



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 75-1

Broadcast: Thursday, January 2, 1975

The U.S. Department of Transportation Broadcast News Service for Thursday, Jan. 2, has a report on new guidelines for mass transportation funding, including a 36-second actuality. The lead-in begins in two seconds.

The U.S. Department of Transportation has begun distributing guidelines to implement the National Mass Transportation Assistance Act of 1974. Urban Mass Transportation Administrator Frank Herringer commented on the legislation which will provide nearly \$12 billion over a six-year period.

ADMINISTRATOR HERRINGER: "Approximately \$4 billion will be available for use in either capital or operating assistance projects -- the latter for the first time. An additional \$7.2 billion will be available under the continuing capital grant programs.

"We want to see the decisions on how to use these funds made at the local level; maintaining, of course, the federal oversight required by the law.

"I can't emphasize too much the significance of this legislation as it affects the future of mass transportation. It represents a major opportunity to improve the quality of life, particularly for those in the urban areas of the nation."

This has been the Transportation News Report.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 75-2

Broadcast: Friday, January 3, 1975

The U.S. Department of Transportation Broadcast News Service for Friday, Jan. 3, has a 51-second report on new markings for general aviation aircraft and a 40-second story on the youth highway employment program. The lead-in for the aviation story will begin in two seconds.

The Federal Aviation Administration has proposed a rule which would require owners of fixed wing aircraft to display 18-inch identification markings under the left wing. The rule marks a return to the system used prior to 1960 which was replaced by 12-inch markings displayed horizontally on each side of the fuselage. Anne Uccello, consumer affairs director, explains the impact of the proposed rule:

MISS UCCELLO: "If adopted, this proposed rule will significantly aid the identification of aircraft violating minimum altitudes and procedures to curb noise. In addition, higher speed aircraft will be easier to spot; under the proposed rule, planes that can exceed 208 miles per hour must have both types of markings. All aircraft would have to display the new markings five years from the effective date of this rule, and aircraft that are repainted after the rule becomes effective have six months to comply. Comments on the proposal should be submitted by Feb. 19, 1975, to FAA, Office of the Chief Counsel, Attention: Rules Docket, AGC-24, 800 Independence Ave., S.W., Washington, D.C. 20591."

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Despite the serious effect of the energy crisis on the Federal-aid highway program, the youth employment program of the U.S. Department of Transportation's Federal Highway Administration received favorable support

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from government and industry during 1974. About \$12.8 million was reported as financial benefits to young people from the program this year, with 28 states responding to the call for information. Money was invested in the program by federal, state, county and municipal governments, contractors, consultants and motor carriers. Federal Highway Administrator Norbert Tiemann said the program was symbolic of what can be accomplished when government and industry cooperate in meeting the challenge of one of America's most urgent problems -- jobs for youth.

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This has been the Transportation News Report.

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**DEPARTMENT OF  
TRANSPORTATION**

**NEWS**

**OFFICE OF THE SECRETARY**

**WASHINGTON, D.C. 20590**

BROADCAST NEWS SERVICE 74-3

Broadcast: Monday, January 6, 1975

The U.S. Department of Transportation Broadcast News Service for Monday, Jan. 6, has a 35-second story about a meeting on Federal Aviation Administration safety decisions.

Transportation Secretary Claude Brinegar has called a meeting on Jan. 15 of the top management of the Federal Aviation Administration to discuss critical issues raised in a recent report by the House Committee on Interstate and Foreign Commerce. That report was critical of FAA decisions on aircraft safety. The secretary said the session will be used to explore in depth the appropriate organizational structure of the FAA and its management philosophy. Secretary Brinegar will select a panel to make recommendations on the issues and these will go to his successor since Mr. Brinegar previously announced his resignation, effective Feb. 1.

This has been the Transportation News Report.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE MONDAY  
January 6, 1975

DOT 01-75  
Phone: (202) 426-4570

Secretary of Transportation Claude S. Brinegar announced today that he has called a meeting of the top management of the Federal Aviation Administration to discuss "critical issues" raised in a recent report by the House Committee on Interstate and Foreign Commerce.

The Secretary said the meeting will be convened on January 15 at the Department of Transportation headquarters and will include all FAA regional directors and top officials of the Department and the FAA. He said it will explore in depth the "appropriate organization structure" of the FAA and the FAA management's philosophy in developing and carrying out its various missions.

Following this meeting the Secretary will appoint a top level panel to develop specific recommendations on these issues within 60 days. As the Secretary has previously announced his resignation effective February 1, these recommendations will be presented to his successor.

The Congressional report to which the Secretary referred was issued by the Special Subcommittee on Investigations of the House Committee on Interstate and Foreign Commerce on December 28. The report was critical of past FAA decisions relative to aircraft safety.

The Secretary sent a letter to Representative Harley O. Staggers, chairman of the House Committee on Interstate and Foreign Commerce, notifying him of the action he has taken on issues raised by the subcommittee report. In that letter he said, "Please let me assure you that the serious issues about the FAA raised in this report are receiving my personal attention."

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In addition to the 11 regional FAA directors, the Secretary has summoned to the meeting Administrator Butterfield, Deputy Administrator James Dow, Acting Director of FAA Flight Standards Richard P. Skully, and Associate Administrator for Aviation Safety James F. Ruldolph. Also invited were retired Regional Administrators Arvin O. Basnight and A. L. Coulter, and former Deputy FAA Administrator Oscar Bakke. All three of these men presently are acting as FAA consultants.

In addition to Secretary Brinegar, the following from the Office of the Secretary, Department of Transportation, have been asked to attend: Deputy Secretary John W. Barnum, Assistant Secretary for Environment, Safety and Consumer Affairs Benjamin O. Davis, Jr., and Assistant Secretary for Administration William S. Heffelfinger.

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# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

BROADCAST NEWS SERVICE 75-4

Broadcast: Tuesday, January 7, 1975

The U.S. Department of Transportation Broadcast News Service for Tuesday, Jan. 7, has two excerpts from a speech by the Deputy Secretary, a 20-second cut with lead-in on federal influence and a 55-second cut on energy conservation. These are followed by a 45-second announcer report on deepwater ports. The lead-in for the first cut follows in two seconds.

There is a reexamination underway of the federal/local share or responsibility in the nation's highways and airports. Deputy Secretary of Transportation John Barnum discussed it today in a speech to the American Farm Bureau Federation in New Orleans.

DEPUTY SECRETARY BARNUM: "In those areas, the federal government should be concerned with matters that are truly national in scope; we should not become too involved in or unduly influence matters which are really the province of state and local concern. In those sort of areas, the federal role should be supportive rather than preemptive."

