



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-70

Broadcast: Monday, April 1, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, April 1 concerns statistics on gasoline sales.

Statisticians for the Department of Transportation's Federal Highway Administration confirmed today that less gasoline is being sold in the United States. Based on reports from 20 States, gasoline sales for January 1974 showed a 7.3 percent decrease from sales reported in January of 1973. Sixteen of the 20 states reporting showed decreasing sales while 4 showed an increase.

State taxation reports at the wholesale level are the source of gasoline information tabulated by the Federal Highway Administration.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-71

Broadcast: Monday, April 1, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, April 1 concerns a proposed intermodal terminal. It follows a lead-in.

Under Secretary of Transportation John Barnum in Senate Commerce Committee testimony today on the proposed National Visitors Center, in Washington, D.C., explained how intermodal terminals would benefit the traveling public.

UNDER SECRETARY BARNUM: "For the public, intermodal terminals would allow a quick interchange from one kind of transportation to another under one roof. The particular problems of our aged and handicapped travelers would be substantially reduced. With a suitable network of such terminals, joint scheduling of service could be instituted among the various modes of transportation allowing convenient connections at common locations. Ultimately such terminals would permit through ticketing and baggage handling among the modes where a traveler on one ticket could check his baggage through to his final destination while interchanging between rail, bus, and air as his trip required.

"The widespread existing intercity bus networks could provide residents of rural areas ready accessibility to a transportation hub where a choice would be offered for the continuation of their journey to a final destination."

This has been the Transportation News Report.

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WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-72

Broadcast: Monday, April 1, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, April 1 concerns the proposed National Visitor Center in Washington, D.C. It follows a lead-in.

Under Secretary of Transportation John Barnum in Senate Commerce Committee testimony today on the proposed National Visitors Center in Washington, D.C., outlined his department's role in the endeavor.

UNDER SECRETARY BARNUM: "It is the view of my department that, at the outset, the Department should take the lead in design development and planning as well as exploring the various alternatives for funding an intermodal terminal in Washington. We have an opportunity to provide for Washington's unique transportation needs due to the new Visitor Center and its proximity to places of interest, as well as to accommodate intercity bus and train service, commuter buses and trains, METRO rapid transit charter buses, airport buses, taxis, limousines, and privat automobile parking.

"This is not the responsibility of the federal government alone, however. Private industry must be a partner in this endeavor."

This has been the Transportation News Report.



DEPARTMENT OF TRANSPORTATION

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BROADCAST NEWS SERVICE 74-73

Broadcast: Tuesday, April 2, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, April 2, has an feature story on the transbus.

"A new type of transit bus will evolve from a project now being conducted by the U.S. Department of Transportation's Urban Mass Transportation Administration. The TransBus Program, as it's called, involves three competing firms which are producing their versions of these vehicles. The transbus concept incorporates the first basic changes to be made in urban transit buses in more than 15 years. The buses, which emphasize safety and ease of boarding, will undergo an extensive testing period and will also see service on a demonstration basis in a few U.S. cities."

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
Tuesday, April 2, 1974

DOT-28-74
Phone: (202) 426-4321

The U.S. Department of Transportation does not oppose discussions between Pan American World Airways and Trans World Airways regarding restructuring of North Atlantic Service, except for discussions of sharing of revenues.

"DOT believes that pooling discussions are premature at present because other alternatives are available. If pooling is excluded it may be that Board approval of additional discussion authority as requested is not legally required," the Department said.

These opinions were contained in the Department's filing yesterday with the Civil Aeronautics Board of an answer to Pan Am's request to the CAB for authorization of discussions with TWA for the purpose of reaching agreements on consolidation of operations, coordinated services and sharing of revenues on the airlines' competitive transatlantic routes.

The routes involved link nine U.S. points -- New York, Boston, Philadelphia, Washington, Chicago, Detroit, Los Angeles and San Francisco -- with five European cities -- London, Frankfurt, Paris, Rome and Lisbon.

In filing its request on March 19, Pan Am said, "without bold new steps by Pan Am and TWA to restructure and consolidate their transatlantic services, both airlines will incur massive losses so large as to undercut their basic financial position and force discontinuence of vital international services."

In the short run, DOT said, changes in passenger, charter and cargo rates; service suspensions; internal cost reduction; increased charter operations; and changes in the Federal Energy Office fuel allocation regulations will be of significant benefit to Pan American.

