



DEPARTMENT OF TRANSPORTATION

NEWS

TAD-493

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

CONCORDE GRANTED LIMITED SCHEDULE IN U. S. FOR DEMONSTRATION PERIOD

FOR RELEASE WEDNESDAY
February 4, 1976 - 1:15 P.M.

DOT 09-76
Phone: (202) 426-4321
426-4333
426-4570

The British/French Concorde supersonic transport has been granted "limited scheduled commercial flights into the United States for a demonstration period not to exceed 16 months under certain precise limitations and restrictions" according to an announcement made today by U. S. Secretary of Transportation, William T. Coleman, Jr.

British Airways and Air France, subject to the limitations set forth by Coleman, each may conduct up to two Concorde flights per day into JFK airport in New York and up to one flight per day into Dulles airport near Washington.

Permission for the flights may be revoked at any time upon four months' notice or immediately in the event of an emergency deemed harmful to the health, welfare or safety of the American people. Additional terms and conditions spelled out in the Coleman decision include:

1. No flight may be scheduled for landing or take-off in the U. S. before 7 A.M. or after 10 P.M. local time.
2. Flights of British Airways must originate from Heathrow Airport and those of Air France from Charles DeGaulle, except where weather or other emergencies dictate otherwise.
3. Authorization of any commercial flights in addition to those specifically permitted by this action will require a new Environmental Impact Statement.
4. The Concorde may not fly at supersonic speed over the U. S. or any of its territories in accordance with existing FAA regulations.

5. The FAA is authorized to impose such additional noise abatement procedures as are safe, technologically possible, and necessary to minimize the noise impact, including, but not limited to the thrust cut-back on departure.

In selecting the 16 months period Coleman said that "a 16 month demonstration period will be sufficiently long to evaluate the variables of seasonality, to help justify the initial commercial investment, to test consumer and community response, and to provide both European governments and U. S. private industry the opportunity to consider whether the development of cleaner, quieter more fuel efficient SST technology is a sound capital investment."

"I...consider this a difficult and close decision," Coleman said. But, "I accept," the Secretary said, "the mantle of responsibility to serve as trustee of the environment for succeeding generations" assuring "for all Americans safe, healthful, productive, and esthetically and culturally pleasing surroundings."

"These considerations cannot be completely reconciled in reaching a decision," Coleman added, "if by reconciliation one means a decision that will receive universal acclaim."

Coleman said, "The decision is complicated by the fact that some of the values involved can be described and quantified with precision, while others, equally important, are more hypothetical, speculative and subjective."

"It would be plain error," Coleman stated, "to ignore or discount a value simply because it cannot be reduced to numbers. And it would be error still plainer to imagine we can escape decision because decision is difficult."

The decision, according to the Secretary of Transportation, is based entirely on his review of the March 3, 1975, Environmental Impact Statement prepared by the FAA, on the January 5, 1976, public hearing conducted by Coleman, and his subsequent review of the transcript and other written material submitted for the record.

The decision involved environmental, technological and international considerations. Based on the evidence, Coleman concluded that he is not "compelled by treaty or domestic law to admit Concorde."

With regard to environmental considerations, Coleman concluded that"

1. "... the effect of the proposed level of operations on the air quality is negligible."

2. "... the market will ultimately be the best judge of relative fuel efficiency."

3. "... amount of unnecessary fuel consumption of the Concorde is relatively insignificant based on the limited flights under consideration.

4. "... the possible effect of the Concorde on the climate is clearly insignificant.

5. "... that even though scientists lack empirical evidence that would definitely confirm a causal link between stratospheric pollution and an increase in the incidence of non-fatal skin cancer, there is relevant circumstantial evidence. However, the U. S. harbors a number of sources of stratospheric pollution which have a potential for causing far greater increases in the rate of non-fatal skin cancer than the proposed six Concorde flights. Yet so far this country has failed to ban these sources. To ban the Concorde would, perhaps be perceived as discrepant treatment which would be justifiable only to ward off a substantial and immediate danger of harm, and the danger posed by these flights does not fall into this category.

