



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
August 1, 1974

DOT 65-74
Phone: (202) 426-4321

Theft and pilferage of transportation cargoes will be the focus of a major national conference of top-level industry, labor and government executives September 4-5 in Chicago.

The meeting, which will seek ways and means to improve the security of goods in transit, is the 1974 National Cargo Security Conference, co-sponsored by the U.S. Department of Transportation and the Transportation Association of America. It has as its theme, "Joining Forces in Cargo Security: Management Determination and City Campaigns."

Among the government leaders scheduled to speak are U.S. Under Secretary of Transportation John W. Barnum, Assistant Secretary of Transportation for Environment, Safety and Consumer Affairs Benjamin O. Davis and Representative J. J. Pickle (D-Texas).

The transportation industry will be represented by H. Dillon Winship, Jr., president of Georgia Highway Express, Inc., and chairman of the board of the American Trucking Associations, Inc.; Alan S. Boyd, president and chief executive of the Illinois Central Gulf Railroad; Paul J. Tierney, president of TAA; James F. Kelly, president of Western Carloading Co., Inc.; C. E. Spitz, vice president - insurance and claims of Sea-Land Service, Inc.; and Bruce Gebhardt, director of cargo marketing of United Air Lines.

The shipper community representatives include John J. Nevin, president of Zenith Radio Corp.; William Hobbs, president of R. J. Reynolds Tobacco Co.; J. P. Bergmoser, vice president - technical affairs of the Ford Motor Co.; and Robert E. Schellberg, vice president - distribution of Eastman Kodak Co.

Labor will be represented by Thomas W. Gleason, president of the International Longshoremen's Association, and it is expected that a Teamsters Union official will be on the program.

Moderators for the two-day meeting will be Daniel A. Ward, acting director of transportation security of the U.S. Department of Transportation, and Harold F. Hammond, senior adviser of TAA.

During the second day, U.S. attorneys and industry leaders from 16 major cities will give reports on cargo security programs now under way in their areas. The cities are Atlanta, Baltimore, Boston, Chicago, Dallas, Detroit, Houston, Los Angeles, Miami, Memphis, New Orleans, New York, Philadelphia, San Francisco, Seattle and San Juan, Puerto Rico.

The conference, which will be held at the Hyatt Regency O'Hare at Chicago's O'Hare International Airport, is designed to permit maximum audience participation. Workshop discussions involving dialogues between speakers and the audience will be an important feature of each session.

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FOR IMMEDIATE RELEASE
August 1, 1974

DOT 66-74
Phone: (202) 426-4321

U.S. Acting Secretary of Transportation John W. Barnum today voiced strong opposition to the Federal Mass Transportation Act of 1974 (FMTA) proposed by the House Committee on Public Works.

In a letter to committee chairman John A. Blatnik, D-Minn., Secretary Barnum labeled the proposed bill's \$20 billion funding level "excessive and not justifiable."

"This proposal would increase the present (funding) level by an average of 200 percent yearly," which he said was unwarranted "at a time when we in the Administration are strongly committed to restraining Federal spending and to controlling double-digit inflation."

Barnum urged the Committee to re-examine the Administration's proposed Unified Transportation Assistance Act of 1974 (UTAP). He said its expenditure over a six year period would total approximately \$16 billion, with a minimum of \$9.3 billion anticipated for public transportation projects.

While sharing the Committee's desire to see a long-range comprehensive public transportation program enacted, Barnum stated that UTAP would be "significantly more effective in achieving these goals in a responsible fashion."

Another serious shortcoming in the FMTA proposal cited by Secretary Barnum arises from the basic program structure. He explained that, if FMTA were enacted, it would establish two classes of cities: those with fixed guideway systems and those depending on less capital intensive transit operations.

This dividing of cities, Barnum said, would result in "most serious" problems with FMTA's proposed funding procedure. Under FMTA, cities with a fixed guideway system would have access to a funding pool of 54 percent of the total program. Cities in the second category would have 41 percent of the funds available, and the remaining funds would go for projects in rural and small urban areas.

"This approach could easily promote costly investments in inflexible, noncost-effective systems simply to qualify for the larger funding pool," he explained.