"We also believe that Pan American's pattern of transportation service needs to be fundamentally restructured for the long term, particularly in the North Atlantic. Discussions may produce short run adjustments that are beneficial, but we think their longer term desirability should be dealt with in the Board's comprehensive investigation of all transatlantic passenger, cargo and charter services in the Transatlantic Route Proceeding," the Department said.

Hearings in that proceeding are scheduled to begin in June.

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DEPARTMENT OF TRANSPORTATION

TAD-493
NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
April 3, 1974

DOT 29-74
Phone: (202) 426-4321

Secretary of Transportation Claude S. Brinegar has accepted an invitation from the Union of Soviet Socialist Republics to participate in the inaugural flight marking establishment of regular weekly air service between Washington and Moscow.

The Secretary and Mrs. Brinegar, along with a party of 35 government and industry officials, will depart from Dulles International Airport at 8:30 p.m. on April 5 aboard an Aeroflot IL-62 and arrive at Sheremetyevo Airport, Moscow, at 3:45 p.m. on the 6th, after a stop in Paris.

While in the U.S.S.R., Secretary Brinegar will confer with his Soviet counterparts on transportation matters of mutual concern, and will review progress in the implementation of the cooperative transportation agreement signed by the two governments on June 19, 1973.

The return flight to the United States is scheduled to depart Moscow at 11:00 a.m. on April 12.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

FOR RELEASE ON RECEIPT

DOT 30-74
Phone: (202) 426-4321

The U.S. Department of Transportation is inviting comment on the impact of daylight saving time (DST). The Department wants to assess public opinion on such questions as: Is DST advisable on a year-round basis? Does DST help conserve energy? Should DST be continued when the current legislation expires?

The Emergency Daylight Saving Time Conservation Act was passed by Congress on December 15, 1973, as an energy conservation measure. The legislation remains in effect through October, 1975.

In calling for public comment, Secretary of Transportation Claude S. Brinegar noted that Congress provided for periodic reports on the impact of year-round daylight saving time.

"The intent of the law was to conserve energy thru decreased power use and to gain secondary benefits such as improved traffic safety," Secretary Brinegar said. "Both Congress and the Department want to know if the public believes that the law is accomplishing its objectives without unwarranted hardship or inconvenience. I am, therefore, asking the Department's Consumer Affairs Office to poll the public on this issue."

Interested individuals should write by April 24 to:

U.S. Department of Transportation
Box 1813
Washington, D. C. 20013

Comments will be incorporated with the results of formal polls conducted for DOT by private research firms.

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040374BRS



DEPARTMENT OF TRANSPORTATION

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BROADCAST NEWS SERVICE 74-75

Broadcast: Thursday, April 4, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, April 4, has an actuality with lead-in and close on improved fire protection for airplanes.

The FAA has proposed a new regulation which would require explosion-prevention systems in the fuel tanks and venting spaces of turbine-powered transport planes. Robert Auburn, of the FAA, commented:

MR. AUBURN: "This Federal Aviation Administration proposal would go a long way to assure greater passenger safety in the day to day operations of our country's air carriers. Under this proposal, aircraft operators and manufacturers could use either a protection system that maintains a continuous non-flammable atmosphere in the fuel tank to prevent a fire or explosion from starting...or alternatively a system that suppresses a fire once initiated."

Large turbojets (those over 12,500 pounds) now in service, would have to have such equipment within 3 years after the regulation becomes effective. Large turbojets and turboprop planes built two years after the same date would also have to have the equipment to be certified.

For further information, dial 202/426-8521. This has been the Transportation News Report.

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BROADCAST NEWS SERVICE 74-76

Broadcast: Friday, April 5, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, April 5, has two actualities on a Daylight Saving time consumer inquiry and on transit ridership in light of the energy crisis. First, the consumer story which follows a lead-in.

Secretary of Transportation Claude Brinegar has asked his Department's Consumer Affairs Office to determine public opinion on daylight saving time. Consumer Affairs Director Ann Uccello explained:

MISS UCCELLO: "When year-round daylight saving time was enacted by law last December as an energy conservation measure, Congress provided for periodic reports on the impact of advanced time. We want to know if the law is accomplishing its objectives without unwarranted hardship or inconvenience and if year-round daylight saving time should be continued when the current legislation expires in October of 1975. If you would like to comment please write the U.S. Department of Transportation, Box 1813, Washington, D.C. 20013."

Next, an actuality on increases in transit ridership. It follows a lead-in.

Urban Mass Transportation Administrator Frank Herringer was asked by newsmen Thursday if bus ridership has increased during the energy crisis. He gave this report...