"Energy conservation is a most urgent business. We cannot console ourselves with the thought that our petroleum shortage and subsequent energy conservation

practices are temporary phenomena. Everywhere the demand for sources of clean, efficient energy is outstripping supply. In transportation this means that we shall see increasing development and usage of the energy efficient modes -- trains, buses, water borne vessels and pipelines. We shall also be seeing much wiser usage of the family car and we shall see the auto fleet gradually becoming more fuel efficient through technological improvements, smaller engines in standard sized cars, and smaller cars. In sum, energy efficiency will become a major factor in all transportation policy of the future."

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Secretary of Transportation Claude Brinegar has established a new Office of Deepwater Ports to coordinate his department's activities under the Deepwater Ports Act of 1974 signed by President Ford on Saturday. One of the major features of the act authorizes the secretary of transportation to issue licenses for the construction and operation of off-shore mooring stations built to accommodate the new super oil tankers. The secretary named David Oberlin, administrator of the St. Lawrence Seaway Development Corporation as acting director of the new office and indicated that the U.S. Coast Guard will have a major role in the development and supervision of future deepwater ports. The new super tankers mooring at off-shore locations should lower the price of oil and reduce the danger of oil spills in busy harbors.

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This has been the Transportation News Report.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
January 8, 1975

DOT 02-75  
Phone: (202) 426-4531

Secretary of Transportation Claude S. Brinegar today announced the establishment of a new Office of Deepwater Ports to coordinate the department's activities under the Deepwater Ports Act of 1974 signed by President Ford on Saturday.

Secretary Brinegar also announced he is appointing David W. Oberlin, administrator of DOT's St. Lawrence Seaway Development Corporation, to be acting director of the new office. Mr. Oberlin will have as his immediate responsibility the recruitment of a full-time director and the organization of a staff for the Deepwater Ports Office. While carrying out these duties, Mr. Oberlin will continue as seaway administrator. Mr. Oberlin will report directly to the secretary of transportation.

The Office of Deepwater Ports will coordinate the activities of the U.S. Department of Transportation and of other agencies in carrying out the provisions of the law. Secretary Brinegar indicated that the U.S. Coast Guard, an agency of the Department of Transportation, will have a major role in the development and supervision of future deep water ports. Several months ago, in anticipation of this legislation, the Coast Guard established a deepwater ports project group.

One of the major features of the act authorizes the secretary of transportation to issue licenses for the construction and operation of off-shore mooring stations built to accommodate the new super oil tankers, many of which are over 1,000-feet long and draw as much as 90 feet of water when fully loaded.

President Ford, in signing the bill into law, noted that the giant vessels, by carrying large cargoes of oil to off-shore locations, promise to lower the price of oil and to reduce the danger of oil spills in busy harbors.

The new law also provides that tanker operators and terminal owners shall be responsible for oil spills and will be fined for such accidents. Another feature of the act permits individual states to veto industry applications for deepwater ports. The veto is permitted not only to states whose coastline adjoins the new ports, but also to states within 15 miles of the proposed deepwater ports.

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# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-5

Broadcast: Wednesday, January 8, 1975

The U.S. Department of Transportation Broadcast News Service for Wednesday, Jan. 8, has two cuts of 21 and 32 seconds on performance specifications for Transbus; they follow a lead-in.

The U.S. Department of Transportation today announced a federal policy for introducing Transbus into nation-wide service. Urban Mass Transportation Administrator Frank Herringer explains:

ADMINISTRATOR HERRINGER: "Transbus represents the first major design change in the urban transit bus in over 15 years. In consultation with the manufacturing and transit industries, we have today announced policy which, when implemented, will take the Transbus program from the current R&D phase to the point where Transbus will be available to the millions of users of public transportation.

"During the next six months, UMTA will develop performance specifications as a part of its Transbus program. Features to be considered in the development of the performance specifications will include provisions to accommodate the aged and handicapped as well as increased passenger comfort,



reliability, economy of operation, and safety and environmentally protective innovations. We feel that the implementation of this policy decision will encourage and maintain the competitive nature of the transit manufacturing industry and make the best in transit vehicles available to the American public."

This has been the Transportation News Report.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 75-6

Broadcast: Thursday, January 9, 1975

The U.S. Department of Transportation Broadcast News Service for Thursday, Jan. 9, has a 35-second actuality on lower domestic air fares. The material is for release at 4:00 p.m. today and is preceded by a lead-in.

The U.S. Department of Transportation today called on the Civil Aeronautics Board to consider an immediate 10 percent reduction in air coach fares. Assistant Secretary Robert Binder explains:

ASSISTANT SECRETARY BINDER: "In view of the inflationary pressures in the economy, declining air traffic, and the need to achieve more efficient use of scarce fuel, a reduction in domestic fares for all coach passengers must be considered. This proposed fare reduction would promote expanded travel, encourage the carriers to operate at higher load factors, and increase fuel efficiency. The CAB should take immediate steps to direct the air carriers to indicate why a reduction of up to 10 percent in coach fares should not be implemented."

The department also urged approval of proposals by three U.S. airlines to trim some excursion fares pending consideration of the reduction in air coach fares.



# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE THURSDAY 4:00 P.M.  
January 9, 1975

DOT 03-75  
Phone: (202) 426-4321

The U.S. Department of Transportation today called for consideration of an immediate 10 percent reduction in domestic air coach fares as a way to combat inflation, improve aviation fuel efficiency and expand air transportation for the traveling public.

The department also urged approval by the Civil Aeronautics Board of proposals by three U.S. trunk carriers to reduce certain excursion fares pending consideration of the 10 percent air coach fare reduction.

The department's views on the 10 percent fare reduction and charter rule changes were contained in a statement sent to the CAB today in connection with reduced rate excursion fares proposed by American Airlines, Trans World Airlines and United Airlines. The carrier proposals, if implemented on an industrywide basis, would be equivalent to a four percent reduction in fare levels.

The department said: "DOT believes that in view of the inflationary pressures in the economy, declining air traffic, and the need to achieve more efficient use of scarce fuel, a reduction in fares for all coach passengers must be considered. A fare reduction such as DOT proposes would promote expanded travel, encourage the carriers to operate at higher load factors, and increase fuel efficiency. The Board should take immediate steps to direct the carriers to show cause why a reduction of up to 10 percent in coach fares should not be implemented."

The reduced excursion fares already proposed by some airlines, the department said, should be approved by the board for a short period of time only if the CAB takes immediate action to consider reduced coach fares that would be available to all travelers. As it now stands, DOT said, the proposed excursion fare reductions would apply to only some travelers.

Proposals by several carriers to keep the cost of air transportation at reasonable levels are constructive, the department said in its statement to the CAB. Opportunities for further initiatives -- such as through expansion of night coach and off-peak services -- ought to be expanded, DOT said.

