
classes and comes from all walks of life whether he is a producer of  
goods, or is engaged in one of the service occupations or is a member  
of a profession. He is both a part of and outside of the so-called  
"establishment." I stress this point about the consumer being all of  
us because there is a danger of people getting the idea that the consumer  
perforce has to be pitted against the manufacturer or the governmental  
bureaucracy if his needs are to be met and if he is to be listened to.

My office has been given a clear mandate to provide a systematic  
and regular flow of the transportation consumer's expressions, concerns  
and preferences into the mainstream of the Department's policy and  
decision-making process. By doing this I am responding to President  
Nixon's directive to Secretary Volpe to work in the interest of the  
consuming public.



To fulfill this mission, we have embarked on a series of consumer public hearings around the country to listen to the voice of the consumer and to pipe it into that decision-making process.

To date we have sponsored public hearings in eight states, visiting 10 different towns and cities and 11 universities. We have talked to consumers on the front porch of a shack in a Tennessee hill town. We have met with them in Altoona and in Dallas and Atlanta and Rochester. And we have learned a great deal. The meetings are open to all in the community and have the character of a real old-fashioned New England town meeting.

Our hearing procedure is simple and direct. Prior to the hearing date we let it be known through all the news media that we will be on hand to meet with anybody who wants to come and talk. Our meeting format is informal to encourage audience participation. There are no speeches -- just introductory remarks to restate our purpose and to explain the procedure. We do show a 12-minute slide presentation which gives the audience an overview of the Department's efforts to improve transportation over the country. Then the hearing is open for individual comment. The attendance has ranged from a low of about 100 to a high of almost 300. We also distribute a 30-question questionnaire which we ask audiences to fill out and hand in or mail to us. The response has been most gratifying.

When our series of consumer public hearings was first announced by Secretary Volpe, I received an invitation from a professor on the transportation planning faculty at the University of Tennessee to hold a consumer public hearing for students on their campus. It was a novel thought. It turned out to be a real eye opener. I was so impressed by the students and the faculty that I decided then and there that I would make it part of my format to hold an afternoon public hearing on a nearby college campus prior to the evening hearings in the town or city.

Several major themes are emerging from our hearings. The three which seem to have the most support are:

- Balanced transportation,
- Community participation in transportation planning, and the
- Automobile, driver, cost and safety.

It is in the area of this last category, the automobile with its many faceted problems, that I wish to dwell on today. It is an area that has been dealt with at some length by the professionals at this Congress. Now let's look at what the consumer has to say.

Cataloging the comments received, we found that consumers feel efforts to improve driver safety should focus on:

- First -- Safety devices and design improvements to the vehicle itself -- to be paid for by the manufacturers



Second - Regular and thorough vehicle inspection

Third -- More comprehensive driver education, retraining, and periodic testing

Fourth - Strong penalties and rehabilitative programs for the drunken driver

Fifth -- Uniform motor vehicle laws and driving standards

Examining these responses we see an acute awareness on the part of the consumer of the interrelationship between the necessity for a safe car and a safe driver. While the car itself was singled out as bearing a great responsibility in the safety equation, many persons interviewed, and especially the young, wanted strict policing of driver behavior. Thirty-one percent of those interviewed stated that wider use of safety devices would improve driving safety. Nearly 40% felt that the greatest potential for increasing driver safety rests with improving the vehicle itself. At the same time, 44% of these consumers responded that legal changes would contribute the most. They strongly support measures to remove the drunk driver from the road.

This response was very gratifying since it showed an awareness of the need for the very programs to which President Nixon has assigned top priority.

Let me share with you some of the wide ranging comments that we collected in response to our questionnaires. One Air Force Sergeant put it this way, "Let's stop jumping on Detroit and jump on the people who cause accidents -- the bad driver." From Pennsylvania, a car dealer expressed his views thusly, "...the development of safety devices to prevent injury after an accident has occurred is good, but let's just stop the accidents." The frustration with the vehicle itself is evidenced by comments such as, the "...auto industry must take the responsibility for designing a safe vehicle." And, "DOT should take a tough stand on safer car bodies and reduce emissions." Again, "DOT should tell auto manufacturers to build better cars -- not just tin cans!"