ADMINISTRATOR HERRINGER: "We have reports of ridership (being) up in selected cities in the range of 20 and 25 percent -- the same month

this year compared with the same month last year. Ridership over-all was up very slightly in 1973, as I mentioned, for the first time since World War II. And that increase, interestingly enough, was in the bus sector, as opposed to the rail transit sector...rail transit continued to go down slightly, and the bus went up more than the rail went down so the total transit passengers ended up going up. The early part of this year we've seen even a more dramatic increase in bus passengers than we saw last year."

This has been the Transportation News Report.

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WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-77

Broadcast: Monday, April 8, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, April 8th has a story on budget hearings for the National Highway Traffic Safety Administration.

"In Congressional testimony today, National Highway Traffic Safety Administrator James Gregory noted a requested increase in the agency's 1975 fiscal year budget that would provide funding for incentive grants to the States to help in the fight against highway deaths. Dr. Gregory told the Transportation Subcommittee of the House Appropriation Committee that a state can qualify for a bonus up to 25 percent of its basic grant apportionment if it enacts legislation requiring all car occupants to wear all seat belts required by State or Federal law. Dr. Gregory pointed to estimates of 10 to 15 thousand lives a year that could be saved if all available safety belts were worn. The States can also earn a bonus up to 25 percent for making significant reductions in the rate of annual highway fatalities."

This has been the Transportation News Report.

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WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-78

Broadcast: Tuesday, April 9, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, April 9, has two cuts from a Coast Guard report on icebergs in the Atlantic. Each follows a lead-in

The U.S. Coast Guard, in its yearly monitoring of iceberg conditions in the Atlantic, has indicated that potential shipping hazards exist near Newfoundland. Chief Information Officer Larry Wurth files this report from New York.

Chief Wurth: "In aerial reconnaissance, earlier this year, the Coast Guard spotted more than 2400 icebergs north of the 48th parallel stretched between Cape Freels in Newfoundland north to Cape Dyer in the Cumberland Peninsular."

According to Chief Wurth this is approximately double the number of icebergs spotted last year, but they won't become a hazard unless wind and ice conditions cause them to drop below the 48th parallel. Chief Wurth had this to say about Coast Guard readiness if this situation were to occur:

Chief Wurth: "The Coast Guard is ready to put into force a surface patrol by ships and there are a few now on a stand-by basis awaiting instructions."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

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BROADCAST NEWS SERVICE 74-79

Broadcast: Wednesday, April 10, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, April 10, has an actuality on proposed railroad legislation and a story on daylight saving time. First, the actuality which follows a lead-in.

Robert Binder, Assistant Secretary of Transportation for Policy, testified today before the House Agriculture, Family Farms and Rural Development Subcommittee on the Administration's Transportation Improvement Act. Later, Binder commented on the bill aimed at railroads and its effect on agricultural communities.

ASSISTANT SECRETARY BINDER: "A rail industry ready and able to respond to the consumer's need -- would be a great asset to the rural parts of our country. The Transportation Improvement Act will contribute substantially to that result. The rail abandonment provisions in the bill would not result in an abrupt loss of service -- nor in an extensive loss of service. The bill provides that local communities and shippers can subsidize the uneconomic lines and prevent their abandonment, and in such cases the bill further delays the abandonment to allow such financing to be arranged."

Next, the daylight saving time story.

The Department of Transportation is continuing its inquiry into the impact of year-round Daylight Saving time. When enacting the law last December as an energy conservation measure, Congress provided for periodic reports on the impact of advanced time. The Department is trying to determine public opinion on whether the law is accomplishing

its objectives without unwarranted hardship or inconvenience and if year-round daylight saving time should be continued when the current legislation expires in October of 1975. Interested persons can write the U.S. Department of Transportation, Box 1813, Washington, D.C. 20013.

This has been the Transportation News Report.



DEPARTMENT OF TRANSPORTATION

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BROADCAST NEWS SERVICE 74-80

BROADCAST: Thursday, April 11, 1974

The US Department of Transportation Broadcast News Service for Thursday, April 11, has a report on Congressional testimony given today on proposed public transportation assistance and the Highway Trust Fund.

"A Department of Transportation official told a House Public Works Subcommittee today that there would be little change in the Highway Trust Fund under the proposed Unified Transportation Assistance Program. Urban Mass Transportation Administrator Frank Herringer said none of the Highway Trust Fund Money could be used for transit operating costs. He added that the Fund's role is virtually unchanged except for changing the federal matching share from 70 to 80 percent as well as a one-year extension of contract authority.

The program would provide about \$19 billion over a six-year period to deal with urban and rural transportation problems."