"While the legislation proposes the establishment of federal project selection criteria, the program structure sets in motion forces which could counter any rational approach to transit development," the secretary stated.

Additionally, the Committee's proposal authorizes 80 percent of the available funds for discretionary grants. UTAP, on the other hand, calls for 75 percent of the funds to be available for urbanized areas based upon an allocation formula, with the remaining 25 percent earmarked for discretionary funding to provide flexibility to meet unique transit development problems.

Barnum explained that UTAP would give local decisionmakers both the opportunity and the responsibility to establish hard priorities through intensive examination of alternatives.

"FMTA's structure plus its high funding level very likely could result in additional pressure on the economy and unwise investments by many of our cities," he stated.

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FOR IMMEDIATE RELEASE
August 1, 1974

DOT 67-74
Phone: (202) 426-4321

A study released today by the U.S. Department of Transportation has concluded that the Nixon Administration's proposed Unified Transportation Assistance Program (UTAP) would provide sufficient federal assistance to states and localities to meet their long-range urban transportation needs.

"At the same time, however, the state and local governmental units would have to make substantial financial commitments and hard decisions about their expenditure priorities, fare policies and taxation levels," Secretary of Transportation Claude S. Brinegar said.

The report -- entitled "A Study of Urban Mass Transportation Needs and Financing" -- was prepared in response to Section 138(a) of the 1973 Federal-Aid Highway Act. It is based on the long-range plans and capital improvement programs prepared by the states and localities for the department's 1974 National Transportation Study, which will be completed later this year.

Secretary Brinegar said the department does not necessarily endorse these plans and programs, but regards them as an indication of national trends and preferences. He said the plans and programs are subject to further evaluation to determine if there are more cost effective alternatives and will require negotiation with the states and localities as they apply for capital assistance to implement them.

Copies of the report, which will be transmitted to the participating state governors and local planning agencies, are available from the Office of Public Affairs (S-80), Office of the Secretary of Transportation, Washington, D.C. 20590, Phone: (202) 426-4321.

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**DEPARTMENT OF
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BROADCAST NEWS SERVICE 74-163

Broadcast: Thursday, August 1, 1974
(National Lines)

The national lines for August 1, 1974, carried the two stories dealing with hazardous materials on aircraft, as well as the closing of railroad trackage. The transcripts of both of these are contained in 74-162.

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BROADCAST NEWS SERVICE 74-162

Broadcast: Thursday, August 1, 1974
(Washington Area Only)

The U.S. Department of Transportation Broadcast News Service for Thursday, August 1, has actualities on mass transportation legislation and hazardous materials on aircraft, as well as a story on the closing of railroad tracks.

U.S. Acting Secretary of Transportation John Barnum has voiced strong opposition to the Federal Mass Transportation Act proposed by the House Public Works Committee. Secretary Barnum commented:

SECRETARY BARNUM: "The proposed \$20 billion funding level is excessive and not justifiable. It would increase the present funding level by an average of 200 percent. That is not warranted at a time when we should all be working to restrain federal spending and to control double-digit inflation. The Administration recognizes the need to finance public transportation, but we should do it in a way that leaves more decisions to local government and which is fiscally sound. The Administration's proposed Unified Transportation Assistance Act would achieve those goals in a responsible fashion, with expenditures during six years of about \$16 billion, a minimum of \$9.3 billion of which we anticipate would be used for public transportation projects."

The U.S. Department of Transportation's Federal Railroad Administrator, John Ingram, has ordered the Penn Central Transportation Company to terminate all passenger and freight service over 67 miles of track in various locations between Chicago and Jeffersonville, Indiana, by 8:00 a.m., tomorrow. (The track fails to meet minimum safety standards.) The substandard track is located at various points along Penn Central's 419-mile segment between Chicago and Louisville. Track conditions have been identified by the FRA as the cause of two accidents involving Amtrak trains. Administrator Ingram said all rail service will be prohibited over these segments until the substandard track conditions have been corrected.