Consumers are also aware that better driving skills should be required for all drivers allowed on the highways. To this end, they would like to see more emphasis on testing and licensing procedures. There is a feeling that driver training should emphasize defensive driving and foster a positive attitude toward safe driving and courtesy.

Some of the comments we recorded will show how strongly the feeling runs to improve driver quality. One such comment, "...We need a comprehensive driver training program. Not just education but training." Another participant told us, "...Driver retesting every two years is necessary." And one fellow reached this conclusion: "The alternative to fortifying cars with all-over padding is better driver training. Testing and licensing are perfunctory, since there are so many applicants to be processed." Still another such comment, "...Drivers are not getting proper training and licensing."



The consumer also recognizes his or her responsibility for maintaining his vehicle to keep it from deteriorating to an unsafe condition, or to the stage of becoming a polluter -- both of gas emissions and excessive noise. A 31-year old graduate student best summarized the feeling in this way, "...The driver should be made aware that ownership of a car goes together with the responsibility for keeping it repaired and safe, otherwise he must not be allowed to drive it. The driver's test, inspection, insurance, plus safe upkeep should be a one-package deal."

Although the consumer is expressing his willingness to maintain his automobile and submit to inspections, he basically has little confidence in today's inspection procedures or those doing it. A good example of this dilemma is embodied in this comment we received, "...They should have more thorough vehicle inspection. I got a certification and sticker for my car last year by walking in and saying, 'I'd like to get my vehicle inspected.' He didn't even see it. I wouldn't object to mandatory yearly car checkups. There are too many unsafe cars on the road. Maybe inspections should be done by the highway patrol. Shocks, headlights, brake lights, wheel bearings, brakes, should all be tested thoroughly." And a man in Tennessee also commented, "...Safety inspection in this city amounts to paying \$12 to have a form filled out,"

Some other typical consumer comments are (from Pennsylvania), "Pass a uniform and standardized auto inspection system throughout the United States." From Louisiana -- "Car inspection to be given at one-year intervals should specify requirements pertaining to all auto environmental problems -- such as exhaust systems, noise, etc.," and one not so typical -- from Texas -- "The Federal Government should enforce quarterly inspection of all motor vehicles for safety compliance." However, this willingness to submit to inspections on behalf of safety and pollution control must also be balanced against the consumer's concern for cost. A majority of consumers responding to our questionnaire complained about high costs for repairs, dishonest practices, poor workmanship and incompetent mechanics. A brief sampling of their comments will show you how bitter consumers are about being victimized by repair practices. For example, here are some statements we heard:

"Taking your car to a garage unless you bought it there, is like asking to be robbed."

"The repairs on my secondhand car have been very costly, and Detroit refuses to do anything about the warranty."

"Auto repair is just horrendous. Dallas was mentioned as an example in a recent Wall Street Journal article on auto maintenance. The consumer relations man at the branch office of my car's manufacturer admitted that the men who 'diagnose' cars are paid by commission -- their salaries are directly related to the amount of repair work they 'sell' you. This is a bad setup!"

The consumers feeling is that licensing of mechanics would improve, although not completely solve, some of these problems.



We see a potential conflict in the consumer's mind. He wants safety and will submit to inspections, but he wants an honest and fair appraisal of his car's condition. He does not want the kind of inspection that prompted one consumer to exclaim: "Safety inspection is a two dollar gyp." But, in the same voice, we hear a distrust for those doing the needed repair.

The deliberations at this Congress, to be meaningful, must, as I am sure they will, take into consideration the consumer's attitude toward repair costs which may result from an inspection performed by diagnostic techniques.

The consumer should not be put into the position of having to make a choice between safety and economy. He is entitled to both. Industry must lead the way in checking for safety defects without using it as a means to reach further into the consumer's pocket.