This has been the Transportation News Report.



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BROADCAST NEWS SERVICE 74-81

Broadcast: Friday, April 12, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, April 12th, has a story on two minority contracts issued by the Federal Aviation Administration.

A minority-owned business has been awarded a contract to construct a new air traffic control tower at Portland, Maine, International Airport. The Federal Aviation Administration in conjunction with the Small Business Administration, awarded the 746-thousand dollar contract to ROBMIC Development and Construction Corporation of Boston. The new tower is scheduled for completion in early 1975. The FAA also announced the award of a technical services contract to a minority firm. Administrator Alexander Butterfield noted the large amount of funds involved in contracts to minority businesses for hardware and non-technical services and expressed the hope of making equally substantial awards to qualified minority firms for technical services. The 38-thousand dollar contract for engineering services on runway and air field problems at Washington National Airport was awarded to Delon Hampton Associates, of Washington, D.C.

The Department of Transportation is continuing its project to determine public opinion of year-round daylight saving time. Interested persons can write U.S. Department of Transportation, Box 1813, Washington, D.C. 20013.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

TAD-492
NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
April 11, 1974

DOT 31-74
Phone: (202) 426-4321

The number of passengers traveling by aircraft, boat, auto and rail increased during the fourth quarter of 1973 over the same period a year ago, while those using buses declined.

During the same period, the volume of freight carried by rail, aircraft, pipeline, water and highway increased in every category.

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 last three months of 1973 and the similar period of 1972.

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NATIONAL TRANSPORTATION SYSTEM ACTIVITY

FOURTH QUARTER 1973

	Fourth Quarter 1972	Fourth Quarter 1973
PASSENGERS CARRIED		
RAILROAD (CLASS I) (PASSENGERS)	60,700,000	63,280,000
AIR (PASSENGER-MILES).....	38,750,000,000	40,270,000,000
BUS (CLASS I: INTERCITY)(REGULAR ROUTE) PASSENGERS ONLY).....	31,450,000	31,170,000
WATER (INTERSTATE) (PASSENGERS.	281,000	287,000
AUTOMOBILE (VEHICLE-MILES).....	244,000,000,000	249,000,000,000
FREIGHT CARRIED		
RAILROAD (CLASS I) (TONS).....	655,500,000	672,300,000
AIR (TON-MILES).....	1,414,000,000	1,432,000,000
HIGHWAY (CLASS I) (TONS).....	180,000,000	188,400,000
WATER (INTERSTATE) (TONS).....	42,010,000	43,610,000
PIPELINE (BARRELS).....	2,320,000,000	2,400,000,000

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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BROADCAST NEWS SERVICE 74-82

Broadcast: Monday, April 15, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, April 15, has two actualities on Italian experimental safety vehicles. The cuts follow a lead-in.

The U.S. Department of Transportation today announced the acceptance of three experimental safety vehicles from the Italian government. National Highway Traffic Safety Associate Administrator, Dr. Gene Mannella, commented on the cars and the program.

DR. MANNELLA: "This second delivery of Experimental Safety Vehicles from the Italian auto company, Fiat, marks the completion of the first stage of the program which stressed structural design. The one 2,000 pound car and the two 2,500 pound cars come to this country roughly a year after the delivery of the first auto which was in the 1,500 pound class. One of the two larger vehicles incorporates a restraint system, marking the initiation of the company's second stage of development. The three vehicles will now undergo testing by the National Highway Traffic Safety Administration at Phoenix, Arizona. This international exchange program has stressed the testing of experimental safety cars, with the involvement of many nations.

"The United States initiative in this area is a 3,000 pound vehicle with a goal of 50 mph crash survivability. Data from all experimental vehicle programs will be shared by all countries to achieve a safer motoring public throughout the world."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-83

Broadcast: Tuesday, April 16, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, April 16, has two cuts on mass transit, and a feature story on a heroism award, the two follow a lead-in.

In a New York speech before the Institute for Public Transportation this week, Urban Mass Transportation Administrator Frank Herringer commented on a shift to buses and rail to reduce car usage.

ADMINISTRATOR HERRINGER: "Mass transit, in the form of buses and rail cars, consumes about 1/10 the energy per seat mile as does the private automobile. If we could manage to shift half of those urban automobile vehicle miles to buses and rail cars, we could save approximately 18 billion gallons of gasoline a year.

If cities are serious about conserving energy by moving passengers to mass transit, the simplest and quickest way that they can do that is to reserve lanes on freeways and on city streets for exclusive use of buses."

Next, the feature story.