6. "... the vibrational characteristics (low frequency noise) of the Concorde are not a serious objection to the commencement of operations.

7. ... each of the four ways that the noise of the Concorde can be described and compared to that of other aircraft should be considered in evaluating the incremental adverse noise impact of limited operations of the aircraft.

8. "... based on the EIS, the marginal noise impact of the six additional flights would be small. However, given the subjective nature of human response to noise, those flights should be authorized only on a temporary basis, in order to permit a more intelligent and responsible decision to be made at some point in the future, after we have collected information on the subjective response to Concorde during actual operations."

Two economic arguments were not considered by Coleman. The arguments were based on suggestions made at the January 5 hearing that, permitting Concorde flights in the transatlantic market would have disastrous consequences for U. S. carriers, and that admission of the Concorde would spell the end of U. S. dominance in world aviation.

In refusing to consider these arguments in his decision-making process Coleman said, "I am, of course, concerned for the welfare of the U. S. aviation industry but I also believe that the competition to the maximum extent possible is the best way to preserve a healthy industry." He also cited the fact that it is the Civil Aeronautics Board and not the Department of Transportation that establishes the relative fares between U. S. flag carriers and the Concorde.

The decision is made even more difficult, Coleman said, "because the benefits cannot be easily quantified and depend on my obviously limited ability to predict the future."

However, Coleman cited the benefits that would accrue to the American people from these limited flights, including:

1. Significantly greater speed in air travel, facilitating commerce, trade, and cultural exchange.
2. The knowledge that will be gained from testing the environmental consequences and commercial viability.
3. The advantage, through U. S. participation, of being able to influence international environmental, safety and atmospheric standards.
4. The enhancement of international cooperation and economic reciprocity.

Coleman said the U. S. would also benefit by preventing the threat of economic retaliation or the perception that we have discriminated or acted unfairly in the international community.

Coleman reiterated that "I cannot emphasize too strongly that my decision today is firmly and unequivocally limited to not more than six flights per day and that the authority I grant is provisional for 16 months from commencement of operations, if not revoked earlier."

The written opinion of 61 pages, with two appendices of 5 and 31 pages each, set forth Coleman's reasons.

The Secretary of Transportation said that, "... public servants have the duty, to express in writing their reasons for taking major actions, so that the public can judge the fairness and objectivity of such action.

"Moreover," Coleman said, "explaining our reasons in writing may help us avoid unreasonable actions. A decision that cannot be explained is very likely to be an arbitrary decision," Coleman added.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
February 10, 1976

DOT 10-76
Phone: (202) 426-4321

TECHNOLOGY SHARING

The U.S. Department of Transportation announced today the publication of a report on the department's technology sharing activities.

The booklet is entitled "Technology Sharing" and was published by the Office of the Assistant Secretary of Transportation for Systems Development and Technology.

The technology sharing program is designed to make certain the department's research, development and demonstration programs are relevant to the nation's transportation needs and the results are available to state and local governments and private industry. Since most of DOT's planning, capital and operating grants are in support of state and local governments, the report places a major emphasis on the means of sharing DOT's technology with these governmental units.

The report implements the National Transportation Policy statement issued by Secretary of Transportation William T. Coleman, Jr., on Sept. 17, 1975 in which he said dissemination of information about new technology and demonstration projects is essential if the full value of research and development expenditures is to be realized by government and the private sector.

The publication provides a summary of the programs and mechanisms available through DOT for obtaining transportation information or assistance. Technology is shared through such activities as demonstration projects, information dissemination and technical assistance programs, training courses and state and locally-oriented research and development projects.

Information is included on the department's policy and general approach to technology sharing, various methods of technology sharing and technical assistance, the specific technology-sharing activities of all DOT elements, as well as interagency programs designed to improve federal coordination in the transportation area.