A man in Baton Rouge concluded, "I'm always afraid repairmen will take advantage of me if I look like a sucker to them, ...maybe there should be a consumer education program, so that people would know something about the basic parts of their cars."

I think that's a great idea. Maybe it is time also for the industry to adopt a Consumer's Bill of Rights - along with President Nixon's Buyers' Bill of Rights in which he proclaims that the buyer has:

- the right to make an intelligent choice among products and services,
- the right to accurate information on which to make a free choice,
- the right to expect that the health and safety of the buyer are taken into account by those who seek his patronage, and
- the right to register dissatisfaction and have a complaint heard and weighed when a buyer's interests are badly served.

Applying these principles to the automobile industry, a start could be made, for example, by manufacturers clearly identifying their replacement parts so that buyers could compare prices. Now as you know, a part may have several different brand names but be made by the same manufacturer, be identical in every respect, and yet sell at vastly different prices according to the sales outlet. Also, the cost of labor and service must be clearly established so that consumers can easily see what it will cost for everyday maintenance, like a tune-up, before they buy. Warranties play an important role in this picture. Once diagnosis begins determining safety defects, the consumer will want to know who pays the tab. Already, we have many complaints about the confusing language in warranties and the difficulty consumers have in getting their dealers to honor them. The only comment in this area that I wish to bring to you from the consumer is one which crystalizes all the comments we have received, -- "Warranty is a joke."

What we sense as we travel across the country is a mixture of feelings, echoing bewilderment with the automobile, As auto technology in our country,



and abroad, unfolds new automobile system concepts, we must keep in mind that the consumer faces this bewildering dilemma. He is awed by the mechanical complexity of the auto on which he depends, he feels subject to and uncertain about the repairman's practices which he does not understand and he wonders whether he bought a safe car in the first place.

The consumer realizes that he must share the responsibility for safety but the way must be led by industry and government. Each must play his part. The consumer can best fulfill his obligations if he is knowledgeable, if he understands the advances being made to his car and if he understands his obligation to maintain his car in a safe condition and use it in a safe manner. What this means is that education of the consumer regarding the operation and maintenance of his car is important to help him understand and accept the safety efforts made on his behalf, by both industry and government.

As we discuss standardization of automotive diagnostic systems let us keep in mind the consumer's right to register dissatisfaction. Make him a partner in your deliberations. Then, if the future does hold the prospect for automated diagnosis of the automobile, the consumer will welcome it. He will do so knowing that it has positive safety benefits and that the costs of the diagnosis is worth it. If diagnosis by advanced techniques does nothing else, the consumer may gain peace of mind in knowing that his car has been objectively examined and that the chance for unfair business advantage from the resulting repair is reduced by his being well informed about his car's mechanical condition and what needs repair. The consumer also wants fast and efficient service. He talks in terms of convenience of transportation. We must think of where and how long diagnostic inspections will take out of his busy day. If the consumer must wait for periods or go to inconvenient places to have their cars checked you can be sure that their frustrations will be made evident.

What I feel from listening to the public is a sense of captivity to to their automobile on one hand and desire to be free of its entrapments on the other. They want to be free of exorbitant costs in purchases, free of exorbitant prices in repairs, free from delays and inconveniences in service and above all free of fear for their safety.

A 22-year old student in Cleveland summed it all up positively when he said: "The American people have chosen the automobile to solve their transportation needs -- so let's make the car safer and cheaper. Build highways safer and keep them clean. Let's use the car for what it was designed for and not as a self-destructing product which sustains the U.S. economy."

Clearly, the challenge before us is how do we provide the consumer with the mobility and convenience he desires, the safety to which he is entitled and both at a cost he can afford?

To meet this challenge the consumers, the industry and government must each recognize and fulfill its proper role in a joint commitment to attain this goal.



Speaking of commitments, I am reminded of the story of the chicken and the pig who were walking down the street one morning and happened past a restaurant where they could see through the window many happy people enjoying a breakfast of bacon, ham and eggs. The chicken commented to the pig, "Isn't it wonderful how much pleasure we give so many people." The pig snorted, "It's easy for you to say that. With you it's just a contribution -- with me it's a total commitment!"