But, said the department, the proposed reduced excursion fares are discriminatory on the basis that they burden those air travelers who must pay normal fares. Thus the proposed excursion reductions are only acceptable if later replaced by a fare reduction for all travelers, DOT said.





# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 75-7

Broadcast: Friday, January 10, 1975

The U.S. Department of Transportation Broadcast News Service for Friday, Jan. 10, has a 40-second story on a change in the rules for grading tires; it follows in two seconds.

The U.S. Department of Transportation plans to revise its projected regulation on uniform tire quality grading. The proposal, prepared by the National Highway Traffic Safety Administration, would affect grades and procedures for measuring tire treadwear. The proposed regulation, to be effective May 1, calls for grading on treadwear, traction, and high speed performance to help consumers make an informed choice when buying car tires. The regulation did have six categories for treadwear grading. The revision would require manufacturers to grade each tire with a two digit number representing the tire's minimum projected mileage in thousands of miles on a government testing course. For example, a tire graded "25" should last 25,000 miles on the course.

This has been the Transportation News Report.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
Friday, January 10, 1975

DOT 04-75  
Phone: (202) 426-4570

U.S. Secretary of Transportation Claude S. Brinegar announced today a second high-level meeting to discuss the organizational structure and management philosophy of the Federal Aviation Administration (FAA), an agency within the Department of Transportation.

The meeting will be held at the department headquarters on January 17, two days after a previously announced meeting of the secretary and his principal advisers with the top management of FAA. All of the former administrators and deputy administrators of the FAA have been invited to the January 17 meeting, along with the present FAA administrator and deputy administrator, Alexander P. Butterfield and James E. Dow. Deputy Transportation Secretary John W. Barnum will accompany the secretary.

The January 17 meeting, like the first one which is scheduled for January 15, is an outgrowth of a recent report by the Special Subcommittee on Investigations of the House Committee on Interstate and Foreign Commerce. That report was sharply critical of past actions by the FAA with regard to aviation safety.

In a letter sent last week to Rep. Harley O. Staggers of West Virginia, chairman of the House commerce committee, Brinegar said he is giving his personal attention to the serious issues raised in the committee report. He told Chairman Staggers that as a first step he is convening a meeting (January 15) of the top FAA management and all regional directors. He said that meeting will be followed by appointment of a special task force to make an in-depth study of the issues involved and report to Secretary Brinegar's successor after February 1, at which time Brinegar's resignation becomes effective.

The announcement today of the second meeting, scheduled for 10:00 a.m., January 17, and including all former top officials of the FAA, represents a broadening of Secretary Brinegar's investigation of the agency. The

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second meeting, like the first one, will be concerned with the organizational structure of the FAA and its management philosophy in carrying out its various missions which include both aviation safety and the promotion of the aviation industry in the United States.

Former FAA administrators invited to the meeting include: John H. Shaffer, William F. McKee, Najeeb E. Halaby and Elwood R. Quesada.

Former deputy administrators asked to attend the meeting are: Kenneth Smith, David D. Thomas, Harold W. Grant and James T. Pyle.

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# DEPARTMENT OF TRANSPORTATION

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## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
Friday, January 10, 1975

DOT 05-75  
Phone: (202) 426-4321

The U.S. Department of Transportation (DOT) today urged the Civil Aeronautics Board (CAB) to approve a proposed agreement by Pan American World Airways and Trans World Airlines for a major restructuring of the international routes of both carriers.

The agreement, which would reduce head-to-head competition between the two U.S. international carriers, should be approved, DOT said, to help make possible the continuation of Pan American's service to the public and to aid TWA in averting serious operating losses.

The department estimated Pan American's operating losses in international operations for 1974 at \$75 million and losses of \$35 million for TWA.

"If such losses continue," DOT said, "neither carrier can survive for long.

"1974 was a disaster for international air carriers -- particularly Pan American and TWA -- in terms of traffic growth," DOT said. "In the North Atlantic, Pan American's total passengers declined by over 20 percent. TWA's declined about 15 percent. The traffic outlook for 1975 is not any better. In fact," the department said, "a further decline in traffic is possible in 1975.

"The traffic outlook alone in the short term requires a retrenchment and restructuring of the competitive pattern of U.S. air carrier international services," DOT said.

DOT estimated the benefits of the proposed agreement to the carriers in the range of \$17 million for Pan American and \$16 million for TWA in the first year, with greater benefits in the succeeding years.

The department acknowledged that approval of the agreement will result in a reduced level of service on numerous international routes. But, DOT said, adequate service will remain in each market.

In addressing the anticompetitive nature of the agreement, DOT said, "The significant prompt improvement in the financial condition of Pan American and TWA outweigh any detriments caused by the elimination of this head-to-head competition. Such competition between Pan American and TWA can be reinstituted at a later date or, in the alternative, new carriers can be added to these markets."

Expressing hope that economic conditions will improve within a five-year period, the department recommended review of the requested route suspensions after two years, instead of the five-year approval requested by the carriers.

Approval of the agreement filed by the two airlines with the CAB on December 24, 1974, would have the following result:

TWA would suspend all operations in the Pacific.

Pan American would be authorized to replace TWA at Okinawa, Taiwan and Bombay.

TWA would suspend all services to Germany.

Pan American would suspend all services to France.

Pan American would suspend service to the Azores, Lisbon, Madrid, Barcelona and Casablanca.

TWA would replace Pan American at Barcelona, Casablanca and Nice.

Pan American would refrain from operating single plane service in the Chicago/Los Angeles/Philadelphia-London market.

Pan American would suspend its service at Vienna.

TWA would provide Vienna service.

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WWB/1/10/75/4PM/TPI-6/5PM/1/10





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

BROADCAST NEWS SERVICE 75-8

Broadcast: Friday, January 10, 1975

The U.S. Department of Transportation Broadcast News Service for Friday, Jan. 10, has a 40-second story on a second meeting called by Secretary Claude Brinegar to consider safety decisions made in the past by the Federal Aviation Administration; it follows in two seconds.

U.S. Transportation Secretary Claude Brinegar has called a second high-level meeting to discuss the organizational structure and management philosophy of the department's Federal Aviation Administration. This session -- which represents a broadening of the secretary's investigation of the agency -- will be held at department headquarters on Jan. 17, two days after a previously announced meeting of the secretary and his principal advisers with the top management of the FAA. The second session announced today will bring together the present agency administrator and deputy, along with all the persons who formerly held those positions. Both meetings are an outgrowth of a House committee report which was sharply critical of past actions by the agency with regard to aviation safety.