"An 18-year-old Crow Indian has received a special award for heroism from the U.S. Department of Transportation. Darrell Thomas Pretty Weasel was awarded the Department's Meritorious Service Award for rescuing two high school students from a burning car near Billings, Montana, in 1972. Darrel's left arm and face were badly burned in the rescue. In presenting the award, National Highway Traffic Safety Administrator James Gregory said, 'His honor and courage... are in keeping with the finest tradition of his proud heritage.'"

This has been the Transportation News Report.



DEPARTMENT OF TRANSPORTATION

NEWS

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WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-84

Broadcast: Wednesday, April 17, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, April 17 has a story on increased shoulder belt usage. It follows a lead-in.

The 1974 interlock system, an electronic device that won't allow a car to start unless front seat safety belts are fastened is causing more people to use their shoulder harnesses. National Highway Traffic Safety Administrator, James Gregory in a Washington speech last night commented.

DR. GREGORY: "Despite the criticism that the present interlock systems have produced, they have also resulted in increased safety belt usage in the '74 cars. Most important, our preliminary figures indicate that more than half of the drivers and passengers in the new cars today are using the new safety belt system correctly. This means that shoulder belt usage has moved from a typical 5% or less up to more than 50% in the 1974 models. It is not often that we can point to a one thousand percent improvement in the usage of a safety-related item."

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
April 17, 1974

DOT 32-74
Phone: (202) 426-4321

Although rate bureaus provide valuable services to their members and to the shipping public, they also dampen competitive forces and discourage carrier pricing flexibility and service innovations, according to the U.S. Department of Transportation.

Furthermore, the Department said, rate bureaus "interfere with the establishment of rates based on the costs of the most efficient carrier and provide a mechanism through which carriers may set and maintain rates above a competitive level."

This, said the Department, in a filing April 16 to the Interstate Commerce Commission in Ex Parte 297, Rate Bureau Investigation also "interferes with the efficient allocation of resources by discouraging the low cost carrier from reducing its rates to reflect its greater efficiency."

The ICC instituted the proceeding to inquire into the activities of ratemaking organizations operating under approved agreements pursuant to Section 5a of the Interstate Commerce Act. The Commission's objective is to determine whether the agreements should be amended.

In its initial statement to the ICC, the Department focused its comments on five categories of interest: independent action, disclosure of information, timeliness of procedures, general rate increase proceedings and rate bureau independence. In addition, the Department argued that the appropriate nature and extent of antitrust immunity, under which the rate bureaus presently operate is of prime concern in this proceeding and that these issues cannot be adequately considered unless the record includes data which the rate bureaus possess.

Legislation proposed by the Department, known as the Transportation Improvement Act of 1974 (TIA) would remedy the anticompetitive nature of rate bureaus, the Department said in the filing. Also, DOT said, to a large extent the TIA proposals could be adopted by the ICC as a result of Ex Parte 297, without the need for an additional grant of authority from Congress.

Specifically, DOT urged the Commission to:

1. Prohibit railroad rate bureaus from voting on single line movements, and limit consideration of joint line rates to those railroads actually participating in the joint movement (except with respect to scale or group rates);
2. Prohibit rail rate bureaus from taking action to suspend rates set by independent action;
3. Prohibit motor carrier or freight forwarder rate bureaus from protesting a rate filed by independent action -- unless the protest is supported by facts showing that the rate appears to be less than the variable cost of providing the service;
4. Require all rate bureaus to dispose of proposed rate changes within 120 days of the time a rate change is proposed to the bureau; and
5. Require all rate bureaus to maintain and make available for public inspection records of the votes taken by members.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-85

Broadcast: Thursday, April 18, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, April 18, has a feature story on a unique carpool. The feature includes two actualities.

Probably one of the longest lasting carpools in the nation is actually a van pool of Federal Highway Administration employees who commute into Washington each day from suburban Vienna, Virginia. The van pool consists of 12 regulars with 3 alternates and a waiting list. Commuter Jim Nogle, who presently owns the van being used, explained the history of the pool.

MR. NOGLE: "Well, the carpool actually started as a van (pool) back about 9 years ago. It was a combination of about 3 carpools, automobiles, that had started in about 1963-64 in the area. And it became the case of a man at that time needed a car so he decided to buy a van and started us off on the route that we're on now."

The van averages 64 miles round trip each day at a cost of a dollar and half each person. The commuters usually have a bridge game going in the back of the van and substitute conversation for frustration with traffic. Mr. Nogle also pointed to other advantages.