The moral of the story, as we approach the era of automotive diagnostics, is let's not be either "chicken" or "pig." Let's put ourselves in the role of concerned human beings, be we manufacturers, dealers, repairmen, government officials, educators -- consumers -- all, to improve the automobile, the roadway on which it moves and the driver behind the wheel.

Nothing short of a total commitment will prevent the 55,000 deaths and over 3 1/2 million injuries associated with motor vehicles from occurring next year.

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**DEPARTMENT OF  
TRANSPORTATION**

**NEWS**

**OFFICE OF THE SECRETARY**

**WASHINGTON, D.C. 20590**

SPOTMASTER

Broadcast: Tuesday, July 18, 1972

This is a public service presentation of the U.S. Department of Transportation for Tuesday, July 18. It concerns Aviation Safety Studies and is available for immediate release.

"The Federal Aviation Administration has awarded two contracts for separate studies on systems to prevent fuel tank fires aboard aircraft. Each contractor will investigate ways of extracting nitrogen from the air to use in inerting the fuel tank before a fire can occur. Present systems generally in use employ extinguishers after a fire has occurred. Two additional safety-related contracts were awarded: For a study on the energy absorbing capability of seats on light aircraft, and an in-flight evaluation on a system measuring air turbulence for warning other aircraft and improving turbulence forecasts."

This has been the Transportation News Report for Tuesday, July 18. For further information call 202 426-8521. This report is changed Monday through Friday at 2:00 p.m.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

SPOTMASTER

Broadcast: Wednesday, July 19, 1972

This public service presentation of the U.S. Department of Transportation for Wednesday, July 19, is available for immediate release. It consists of excerpts from National Highway Safety Administrator Douglas Toms testimony before the Commerce Committee today on amending the National Traffic and Motor Vehicle Safety Act of 1966.

"Unfortunately, the anticipated safety benefits of the active belt systems have not been realized. A disappointing eleven out of every twelve vehicle passengers fail to wear both lap and shoulder belts when available. And, four out of every five passengers fail to wear even the lap belt. Consequently, in tens of thousands of crashes each year, people are needlessly endangered, injured or even killed. We strongly believe that the passive restraint will solve this problem. It is called "passive" because it does not require any action on the part of the vehicle occupant in order for him to gain the system's full benefits."

"We think we are on the right track in our defects investigation program to ensure that unsafe vehicles are removed from the highways. During fiscal year 1972, some 14,000,000 motor vehicles were recalled. 11,900,000 of these vehicles were recalled at our urging or as a result of our influence."

This has been the Transportation News Report for Wednesday, July 19. For further information, dial 202 426-9550. This material is changed Monday through Friday at 2:00 p.m. with weekend service available at 5:30 p.m. Friday. All times Eastern Daylight.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

SPOTMASTER

Broadcast: Thursday, July 20, 1972

This is a public service presentation of the U.S. Department of Transportation for Thursday, July 20th. The material is available for release for Friday a.m.'s. It consists of comments by Transportation Secretary John Volpe on a move to reduce noise on older airline aircraft. The Department's FAA has awarded contracts totaling about \$9 million to Boeing and McDonnell Aircraft Companies to study refitting jet aircraft with noise reduction devices.

"We've made considerable progress already in quieting jet engines on the newer aircraft used by the airlines. Now, we are turning to the problem of the older planes and are searching for solutions that are technologically and economically feasible. This reduction of noise associated with jet aircraft is just one of the programs underway in the Department as part of a much broader attack on environmental problems associated with transportation. The Department of Transportation is determined to carry out President Nixon's goal to improve our environment. "

This has been the Transportation News Report for Thursday, July 20. For further information call 202 426-8621.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
July 20, 1972

DOT-R-42  
Phone: (202) 426-4321

American University of Washington, D.C. has been awarded a \$31,961 contract to conduct a five-month study on the small shipments problem, Secretary of Transportation John A. Volpe announced today.