This has been the Transportation News Report.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 75-9

Broadcast: Monday, January 13, 1975  
(National Lines Only)

The U.S. Department of Transportation Broadcast News Service for Monday, Jan. 13, has a 53-second actuality on additional funds for ailing railroads. A lead-in begins in two seconds.

Secretary of Transportation Claude Brinegar announced that the Administration is sending an emergency request to Congress for \$250 million in additional funding for railroads. It is needed to cover impending cash shortages and to prevent cutbacks in critical maintenance programs of the Penn Central and other bankrupt railroads in the northeast and midwest region. Acting Federal Railroad Administrator Asaph Hall explains:

ADMINISTRATOR HALL: "We are requesting the funds as part of a proposed amendment to the Regional Rail Reorganization Act of 1973. Our legislative proposal to Congress should provide the resources necessary to sustain all the railroads in the northeast and midwest region which are currently in reorganization under the Rail Act through the first quarter of 1976. We're looking for funds especially for maintenance and improvement of plant and equipment on all of these railroads, including improvements to the Northeast Corridor passenger facilities.

"We expect to submit this proposed legislation to the Congress this week. Prompt action is necessary to meet the immediate cash problems of these railroads -- particularly the Penn Central -- during Feb. and March."

This has been the Transportation News Report.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 75-10

Broadcast: Monday, January 13, 1975  
(Local Lines Only)

The U.S. Department of Transportation Broadcast News Service for Monday, Jan. 13, has a 37-second story on a new personal rapid transit contract. It begins in two seconds.

The U.S. Department of Transportation has issued three contracts totaling \$1.5 million for the preliminary design of a high-performance personal rapid transit system, called PRT. The Boeing-Vertol Company, the Transportation Technology Division of Otis Elevator Company and Rohr Industries each received \$500,000 to participate in the seven-month design competition. One system will be selected for further testing in preparation for possible use in urban areas. The small, computer controlled PRT vehicles seat twelve people and can travel on guideways over congested streets, making them an important alternative to conventional bus and rail transit systems.

This has been the Transportation News Report.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 75-11

Broadcast: Tuesday, January 14, 1975

The U.S. Department of Transportation Broadcast News Service for Tuesday, Jan. 14, has a 34-second report on Coast Guard efforts to clean up an oil spill. It follows a lead-in.

The Japanese tanker, Showa Maru, which went aground off Singapore Jan. 6 and has spilled about a million gallons of crude oil, will receive U.S. Coast Guard assistance. Here with details is the Executive Officer of the Pollution Strike Force Team in Elizabeth City, N. Car., Lt. Barry Chambers:

LT. CHAMBERS: "At the request of the Japanese government the Coast Guard has responded by sending its national strike force to assist the salvage master in removing the oil from the vessel. The Coast Guard has provided two officers and eight enlisted men from each of its three teams. The individual strike teams have performed this type of mission on supertankers in the United States a number of times; however, this is only the second time we've responded to a very large crude carrier problem. This ship is over 1,000 feet long and is larger than the Queen Elizabeth. The first incident was the Dutch-registered Metula in Chile."

This has been the Transportation News Report.

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**DEPARTMENT OF  
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**NEWS**

**OFFICE OF THE SECRETARY**

**WASHINGTON, D.C. 20590**

BROADCAST NEWS SERVICE 75-12

Broadcast: Wednesday, January 15, 1975

The U.S. Department of Transportation Broadcast News Service for Wednesday, Jan. 15, has a 45-second actuality with the Deputy Secretary on intergovernmental cooperation. A lead-in follows in two seconds:

Speaking to the Transportation Research Board today in Washington, Deputy Secretary of Transportation John Barnum outlined priority actions for transportation and pointed to one essential need:

DEPUTY SECRETARY BARNUM: "In outlining the priority actions that must concern us -- the revitalization of our railroads, regulatory reform, and some revisions in our cars and the ways we use them -- perhaps the most essential need of all is for improved intergovernmental relations: better coordination, clearer channels of communication, defined lines of authority, and faster decision-making at all levels. It gains us little to have the legislation on the books, the funds in the Treasury, and the equipment under development or on the production line unless proposed projects get timely review and clearance."

This has been the Transportation News Report.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY  
January 15, 1975

DOT 06-75  
Phone: (202) 426-4321

The U.S. Department of Transportation (DOT) has asked the Interstate Commerce Commission (ICC) to recognize as private carriage transportation, operations performed by one related corporate entity for another, either in a parent to subsidiary or subsidiary to subsidiary relationship.

The DOT comments were filed on January 13 in support of a petition by the Private Carrier Conference, Inc., of the American Trucking Associations, Inc., requesting a change in ICC policy regarding intercorporate transportation.

"Granting the relief sought will greatly increase motor carrier operating efficiency, considerably reduce vehicle miles traveled and, consequently, yield substantial fuel savings," DOT said.

The department said it recognizes that greater freedom to engage in intercorporate transportation will result in the diversion of some traffic from for-hire carriers.

"However, that diversionary impact will not be so great as to outweigh the national economic benefits to be gained through such a policy," DOT said.

The ICC has disallowed (under section 203(c) of the Interstate Commerce Act) intercorporate transportation not in furtherance of the primary business of the transportation company.

The department expressed the belief that section 203(c) of the act was not intended to cover intercorporate transportation and therefore is not a barrier to the adoption of a new policy.

"The commission's past decisions in this area have been based on the exercise of administrative discretion and may be changed if the commission finds that good cause exists to do so," DOT said.

In support of its position, DOT cited a study it commissioned of 14 companies (11 of which are parts of conglomerate operations) using private trucking fleets ranging in size from 25 to 500 tractors.

In 27 examples of traffic movements conducted by the 14 companies covered by the study, it was found that of 6,682,000 total miles operated annually, nearly 2 million miles or 28.7 percent could be eliminated by a change in intercorporate hauling policy. The study estimated the potential fuel savings to such elimination at 480,000 gallons per year.

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WWB/10AM/1/14/75/TGC-30/TPI-23

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

January 16, 1975

DOT 07-75

Phone: (202) 426-4321

The U.S. Department of Transportation (DOT) today asked the Civil Aeronautics Board (CAB) to require all scheduled and charter U.S. and foreign international air carriers to file with the board the schedule of compensation they pay to air transportation intermediaries (travel agents and others) for traffic they generate.

The department also asked the board to declare as unlawful a carrier's practice of compensating the intermediaries at rates other than those specified in schedules of compensation filed with the regulatory agency. And, DOT urged the CAB to issue a declaration making it an unfair practice for an intermediary to receive compensation that departs from the carriers' schedules.