The Federal Aviation Administration is taking additional steps to protect the traveling public from accidents involving the shipment of hazardous materials. Robert Jones explains:

MR. JONES: "The FAA is moving to strengthen its surveillance program. Specifically, we have assigned 18 hazardous materials coordinators to regional offices. This coming month we will publish a guidance handbook for hazardous materials inspectors. We have also conducted a survey to determine the number of flights carrying hazardous cargo to help us identify the most used shipping points -- that way we can concentrate our inspection efforts accordingly."

An FAA staff study concluded that the failure of shippers to comply with all phases of the regulations involving the shipment of these materials is the major problem for aviation as well as for other forms of transportation.

This has been the Transportation News Report.



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BROADCAST NEWS SERVICE 74-164

Broadcast: Friday, August 2, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, August 2, has two cuts of 29 and 34 seconds on travel to parks and recreation areas.

The U.S. Departments of Transportation and Interior are jointly sponsoring a study of access to parks and historic and recreational areas with the goal of recommending alternatives to the private automobile. Transportation's Director of Environmental Affairs, Martin Convisser, commented:

MR. CONVISSER: "The emphasis on automobile transportation to recreation areas in recent years has led to several problems, including the fact that people who don't have cars, particularly people in central cities, have difficulty even gaining access to these parks. And secondly, sometimes the parks and recreation areas get so inundated with automobiles, the reason that people went there - to enjoy an aesthetic experience - is overcome by the plethora of automobiles."

Some alternatives to be studied are the availability of buses and special lanes for them, existing rail lines, and even boat transportation. Convisser explained the scope of the study....

MR. CONVISSER: "We're making a survey of all major parks in the United States. And then, we'll have six case studies of six parks - national, state, and local parks - of varying types: some seashore parks, some inland parks, some historic sites. And, in addition, we'll be doing in-depth surveys with respect to two

of those parks - talking to users and to people who don't use it - to find out why they're not using it and whether transportation plays a part in why they are not using them."

The Federal-Aid Highway Act of 1973 called for a report on this problem to Congress by January 1, 1975.

This has been the Transportation News Report.

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BROADCAST NEWS SERVICE 76-165

Broadcast: Monday, August 5, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, August 5, has a 25-second story about decreasing gasoline sales.

Motor gasoline sales were still declining during May. That's the latest month figures were available for the Federal Highway Administration survey which covered reports from 12 states. The gas sales for the month reflected a decrease of about five percent from sales for May of 1973. Previously, April had a four percent drop; March, 8-1/2 percent. Three of the states in the survey had increases while the remainder reported decreases in their sales over the same period a year ago.

For further information, dial (202) 426-0677. This has been the Transportation News Report.

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BROADCAST NEWS SERVICE 74-166

Broadcast: Tuesday, August 6, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, August 6, has a 27-second actuality on safe school bus design with announcer wrap-around.

A school bus designed specifically for pupil safety -- that's the goal of a U.S. Department of Transportation research contract awarded today. National Highway Traffic Safety Administrator James Gregory commented:

DR. GREGORY: "We have already proposed effective safety standards to improve present school bus construction and passenger protection. While travel in a school bus is 26 times safer than travel in a passenger car, we can never be satisfied with less than a goal of zero injuries and deaths among school children. We now want to concentrate on what can be done in producing a school bus from the ground up aimed at maximum occupant safety."

The \$720,000 contract went to AMF, Inc., which will build two safety models for extensive crash testing, and a third operational model based upon the test results.

For further information, call (202) 426-9550.

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DEPARTMENT OF TRANSPORTATION

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FOR RELEASE TUESDAY
August 13, 1974

DOT 68-74
Phone: (202) 426-4321

The U.S. Department of Transportation today released a research report that provides a model for analyzing the effects of alternative metropolitan area transportation policies on air quality.

The report, prepared by Harvard University researchers, is entitled "TASSIM: A Transportation and Air Shed Simulation Model." Volume I describes the model and analyses for the Boston area the air quality effects of various policies including transportation control and land use. TASSIM will analyze most transport control strategies and predict air quality levels.

The simulations, the report says, support the following conclusions regarding the effectiveness of air quality policies that may be implemented in the Boston Air Quality Control Region:

- *Reducing auto emission rates is dramatically effective at improving air quality. However, it may not provide large enough improvements to meet federal ambient air quality standards in all parts of the Boston metropolitan area in time to meet current federal deadlines.