This preliminary survey will form the basis for future solutions "to an aspect of freight transportation about which we know too little, yet one which makes up the bulk of the total dollar value of all shipments," Secretary Volpe said.

The study blends with the Nixon Administration's national transportation objective of moving goods efficiently with the view of cutting consumer costs.

Small shipments are arbitrarily defined as those weighing less than 5,000 pounds moving in a regulated transportation system. Shipments weighing less than 50 pounds are called small parcels and for the most part are handled by specialized carriers.

The survey will review the primary factors that affect efficient and economical total distribution of small shipments. As a minimum, it will attempt to:

- \* Define small shipments in more exact terms;
- \* Evaluate the problem's scope and impact;
- \* Develop a concise understanding of general and specific problems; and
- \* Prepare recommendations for future actions to alleviate these problems.

The contract is being managed by the Office of Facilitation, Office of the Assistant Secretary for Policy and International Affairs, Department of Transportation.

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# DEPARTMENT OF TRANSPORTATION

THD-492

# NEWS

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

FOR IMMEDIATE RELEASE  
July 21, 1972

DOT 65-72  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe announced today the initiation of a pipeline safety course to be held at the Department's Transportation Safety Institute in Oklahoma City.

The first course will be held the week of July 24 through 28 with the Office of Pipeline Safety (OPS) staff members and State agency personnel attending.

"This safety course will provide important information to State agency staffs and assist them in their pipeline safety program monitoring activities," Secretary Volpe said.

"The objectives of the course are in keeping with President Nixon's desire to closely coordinate Federal technical programs with related ones being conducted by State agencies."

Early courses will be limited to senior groups of selected personnel from the State agencies and the Office of Pipeline Safety.

Later courses will be held periodically for attendance by State agencies' pipeline safety personnel, OPS staff members, and by those actively engaged in pipeline safety work within the industry.

Assistant Secretary of Transportation for Safety and Consumer Affairs Benjamin O. Davis, Jr. announced that James C. Thomas has been assigned to develop the course work and instruct in pipeline safety at the Transportation Safety Institute. Thomas, a holder of a B.S. degree in Petroleum Engineering from Ohio State University, has more than 10 years experience in gas distribution, pipeline and production assignments.

-more-



He was formerly senior engineer in the General Gas Distribution Department of Consumers Power Company, Jackson, Michigan. While there, one of his major assignments was the development and implementation of a substructure damage prevention program which was coordinated with other underground utilities.

His earlier experience includes gas storage field supervisory engineering assignments and production field assignments on both oil and gas wells. He is a registered professional engineer in the State of Michigan and a member of the AIME-SPE. He has spoken at gas industry meetings and has authored papers for technical journals.

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DEPARTMENT OF TRANSPORTATION  
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Washington, D.C. 20590  

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

SPOTMASTER

Broadcast: Saturday, July 22, 1972

This is a public service presentation of the U.S. Department of Transportation consisting of excerpts of two news releases for Saturday, July 22 release. The first concerns the experimental safety vehicle competition and the second concerns research on short take-off and landing airports.

"Transportation Secretary John Volpe today announced that AMF Incorporated won the prototype competition for experimental safety vehicles. The Firm's ESV competed with that of Fairchild Industries, for a 2.15 million dollar contract for studies and development tests on the performance specifications of an improved family sedan-sized experimental safety vehicle. Administered by the National Highway Traffic Safety Administration, the contract work by AMF will set the stage for development of safety systems for future production cars."

"The Federal Aviation Administration has awarded a contract for the design and cost estimates of constructing elevated short take-off and landing airports, called STOLports. Under the contract, the New York firm of Parsons, Brinkerhoff, Quade and Douglas, Inc., will develop architectural and engineering plans for a STOLport on an elevated surface, and consider the conditions affecting its operation. Transportation Secretary John Volpe said the \$100,000 contract is part of President Nixon's continuing engineering program to provide safe and efficient landing facilities throughout the nation and to encourage the orderly expansion of the national aviation system."

This has been the Transportation News Report for Saturday, July 22.