The department's proposal was set forth in a petition for rulemaking to the board aimed at curtailing inappropriate practices by some carriers and air travel intermediaries (ATI's). It implements part of the tariff enforcement element of the administration's seven-point, non-subsidy Federal Action Plan to assist U.S. international air carriers who have been experiencing financial difficulties.

The department emphasized in its petition to the CAB that the majority of ATI's neither demand nor accept compensation at rates other than those to which they are entitled. However, the department noted that a number of operators controlling significant blocks of traffic have taken advantage of their situation and used their market power to play off one carrier against the other for higher commission rates.

The tariff enforcement proposal would apply to all international air cargo and passenger services operated by U.S. or foreign carriers, as well as domestic movements of cargo and passengers that are part of an international movement. DOT asked the board to adopt the proposal as soon as practicable so that it could apply in advance of the 1975 peak travel season, which begins on May 1.

ATI's are entitled to seven percent of a scheduled carrier's fare for the sale of international air service between most points, while an additional amount is allowed for the sale of inclusive tours, DOT noted in its petition. For charter transportation, said DOT, the rate is five percent.

"**Notwithstanding** the existence of this agreement, however, it has become increasingly apparent that carriers on most international routes have, in their efforts to vie for a larger share of declining passenger traffic, departed from the structure established by International Air Transport Association agreement in order to attract cargo and passengers whose choice of carrier is influenced by ATI's," DOT told the CAB.

The department reiterated its belief that competitive forces should play a key role in governing compensation rates, but that once such rates are competitively set and disclosed to the CAB, they should be adhered to by the carriers and the ATI's. If different compensation is negotiated between a carrier and an ATI, it should be filed with the CAB, and no compensation should be paid other than what is on file with the board, the department said.

"Compensation rates which are bid up to an artificially high-level may result in fare increases for passengers, carrier revenue erosions -- and the airline industry of today can hardly afford diversion of needed revenues -- and ATI industry instability," the department said.

"Public disclosure of commission and other ATI compensation schedules will substitute knowledge where ignorance now prevails and will enable carriers to reach intelligent decisions based on facts, not fiction, of the competitive environment," DOT **added**.

DOT said it would assist the CAB in fostering sound economic conditions in air transportation and in promoting economical air service for the traveling public.

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WWB/4PM/1/15/75/TPI/9AM/1/16





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE  
January 16, 1975

DOT 08-75  
Phone: (202) 426-4321

The U.S. Department of Transportation has formed a task force to review the hazardous materials carried on aircraft to determine which materials could as reasonably be carried by surface transportation and have no justification for carriage by air.

"There needs to be a review of materials carried by air transport that pose a potential hazard to passengers and crew members," U.S. Deputy Secretary of Transportation John W. Barnum said today in establishing the task force. "It makes no sense to expose anyone to a potential hazard, however slight, when that hazard can be justifiably eliminated."

Headed by DOT Office of Hazardous Materials Director William J. Burns, the task force has been ordered to report the results of its study within 60 days.

Included in the task force membership will be representatives of the Federal Aviation Administration, the DOT Office of Hazardous Materials and representatives of the private transportation sector.

In its study the task force will focus its efforts on recommendations by the Airline Pilots Association concerning the carriage of hazardous materials on aircraft, especially passenger-carrying aircraft.

The first meeting of the task force will be held at 9:30 a.m. Thursday, January 23, 1975, in Room 6222, Trans Point Building, 2100 Second Street, S.W., Washington, D. C.

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JJC/4AM/11575/TES-20





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 75-13

Broadcast: Thursday, January 16, 1975

The U.S. Department of Transportation Broadcast News Service for Thursday, Jan. 16, has a 42-second actuality on a review of air shipment of hazardous materials. It follows a lead-in.

The U.S. Department of Transportation has formed a task force to review the hazardous materials carried on aircraft. Assistant Secretary of Transportation Benjamin Davis comments:

ASSISTANT SECRETARY DAVIS: "The task force will be looking for hazardous materials which can reasonably be carried by surface transportation. It makes no sense at all to expose aircraft passengers and crew members to a potential hazard, however slight it may be, when that hazard can be justifiably eliminated. The task force will include representatives from the Federal Aviation Administration, our Office of Hazardous Materials, and the private transportation sector. Their first meeting is next week, and the report of the results of the study is due within 60 days."

This has been the Transportation News Report.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

BROADCAST NEWS SERVICE 75-14

Broadcast: Friday, January 17, 1975

The U.S. Department of Transportation Broadcast News Service for Friday, Jan. 17, has a 40-second story on a proposal to the Civil Aeronautics Board to restrict compensation to travel agents and a 45-second story on safety research in highway markings, held for release on Sunday, Jan. 19. The CAB story follows in two seconds.

The U.S. Department of Transportation has asked the Civil Aeronautics Board to require carriers to file the schedule of compensation they pay to travel agents. The department also asked the board to outlaw the payment of rates other than those presently on file. There is an agreement which dictates the percentage of a fare that an air transportation intermediary can receive. The department pointed to the practices of some of the larger travel agencies which have been taking advantage of the airlines' need for a larger share of declining passenger traffic. The proposal would apply to all cargo and passenger services connected to international movement. In an attempt to implement its seven-point, non-subsidy federal action plan for ailing domestic and international air carriers, DOT asked that the rule take effect as soon as possible.

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The Federal Highway Administration has signed a two-year contract to encourage a promising line of safety research in fast-drying, durable highway lane markings. The new contract calls for the development of an epoxy and polyurethane road-line marking that will dry as fast as the best traffic paint, last at least several years without the need for repainting, and be applied to the road surface without the need for closing a lane for a long time, thus exposing the motorist and highway crews to the danger of

(more)

accidents during application. The contract with Amicon Corporation of Massachusetts, is an outcome of recent research by the Minnesota Department of Highways which came up with a durable paint that took a long time to dry. Materials developed in the new research will give the motorist better guidance and safety assurance and is expected to save millions of dollars in maintenance costs.

- 0 -

This advisory to broadcasters, the Broadcast News Service on Tuesday, Jan. 21, will feature excerpts from a news conference held by Deputy Secretary of Transportation John Barnum on the effects of stratospheric pollution by aircraft, including supersonic aircraft.

This has been the Transportation News Report.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

BROADCAST NEWS SERVICE 75-15

Broadcast: Monday, January 20, 1975

The U.S. Department of Transportation Broadcast News Service for Monday, Jan. 20, has a 45-second story on solar powered navigational aids being tested by the Coast Guard. It follows in two seconds.

