

# U. S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE 1:00 PM EST  
Wednesday, March 1, 1978

DOT 25-78  
Contact: Jerry Clingerman  
Tel: (202) 426-4321

## BUTCHMAN SUGGESTS TRUCKING COMPANIES CONSIDER BUYING SOME RAIL LINES

Trucking companies might consider taking over rail lines as a means of reducing the cost of long hauls, Deputy Secretary of Transportation Alan A. Butchman suggested today.

In a speech prepared for delivery in New York City at the 1978 National Transportation Institute sponsored by the Transportation Association of America, Butchman made this observation about existing transportation companies that operate both railroad and trucking companies:

"I have the impression that railroad-owned trucking companies are not as closely linked with rail operations as they might be, and that the rail and truck operations tend to function as separate entities.

"Maybe it would work differently," he said, "if the truck company ran the operation -- and maybe we should give it a try."

Pointing out that there are a number of large railroad companies that have trucking subsidiaries, condoned by a grandfather clause in the Motor Carrier Act, Butchman cited the regulatory barriers against the formation of new multimodal transportation companies and the controversial nature of the concept.

"It seems clear that if it is decided as a matter of transportation policy to permit intermodal ownership, Congress will have to pass clarifying legislation and lay down some precise guidelines as to what type of ownership would meet the test of convenience and necessity," he said.

The advantages of intermodal ownership are greater efficiency and the better use of fuels, Butchman stated. Such ownership, he said, "would allow the railroad to do what it does best -- the long haul -- while the trucks could handle the regional distribution on the shorter routes, where they are more fuel-efficient than trains."

Combined operation of rail and truck facilities would result in lower costs and a greater variety of services to shippers, Butchman added. Also, he said, "it would certainly encourage the growth of piggyback (truck trailers on freight cars) traffic, which despite its remarkable 12 percent increase in 1977 still has much room for growth."

Butchman commented that the Department of Transportation is looking at multimodal transportation companies with a "sympathetic eye." But, he said, "I suggest that what remains to be discussed now is whether these perceived advantages would actually happen in the real world, and if they did, would the benefits of intermodal ownership outweigh the potential threat of monopoly."

"A great deal of careful thinking and discussion must take place before the Department would be ready to go to Congress with a specific recommendation."

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# U. S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



FOR 10:30 AM EST RELEASE  
Tuesday, March 7, 1978

DOT-27-78  
Contact: William Bishop  
Phone: (202) 426-4321

## PROGRESS TOWARD REGULATORY REFORM BROUGHT LOWER AIR FARES, ADAMS SAYS

The sharply discounted fares being offered by the airlines prove that the benefits of regulatory reform are not just theory but real savings for the flying public, Secretary of Transportation Brock Adams said today.

"I want to emphasize, however, that we still need legislative reform," the Secretary told the House Subcommittee on Aviation. "It was only after the threat of legislation became imminent that airlines began to experiment with significantly lower fares," he said. "Take away the threat of legislation ... and airline fares once again may soar out of reach of the ordinary consumer."

Secretary Adams credited the new membership of the Civil Aeronautics Board for helping to bring about lower air fares. But because of the complexity of existing law, he questioned the CAB's ability to process all new applications for lower fares and entry into new routes.

"The law is simply too complicated and the opponents of reform too resourceful to allow for an expeditious hearing of all the new applications," Adams said.

"If there is one theme that I wish to convey today," he said, "it is that we must find a way to allow more entry and pricing flexibility that by-passes the existing cumbersome board procedures."

Secretary Adams testified before the subcommittee in support of the Air Service Improvement Act of 1978, sponsored by Congressmen Harold T. Johnson, Glenn M. Anderson, Elliott H. Levitas and Norman Y. Mineta.

Although he recommended strengthening some provisions of the proposed legislation, Secretary Adams said, "I want to make sure that I leave you with the impression that I am quite happy with the bill. We are very close to enactment of legislation that will substantially reform the airline industry and this bill is very definitely a giant step in that direction."