- *Although transportation control policies can be very effective at decreasing pollutants in areas where applied, air quality problems may shift from one area to another, so the net results of these policies need to be analyzed carefully.

- *Carpooling can produce significant reductions in auto emissions, but cannot if the auto that's left at home is then used for other trips.

Other conclusions are based on simulations of fare reductions, lowered speed limits, city population distribution patterns and pollution source control.

Volume II contains a programming guide to the model that will allow users to calibrate it to cities other than Boston.

The one year project was funded under the department's University Research Program and was managed by the Office of Environmental Affairs.

Copies of the report may be obtained from:

National Technical Information Service
5282 Port Royal Road
Springfield, Va. 22151

When ordering specify title, order number and cost.

"TASSIM: A Transportation and Air Shed Simulation Model"

Volume I - Case Study of the Boston Region, PB 232 933/A5, \$4.50.

Volume II - Program User's Guide, PB 232 934/A5, \$5.75.

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BROADCAST NEWS SERVICE 74-172

Broadcast: Wednesday, August 14, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, August 14, has a 30-second story on a proposed FAA rule for amateur-built aircraft.

The Federal Aviation Administration has proposed a rule that would establish a new 'special' airworthiness category for amateur-built or custom-built aircraft. The new certification would also cover aircraft used for exhibition and air racing, marketing and sales, and research not related to aircraft development. All of these are now certified in the experimental category. A major provision of the proposal is that, after the qualification through flight tests and safety inspection, the new, special certificates would apply indefinitely if the aircraft is maintained correctly with no major modifications. This would not apply to those used for marketing and sales, which would have one-year certificates.

This has been the Transportation News Report.

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BROADCAST NEWS SERVICE 74-173

Broadcast: Wednesday, August 14, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, August 14th has a 47 second actuality from a news conference given today by Secretary Brinegar, it follows a lead in.

Transportation Secretary Claude Brinegar made his first public appearance today as a member of President Ford's cabinet. In a news conference in Anaheim California Secretary Brinegar commented on transportation costs and the problem of inflation...

SECRETARY BRINEGAR: "President Ford noted in his speech to Congress on Monday night that the Nation's number one problem is inflation. This is a problem that forces all of us to set our priorities very carefully and to find ways to use the Nation's resources most prudently. This need to control inflation obviously affects the Federal transportation programs just as it does all Federal programs. In my comments tonight to the Society of Automotive Engineers, I discuss the various approaches to the Nation's mass transit problem and especially the need for a prudent approach to building costly fixed guideway systems -- a need that is obviously now reinforced by the problem of inflation."

This has been the Transportation News Report.

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BROADCAST NEWS SERVICE 74-174

Broadcast: Thursday, August 15, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday August 15th, has 37-, 15-, and 31-second cuts from a major policy speech on mass transit delivered last night by Secretary Claude Brinegar.

U.S. Secretary of Transportation Claude Brinegar says Federal aid for solving urban transportation problems must be directed at systems which will produce the most effective movement at the best cost. Commenting on fixed-rail projects, Secretary Brinegar told a West Coast audience last night:

SECRETARY BRINEGAR: "I do not believe that, in today's -- especially in today's inflationary environment, the Nation's taxpayers should be called upon to shoulder the enormous financial burdens of building all of these systems. The billions and billions of dollars that such systems would cost are simply too high; the National benefits, in a public transit sense, are simply too low. Of course, if local communities elect to raise most of the needed money directly, as in the main, for example, the San Francisco area did, we would have no objections at the Federal level."

Local planners and officials will carry a major share of the responsibility in mass transit decisions and actions of the future. That was the feeling expressed by the U.S. Secretary of Transportation Claude Brinegar, in a West Coast speech Wednesday. He told the Society of Automotive Engineers:

SECRETARY BRINEGAR: "We will encourage, certainly, local urban planners to bear more of the burden of deciding which of the many competing programs they wish to push, given the limits on financial resources,

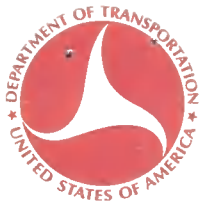
SECRETARY BRINEGAR CONT:

and which they will defer.

