

U.S. Department of Transportation

news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE THURSDAY

March 1, 1979

ELDERLY, HANDICAPPED
TRANSPORTATION PROGRAMS
OUTLINED IN DOT REPORT

DOT R-3-79

Contact: Jerry Clingerman
Phone: (202) 426-4321

The U.S. Department of Transportation today announced the availability of a report on the programs and problems of transportation for elderly and handicapped people.

The report, "Transportation for the Elderly and Handicapped -- Programs and Problems," contains an abridgement of papers presented at the Sixth Annual Conference on Transportation for the Elderly and Handicapped, held in Tallahassee, Fla., in December 1977.

Sponsored for the past six years by Florida State University, the conference was for persons in private industry and all levels of government who work on a daily basis with the transportation problems of elderly and handicapped persons.

The 145-page report, prepared at the department's Transportation Systems Center under sponsorship of the Office of the Assistant Secretary for Governmental and Public Affairs, includes presentations from a national perspective, a brief history of legislation, discussions of planning and implementation methods, examples of state and local urban and rural programs, and a discussion of driver training and equipment selection.

Single copies of the report are available from:

Technology Sharing Program Office
DTS-151, Transportation Systems Center
U.S. Department of Transportation
Research and Special Programs Administration
Kendall Square
Cambridge, MA. 02142

Telephone: (617) 494-2486

U.S. Department of Transportation

news:

Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590



FOR RELEASE 10:00 A.M. EST
Wednesday, March 7, 1979

DOT 28-79
Contact: Howard Coan
Phone: (202) 426-4321

ADAMS ASKS CONGRESS TO BACK REVISED NORTHEAST RAIL PLAN

Secretary of Transportation Brock Adams today asked Congress to support the Carter Administration's revised proposal for modernizing the Northeast Corridor rail line between Washington, D.C. and Boston.

In a statement prepared for his appearance before the House Commerce Subcommittee on Transportation, Adams requested an additional \$654 million in federal funds to complete the renovation, increasing the total funding to about \$2.4 billion. He also recommended an extension of the completion time to the end of 1983 from the original date of Feb. 5, 1981.

If the proposals are accepted, improved service on the Corridor will have a major impact by 1984, Adams said. At that time, he estimated Amtrak will carry about 15 million passengers a year on the Corridor, local and regional transit authorities along the line will transport about 30 million commuters, while 100 million other commuters will be carried on facilities directly connecting with the Corridor.

The freight shipped on Conrail will rise from 7 billion gross ton-miles in 1984 to about 8 billion gross ton-miles by 1990, Adams noted.

If the anticipated level of Corridor use actually is reached, Amtrak will break even on Corridor operations by the mid- to late 1980's Adams said.

Congress originally authorized \$1.75 billion for the Corridor project in February 1976. The new request, along with other funds for grade crossing elimination and improvements to Washington's Union Station, would bring the total federal commitment to \$2.5 billion.

Adams said his funding request is the minimum federal investment needed to support future service demands in the Corridor. "I think the fact that the President supports such an increase, in the face of major budgetary constraints, speaks for itself," he said.

"The current authorization of \$1.75 billion will not be sufficient for us to provide the necessary facilities to run an efficient operation which can cover operating costs and also meet the travel time goals" set by Congress, the Secretary pointed out.

The Administration's goal is to make the Corridor an economically sound, even profitable entity, he noted.

"The expectation of break-even on mainline Corridor operations was, in fact, one major basis for the support being given for an authorization increase," said the Secretary. "If we spend more money now, and do the job right, there will be a real payoff later."

Last Jan. 15 Adams originally announced the suggested changes in funding and completion time for the Corridor project in a report to Congress, following a year-long re-examination of the improvement program.

Adams was concerned particularly that the project was focused too narrowly on the needs of intercity rail passengers without regard for commuters and freight traffic. "I am pleased to emphasize that we now have a foundation for an integrated rail transportation system in the Corridor," he told the subcommittee today.

Under the revised plan, a Train Planning Unit will be established to publish timetables linking commuter and intercity schedules and improve coordination between freight and passenger schedules.