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# U.S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE THURSDAY  
March 9, 1978

DOT 29-78  
Contact: Howard Coan  
Tel: (202) 426-4321

## DOT WILL HOLD THIRD SEMINAR ON HAZARDOUS MATERIALS RULES

A third Department of Transportation seminar on safety rules for transporting hazardous materials will be held this month near Los Angeles.

The two-day session March 28-29 at the Airport Park Hotel in Inglewood, Calif., is part of a nationwide series of seminars aimed at increasing familiarity with federal regulations on safe transportation of hazardous materials. The fee is \$30.

During the training sessions DOT speakers will discuss shipping hazardous cargoes by rail, truck, air, barge and ship. The seminar is sponsored by DOT's Materials Transportation Bureau in cooperation with the following DOT administrations: Federal Aviation Administration, Federal Railroad Administration, Federal Highway Administration and the Coast Guard.

The program is intended for shippers, carriers, container manufacturers, fire and police officials and others involved in hazardous materials shipments, and will emphasize an understanding of the regulations' training requirements and compliance procedures. It is not designed to replace the in-depth training necessary to comply with the regulations.

The first seminar was held in Newark, N.J. in December and the second near Detroit in January. Other seminars are planned for New Orleans and San Francisco. Dates and exact locations will be announced later.

Further information on the seminar in Inglewood is available from Roosevelt McKinley Jr. (DMT-151), Office of Hazardous Materials Operations, U.S. Department of Transportation, Washington, D.C. 20590. Phone: (202) 426-2301.

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# U.S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE 10:30 A.M.  
March 10, 1978

DOT 30-78  
Contact: Jerry Clingerman  
Tel. (202) 426-4321

## TRANSPORTATION POLICY OUTLINED BY ADAMS

Secretary of Transportation Brock Adams today called for renewed efforts to reach President Carter's goal of reducing gasoline consumption by 12 billion gallons by 1985.

In remarks prepared for the National Newspaper Association, Adams said, "We can, and must, develop new energy sources as we conserve existing energy supplies. Otherwise, we face a transportation crisis -- because transportation service accounts for 53 percent of our petroleum consumption. Thirty-two percent of the oil we use goes into our automobiles."

He noted, "We were reminded anew these past few months that transportation is our lifestream. When it stops -- for weather; or whatever reason -- everything stops."

Adams added that "settling the coal strike, allowing strip mining or by talking about new sources of nuclear and solar power" will not solve the energy problem.

"We're not going to overcome the energy problem in our society until we change our personal travel habits, our preferences for big powerful cars, our tendency to waste fuel and our attitude toward the crisis itself," the Secretary told newspaper association members meeting in Washington, D.C.

He said that to help reach the President's gasoline saving goal, the department is attempting to:

- Give more and more Americans alternatives to the automobile;
- Improve the nation's ability to move coal and other alternate fuels to factories, utilities and businesses;

- more -

- Encourage the building of smaller and lighter cars that meet tough fuel economy standards;
- Ensure that states enforce the 55-mile-per-hour national speed limit.

In addition to energy consciousness, Secretary Adams cited environmentally and socially sensitive transportation as an important component to a national policy necessary to prepare the country for its transportation needs during the 1980's and 1990's.

"I'm a great believer in the 'environmental highway' and the 'socially responsible' automobile; pipelines that do not damage the ecology and planes that do not torture the eardrums," Adams said.

Another important national transportation goal is increased safety, Adams said. "As we build cars that are lighter and smaller to save fuel, we have to build in better passenger protection. I think we can greatly reduce highway fatalities, through slower speeds, safer cars and more attention to such high-risk problems as the drunk or unlicensed driver," Adams noted.

The Secretary told the association members that the trail-blazing days in the nation's transportation system are over. "Except for Alaska, the American frontier is now tamed, settled and well connected by networks of road, rail, water and airways," he said.