"We will develop -- and we will encourage local areas to implement -- various incentive systems to force more efficient vehicular usage of our existing streets and highways. A necessary part of such an approach is to see that the automobile does, in fact, pay its share of all the costs that is imposes on our cities. The essence of what all this amounts to can be stated quite simply: we must bring the automobile into the mass transit 'solution,' rather than trying to work around it."

This has been the Transportation News Report.

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BROADCAST NEWS SERVICE 74-175

Broadcast: Friday, August 16, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, August 16, has a 30-second story on a new speed record for rail travel. It will begin in two seconds.

A new speed record of 250 mph has been set for movement of a steel-wheeled vehicle on steel rails. It was accomplished this week by the U.S. Department of Transportation's linear induction motor research vehicle at the Pueblo, Colorado, test center. The former record of 234 mph was set by the same vehicle last April. The linear induction motor is electric and it has no moving parts. Forward thrust stems from magnetic interaction between the motor and an aluminum rail installed between the tracks.

For additional information, dial (202) 426-0881. This has been the Transportation News Report.

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BROADCAST NEWS SERVICE 74-176

Broadcast: Monday, August 19, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, August 19, has a 56-second cut on studies of driving while under the influence of drugs. It follows a lead in.

In its effort to cut down deaths and injuries on the nation's highways, the National Highway Traffic Safety Administration has launched a research effort to determine whether drugs other than alcohol are involved in highway crashes. Acting Associate Administrator Willard Howell outlines the drug and driving problem.

MR. HOWELL: "Alcohol -- which we often forget is a drug -- is involved in half of all highway deaths. Drugs other than alcohol are estimated to be a factor in up to 13% of the annual highway death toll. This figure does not include marijuana, which cannot yet be detected in body fluids.

"Only recently have skill deteriorations due to the use of marijuana been documented, and effects appear to be different from alcohol and somewhat less severe, particularly in the area of reduced attention and aggression.

"However, it's evident that, while alcohol is more of a driving problem than all other drugs put together, the problem of marijuana may be significant.

"In cooperation with the Department of HEW, our research will be directed toward defining the extent and effect of marijuana use and funding a low - cost and simple means of detecting its presence in breath or body fluids."

This has been the Transportation News Report.

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(The news releases labeled "Broadcast News Service" are actual transcripts of the daily news reports made available to broadcasters on special telephone lines. The Broadcast News Service, produced by the Broadcast/Audio- Visuals Division of the Office of Public Affairs, OST, features reports on Departmental news releases and events, excerpts from news conferences, speeches and Congressional testimony made by Department officials, and special features on Departmental issues and programs.)

BROADCAST NEWS SERVICE 73-168

Broadcast: Thursday, August 23, 1973

The U.S. Department of Transportation Broadcast News Service for Thursday, August 23 has part one of a four part special series for consumers on the new odometer laws and a story on the interstate highway system.

First, the consumer has a high level of protection when he buys a new or used car under the new, anti-tampering odometer law. Ann Uccello, Director of the Office of Consumer Affairs, U.S. Department of Transportation, comments on its meaning:

"Under the law which became effective this year, it's illegal to tamper with an odometer in order to hide the real mileage traveled by the vehicle. It's also now a requirement that anyone who sells a motor vehicle must give the buyer a written, signed statement - a disclosure statement - containing all the seller knows to be true -- or untrue -- about the vehicle's odometer reading and its actual mileage. (Large trucks, cars 25 years old or older, and new cars sold between dealers are excepted from the disclosure requirement.) The legislation is part of the Motor Vehicle Information and Cost Savings Act of 1973 and applies to both new and used cars, to all private citizens, dealers, auctioneers, lessees -- anyone who as the legal owner of a vehicle, transfers or sells it to someone else."

Next, a story on the progress on the Interstate System.

"Transportation Secretary Claude Brinegar said today that work has either been completed or is underway on about 99% of the 42,500 mile Interstate Highway System. 82% of the system is now in use. Secretary Brinegar described the Interstate System as the 'safest and best engineered highway network in the world.'"