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

SPOTMASTER

Broadcast: Monday, July 24, 1972

This public service presentation of the U.S. Department of Transportation for Monday, July 24 is available for immediate release. It consists of two parts -- a story on a request that the Interstate Commerce Commission investigate unfair practices in the household goods moving business; and actualities from a speech by Under Secretary of Transportation James M. Beggs.

Transportation Secretary John Volpe today expressed concern about unfair practices by some household goods moving firms and he petitioned the Interstate Commerce Commission to investigate them. Among the problem areas cited: the movers' failure to meet promised pickup and delivery dates, the practice of under-estimating the total cost of the move and a lack of information about the moving industry and its practices. The Secretary called for immediate action to insure that the consumer is fully protected against fraudulent and unfair practices.

Following are excerpts from a speech given by Under Secretary of Transportation James M. Beggs before the Urban Technology Conference in San Francisco:

"Environmental protection and energy conservation must be placed on the scales with the obvious need for new technology. New transportation systems geared to modern urban needs. But I urge you not to view these new criteria as technological limitations. To me they represent an increase in the demand for technological development.

"In the Department's overall R&D Program, we are organized around four principal objectives:

- \* To improve transportation capacity and service;
- \* To improve safety; "

"\* To reduce adverse and enhance beneficial environmental effects of transportation; and

\* To reduce total costs and improve efficiency."

This has been the Transportation News Report for Monday, July 24.

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# DEPARTMENT OF TRANSPORTATION

*TAD - 492*  
**NEWS**

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

RELEASE AT WILL

DOT-R-41  
Phone: (202) 426-4220

A report was issued by the Department of Transportation today summarizing the proceedings of a conference to simplify transportation data processing through the use of national geographic codes.

The conference, held last December 1-3 in Washington, D. C., brought together industry, trade association and governmental leaders.

Copies of the report, "The National Geo-Coding Conference Proceedings," may be obtained from:

Office of Systems Analysis and Information (TPI-10)  
Department of Transportation  
400 Seventh Street, S. W.  
Washington, D. C. 20590

or by calling: 426-4220

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

SPOTMASTER

Broadcast: Tuesday, July 25, 1972

This is a public service presentation of the U.S. Department of Transportation for release for Wednesday A.M. July 26. Transportation Secretary John Volpe comments on the movement of mobile homes into disaster areas left by Hurricane Agnes:

The Department of Transportation has joined with the Department of Housing and Urban Development in a program to speed delivery of thousands of mobile homes to victims of the recent floods. About 18,000 families along the eastern seaboard were left homeless by the floods and there are difficulties in transporting mobile homes for their relief because of their size. The Department's Federal Highway Administration has been in touch with the authorities in 35 states asking their cooperation in the movement of the homes over highways on which such movement normally is tightly controlled. Our objective is to bring aid as soon as possible to the many homeless families.

This has been the Transportation News Report. For further information dial (202) 426-0648.

This material is changed Monday - Friday at 2 p.m. With weekend service available at 5:30 p.m. on Friday, all times Eastern Daylight.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

SPOTMASTER

Broadcast: Wednesday, July 26, 1972

This public service presentation of the U.S. Department of Transportation for Wednesday, July 26, is available for immediate use. It consists of a statement by a Department spokesman on Federal grants for airport planning.

"Transportation Secretary John Volpe today announced approval of the first grant offers in the 1973 fiscal year for the preparation of airport master plans. The Federal Aviation Administration will make available \$112,000 for the five separate grants. This funding, under the Planning Grant Program, is authorized by the Airport and Airway Development Act which was signed by President Nixon in 1970. The money, representing two-thirds of the cost of airport planning studies, is used to encourage orderly and timely development of aviation facilities."

This has been the Transportation News Report for Wednesday, July 26. For further information, dial 202 426-8521.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY  
July 26, 1972

DOT-R-43  
Phone: (202) 426-4321

Urban Mass Transportation Administrator Carlos C. Villarreal will address a luncheon of the annual national convention of The American G.I. Forum of the United States, July 28, at the Statler-Hilton Hotel.