"We have to quit treating our different modes of transportation as though they are only in existence to compete with each other. That's why, in the new highway/public transportation legislative proposal that went to Congress recently we try to treat highways and transit systems as partners, not rivals," he said.

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# U.S. Department of Transportation

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Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE TUESDAY  
March 14, 1978

DOT 31-78  
Contact: Clyde Linsley  
Tel: (202) 426-0398

## U.S. - NETHERLANDS AIR PACT PROMOTES FARE COMPETITION

The United States and the Netherlands have reached tentative approval of a new bilateral air service protocol that will increase the possibilities of low-fare competition between the two countries.

Provisions authorizing low-fare competitive service -- a major goal of U.S. negotiators -- will apply both to scheduled and charter services.

In return for the low-fare provisions, Dutch airlines will receive new landing rights at Los Angeles and another U.S. city to be selected later. The Netherlands will retain existing landing rights in New York, Chicago and Houston. The U.S. retains all existing rights to Amsterdam and points beyond.

Under the new bilateral agreement, fares and rates for charter and scheduled air traffic will be subject only to the control of the country where the traffic originates.

"These provisions are different from those in effect in other bilateral air service agreements," Secretary of Transportation Brock Adams said today. "In effect, they permit the normal forces of the marketplace to set fares and rates for the consumer's benefit, with a minimum of governmental intervention."

The U.S. agreed to meet in June to consider a similar agreement with the Netherland Antilles. Representatives of the Netherlands Antilles have said they accept the general principles of the U.S. - Netherlands protocol.

Negotiations leading to the new protocol were held March 6-10 in Washington.

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# U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE AM  
Wednesday, March 15, 1978

DOT 32-78  
Contact: Bob Holland  
Phone: (202) 426-0434

## STATEMENT OF U.S. SECRETARY OF TRANSPORTATION BROCK ADAMS REGARDING SCIENTIFIC THEORIES OF EAST COAST 'NOISE AND LIGHT' PHENOMENA

Dr. Jeremy Stone, executive director of the Federation of American Scientists, has expressed concern about the scientific phenomena, marked by loud noise and lights, that have been reported off the east coast since last December. It is Dr. Stone's hypothesis that these disturbances are being caused by the Concorde aircraft.

In response, I have discussed this theory with Dr. Stone, Dr. Frank Press, the President's science advisor, and Dr. Alan Berman of the Naval Research Laboratories. Dr. Berman has made an extensive investigation of the phenomena in recent months. His studies conclude that U.S. military aircraft were responsible, and he has recently issued a 151-page report to that effect.

However, in light of the questions that have been raised, I have asked Dr. Berman to examine Dr. Stone's theory. In addition, Dr. Press has agreed to give me a recommendation as to how the scientific community might assess Dr. Berman's findings, once he has completed his review.

These scientific investigations will have no effect whatsoever on current government monitoring and review of Concorde operations in the United States.

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# U. S. Department of Transportation

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Washington, D.C. 20590



FOR RELEASE WEDNESDAY  
March 15, 1978

DOT-34-78  
Contact: William Bishop  
Phone: (202) 426-4321

## NEW FUEL ECONOMY STANDARDS SET FOR VANS, LIGHT TRUCKS

Secretary of Transportation Brock Adams today announced fuel economy standards for model year 1980 and 1981 light trucks and vans with gross vehicle weight ratings up to 8,500 pounds.

Up to now, fuel economy standards have applied only to vehicles of this type having a GVWR of 6,000 pounds or less.

The standards announced today are lower than those tentatively proposed in December 1977. Secretary Adams explained that the standards contained in the final rule announced today reflect additional information received by DOT's National Highway Traffic Safety Administration since the announcement on December 12, 1977, of the proposed rulemaking.