This has been the Transportation News Report. Tomorrow, part two of the special consumer series on the odometer law.

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BROADCAST NEWS SERVICE 74-177

Broadcast: Tuesday, August 20, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, August 20, has a 40-second story, including an actuality, about an aviation testing procedure.

A test now being conducted at three airports in Northern Virginia is aimed at speeding up the process of providing flight information to private pilots using airports without control towers.

AIRPORT ANNOUNCER: "Dulles altimeter is 3006. Dulles airport is windy..." (voice fades under)

The pilot hears material like this by listening on a radio navigational aid. Facts are provided for Woodbridge, Leesburg and Manassas airports and changed as conditions warrant. It's the type of information that until now was only available at airports with control towers. This experiment by the Department's Federal Aviation Administration will last for several more months.

(voice comes up)

AIRPORT ANNOUNCER: "We request that comments about this ATIS service be given to the airport operator."

For additional information, dial (202) 426-8521. This has been the Transportation News Report.

(NOTE: Report for national lines did not contain names of individual small airports involved in the test.)

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TAD-493
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WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-178

Broadcast: Wednesday, August 21, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, August 21, has two actualities on a Coast Guard rescue effort and on the July highway death toll reductions. First, a 50-second cut on the rescue, following a lead-in.

The U.S. Coast Guard carried out a large-scale rescue last night in Boston Harbor. This report from Seaman Mark Bourbeau in Boston:

SEAMAN BOURBEAU: "Three ferry boats carrying some 235 passengers ran aground last night near Castle Island in Boston Harbor. A combined fleet of Coast Guard rescue boats, Boston fire boats, and civilian craft evacuated passengers from two of the ferries. The third was able to free herself and continue on with her passengers. It was reported that only one person suffered minor injuries. One ferry remains aground today.

Coast Guard units involved included five motor light boats and several small boats from nearby cutters. Several Coast Guard helicopters were also dispatched, but were unable to assist due to the heavy fog. One helicopter experienced engine problems and made an emergency landing in the ocean. There were no injuries to its crew of four, and it was quickly located by a sister ship. Salvage operations were successfully carried out by a Coast Guard cutter and a Coast Guard small boat from a nearby station."

Next, a 53-second cut on highway deaths, following a lead-in.

The U.S. Department of Transportation reported today that figures at midsummer -- the height of the vacation travel season -- continue to show a nationwide decline in highway fatalities. National Highway Traffic Safety Administrator James Gregory explained:

ADMINISTRATOR GREGORY: "Based on reports for July from 49 States, preliminary estimates show a reduction in traffic deaths of 16 percent below July of last year. This is the ninth consecutive month in which there has been a decrease from the previous year.

The reduction represents an estimated 800 lives saved during the month, and a total of some 6,800 lives saved since the beginning of the year.

We are encouraged by the continuing reduction in fatalities in the face of the expected increase in travel during the vacation season. When we announced the figures for May, we said that the summer months would be a critical period. The reduction in fatalities we have seen continues to be substantial. Nevertheless, the figures tell us there has been a gradual erosion since the peak reduction of over 26 percent in March of this year to less than 20 percent during each of the last two months."

This has been the Transportation News Report.

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BROADCAST NEWS SERVICE 74-179

Broadcast: Thursday, August 22, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, August 22, has a 35-second actuality of a navigation system which should trim the work of pilots and air traffic controllers, as well as a 35-second story about false MAYDAY calls. First, the aviation story, following a lead-in.

The Federal Aviation Administration is testing a new type of navigation system at Denver's Stapleton Airport. It provides information on altitude, as well as range and direction. Air traffic control specialist Jack Lamont comments on the device which is expected to cut the workload of pilots and air traffic controllers:

MR. LAMONT: "This new system should achieve some reductions in noise levels by placing aircraft at higher altitudes during portions of arrival and departing flight.

"These tests -- and I want to stress the fact that they are tests -- will concentrate on altitude aspects to provide pilots with information on desired ascent and descent angles. The purpose of the tests, of course, is to see how well the equipment works and what human factors are involved in the use of the system."