Appendices in the publication provide information on such topics as available DOT grant and financial assistance and the DOT policy on personnel exchange and attendance of non-federal employees at federal training courses in DOT. Throughout the report, specific contacts are provided as sources of further information.

Single copies of the document, a revised version of the original report published in September 1973, are available from R.V. Giangrande, Technology Sharing Program Office, Transportation Systems Center, Kendall Square, Cambridge, Mass., 02142.

For Your Information:

Howard C. Coan
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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
February 11, 1976

DOT R-03-76
Tel. 202-426-9550 (HP)

President Ford has announced two new appointments to the U. S. Department of Transportation's National Highway Safety Advisory Committee.

The 38-member committee, chaired by Mrs. Judith T. Connor, the department's assistant secretary for environment, safety and consumer affairs, advises and consults with the secretary of transportation on federal standards for state and community highway safety programs.

The new members are:

John Cyril Malloy, attorney, Miami, Fla.

Edward McBroom, automobile dealer, Kankakee, Ill.

Mr. Malloy is filling the unexpired term of Mr. Eugene Cafiero, who resigned in July 1975, and Mr. McBroom was appointed to replace Mrs. Mary Emrick, whose term expired March 1975.

The next meeting of the full Advisory Committee will be held in Washington, D. C. on April 1 and 2.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
February 13, 1976

DOT 11-76
Tel. 202-426-9550 (HP)

Independent research organizations, universities and public interest groups will make presentations March 10 in Washington when the National Motor Vehicle Safety Advisory Council continues its examination of research activities in the field of motor vehicle safety.

This is the second in a series of meetings on this subject, and the council's overall goal is to explore the long term future of highway safety research in this country.

The advisory group also will look at the role the National Highway Traffic Safety Administration (NHTSA) plays in developing and encouraging research related to federal motor vehicle safety standards.

The 22-member council, created by the National Traffic and Motor Vehicle Safety Act of 1966, advises the secretary of transportation on federal vehicle standards and programs administered by the NHTSA.

The council will meet on March 9 to develop its report to the secretary on NHTSA's vehicle safety defect and recall program. On March 10, the public will be heard, and on March 11, the group will put the finishing touches on its studies of the federal safety agency's research and recall programs.

All the council meetings begin at 9 a.m. and are open to the public. The March 9 session will be held in Room 4436 of the DOT Headquarters Bldg., 400 Seventh St., SW, Washington, D. C. The March 10 and 11 meetings will be held in Room 4234.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
February 17, 1976

DOT R-04-76
Phone: (202) 426-4321

CONSUMER REPRESENTATION PLAN PUBLIC HEARING DATE SET

If you have something to say about the U.S. Department of Transportation's proposed Consumer Representation Plan, DOT wants to hear it.

The public will be given an opportunity to testify and present specific, substantive comments on the proposed plan at a hearing scheduled for the afternoon and evening on Feb. 24, 1976.

The department's proposed Consumer Representation Plan, one of 17 plans published in the Federal Register last November, outlines several steps the department plans to take to give consumers greater opportunities for involvement in its decision-making process, and better access to departmental information.

Among the proposed recommendations are a high-level consumer affairs focal point within each DOT operating administration, advance notice of policy development by an operating administration with an opportunity for the public to comment before the policy is decided, and closer cooperation with consumer organizations and individuals to increase consumer suggestions about their transportation needs.

"In order to involve the public in shaping DOT's policies and decisions, we want guidance from consumers on which procedures would be feasible and effective from their viewpoint," said Assistant Secretary of Transportation for Environment, Safety and Consumer Affairs Judith T. Connor. "This public hearing on our proposed Consumer Representation Plan will help us to reach that goal."