MR. NOGLE: "It saves you money lots of times over your actual cost of commuting. Of course, being picked up at the door and dropped off at the door -- it's like having a personal taxi-cab sometimes."

This has been the Transportation News Report.

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-86

Broadcast: Friday, April 19, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, April 19, has two actualities on bicycle safety. They follow a lead-in.

Aware of the increasing problem of bike safety, the National Highway Safety Advisory Committee just completed a two day meeting in Washington on the extent and unique aspects of the problem. Recommendations on bike safety will be made to Transportation Secretary Brinegar at the next meeting in May. Committee member, Dr. Ruth Winkler, of Tulsa, Oklahoma, commented on the meeting and described some important conclusions.

DR. RUTH WINKLER: "As auto and pedestrian deaths decreased 25% during the energy crisis our bicycle deaths increased up to 14% during the year. This made many people concerned and we had over 75 people, including educators, police, researchers, bicyclists, and Federal, State and local officials attending a meeting, submitting comments for the Committee's consideration.

"Some of the major points emerging already have been that:

- * Bikes need to be treated as highway vehicles and not as toys.
- * Bicyclist education should be given through the public schools for children, adults, as well as the elderly and to the motorist on his responsibility in the mixed traffic of today.
- * Bicyclists should adhere to all laws governing vehicles on the highways and police should enforce such laws."

- * "Further research needs to be done to develop helmets which meet the unique needs of the bicyclist.
- * Traffic engineers should consider bicyclists when designing their traffic signing and control devices.
- * And, special bike lanes and bikeways, such as separations, are only a partial answer to the bike problem."

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 74-87

Broadcast: Monday, April 22, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, April 22 has an actuality on a new state incentive for safety belt laws. It follows a lead in.

The U.S. Department of Transportation today issued details of a program that will provide incentive grants to states that adopt safety belt use laws. National Highway Traffic Safety Administrator, Dr. James Gregory, explained.

DR. GREGORY: "Safety belt use laws are the most cost-effective way for states to make immediate, substantial improvement in highway safety. Our incentive grant program will give states enacting such laws grants equal to as much as 25 percent of their apportionment of federal highway safety funds. The maximum grants will be for states with laws requiring use of all available safety belts in the car. The incentive program provides an outstanding opportunity for the states to save 10,000 -- perhaps 15,000 -- lives annually throughout our nation."

For further information call 202-426-9550. This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

TAD-493
NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
April 23, 1974

DOT R-19-74
Phone: (202) 426-4321

A U.S. Department of Transportation official today explained to Dallas business and transportation leaders how the Administration's proposed Transportation Improvement Act of 1974 will help resolve difficulties of the Nation's railroad industry.

Robert Henri Binder, Assistant Secretary of Transportation-Designate for Policy, Plans and International Affairs, described the proposal -- known as the TIA -- in a luncheon speech today to members of the Texas Manufacturers Association in Dallas.

"It is strange, indeed, that our basic regulatory policy towards the railroad industry has changed very little since 1887 when the Interstate Commerce Act was adopted and the Interstate Commerce Commission formed," Binder said. "In the intervening period, the competitive position of the railroad industry has changed dramatically with the rise of alternative modes of transportation -- pipelines, truck, barges, and air."

There is a need, said Binder, not only to unshackle the Northeast railroads from constricting regulations which are in part responsible for their present difficulties -- but also to provide a solution to problems which have become endemic to the whole railroad industry.

"The TIA," he said, "will remove regulatory constraints that adversely affect the health and viability of rail operations, authorize up to \$2 billion in Federal loan guarantees for rail capital investments and provide \$35 million for a national rolling stock scheduling and control system to get better utilization of rail equipment."

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-88

Broadcast: April 23, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, April 23, has an actuality on the Transportation Improvement Act, and a story on safety changes for low-powered motorcycles. The actuality follows a lead-in.

Assistant Secretary of Transportation-designate Robert Binder, in a Dallas speech today, explained how the proposed Transportation Improvement Act will help out the nation's ailing railroad freight industry. He commented:

MR. BINDER: "A major cause of the railroad industry's problems is an outmoded and excessively restrictive Federal regulatory policy. This policy has seriously hampered railroad's ability to adapt to changing economic and competitive conditions in the transportation industry. I'm confident that Congress can produce a meaningful bill this year."

Next, a story on proposed safety changes.