Completion of the project will enable electrically powered trains operating up to 120 mph to travel between New York City and Washington in 2 hours and 40 minutes and between New York and Boston in 3 hours and 40 minutes, Adams said.

Metroliners now make the Washington-New York run in three hours or more and Amtrak trains take five hours to travel between New York and Boston.

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U. S. Department of Transportation news:



Office of Assistant Secretary for Governmental and Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, March 9, 1979

DOT 29-79
Contact: Howard Coan
Phone: (202) 426-4321

DOT HEARINGS SET ON PROPOSED RULES FOR HAZARDOUS SUBSTANCES TRANSPORT

Department of Transportation public hearings will be held this month in San Francisco and Washington, D.C., on the department's proposed regulations concerning the transportation of hazardous substances.

DOT has made its proposal under authority of a 1974 law in order to coordinate transportation regulatory efforts with the Environmental Protection Agency. That agency has published proposed hazardous substance regulations under another law, the Federal Water Pollution Control Act.

The San Francisco public hearing will be held March 14 at the Fleet Admiral Nimitz Officers Club at Treasure Island. The other hearing is set for March 22 in Room 3201, 2100 Second St., S.W., Washington, D.C. Both hearings will begin at 9 a.m.

DOT's proposal would amend the department's current hazardous materials regulations to specifically include hazardous substances that may threaten public health and safety when discharged in certain quantities.

Under a DOT-EPA arrangement, EPA will determine the identity of hazardous substances and the quantities of such materials that may be harmful when released into the environment.

DOT will specify the shipping paper requirements that pertain to hazardous substances. The proposed DOT rule also will require the Coast Guard's National Response Center to be notified when any spill of a harmful quantity of a hazardous substance shipment occurs.

The proposal would apply federal regulation to intrastate shipments of hazardous substances, which are not currently controlled, as well as interstate transportation.

DOT's notice of proposed rulemaking was published in the Federal Register on February 22. Written comments will be accepted until April 23 at the Dockets Branch, Materials Transportation Bureau, U.S. Department of Transportation, Washington, D. C., 20590.

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FOR RELEASE WEDNESDAY
March 14, 1979

DOT 32-79
Contact: Howard Coan
Phone: (202) 426-4321

FORMER AT&T EXECUTIVE NAMED
DEPUTY CHIEF OF DOT AGENCY

Larry D. Nelson, a former American Telephone & Telegraph Co. executive, has been appointed to a high-level position in the Department of Transportation.

Nelson, 41, is the new deputy administrator for DOT's Research and Special Programs Administration, which was formed in a 1977 departmental reorganization. He is the first appointee to that job.

A native of Garfield, Kan., he had held several supervisory positions in the Bell System since joining the company in 1965. Before coming to DOT, he was a supervisor in the rate and tariff planning division at company headquarters in New York City.

Nelson, a mathematician and computer scientist, previously had worked in the company's Bell Telephone Laboratories in Murray Hill, N.J. and at Bellcomm, Inc., an AT&T subsidiary in Washington, D.C. involved in the space program.

As the second-ranking official in the Research and Special Programs Administration, Nelson reports directly to James D. Palmer, who has headed the agency since last Aug. 29. Among the agency's programs are hazardous materials transportation, pipeline safety, passenger and cargo security and university research. It also operates a research center in Cambridge, Mass., and a safety training institute in Oklahoma City.

Nelson holds degrees in mathematics from three universities. He earned a bachelor's degree in mathematics and physics from Phillips University in Enid, Okla., in 1959, a master's from Kansas State University in 1962, and a doctorate from Ohio State University in 1965.

While working on his Ph.D., he did extensive research in computer science at the Ohio State University Research Foundation, and Battelle Memorial Institute in Columbus, Ohio.

He is married to the former Linda Hawkins of Lorain, Ohio. They have been residents of Berkeley Heights, N.J.