Implementation of the new rule will triple the number of light trucks and vans subject to fuel economy standards. It also "will save more than eight billion gallons of fuel over the life of the vehicles produced in the two model years," Secretary Adams said.

In a notice prepared by the department's National Highway Traffic Safety Administration, DOT set these new standards:

● A 1980 model year average standard of 16 miles per gallon for two-wheel drive vehicles and 14 mpg for four-wheel drive vehicles.

● A 1981 model year average standard of 18 mpg for two-wheel drive and 15.5 mpg for four-wheel drive vehicles.

● A 1980 model year average standard of 14 mpg for manufacturers whose fleets use only engines that are not also used in passenger cars. A 1981 model year average standard for such manufacturers of 15 mpg.



The special engine standards apply only to International Harvester, which had 1977 sales of about 32,000 vehicles. This special requirement will be in effect for two years to give International Harvester additional time to make further improvements in its engines or obtain engines from another source.

Secretary Adams pointed out that in 1977 light trucks and vans consumed about 20 billion gallons of fuel.

"The fuel savings we shall achieve from these standards will be a vital part of the effort to reduce the \$45 billion annual cost of petroleum imports and a trade deficit that reached almost \$27 billion in 1977," Adams said.

"The new standards make good economic sense for both the consumer and manufacturer," the Secretary said. "The owner of the typical 1981 model year light truck should expect to save about \$600 in fuel costs over the vehicle's life, and the producer of these vehicles should expect the market to continue to grow."

In March 1977, DOT announced its first fuel economy standards for light trucks and vans for the 1979 model year, but limited their coverage to vehicles with a GVWR of 6,000 pounds or less. (Gross vehicle weight is the weight of the vehicle, plus the weight of its maximum load.)

For two-wheel drive light trucks, the 1980 and 1981 standards are 10 percent and 23 percent, respectively, above the expected industry average fuel economy of 14.6 mpg in the 1979 model year. For **four-wheel** drive light trucks, the 1979 industry average fuel economy is expected to be about 12.5 mpg and the 1980 and 1981 standards represent increases of 12 percent and 24 percent, respectively.

DOT excluded from the final rule light trucks and vans imported by domestic manufacturers. Such vehicles are treated separately and may not be counted together with domestically produced vehicles for the purpose of meeting average fuel economy standards.

National Highway Traffic Safety Administrator Joan Claybrook said DOT recognizes that light trucks and vans have important utility roles for farming and business purposes as well as for personal transportation and recreational use.

She added that, "The standards issued today will permit all such uses to continue to be met by the 1980 and 1981 models. Light truck and van sales increased sharply to set new sales records in 1977. As manufacturer comments and their advertising messages show, the rapid sales increases are being achieved primarily because the public also uses light trucks and vans for a significant portion of everyday and recreational driving."



She noted that although the GVWR limit was being raised, most of the vehicles subject to the standard actually have a curb weight of 3,500 to 5,000 pounds -- about the weight of today's full-sized passenger car or station wagon.

NHTSA said the final standards are the product of extensive analysis of information requested of interested parties, particularly the vehicle manufacturers, and from a public hearing held last January 16 and 17. At the hearing, there was testimony from vehicle manufacturers, parts and materials suppliers, citizens groups, trade association, private citizens and other government agencies.

NHTSA said the standards will not place heavy burdens on the manufacturer's financial resources because the additional improvements required do not call for major capital investments. It said manufacturers can meet the final standard by readily available techniques and without major new vehicle or engine redesign. The techniques included improved lubricants, radial tires, improved transmissions, weight reduction, axle ratio changes and greater use of smaller engines.

DOT estimates it will cost the manufacturers \$47 million in capital expenditures to meet the standard. The net savings to consumers are estimated at \$540 for the average 1981 model year light truck.