Mrs. Connor will conduct the hearing from 2 to 5 p.m. and 6 to 9 p.m. in Room 2230 at the DOT building, 400 7th Street, SW, Washington, D.C. Either session will be adjourned earlier than scheduled if it is apparent that everyone wanting to testify has done so.

- more -

Additional comments on the plan may be submitted by March 1 to Ann Uccello, Office of Consumer Affairs, Department of Transportation, Washington, D.C., 20590.

Further information on the hearing and copies of the plan are available from Joseph Del Vecchio, phone: (202) 426-4283.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

FOR RELEASE WEDNESDAY

February 18, 1976

WASHINGTON, D.C. 20590

DOT 12-76

Phone: (202) 426-4321

55 MPH SPEED LIMIT ENFORCEMENT BY ALL 50 STATES

All 50 states are enforcing the 55-mile-per-hour speed limit, according to certificates they have filed with the U.S. Department of Transportation.

Under the federal law setting a 55 m.p.h. nationwide speed limit, the Secretary of Transportation cannot approve any federal-aid highway projects for a state that fails to file its certification.

The speed monitoring and other data submitted by the states currently are under review and analysis by the Office of the Chief Counsel in DOT's Federal Highway Administration. Upon completion of this review, DOT will decide whether the states are enforcing the law.

FHWA officials said today studies conducted by state highway agencies show the average speed for all vehicles moving in uncongested traffic has remained below the 1973 level.

Last year 55 per cent of vehicles exceeded 55 m.p.h., up from 51 percent in 1974. In 1973 70 percent of vehicles were traveling faster than 55 m.p.h., the survey said.

The state agencies reported 21 percent of all vehicles exceeded 60 m.p.h. in 1974 and 1975 compared to 50 percent in 1973. Only 6 percent went faster than 65 m.p.h. in the last two years against 31 percent in 1973.

Between 1973 and last year passenger car speeds declined by 5.4 m.p.h. and bus speeds by 5 m.p.h., while truck speeds went down by 1.8 m.p.h. The average truck speed of 54.8 m.p.h., however, is lower than the passenger car speed of 56.2 m.p.h. and bus speed of 55.4 m.p.h.

These statistics were not derived from the data submitted by the states in the certificates but were based on speed trend surveys conducted by the state highway agencies in 1975 and previous years.

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For Your Information
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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
February 19, 1976

DOT 13-76
Phone: (202) 426-4321

NATIONAL TRANSPORTATION SYSTEM ACTIVITY THIRD QUARTER 1975

The U.S. Department of Transportation today released a summary of national transportation system activity for the third quarter of 1975 and a comparison of quarterly activity with the comparable quarter in the preceding year.

The report was compiled from information:

Prepared by: Information Division, Directorate of Systems Research and Analysis, Transportation Systems Center, for the Assistant Secretary for Policy, Plans and International Affairs, U.S. Department of Transportation.

Sources: Federal Highway Administration
Civil Aeronautics Board
Interstate Commerce Commission

NATIONAL TRANSPORTATION SYSTEM ACTIVITY
Third Quarter 1974 - Third Quarter 1975

	<u>Third Quarter</u> 1974	<u>Third Quarter</u> 1975
Passengers Carried (a):		
AMTRAK	4,297,000	4,000,000
Other Class I Railroads	61,950,000	61,940,000
Bus (Class I - Intercity, Regular Route)	38,650,000	36,520,000
Water (Class A & B - Interstate)	2,285,000	2,093,000
Air, Certificated, Scheduled Service	54,700,000	55,440,000
Passenger-Miles, Thousands:		
AMTRAK	1,101,000	857,200
Other Class I Railroads	1,502,000	1,500,000
Air, Certificated, Scheduled Service	44,940,000	46,280,000
Vehicle Miles:		
Automobile	277 billion	280 billion
Freight Carried:		
Railroads (Class I) (Tons)	669,300,000	581,000,000
Highway (Class I & II) (Tons)	181,200,000	164,500,000
Water (Class A & B, Interstate-Tons)	42,310,000	38,490,000
Pipeline (Class I) (Barrels)	2,339,000,000	2,384,000,000
Freight, Ton-Miles, Thousands:		
Railroads (Class I)	211,100,000	182,100,000
Water (Class A & B, Interstate)	22,520,000	21,530,000
Air, Certificated, Scheduled Service	1,223,000	1,256,000