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Office of Assistant Secretary for Governmental and Public Affairs
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FOR RELEASE THURSDAY
March 15, 1979

DOT 33-79
Contact: Bill Bishop
Phone: (202) 426-4321

NEW DOT GOVERNMENTAL
AND PUBLIC AFFAIRS
OFFICE HEADED BY BRACY

A new office of Governmental and Public Affairs has been established in the Department of Transportation, headed by Assistant Secretary Terrence L. Bracy.

Secretary of Transportation Brock Adams recently directed the expansion of operations for Bracy, who has been serving as Assistant Secretary for Congressional and Intergovernmental Affairs since his nomination to that post by President Carter in February 1977.

Bracy, a native of St. Louis, Mo., who served for nine years as a legislative assistant to Rep. Morris K. Udall prior to coming to the Department of Transportation, now has charge of the Public Affairs Office as well as congressional and intergovernmental activities. Bracy heads the departmental policy group on the future of the auto and serves on other policy task force groups dealing with rail, safety and marine matters.

The reorganization includes the following personnel changes in the Governmental and Public Affairs Offices:

-- Susan J. Williams moves up from Director of Congressional Affairs to become Deputy Assistant Secretary for Governmental and Public Affairs. Williams, who comes from Philadelphia, was a special assistant to delegate Walter Fauntroy in the U.S. House of Representatives before her appointment to the DOT in January 1977. Previously, she served for eight years as an education consultant at the Department of Health, Education and Welfare.

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-- Ernest R. Warner, Jr., a veteran of 10 years with the DOT, becomes Deputy Assistant Secretary for Intergovernmental Affairs. Warner, whose home is Oakton, Va., came to the department from the C & P Telephone Co. in 1969 and has served in several posts involving congressional and intergovernmental affairs.

-- William B. Bonvillian, an attorney from Wilton, Conn., becomes acting head of the Office of Congressional Affairs. He has been serving as a Congressional Liaison Office at DOT since 1977.

-- James P. Brown, formerly a special assistant to Bracy for governmental affairs, becomes Director of the Office of Public and Consumer Affairs. Before coming to DOT, he served as Press Secretary to Congressman James Symington (D-Mo.) from 1971-76. Brown, also from St. Louis, was employed for a year as a news reporter for KPLR-TV in St. Louis.

-- Robert A. Holland continues as Deputy Director of the Office of Public Affairs and Frances L. Lewine moves up as the Deputy Director for Information.

Other recent changes in personnel bring the following new public affairs officers into posts at two of DOT's eight agencies.

-- Former Washington newsman Jerry Doolittle has been named the Federal Aviation Agency's Assistant Administrator for Public Affairs. A native of Pittsburgh, Doolittle served as a reporter for the Washington Daily News (1960-62), The Washington Post (1962-64), spent four years with the U.S. Information Service in Africa and Laos and was a free lance writer from 1970-76 when he joined the Carter Presidential campaign. He served as a speechwriter for the President until joining FAA.

-- Another former newspaperman, Michael Avenenti, of Yardley, Pa., is the new Public Affairs Officer at FRA, under Administrator John Sullivan. Avenenti is a veteran of 10 years service with United Press International serving most recently as legislative correspondent in Trenton, N.J.

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U.S. Department of Transportation

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Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590



FOR RELEASE 10:00 a.m.
Friday, March 16, 1979

DOT 34-79
Contact: Howard Coan
Phone: (202) 426-4321

ADAMS SAYS MORE FEDERAL AID NEEDED TO COMPLETE NORTHEAST RAIL PROJECT

Additional federal funds are needed to complete modernization of the high-speed passenger rail line between Washington, D.C., and Boston, Secretary of Transportation Brock Adams told a Senate subcommittee today.

He requested that Congress approve the Carter Administration's revised plan for the Northeast Corridor line. The proposal calls for an extra \$654 million in federal funding for the project, increasing the total federal investment to about \$2.4 billion. Adams also asked that the deadline for completion be extended from Feb. 5, 1981 to the end of 1983.

Adams made his comments in a statement prepared for a hearing of the Senate Commerce Subcommittee on Transportation.