Villarreal is one of the highest ranking Spanish surnamed government officials in the Nixon Administration.

"Administrator Villarreal's enthusiasm has made the Urban Mass Transportation Administration a vibrant organization that is breathing new life into our public transportation systems," Secretary of Transportation John A. Volpe said.

A graduate of the U.S. Naval Academy at Annapolis, Villarreal was appointed Administrator of the Department of Transportation's Urban Mass Transportation Administration by President Nixon in early 1969.

During his 10 years of Naval service, Villarreal saw action in the Korean War, where he commanded two auxiliary minesweepers, the USS Rhea and USS Osprey, and was Commander of Mine Division 33. He later served as an instructor in electrical engineering at the U.S. Naval Academy.

The American G.I. Forum is primarily a veteran family organization whose membership is comprised of Mexican-Americans and Spanish-surnamed Americans. They currently have in excess of 40,000 members nationally.

Convention Committee Chairman Israel Valdez, Sr. is the Urban Mass Transportation Administration's Chief of Special Programs in the Office of Civil Rights and Service Development. Colonel Valdez is a World War II and Korean conflict combat veteran. He retired from the U.S. Air Force in 1966. Since his retirement Valdez has been active in The American G.I. Forum, the LULAC and other organizations and activities to improve the status of Spanish speaking Americans.

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Speakers and panel discussions will cover subjects such as: the role of Spanish-surnamed in the military; employment opportunities for Mexican-Americans in the Federal Government; economic development; and educational and manpower training programs.

In addition, the convention will be highlighted by a Queen's Pageant with the selection of the National Queen. To speak and coordinate the women's affairs, the agenda includes such well known personalities as Mrs. Romana Banuelos, U.S. Treasurer, and Mrs. Patricia Nixon Cox.

For additional information contact Mr. Cruz Alderete, the Publicity and Information Chairman, 5622 Columbia Pike #106, Arlington, Virginia, or Jim Rodriguez, Convention Coordinator, 6200 Annapolis Road, Hyattsville, Maryland 20784.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

SPOTMASTER

Broadcast: Thursday, July 27, 1972

This public service presentation for the U.S. Department of Transportation for Thursday, July 27 is available for Friday AM's use. It consists of a statement by a Department spokesman on a Transportation Department Air Force project in driver education training.

"The U.S. Department of Transportation has joined with the Air Force in a program to share and produce driver education material for use by the military and general public. Specialized information will be supplied by the Department to the Air Force which will utilize it in updating its traffic safety course called "Survival in the Traffic Jungle." This revised audio-visual presentation will then be used in training Air Force and Coast Guard recruits and high school driver education students."

This has been the Transportation News Report for Thursday, July 27. For further information dial 202 426-9550.

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## DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR IMMEDIATE RELEASE  
July 28, 1972

DOT 69-72  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe announced today that he has authorized the Federal Aviation Administration to make Federal funds available for the construction of a proposed new outer taxiway at Logan International Airport.

In July 1971, Secretary Volpe ordered that action on the Massachusetts Port Authority's application for Federal assistance be frozen pending the preparation of an environmental impact statement, as required by the National Environmental Policy Act of 1969. After reviewing the completed environmental impact statement, officials of the Federal Aviation Administration and Secretary Volpe's staff recommended that Federal funds be authorized for the project.

In announcing the grant, Secretary Volpe stressed the thoroughness with which the potential environmental effects of the outer taxiway were studied. "On the basis of a detailed look at the environmental consequences of the project," Secretary Volpe said, "we concluded that it would not have an adverse impact." The Secretary pointed out that the possible effects of the project at Jeffries Point were examined with particular care, but that the evidence indicated that noise and air pollution levels in that area would in fact be reduced when the outer taxiway is completed and in service.

The project, located in the Bird Island Flats area of the airport, is designed to reduce congestion and delay in the movement of aircraft on the ground.

The final environmental impact statement has been transmitted to the President's Council on Environmental Quality. At the end of a required 30-day waiting period, the Federal Aviation Administration will enter into an agreement with the Massachusetts Port Authority in connection with the approved grant.