(a) The methods used to tabulate "passengers carried" do not necessarily yield commensurable results. In particular, the airline data used represents "enplanements", as distinguishable from "passengers". If one person uses three planes to go from his origin to his destination, that person, one passenger, represents three enplanements.



DEPARTMENT OF TRANSPORTATION

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FOR RELEASE FRIDAY P.M.
February 20, 1976

DOT R-06-76
Tel. 202-426-9550 (HP)

Dr. James B. Gregory, administrator of the U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA), presided today at swearing-in ceremonies for members of the Youth Highway Safety Advisory Committee.

The Youth Committee was formed in 1970 to advise the NHTSA on ways to generate support from young people in the battle against highway deaths and injuries. The committee is made up of 15 members between the ages of 15 and 24, who are appointed by the NHTSA administrator.

The members, meeting in Washington, D. C. to discuss the organizational structure of state youth highway safety committees and projects on a state and/or regional level, also were briefed on NHTSA's youth related programs.

Those sworn in today include:

John Abramson Jr., 18, Frederiksted, St. Croix, U. S. Virgin Islands, University of Delaware, St. Croix Youth Council. Sam F. Berardino, III, 19, New Hartford, N. Y., Albany College of Pharmacy, New York State Youth Advisory Council on Traffic Safety. *Kenneth H. Bingle, 22, Risingsun, Ohio, Bowling Green State University, Ohio Youth Committee. *Charles L. Bryner Jr., 20, Waynesburg, Pa., Waynesburg College, Pennsylvania Youth Traffic Safety Council. Ralph A. Butler, 19, Washington, D. C. Lincoln University. Mark Colon, 21, Bronx, N. Y., New York State Youth Advisory Council on Traffic Safety.

*Jo Ellen Diers, 19, Minnetonka, Minn., Bemidji State College, Future Homemakers of America, Minnesota Youth Safety Council. *Dennis Hake, 18, Wenatchee, Wash., Pacific Lutheran University, Washington State Youths Advisory Committee. *Pamela W. Kneller, 20, West Hartford, Conn., Central Missouri State University, YIELD (Youth Investigation of

Evading Lethal Driving). Margaret Leonard, 18, O'Neill, Neb., O'Neill High School, Governor's Youth Safety Council.

*Rita G. McCoy, 19, Tucson, Ariz., member of TRAGYC (Traffic Representatives of Arizona's Governor's Youth Council). *Earl Price, 22, Marianna, Fla., Florida Farm Bureau Safety Department, Florida's Youth Advisory Committee for Highway Safety. Robert Raich, 19, Pueblo, Colo., Harvard University, Colorado Youth Traffic Safety Council. Melinda Shockey, 18, Chickasha, Okla., Chickasha High School, Grady County 4-H Safety Council. *Ray L. Watts, 22, Birmingham, Ala., University of Alabama, Governor's Youth Traffic Safety Council.

*Members reappointed to the Youth Highway Safety Advisory Committee.

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WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
February 23, 1976

DOT R-07-76
Tel. 202-426-9550 (RC)

The National Highway Safety Advisory Committee has urged U. S. Secretary of Transportation William T. Coleman, Jr. to guard against any attempt to weaken enforcement of the national 55 mile per hour speed limit.

Pointing out that the energy and life-saving speed was adopted by Congress in a bill that also authorized increased truck weights on the Interstate Highway system, the committee said that any move to raise the speed limit should be countered by rolling back the truck weights. States which fail to enforce the speed limit effectively should face sanction action from the Department of Transportation, the members said.