The Secretary gave a similar statement on March 7 when he appeared before the House Commerce Subcommittee on Transportation.

If the Administration's revised plan is accepted, improved service on the Corridor will have a major impact by 1984, Adams said today. In that year, he estimated Amtrak will carry about 15 million passengers on the Corridor, local and regional transit authorities along the line will transport about 30 million commuters, while 100 million other commuters will be carried on facilities directly connecting with the Corridor.

Stating that the Administration's goal is to make the Corridor an economically sound operation, Adams said that freight shipped by Conrail is expected to rise from 7 billion gross ton-miles in 1984 to about 8 billion gross ton-miles in 1990.

Amtrak will break even on Corridor operations by the mid-to-late 1980s, he said.

"The current authorization of \$1.75 billion will not be sufficient for us to provide the necessary facilities to run an efficient operation which can cover operating costs and also meet the travel time goals" set by Congress, the Secretary pointed out.

The Secretary originally announced the suggested changes in funding and completion time for the Corridor project in a report to Congress on Jan. 15.

The report followed a year-long re-examination of the improvement project, which the Secretary directed because of his concern that the project was focused too narrowly on the needs of intercity rail passengers and with insufficient emphasis on the requirements of commuters and freight traffic.

"I am pleased to emphasize that we now have a foundation for an integrated rail transportation system in the Corridor, he told the subcommittee today.

Completion of the project will enable electrically powered trains operating up to 120 mph to travel between New York City and Washington in 2 hours and 40 minutes and between New York and Boston in 3 hours and 40 minutes, Adams said.

Metroliners now make the Washington-New York run in three hours or more and Amtrak trains take five hours to travel between New York and Boston.

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U. S. Department of Transportation news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

For Release 10 A. M. EST
Monday, March 19, 1979

DOT 35-79
Contact: Bill Bishop
Phone : (202) 426-4321

NEW LEGISLATION ACCOMODATES OLD AND NEW TRANSIT SYSTEMS SECRETARY ADAMS TESTIFIES

The Department of Transportation is prepared to commit \$5.6 billion over the next five years in capital and operating funds to the eight urban areas that now operate rail transit systems, Secretary Brock Adams said today.

The commitment, he said, is over and above federal funding for new rail transit systems under construction in Atlanta, Miami, Buffalo and Baltimore.

The eight areas involved are New York, Northern New Jersey, Chicago, Philadelphia, Boston, Cleveland, San Francisco and Pittsburgh.

In addition, these areas will be eligible for substantial funding under the Urban Initiatives and Interstate Transfer Programs.

Secretary Adams furnished this information to the Subcommittee on Transportation of the House Public Works and Transportation Committee in testimony prepared for an oversight hearing on the Surface Transportation Assistance Act of 1978. That legislation combined for the first time DOT's highway and mass transit programs in a single bill.

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Adams said that the nation is experiencing a transition from a period of building, developing and expanding transportation facilities to a time in which there will be a major emphasis on prudent management and use of existing transportation systems. He pointed out that "the Surface Transportation Assistance Act has enabled us to effectively redirect our efforts to meet changing priorities and the new challenges before us as we look to the future."

"We must get the most that we can out of our existing transportation facilities while we pay closer attention to the side effects of our actions on the human needs in our cities, on our resources and on our environment," he said.

The combined total of obligations for mass transit, highway and highway safety programs increased from \$6.1 to \$12.2 billion in the 1974 to 1980 budget cycle, and DOT's budgets have grown during the period at a rate that far outpaced inflation, the Secretary said.

"Inflation, which has long been a problem, is now recognized as the most severe challenge confronting the country," Adams said. "It is of utmost importance for the well-being of this country that we do all we can to hold down the federal budget."

The Secretary characterized DOT's proposed \$19.1 billion budget for 1980 as "austere but effective." Although the rate of increase has been reduced significantly from prior years, it is still at a higher level than ever before, he said.

"It enables us," Adams said, "to concentrate and reinforce our efforts to complete the Interstate Highway System, improve the nation's deteriorating highway bridges, consolidate safety construction programs, develop energy savings programs and modernize existing transit capacity and initiate new starts."