Solar power may be put to use by the Coast Guard for small navigational buoys within the next two years. Twelve thousand aids to navigation, spread throughout coastal waters from Maine to Alaska, now operate on bulky zinc-air cell batteries and cost \$6 to \$7 million each year just to maintain. The solar power system uses batteries also to allow energy storage but they could save the American taxpayer half the present maintenance costs or about \$3 million annually. The buoys operate by electricity converted from sunlight caught by two-foot square panels attached at the top. The aids are currently being tested at Boston's North Channel, St. Petersburg, Fla., and in Ketchikan, Alaska, and testing on a broader scale involving up to 40 more operational units is anticipated.

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Local lines: This advisory to broadcasters, a press conference will be held at 10:00, Jan. 21, at DOT headquarters, 400 Seventh St., S.W., with Deputy Secretary John Barnum on a report of findings on the effects of stratospheric pollution by aircraft, including supersonic aircraft. Material from the briefing will be available at the regular time on the Broadcast News Service line. This has been the Transportation News Report.

- 0 -

National lines: This advisory to broadcasters, material from a press conference tomorrow, Jan. 21, with Deputy Secretary John Barnum will be available by 2:00 p.m. Eastern Time. The subject will be a report of findings on the effects of stratospheric pollution by aircraft, including supersonic aircraft.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

BROADCAST NEWS SERVICE 76-16

Broadcast: Tuesday, January 21, 1975

The U.S. Department of Transportation Broadcast News Service for Tuesday, Jan. 21, has two actualities from a news conference on supersonic aircraft pollution -- they run 19 and 44 seconds and follow a lead-in.

The U.S. Department of Transportation reported to Congress today on the effects of stratospheric pollution by aircraft. The report identifies the major problem areas in supersonic flight that must be addressed -- specifically, the effects of nitrogen oxides and sulphur dioxides introduced into the stratosphere. At a news conference today on the report, Deputy Secretary of Transportation John Barnum had these comments:

DEPUTY SECRETARY BARNUM: "The report states that while the current world fleet of SST's cannot harm the earth's environment, future expansion of high altitude aircraft must be carefully monitored to permit timely regulation, if necessary, to provide a safeguard against environmental damage."

"The submission of this report does not pre-suppose any intention on the part of the U.S. government to resume the design, engineering or financial support of civil supersonic aircraft. However, the FAA does have applications pending to certificate the Concorde and for clearances to operate the Concorde to and from certain U.S. cities. In that respect, the FAA will, of course, take the matters delineated in this report into consideration in acting on an environmental impact statement required before the Concorde can be certificated by the FAA or commercial airline services instituted."

This has been the Transportation News Report.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY  
January 21, 1975

DOT 09-75  
Phone: (202) 426-4321

The Citizens' Advisory Committee on Transportation Quality has endorsed the concept of reusing historically and architecturally significant railroad terminals as intermodal transportation centers.

Citing authorization for such action under the Intermodal Terminal Demonstration Program in the Amtrak Improvement Act of 1974, the committee has made some recommendations for study by the Department of Transportation in implementing the legislation.

The committee, whose members are appointed by the secretary of transportation, said it endorses the idea of transforming the railroad terminals into intermodal transportation centers; or, when this isn't feasible, other commercial uses. But, the committee added, architectural integrity of the structures should not be violated.

The advisory group also recommended that demonstration programs incorporate, from the initial planning stages through the completion and operation of the project, substantive citizen participation.

And, to aid consumer convenience and comfort in the terminals, the committee recommended the following be included in demonstration programs:

- A comprehensive information system under which all reasonable questions of the traveler can be answered about transportation services and visitor facilities.

- Plans to show the traveler step by step how to proceed through the intermodal system.

- Improvement of passenger services in such areas as ticketing and baggage handling, with one ticket required for a variety of modes used on a single trip; child care facilities; an adequate number of free restroom facilities and comfortable rest areas.

- A system for adequate passenger safety.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

January 21, 1975

DOT 10-75

Phone: (202) 426-4321

The U.S. Department of Transportation (DOT) today delivered to Congress a report entitled, "Findings on the Effects of Stratospheric Pollution by Aircraft."

The report, by DOT's Climatic Impact Assessment Program (CIAP), said that while the presently scheduled fleet of world SST's cannot harm the earth's environment, future expansion of high-altitude aircraft must be carefully monitored to permit timely regulation, if necessary, to provide a safeguard against environmental damage.

In completing its three-year study, CIAP drew on the resources of many federal departments and agencies and some foreign ones. Some 1,000 investigators of numerous universities and other organizations in the U.S. and abroad aided the effort.

The report includes the following conclusions:

-- Operations of present-day SST aircraft and those currently scheduled to enter service (approximately 16 Anglo-French Concorde and 14 Soviet TU-144s) cause climatic effects far less than those minimally detectable.

The minimal detectable change is defined as the smallest change, due to all causes, in annual average total ozone that can be discerned from 10 years of daily global monitoring by satellites, aircraft, balloons and ground stations. The minimally detectable change in global mean ozone is estimated to be 0.5 percent.

It would require some 125 Concorde flying four and one-half hours or more daily to reach the minimally detectable level change in the ozone, according to Dr. Alan Grobecker, director of the DOT study project.

-- Future harmful effects to the environment can be avoided if proper measures are taken to develop new engine technology leading to lower levels of nitrogen oxide emissions and the use of jet fuels having a sulphur content smaller than that in current fuels. Additionally, the cost of these new engine and fuel technologies, plus the operational cost of compliance, is small compared to the potential economic and social costs of not doing so.

Concentrations of nitrogen oxide and sulphur dioxide can be fully controlled by limiting their injection into the atmosphere, the report emphasized. Control can be accomplished by improved technology, by restricting the numbers and frequency of aircraft flying at certain altitudes or by a combination of both methods.

The concentration of nitrogen oxide in the atmosphere affects the amount of ultraviolet rays hitting the earth's surface. By limiting the concentration of nitrogen oxide, which reduces the concentration of ozone in the stratosphere, the harmful effect, including skin cancer, of increased ultraviolet radiation can be avoided.

On the other hand, heavy concentrations of sulphur dioxide could increase the aerosol layer in the stratosphere thereby decreasing the visible radiation striking the earth. This decrease in radiation could lower the earth's surface temperatures affecting such land uses as agriculture and forestry.

Further, the report concluded, a continuous atmospheric monitoring and research program to determine whether the atmospheric quality is being maintained should be undertaken.

The DOT's Federal Aviation Administration today said that it will conduct a continuing atmospheric monitoring and research program to determine the need for specific regulations to maintain a specified atmospheric quality.

The report was prepared in the Office of the Assistant Secretary for Systems Development and Technology, under Grobecker's direction, as manager of the DOT's Climatic Impact Assessment Program (CIAP).

The CIAP report will be presented for discussion at the Fourth Climatic Impact Assessment Program conference which will be held February 4-7, 1975, at the Transportation Systems Center in Cambridge, Massachusetts.