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# U. S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



FOR IMMEDIATE RELEASE  
Friday, March 17, 1978

DOT 36-78  
Contact: Frances Lewine  
Phone: (202) 426-4531

## HALF-PRICE AIR FARES POSSIBLE IN U.S. - BRITISH PACT, ADAMS SAYS

Secretary of Transportation Brock Adams said today "the new air service agreement between the United States and Great Britain will mean low fares and increased charter flights for trans-Atlantic travelers."

"In some cases," Adams said, "fare reductions of as much as 50 or 60 percent may be available on flights between American cities and London."

The Secretary said "the agreement was the result of tough, intensive negotiations with the British over the last few weeks. This agreement and one signed recently with the Netherlands are consistent with the Carter Administration's new international air policy that promotes more competition among air carriers and lower fares to give the consumer a better break."

Here are some of the provisions of the Charter Air Services agreement that completes the "Bermuda 2 Agreement" signed by the U.S. and Britain in Bermuda July 23, 1977:

- It establishes a basic framework for charter services between the two countries, replacing a memorandum of understanding on charter services that was due to expire March 31, 1978.
- Charter trip travelers will find reservation rules substantially liberalized on flights between the two countries. Charter flight tickets can be purchased 21-days in advance, instead of the 45-day advance purchase now required. The size of groups eligible for charter rates will be reduced from the present minimum of 40 persons to a minimum of 20 persons.

- Previous price controls on charter trip fares are eliminated. This will permit fare reductions by both American and British carriers.
- Both countries are authorized to designate as many charter airline services as they deem appropriate. This opens the way for additional airlines to join in the charter business.

International Airways Agreement also was reached in a dispute between the British and Braniff over reduced air fares for the summer season.

It opens the way for Braniff to begin immediately its proposed reduced fare scheduled flights between Dallas/Ft. Worth and London. British Caledonian Airways will be permitted to file for similar reduced fares to compete with Braniff on its London/Houston run. These new British fares are expected to be approved promptly.

Low Budget Fares and Stand-by reduced fares already filed by Pan American World Airways and Trans World Airlines will become effective shortly. This will result in extension of low fare travel to all 14 U.S. gateway cities. These cities are Anchorage, Atlanta, Boston, Chicago, Dallas/Ft. Worth, Detroit, Houston, Los Angeles, Miami, New York, Philadelphia, San Francisco, Seattle and Washington/Baltimore.

Also as a result of the agreement, low fares for Delta Airlines/ Atlanta-London run and National Airlines' Miami-London route will be approved.

Several other low fare proposals by Northwest Orient Airlines also will be approved.

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# U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
March 21, 1978

DOT 37 -78  
Contact: Dennis Deutsch  
Tel: 202-426-3574

ST. LAWRENCE SEAWAY  
OPENS TO TRAFFIC APRIL 3

The 1978 navigation season on the Montreal-Lake Ontario section of the St. Lawrence Seaway will open at 8 a.m. (EST), April 3, according to an announcement today by the U.S. Department of Transportation's Saint Lawrence Seaway Development Corporation and the Seaway Authority of Canada.

The Welland Canal, which connects Lakes Ontario and Erie, is scheduled to open for navigation at 12 noon (EST), on March 28.

Daylight navigation only will be permitted in some areas of the Seaway system until floating aids have been installed.

Again this winter, the U.S. locks at Sault Ste. Marie, which connect Lakes Superior and Huron, remained open throughout the 1977-78 winter period, permitting ships to navigate in the upper Great Lakes on a year-round basis.

In 1977, the navigation season on the Montreal-Lake Ontario section of the Seaway began April 4, and continued until December 26 -- the latest actual closing date for this section. Last year, the Welland Canal also was opened to navigation April 4 but closed December 30.

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# U. S. Department of Transportation

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Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE: 10 A.M. EST  
Wednesday, March 22, 1978

DOT 38-78  
Contact: Howard Coan  
Phone: (202) 426-4321

## ADMINISTRATION BACKS AMENDMENTS TO COAL SLURRY PIPELINE BILL

The Carter Administration is prepared to support a coal slurry pipeline bill under current House consideration if some amendments are added, a Department of Transportation official said today.