"This is an effective and responsible budget," the Secretary said. "It recognizes the maturation of our programs and begins to level off our budget expenditures after a sustained period of real growth."

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Office of Assistant Secretary for Governmental and Public Affairs

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FOR RELEASE FRIDAY
March 23, 1979

CONSUMER ADVISORY

DOT 37-79

Contact: Carolyn DuBose

Phone: (202) 426-4321

DOT MANUAL ADVISES
ON RAIL STATION FIX-UP

The U.S. Department of Transportation has announced it has available a new manual designed to assist communities interested in converting historically and architecturally significant railroad stations to other uses.

The nation has more than 20,000 vacant or under-utilized railroad stations that represent a vast potential for conversion to other uses.

The publication, "Recycling Historic Railroad Stations: A Citizen's Manual", and its technical supplement, "Recycling Historic Railroad Stations" offer basic guidelines for successful projects, including how to organize and initiate a station recycling project.

The study, funded by DOT, evaluated eight historic railroad stations that have been converted to other uses. They are listed in the National Register of Historic Places and are located in National Register Historic Districts.

The federal government's role in such projects can range from financial assistance for station re-use to transportation planning assistance for conversion of stations to intermodal transportation centers.

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The cost of each publication is \$3.00. Please order by the following stock numbers: "Recycling Historic Railroad Stations: A Citizen's Manual", Stock Number 050-000-00143-1 and "Recycling Historic Railroad Stations: A Technical Supplement to the Citizen's Manual", Stock Number 050-000-00144-0.

Copies may be purchased by writing to:

Superintendent of Documents
U.S. Government Printing Office
Washington, D.C. 20402

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U.S. Department of Transportation

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Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

FOR RELEASE 9:00 A.M. EST
Friday, March 23, 1979

DOT 36-79

Contact: William W. Bishop
Phone: (202) 426-4321

ADAMS CALLS FOR MAJOR LEAP IN AUTOMOTIVE FUEL ECONOMY

Production of a national fleet of passenger cars with fuel efficiency averaging between 40 and 50 miles per gallon by the year 2000 is a technically feasible and realistic goal, Secretary of Transportation Brock Adams said today.

Working toward that goal, Adams said he has proposed a coordinated program of basic research to produce automobiles that use substantially less fuel than today's cars or that use fuels not derived primarily from foreign sources.

Testifying before the Senate Committee on Commerce, Science and Transportation, Adams released a preliminary report on the conference he convened last month in Boston on the car of the future.

The report was prepared by Raymond L. Bisplinghoff, chairman of the National Research Council's Committee on Transportation, who chaired the Boston conference.

"The meeting stimulated and brought out many innovative and imaginative technological options which might be pursued," Dr. Bisplinghoff reported. "I am reassured that it is both realistic to try, and more significant, technologically feasible, to achieve your goal of the socially responsible automobile."

Bisplinghoff said he felt that basic research is lacking in some areas which have high payoff potential.

Among the examples he cited were:

- * While the diesel engine offers significant fuel economy advantages over the conventional engine, basic information doesn't exist on the control of diesel exhaust emissions.

- * Reinforced plastics are promising automotive materials, however, basic information doesn't exist on their design characteristics, mass producibility, and adaptation to recycling or disposal.

- * Basic information is not available on the exhaust emission characteristics of engines that use fuels derived from nonpetroleum sources.

"These examples," Bisplinghoff said, "are illustrative of many areas requiring basic automotive technology research. The automotive technology knowledge well is running dry."

Pointing out that various government agencies are already involved in advanced applied automobile research and development, Secretary Adams said his effort to initiate a basic research program is being undertaken with the support and coordination of other federal agencies.

Adams said he would not expect the research to be performed by the government, "but by the many people everywhere who have something to contribute -- automobile manufacturers, private research laboratories, universities and others."

"With this broad base of participation in a widespread program of basic research that is nationally coordinated, I would hope to produce a pool of technological options available to the public."