Because the Port Authority has begun work on the project, an audit will be made to determine the exact amount of Federal funds that will be involved. The amount is now estimated at \$400,000.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY P.M.  
July 29, 1972

DOT 67-72  
Phone: (202) 426-4321

A new federal inter-agency program to measure environmental community noise and relate it to human response was announced jointly today by Secretary of Transportation John A. Volpe and Environmental Protection Agency Administrator William D. Ruckelshaus.

Initiating the program is the award of two contracts totaling about \$265,000, funded jointly by the Department of Transportation (DOT) and Environmental Protection Agency (EPA). One, for \$148,428, went to Wyle Laboratories Inc. of El Segundo, California. The second for \$116,948, went to Bolt, Beranek and Newman Inc., of Canoga Park, California.

Each firm will develop a different approach to the program. Objectives include:

- \* Development of a measurement basis that will accurately relate environmental noise to human response;
- \* Creation of a national data bank of environmental noise levels currently being experienced;
- \* Identification, measurement and analysis of specific noises and their interrelationships; and
- \* Establishment of a plan to enable governmental agencies to fulfill their noise abatement functions.

The contracts will be administered by an Inter-Agency Project Group.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY 10 A.M.  
July 24, 1972

DOT 66-72  
Phone: (202) 426-4321

Secretary of Transportation John A. Volpe today expressed concern about unfair practices by some household goods moving firms and petitioned the Interstate Commerce Commission to investigate them.

"As an advocate for the right of the American consumer to safe and dependable moving services," the Secretary said, "I feel that every effort should be made to reduce, and where possible, eliminate unfair and deceptive practices by household goods movers.

"The Department has actively participated in ICC proceedings concerning motor common carriers of household goods and has strongly supported rules designed to protect the small shipper," the Secretary said.

"But," Secretary Volpe noted, "while recent revisions in the Commission's regulations governing transportation of household goods have alleviated some of the abuses commonly faced by the consumer, many problems remain unsolved. More needs to be done to meet President Nixon's call for stronger consumer protection."

In a letter to Chairman George M. Stafford of the Interstate Commerce Commission, Secretary Volpe described the problems caused by movers' failures to meet promised pickup and delivery dates.

"Not only is the consumer who is moving adversely affected by a tardy pickup," the Secretary said, "but landlords, new tenants, realtors and other persons relying on the consumer's announced plans may be penalized by the delay."

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The effect of a delayed delivery date is similar, he said, and may create the additional problems of unanticipated expenditures for food and lodging when cash reserves may be low.

"Another problem confronting the consumer is the practice of underestimating the total cost of the move," Secretary Volpe said.

ICC regulations specify the consumer is not required to pay more than ten percent above the original estimate in order to take delivery, but the additional balance must be paid within 15 days regardless of the amount of difference between the estimate and the actual charge.

The Secretary cited reported instances where the consumer's final bill was more than twice the estimated cost.

"Such errors," he said, "cannot be entirely accidental, especially when the estimator employed by the moving company is paid on a commission basis for each shipment secured for transportation or storage."

Special problems are created by the fact that many consumers of moving services are totally uninformed about the industry and its practices, Secretary Volpe said.

"The situation could be rectified," the Secretary said, "by publishing the comparative service records of all interstate motor common carriers of household goods." At minimum, he recommended, the published record should include information concerning the accuracy of estimates for traffic carried by each carrier, the loss and damage figures per carrier carrier and the degree to which each carrier meets pickup and delivery dates.

"With the peak of the moving season upon us," Secretary Volpe said, "immediate action should be taken to insure that the consumer is fully protected against fraudulent and unfair practices.

"I am confident that you will join with me in an endeavor to strengthen existing regulations and to add new regulations where they are found to be in the public interest."

At the time of delivering Secretary Volpe's letter to Chairman Stafford, the Department filed with the ICC a petition requesting an investigation of the problem areas cited in the Secretary's letter.

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