In other recommendations, the committee has advised the secretary to oppose congressional action that would eliminate the department's present sanction authority against any state which fails to adopt motorcycle helmet use laws. Such action, as proposed under the Federal-Aid Highway Act of 1975, would endanger existing state helmet laws, and make it "extremely difficult" for the secretary to invoke the remaining sanctions against any state that fails to implement a reasonable safety program, the committee warned. The recommendations evolved from a meeting last month of the executive subcommittee.

The 35 member committee is appointed by the President to advise and consult with the secretary of transportation on federal standards for state and community highway safety programs.

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FOR RELEASE MONDAY
February 23, 1976

DOT R-08-76
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EX-WYOMING LEGISLATOR
NAMED DOT LIAISON

John W. Patton of Sheridan, Wyoming, will be named Director of Intergovernmental Affairs for the Department of Transportation, Secretary William T. Coleman, Jr., said today.

The appointment will become effective March 8.

For 20 years a self-employed businessman in Sheridan, Patton served 10 years in the Wyoming Legislature. For the past three years, he has been director of operations for Legis 50 -- the Center for Legislative Improvement in Denver, Colorado. In that position he was responsible for the organization's field programs, including those in legislative improvement, health, and drug abuse and alcoholism. He also provided assistance to citizen commissions and service to state legislatures.

Patton served four years in the Wyoming House of Representatives and six years in the Senate, and in the upper chamber chaired the committees on health, education and welfare; judiciary; and joint legislative management.

As Director of Intergovernmental Affairs under Assistant Secretary of Transportation for Congressional and Intergovernmental Affairs Roger W. Hooker, Jr., Patton will head the office that provides the channel of communication between the secretary and state and local governments. He will coordinate at those levels announcements of policy change, proposed legislation, relocation or termination of facilities, grants and contract awards. He will consult with members of state and local governments and seek opinions and proposals to improve transportation policy and procedures.

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For further information contact:
William W. Bishop
202-426-4321



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
February 26, 1976

DOT R-09-76
Tel. 202-426-9550 (HP)

U. S. Secretary of Transportation William T. Coleman, Jr. has announced the appointment of 10 members to the National Motor Vehicle Safety Advisory Council.

The council, created by the National Traffic and Motor Vehicle Safety Act of 1966, advises the secretary on federal motor vehicle safety standards and programs administered by the department's National Highway Traffic Safety Administration. The council provides a unique means for representative citizen participation in the federal regulatory program.

In filling vacancies which became due last December, the new and reappointed members will serve the following terms:

(New Members - Terms ending Dec. 31, 1978)

Gilbert E. Carmichael, president, The Carriage House, a Chrysler-Mercedes auto dealership, Meridian, Miss.

Dr. Harold A. Fenner Jr., orthopedic surgeon, Hobbs, N. M.

Archie G. Richardson Jr., president, Automobile Owners Action Council, Washington, D. C.

J. W. "Bill" Stevens, chairman, Broward County Board of Commissioners, Fort Lauderdale, Fla.

(Reappointed members - Terms ending Dec. 31, 1978)

Robert D. Knoll, chief, Auto Test Center, Consumers Union, Orange, Conn.

George C. Nield, technical consultant, Automobile Importers of America, Washington, D. C.

Arthur R. Railton, vice president, corporate relations, Volkswagen of America, Inc., Englewood Cliffs, N. J.

Gordon M. Scherer, attorney, Cincinnati, Ohio.

Dr. Ruth E. Winkler, optometrist, Tulsa, Okla.

In addition, Herbert D. Smith, former vice president, public affairs, Uniroyal, Inc., Rumson, N. J., was reappointed for a term ending Dec. 31, 1977.

The 25-member council will hold its next meeting in Washington, D. C. on March 9, 10 and 11. The new and reappointed members will be sworn in during that meeting.

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