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 75-17

Broadcast: Wednesday, January 22, 1975

The U.S. Department of Transportation Broadcast News Service for Wednesday, Jan. 22, has two actualities from Senate testimony on aid for railroads. Each cut runs 27 seconds and follows a lead-in.

The Senate Commerce Committee heard testimony today on amendments to the Regional Rail Reorganization Act to provide extra money to bankrupt railroads in the northeast and midwest. Deputy Secretary of Transportation John Barnum outlined the purpose of the request:

DEPUTY SECRETARY BARNUM: "The amendments we propose today recognize the close relationship between the need for cash assistance and the need for maintenance and improvement of rail properties. We anticipate that, on the basis of current projections, if the bankrupt railroads are to continue to provide service substantially at the level provided through 1974, and if extensive furloughs of personnel and sharp cutbacks in maintenance and improvements are to be avoided, there will be a need for additional assistance of approximately \$250 million."

Deputy Secretary Barnum went on to stress the importance of additional cash assistance now:

DEPUTY SECRETARY BARNUM: "At this point, then, Mr. Chairman, it seems clear that unless additional funds are promptly made available, several of these railroads, particularly Penn Central, will be forced to

(more)



cease operations early this year. It is similarly clear that this cannot be permitted to happen until the planning process contemplated by the Regional Rail Reorganization Act of 1973 is completed. In addition, the termination of rail services by these railroads would have a crippling effect on the overall economy of the region and, indeed, the nation, as you have already observed, Mr. Chairman."

This has been the Transportation News Report.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

BROADCAST NEWS SERVICE 75-18

Broadcast: Thursday, January 23, 1975

The U.S. Department of Transportation Broadcast News Service for Thursday, Jan. 23, has a 39-second cut on world terrorism. It follows a lead-in.

The problem of world terrorism follows tourists and businessmen around the globe. Assistant Secretary of Transportation Benjamin Davis, Jr. had these comments on the subject in a morning speech to electronic industry officials in Arizona:

ASSISTANT SECRETARY DAVIS: "As citizens, we must exercise caution in those places where there is a risk. Security of person is in large part the individual's responsibility. In dealing with the terrorist, as a government, we have to be cool and tough -- and I might add, sensitive. Our policy is one of reason, understanding of certain motivations, but absolutely firm on one point. No grievance and no cause in the world justifies the taking of innocent life."

Assistant Secretary Davis also outlined several security measures which businessmen should keep in mind when making short trips abroad, among them: avoid traveling alone, use only busy thoroughfares, avoid crowds and civil disturbances at all times, and when traveling on multiple-lane highways, keep to the center of the road to prevent being forced to the side.

This has been the Transportation News Report.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 75-21

Broadcast: Tuesday, January 28, 1975

The U.S. Department of Transportation Broadcast News Service for Tuesday, Jan. 28, has a 35-second story on Bicentennial signs, and a 40-second report on a request for improved seat belt design. The sign story follows in two seconds.

The U.S. Department of Transportation and the American Revolution Bicentennial Administration have agreed on a program for testing new symbol signs at Bicentennial sites, events and transportation facilities. A set of symbols developed by an extensive DOT study will be used in five test cities -- Boston, New York, Philadelphia, Washington, D.C., and Williamsburg, Va. -- during the Bicentennial year. The signs are designed as an easy and convenient system to guide unfamiliar visitors to everything from first-aid stations to heliports. DOT will study visitors' reactions next year and report to the American National Standards Institute for consideration of an American sign standard.

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In a letter to auto manufacturers, the Department of Transportation's National Highway Traffic Safety Administrator, James Gregory, has asked for cooperation in designing safety belts that will be easier and more comfortable to use. Expressing concern over Congressional deletion of the requirement for interlock systems, Dr. Gregory pointed to a possible decline in seat belt use with discomfort and inconvenience as major factors. The administrator included a report which compared safety belt systems now in use with ones designed by a research firm. Results showed that a sample of drivers representing a broad range of body dimensions preferred the belt system developed in the research. While noting advancements made by the industry in safety belt systems for 1975 model cars, Dr. Gregory cited a need for further improvement.

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This has been the Transportation News Report.

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## DEPARTMENT OF TRANSPORTATION

# NEWS

### OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
January 28, 1975

DOT 12-75  
Phone: (202) 426-4321

The U.S. Department of Transportation (DOT) and the American Revolution Bicentennial Administration (ARBA) have agreed on a program for testing new symbol signs at Bicentennial sites, events and transportation facilities.

Deputy Secretary of Transportation John W. Barnum presented ARBA Administrator John Warner with the findings of an extensive symbol sign study contracted through DOT. The set of symbols developed by the study will be used by ARBA in five test cities during the Bicentennial year. The cooperating cities are: Boston, New York, Philadelphia, Washington, D.C., and Williamsburg, Va.

The signs are designed as an easy and convenient system to guide visitors who are unfamiliar with the areas being visited. DOT and ARBA are recommending that cities other than the five already in the program, and state and local groups involved in the Bicentennial adopt and install the signs.

The DOT last year contracted with the American Institute of Graphic Arts to study all symbol signs used in this country and around the world. The results of the study showed a great disparity in signs used here as well as in other nations and final recommendations were made after an intensive review of all symbol signs in use.

Assistant Secretary of Transportation Benjamin O. Davis, Jr., under whose office the study was made, said that "in an effort to standardize all signs, both domestically and internationally, the DOT will study visitors reactions next year and report to the American National Standards Institute (ANSI) for consideration as an American standard. If approved by ANSI, the symbols will then be submitted to the International Organization for Standardization (ISO) for consideration as an international standard."

The request for acceptance of the DOT symbols as an overall standard will not be limited to ANSI and ISO. The DOT Office of Facilitation already has contacted federal agencies, state governmental bodies, port authorities, regional transportation authorities, International Civil Aviation Organization (ICAO) and the Intergovernmental Maritime Consultative Organization (IMCO), requesting their cooperation in adopting the symbol signs.

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# Symbol Signs

Passenger/Pedestrian  
Oriented Symbols  
for use in  
Transportation-Related  
Facilities

Office of Facilitation  
Assistant Secretary for  
Environment, Safety, and  
Consumer Affairs

U.S. Department of  
Transportation



Public Services	Telephone Mail Currency Exchange First Aid				
	Lost and Found Baggage Lockers Elevator Toilets, Men				
	Toilets, Women Toilets Information Hotel Information				
	Taxi Bus Ground Transportation Rail Transportation				
	Air Transportation Heliport Water Transportation				
Concessions	Car Rental Restaurant Coffee Shop Bar				
	Shops				
Processing Activities	Ticket Purchase Baggage Check-in Baggage Claim Customs Immigration				
Regulations	No Smoking Smoking No Parking Parking				
	No Entry				





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

RELEASE AT WILL

DOT 11-75  
Phone: (202) 426-4321

The number of passengers traveling by railroad, bus and boat increased during the third quarter of 1974, ending September 30, 1974, over the same period a year earlier, while those using auto and aircraft declined.