Assistant Secretary of Transportation Chester Davenport said the suggested Administration amendments would provide for certain analyses before right of eminent domain would be granted to take over private land for the right of way of a pipeline carrying slurry (a granulated coal mixed with water).

The Administration proposal also would give a stronger role in the approval process to DOT before a prospective slurry pipeline is certified.

In a statement prepared for a House Public Works and Transportation subcommittee hearing on the bill, Davenport said the Secretary of Transportation should concur on all transportation issues before the eminent domain authority is given.

Under the bill approved by the House Interior and Insular Affairs Committee, the Secretary of Interior would request a recommendation from the Secretary of Transportation only on the pipeline's impact on other transportation facilities. The Department of the Interior would have responsibility for making two other transportation findings--the availability of alternative means of transporting coal and its comparative cost.

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Relying on the Interior Department, Davenport said, would not guarantee that transportation findings would be "thorough" or that those findings would be given "adequate weight in the certification process."

Davenport repeated the Administration's proposal, which he had first presented to a House Interstate and Foreign Commerce subcommittee hearing on Feb. 7, for a review by three federal departments before invoking the right of eminent domain.

The Department of Energy would have the power to grant eminent domain, but before a certificate is issued Transportation and Interior would have to concur on matters within each department's jurisdiction.

DOT would review the transportation issues and Interior would be asked to review and concur on natural resource and environmental impacts, including a pipeline's effect on water resources.

The Energy Department would judge the applications of prospective pipeline operators on a case-by-case basis, Davenport said.

"Because the issues involved in coal slurry pipeline decisions--energy, transportation, environmental, economic, and social--are not matters on which the Department of Energy has all necessary expertise, the Administration believes that, while the authority to issue certificates of public convenience and necessity should be placed in the Department of Energy, such certification must be preceded by concurrences from the Departments of Transportation and Interior as to matters within the purview of those agencies," Davenport added.

Any cost comparisons between transporting coal by rail or pipeline requires an analysis of the specific route, Davenport noted. Among the factors to be compared would be size and spacing of mines supplying the pipeline, the volume of coal to be transported and the distance.

In addition, he said the terrain, soil conditions, land use and any major water crossings along the route must be considered, as well as the availability of water and the number of customers to receive coal from a pipeline.

The potential effect of a slurry pipeline on competing rail or water carriers also demands a specific analysis of a suggested route, Davenport pointed out. "It should be noted that such financial analyses always will have to be made in the context of those rail rate regulatory practices that are in place at the time of a particular slurry pipeline project application," he said.

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# U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE NOON MONDAY  
March 27, 1978

DOT-40-78  
Phone: (202) 426-4321  
Contact: Howard Coan

## ADAMS PRESENTS HEROISM AWARD TO PAN AM FLIGHT ATTENDANT

Secretary of Transportation Brock Adams presented his department's highest bravery award today to a flight attendant who risked her life to save passengers and crew members in the fiery Canary Islands ground collision of two 747 jet planes.

It was the first time the Award for Heroism, established in 1975, had been given. And it went to Dorothy Kelly of Daleville, Ala., a stewardess aboard the Pan American World Airways jumbo jet that collided with a KLM Royal Dutch Airlines jetliner at Tenerife airport a year ago, killing 573 persons.

Kelly was honored for heroic acts that endangered her own life, Adams said.

At the same ceremony, four other Pan Am crew members received the Federal Aviation Administration's Award for Distinguished Service from FAA Administrator Langhorne M. Bond for unusual acts of courage in helping save passengers from injury or possible death following the crash.

They are Robert L. Bragg, first officer, from Howard Beach, N.Y., and three flight attendants --Carla J. Johnson, Oyster Bay Cove, N.Y.; Suzanne C. Donovan, Harrisburg, Pa.; and Joan K. Jackson, Nashville, Tenn.