"Both motorcycles and bicycles (with low-powered motors) will be affected by amendments to present safety standards, it was announced today by the U.S. Department of Transportation. The proposed standards would delete the need for signals on cycles whose top speed is less than 30 miles per hour, establish maximum stopping distances from speeds of 15, 20, and 25 miles per hour and include changes in the positioning of controls. The National Highway Traffic Safety Administration also denied requests to place these vehicles in a separate category, saying performance requirements of low-powered cycles don't differ sufficiently from those of regular motorcycles."

This has been the Transportation News Report.



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-89

Broadcast: Wednesday, April 24, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday April 24th, has two actualities involving a warning on energy usage and on ship building. The energy cut follows a lead-in.

Under Secretary of the U.S. Department of Transportation John Barnum, in a New Orleans speech today, cautioned a meeting of the Private Truck Council against assuming that resumption of Arab oil shipments means the end of energy shortages in the U.S.

UNDER SECRETARY BARNUM: "Let me round out my comments on the energy situation by cautioning your industry and the motor public at large that while shortages are no longer severe we have not by any means conquered the fuel problem. Nor have we seen the end of fuel price increases. As the increasing share of foreign oil enters our market in the months ahead, we could well see higher gas and diesel prices. But this is by no means a certainty. And in any event, the price increases should be of more modest dimension than in recent months. The first embargo is behind us but we must keep up our conservation safeguard while we continue to work for self-sufficiency. For that reason I advise you not to look for any early end to the 55 mile per hour speed limit, now law in all states."

Next a cut on shipping following a lead-in.

The Commandant of the Coast Guard, Admiral Chester Bender, emphasized the resurgence of shipbuilding in this country during a Washington speech today. He said that in the past five years the number of merchant vessels under construction or on order has nearly doubled, while the total tonnage nearly tripled. Admiral Bender added:

ADMIRAL BENDER: "We must do all we can to maintain this momentum, to avoid the doldrums of inactivity that have weakened the industry in the past. Modern ships, with greater speeds and larger capabilities, will help restore our nation to a more favorable position in world trade. We can expect to see new growth and prosperity and a greater recognition of the importance of merchant shipping to our economy and security. With this growth we must make certain that our basic concepts of marine safety are not sacrificed to expediency."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

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WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
April 23, 1974

DOT R-19-74
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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

April 25, 1974

DOT-34-74

Phone: (202) 426-4321

Secretary of Transportation Claude S. Brinegar and Richard Marsh, Chairman of the British Railways Board, today signed a two-year contract to provide the Department's Federal Railroad Administration with past, present and future research work in rail technology.

British Railways instituted a major research, development and test program some eight years ago and has since expanded it. Much of the work they have done is unique in the world, particularly in the area of track analysis and design. The prime objective of the \$500,000 contract is to avoid duplicative work.

"We have carefully studied the complete spectrum of BR work and identified that portion which is both unique and of particular value to DOT," Secretary Brinegar said. "The areas of track design and train dynamics have been identified as being fields where BR is ahead of the U.S. and other countries.

"There is similar work in Japan and France which is of interest to us, and in some details may overlap. However, there are differences of emphasis, variations in success and distinct difference in developmental areas that make it worth our while to gain further knowledge from the sophisticated research being conducted by the British."

Information to be provided includes data on track dynamics; permanent way maintenance machine performance; work on lateral stability, ballasted track degradation and paved concrete; lateral stability of railway vehicles; track roughness measurements and techniques; and high speed freight vehicle data. The Board will also provide FRA with technical consultation in these subjects.

Mr. Marsh is in this country to head a technical marketing mission that will meet with a number of U. S. manufacturers of railroad equipment throughout the country. They will also tour the Department's High Speed Ground Test Center at Pueblo, Colorado, where research in both conventional and advanced high



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, April 25, 1974

DOT-35-74
Phone: (202) 426-4321

Secretary of Transportation Claude S. Brinegar today announced agreement in principle with the Penn Central Trustees to make available up to \$18 million in order to ensure continuity of service by the railroad in the face of a deteriorating April cash position.

Secretary Brinegar emphasized that the grant agreement under Section 213 of the Regional Rail Reorganization Act will make these funds available to the Trustees on a "when and if needed basis" through the end of May 1974.

This agreement is in response to the Trustees' application of April 11 in which they requested \$40 million in financial aid -- \$18 million for immediate cash needs and the balance to meet a projected August cash deficit. The final terms of the agreement must be approved by the reorganization court.

To address the longer term cash need, the Secretary said the Trustees have agreed to submit by May 15 a program under Section 215 of the Regional Rail Reorganization Act. This program is to indicate ways in which efficiency can be improved on Penn Central main lines currently under "slow orders" or covered by waiver order of track safety standards, and should contain a proposal for repair of that portion of the Penn Central's freight car fleet which has the greatest revenue potential.