During the same period, the volume of freight carried by rail and pipeline increased but air and water transportation declined. Comparable figures are not available for highways because of a change in reporting requirements.

These statistics are contained in a report of national transportation system activity prepared by the Transportation Systems Center of the Department of Transportation.

Attached are the comparisons, by mode, for the third quarter of 1974 and a similar period in 1973.

### NATIONAL TRANSPORTATION SYSTEM ACTIVITY THIRD QUARTER 1974

	Third Quarter 1973	Third Quarter 1974
PASSENGERS CARRIED		
RAILROAD (CLASS I) (PASSENGERS)	62,590,000	66,280,000
AIR (PASSENGER-MILES).....	50.06 billion	48.29 billion
BUS (CLASS I: INTERCITY (REGULAR ROUTE) PASSENGERS ONLY).....	37,720,000 (a)	38,570,000 (b)
WATER (INTERSTATE) (PASSENGERS).....	2,252,000	2,285,000
AUTOMOBILE (VEHICLE-MILES).....	277 billion	274 billion
FREIGHT CARRIED		
RAILROAD (CLASS I) (TONS).....	659,100,000	672,800,000
AIR (TON-MILES).....	1,381 million	1,341 million
HIGHWAY (CLASS I) (TONS).....	(c)	134,700,000
WATER (INTERSTATE) (TONS).....	43,150,000	42,560,000
PIPELINE (BARRELS).....	2,366,000,000	2,394,000,000

(a) Based on 95 Class I bus lines.

- more -



(b) Based on 109 out of 111 Class I bus lines; number increased due to reclassification by the ICC.

(c) Comparable figure not available due to change in reporting requirements.

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.

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HCC/11AM/1/20/75

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OFFICE OF THE SECRETARY  
Washington, D.C. 20590

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 75-23

Broadcast: Thursday, January 30, 1975

The U.S. Department of Transportation Broadcast News Service for Thursday, Jan. 30, has two actualities from Senate testimony on oil spills and deepwater ports, running 43 and 32 seconds with announcer wrap-around. The lead-in begins in two seconds.

The U.S. Coast Guard Commandant, Admiral Owen Siler, testified Wednesday at the Senate Commerce Committee hearings on supertankers and oil spills. Admiral Siler commented on tanker accidents in American waters:

ADMIRAL SILER: "The record of accidents within our waters has been relatively good. There occurs a small number of high energy impact accidents where no reasonable combination of construction features would prevent pollution. We therefore remain convinced that major emphasis must be placed on measures for prevention of the incident. Improvements in shoreside navigation aids, navigating equipment aboard vessels, and personnel performance are the primary needs to be satisfied if accidents are to be prevented. The planned Loran C in the Coastal Confluence Region, which your committee approved last year, is a major step forward in providing the required navigational accuracy in our coastal waters."

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Admiral Siler told the committee that the effects of three American deepwater ports now being planned for the Gulf Coast region will not be felt until mid-1978:

ADMIRAL SILER: "At that time a small number of supertankers, probably less than ten a day, will be able to offload about 50 percent of the nation's daily requirements for crude through these three deepwater ports. These supertankers will seldom come within sight of our shores, thus minimizing the threat of oil pollution. They will be taking the place, however, of a hundred or more smaller tankers of up to 50-60,000 tons displacement which would otherwise be entering U.S. harbors every day through narrow, crowded waterways of marginal depth."

Admiral Siler said that three additional deepwater ports of capacity similar to those proposed would probably totally satisfy imported crude requirements and significantly reduce the number of seagoing tankers in U.S. harbors.

This has been the Transportation News Report.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

BROADCAST NEWS SERVICE 75-24

Broadcast: Friday, January 31, 1975

The U.S. Department of Transportation Broadcast News Service for Friday, Jan. 31, has a 53-second actuality on a ship collision and fire in the Delaware River. It follows a lead-in:

Two ships collided 10 miles south of Philadelphia early this morning causing explosions and fire. Here with details is U.S. Coast Guard spokesman, Capt. A. L. Lonsdale:

CAPT. LONSDALE: "At 12:30 a.m. this morning, the 660-foot tanker Edgar M. Queeny and the 754-foot Liberian tanker Corinthos collided at the BP docks in the Delaware River at Marcus Hook, halfway between Wilmington, Del., and Chester, Pa. The Queeny, loaded with gasoline, backed away and quickly extinguished a small fire in her bow. The Corinthos, loaded with 315,000 barrels of Algerian crude, was rocked with explosions and at last report was afire over 75 percent of her hull. Two barges at the dock caught fire and drifted away. One sank and the other beached and burned itself out.

"Coast Guard, Army, Navy, and Philadelphia Fire Department boats are on the scene. Other forces are attempting to contain the pollution. Coast Guard pollution strike teams are on alert to be used if necessary. At this time, there is one known death and about 20 injuries, including firemen overcome by smoke."

Today's Broadcast News Service will be updated by 5:00 p.m., Eastern Time.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

BROADCAST NEWS SERVICE 75-25

Broadcast: Friday, January 31, 1975

The U.S. Department of Transportation Broadcast News Service for Friday, Jan. 31, has a 45-second actuality as an update on an earlier report on a ship collision, fire and sinking in the Delaware River. It follows a lead-in:

Two ships collided 10 miles south of Philadelphia early Friday causing explosions and fire. Here with details is U.S. Coast Guard spokesman, Capt. A. L. Lonsdale:

CAPT. LONSDALE: "The 754-foot Liberian tanker Corinthos sank late Friday afternoon after an early morning collision with the U.S. tanker Edgar M. Queeny at Marcus Hook, Pa., on the Delaware River. The Corinthos was rocked by a series of explosions after the impact. The tanker burned furiously throughout the day. The Queeny was saved after they extinguished a fire on its bow caused by a flaming 40-foot-square piece of metal from the exploding Corinthos.

"Coast Guard, Army, Navy, and Philadelphia Fire Department units and Environmental Protection Agency personnel were on scene throughout the day. Late Friday afternoon the flames spread to the BP docks at Marcus Hook, endangering nearby fuel tanks and pipelines. Pollution containment and clean-up operations are being taken."

Figures released by the Coast Guard cite three dead and 20 injured in the incident. Authorities are still trying to account for some crewmen.

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This has been the Transportation News Report.

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