There is no intention to put the government in the business of designing or producing a commercially viable automobile, Adams said. "This should be done by those who are most expert at it -- the automobile manufacturers."

"With the pool of options as a starting point, any automobile manufacturer can individually decide which technologies present sufficient potential to develop and commercialize," he said.

The Secretary said that he and his staff are in the process of determining how to carry out the needed basic research and who will participate, where the research will take place, the coordination required to avoid duplicative efforts and how the research will be funded.

All of these questions, he said, will be discussed at a second major meeting of automotive experts planned to be held in May.

His call for an intensified national automotive research program is based on three premises, Secretary Adams said.

These are:

* Despite the increased use of urban public transportation for short trips and the growth of aviation for intercity travel, the automobile will continue to be the dominant method of transportation for the foreseeable future.

* The U.S. cannot afford to continue its dependence upon foreign petroleum because of the uncertainty of supply and the adverse impact on the economy.

* The potential benefit of advanced basic research is so uncertain and so distant that manufacturers may not undertake it on their own initiative.

In addition to the need for an automotive research program, the Secretary said, "it is becoming increasingly apparent that we must also give serious consideration to the development of alternative fuels.

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U.S. Department of Transportation news:



Office of Assistant Secretary for Governmental and Public Affairs

Washington, D.C. 20590

ADVANCE FOR SUNDAY AMs
March 25, 1979

CARMAKERS ARE CHALLENGED
TO IMPROVE RUST PROTECTION

CONSUMER ADVISORY

DOT 38-79

DOT Contact: William W. Bishop
Phone: (202) 426-4321
Consumer Contact: Midge Shubow
Phone: (202) 456-6534

Secretary of Transportation Brock Adams and Esther Peterson, Director of the U.S. Office of Consumer Affairs, today challenged domestic and foreign automobile companies to "provide American consumers with the same rust warranty they give to Canadian consumers."

In letters to chief executive officers of 18 auto companies, Adams and Peterson compared the limited anti-corrosion warranties generally given U.S. automobile consumers with the far greater protections granted to Canadian consumers. They pointed to Canada's recently adopted rust protection code that covers both Canadian-made cars and imports.

Canadians who purchase new cars now are given three-year or 74,000-mile warranties against perforations and one-year or 24,000-mile warranties against surface corrosion. These warranties will be extended further in the future. Meanwhile, Americans purchasing new cars generally are granted no specific rust warranty protection. (Honda does provide a three-year and Toyota a one-year rust warranty).

Noting that compliance with the Canadian standards is voluntary, Adams and Peterson stressed that "virtually all domestic and foreign automobile manufacturers have nonetheless included the principles of the Canadian rust code in their warranties to Canadian car owners."

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"We are greatly concerned about this disparity in treatment of Canadian and American automobile owners," the two government officials said. They said that numerous complaints involving automobile rust received by their offices indicate that there is a significant problem of premature rusting in automobiles sold in the United States.

The concerns of Adams and Peterson stem from both economic and safety considerations, since corrosion can result in considerable expense to the owners of affected automobiles and advanced stages of rusting can lead to major safety-related defects.

Adams and Peterson asked officials of each of the 18 U.S. and foreign firms to inform them of their company's positions on upgrading rust warranty protections.

Adams added that the rust question provides another opportunity for the automotive industry to meet consumer needs voluntarily. The Secretary also has challenged the industry to begin research now toward a 50-mile-per-gallon car for the future.

The letter was sent to the chief executives of Ford Motor Co.; Chrysler Corp.; American Motors Corp.; General Motors; Toyota Motor Sales USA, Inc.; Nissan Motor Corp. USA; American Honda Motor Co., Inc.; Volkswagen of America, Inc.; Subaru of America, Inc.; Mazda Motors of America, Inc.; Fiat Motor Co.; British Leyland Motors, Inc.; Volvo of America Corp.; Mercedes-Benz of North America, Inc.; BMW of North America, Inc.; Saab-Scania of America, Inc.; Renault USA, Inc.; and Peugeot, Inc.

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