In February and March, the Trustees received some \$10.8 million in financial assistance under Section 213 to meet a cash deficit occurring at that time. Those funds were used to make installment payments on certain equipment obligations.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-90

Broadcast: Thursday, April 25, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, April 25, has a story on proposed rules for air shipment of radioactive material and an actuality on the automobile.

"The Federal Aviation Administration has proposed new rules to protect airline passengers against any exposure to possible radiation leakage. Every shipment of radioactive or other dangerous material would be inspected for dents, holes, leakage or any indication that the packaging is faulty or damaged. Each container of radioactive material would be scanned with a radiation monitoring instrument before loading on the aircraft. A similar check of the cargo compartment would be run after the aircraft has landed and the radioactive material removed to guard against any possible contamination."

Next, an actuality on the automobile, following a lead-in.

Benjamin O. Davis, Jr., Assistant Secretary of Transportation for Environment, Safety, and Consumer Affairs, addressed the Indiana Gas Association today on energy problems and what has to be done about the automobile.

ASSISTANT SECRETARY DAVIS: "A combination of the energy problem and environmental concern will certainly mean that more Americans will be riding in buses and sharing carpools in the future. That is all to the good but it hardly means that the passenger automobile is a disappearing species. We just have to use that automobile better. We have to scale down our pleasure driving and our one-man, one-car commuting we also must build that automobile better. It is imperative, not that we abandon the

automobile, but that we fit it intelligently
into our society.

This has been the Transportation News Report."



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BROADCAST NEWS SERVICE 74-91

Broadcast: Friday, April 26, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, April 26, has an actuality on a significant reduction in highway deaths, the cut follows a lead-in:

Preliminary figures released today by the U.S. Department of Transportation show that total traffic fatalities for the nation in March were down 1,092 below the same month last year ... a reduction of over 25 percent. National Highway Traffic Safety Administrator Dr. James Gregory commented on the reduction:

ADMINISTRATOR GREGORY: "March was the first month that all 50 states were observing the 55 mph speed limit, and the impact on highway safety is clear -- more than a thousand lives saved in one month.

I have said before that no one is happy with the problems brought about by the energy shortage, but the highway safety benefits accompanying the gasoline conservation efforts are obvious. Even though some moderation in the gasoline shortage is in prospect, there seems little question that each of us will need to conserve. Not only will we save fuel, but lives as well, if we all cooperate and if enforcement officials will continue their highway safety efforts and maintain the lower speed limits."

For further information call 202-426-9550. This has been the Transportation News Report.



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BROADCAST NEWS SERVICE 74-92

Broadcast: Monday, April 29, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, April 29, has a story on a warning to motorists about auto wax on windshields.

"The U.S. Department of Transportation issued a driver 'alert' today, warning motorists to keep auto windshields free of the liquid car waxes used in many automatic car-washes. The Department's National Highway Traffic Safety Administration warned that car owners should thoroughly clean this wax film from all car window surfaces and wipers to avoid the possibility of a dangerous loss of visibility with the first, sudden rain storm. A wax covered windshield usually appears clear in sunlight, but can become a sudden hazard when rain or road grime is smeared in with the coating which the wipers -- also coated with wax -- won't clear. The Safety Administration suggests immediate cleaning with a window-cleaner or common household detergent with alcohol added as a wax solvent."

For further information call 202-426-0670. This has been the Transportation News Report.



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NEWS

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WASHINGTON, D. C. 20590

BROADCAST NEWS SERVICE 74-93

Broadcast: Tuesday, April 30, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, April 30, has two cuts on the control of air piracy and terrorism each follows a lead-in.

In a New York speech today to a conference on terrorism, Assistant Secretary of Transportation Benjamin O. Davis, Jr. referred to government action which helped eliminate the skyjacking threat in this country.

ASSISTANT SECRETARY DAVIS: "Gentlemen, we have learned the hard way that only mandatory requirements will assure that all passengers and all luggage are completely screened all of the time. We are going to maintain our own tough procedures for any foreseeable future. We strongly urge other nations to follow suit. Furthermore, we are proposing that the security regulations be adopted by all foreign air carriers operating in our country.

Assistant Secretary Davis also described the best response when confronted by extremist demands.

ASSISTANT SECRETARY DAVIS: "There should be basic rules in reacting to any form of terrorism; and I believe the United States Government has adopted a flexible yet firm policy. Simply stated, we will not give in to international blackmail by terrorist groups."

This has been the Transportation News Report.