Secretary Adams said the five awards "recognize the courage and devotion to duty demonstrated by these crew members." He noted the DOT heroism award is designed to honor persons not employed by the department who work in transportation and perform heroic acts that endanger their lives, including attempts to save the lives of others.

The Secretary gave the details of Kelly's heroism after the two planes collided on the airport runway.

Amid the fire, explosions and flying debris following the crash, and despite her own head injuries and a broken arm, Kelly directed passengers to safety and repeatedly returned to the burning wreckage to assist injured passengers and crew members, including Pan Am pilot V. F. Grubbs.

Adams told the audience that pilot Grubbs later reported that he remembered lying next to his burning plane, unable to move away on his own despite the intense heat and the hot metal and debris being scattered around him.

Kelly returned from a safe area to pull the flight captain away from the plane. Grubbs later said, "Although I wanted to stop, she continued to pull me and insisted we must reach the concrete first ... There was blood coming from a wound in her forehead, and it was trickling down her face. I learned later that she also had a broken arm.

"Ms. Kelly is a brave young woman," Grubbs said. "Without question, I owe my life to Dorothy who, at the risk of her own life, pulled me to safety despite her injuries."

In presenting the FAA awards, Bond said that one year after a tragic day in aviation, it is "an honor to recognize those Pan Am flight crew members whose acts of heroism were instrumental in saving numerous lives."

Bond described the heroic efforts of the four crew members honored by the FAA as he presented the awards.

Ignoring a broken ankle suffered in jumping from the shattered cockpit of the Pan Am 747, Bragg assisted litter carriers in moving the most critically-injured persons into ambulances and he organized an effort to carry other injured passengers into vehicles bound for the hospital.

After a part of the aircraft's floor collapsed, Donovan and Jackson were temporarily trapped in the twisted fuselage. They freed themselves and then helped passengers crawl to the exits and outside to safety.

Johnson encouraged and directed stunned passengers from the wrecked plane even though the fire's intensity was increasing.

After they reached safety outside the plane, the three flight attendants comforted and assisted injured persons waiting to be transported to the hospital.

The FAA award is the highest honor given to persons not employed by the FAA. It is bestowed on the basis of distinguished service to aviation, including acts of unusual courage in advancing aviation and the public interest.

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# U. S. Department of Transportation

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Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE FRIDAY  
March 31, 1978

DOT 41-78  
Contact: Bob Holland  
Phone: (202) 426-0434

PUGET SOUND REGULATIONS WILL  
PROTECT ENVIRONMENT, DOT  
DEPUTY SECRETARY SAYS

Protection of the environment will be the primary consideration in the formulation of regulations for the operation of tankers in Puget Sound, Deputy Secretary of Transportation Alan Butchman said today in Seattle, Washington.

Following a two-day fact-finding trip to the Puget Sound area, Butchman said that whatever regulations evolve from DOT's upcoming public hearing he is convinced of the Coast Guard's total dedication to protection of the environment.

During his stay in Seattle, the Deputy Secretary crisscrossed the Sound's shipping lanes by helicopter and inspected the Coast Guard's vessel traffic control system to obtain a first-hand understanding of the complexity of the supertanker issue.

Also, while in the state of Washington, Butchman conferred with Governor Ray, oil shippers, environmentalists and others.

"Whether or not to permit tankers of more than 125,000 dead weight tons to operate in Puget Sound is not a decision to be hammered out on the strength of the arguments of only government and shippers," Butchman said. "The environment of Puget Sound is the precious possession of all residents of the area, and we expect and hope the public will be fully represented at next month's hearing."

DOT has announced that a public hearing on proposed regulations to govern the operation of tankers in Puget Sound will be held on April 20-21 in the North Auditorium, Federal Building, 915 Second Avenue, Seattle.

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