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For two years the Coast Guard had been plagued with false MAYDAY calls on Lake St. Clair, Michigan. They ended with the apprehension of five juveniles who were discovered Wednesday as they attempted their twelfth false call for help for a sinking boat. When radio operators

-MORE-

recognized the person's voice from prior hoaxes, a Coast Guard helicopter was sent to zero-in on the location of the radio transmitter. It turned out to be in a 24-foot boat hanging in a hoist out of the water. Law enforcement officers took custody of the youths who were turned over to their parents pending the filing of charges by the FCC.

For additional information on the FAA story, dial (202) 426-8521; on the Coast Guard story, call (216) 522-3951. This has been the Transportation News Report.

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BROADCAST NEWS SERVICE 73-167

Broadcast: Wednesday, August 22, 1973

The U.S. Department of Transportation Broadcast News Service for Wednesday, August 22 has a consumer protection bulletin.

The U.S. Department of Transportation is investigating some Chrysler-built cars with warning to owners about the danger of an electrical power failure which would stop the engine.

The Department's National Highway Traffic Safety Administration says it has received reports of at least 838 such failures which included a reported fatality and a serious injury.

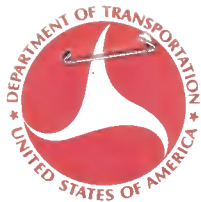
The cars involved cover the 1969 through 1973 time period and include: Chrysler Newports, New Yorkers, and Town and Country 300's; Dodge Monacos and Polaras as well as Plymouth Furys and Suburbans.

The National Highway Traffic Safety Administrator, Dr. James Gregory, commented:

"The investigation centers on an electrical connection under the left hand corner of the dashboards of these cars. I want to stress that owners should have this connector inspected. Where they have already had problems, details should be reported to us here at the Safety Administration. This continues our policy of giving the earliest possible warning to motorists by telling them what we have found during our investigation -- whether the investigation is complete or not -- just as soon as we know the scope of the problem and the vehicles that are likely to be affected."

This has been the Transportation News Report.

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FOR IMMEDIATE RELEASE
August 22, 1974

DOT 69-74
Phone: (202) 426-4321

The U.S. Department of Transportation has urged the Civil Aeronautics Board to disapprove capacity agreements between domestic airlines now under review and to reject capacity agreements as a standard regulatory tool.

In filing its position with the CAB on Aug. 21, 1974, in the Capacity Reduction Agreements Case now before that board, the department said, "The evidence shows that widespread adoption of capacity agreements could change the whole competitive structure of the industry. The adoption of capacity agreements as a regulatory tool would mark a significant departure from historical board policy. Such a departure should not be made."

In commenting today on the department's filing, Assistant Secretary of Transportation Designate for Policy, Plans and International Affairs Robert H. Binder said the department's position on capacity reduction agreements among domestic carriers should be sharply distinguished from its policy toward international capacity agreements, particularly those applying to the North Atlantic.

"International capacity agreements may be of significant help where severe financial distress exists on international routes," Binder said.

"Just as the department supported talks among domestic carriers regarding capacity agreements two years ago when DOT believed there was financial distress among domestic carriers," he said, "DOT is prepared to support approval of international capacity agreements where excess capacity internationally has resulted in severe financial distress and the situation cannot be cured by less anticompetitive methods."

The proceeding before the CAB involves investigations of capacity agreements in four major transcontinental markets among three major trunk line carriers and a capacity agreement in the New York-San Juan market among two trunk line carriers and Pan American World Airways.

The markets involved in the transcontinental agreements are New York/Newark-Los Angeles, New York/Newark-San Francisco, Chicago-San Francisco and Baltimore/Washington-Los Angeles.

The carriers having agreements in those markets are American Airlines, Trans World Airlines and United Airlines.

Involved in the New York-San Juan agreement are American, Pan Am and Eastern Air Lines.

The agreements generally provide for the apportionment of services available to passengers in the respective markets among the signatories and are intended to "rationalize" capacity and service in those markets.

In support of its position the department said, "The capacity agreements in issue are not required by a serious transportation need and do not provide important public benefits. They are unnecessary because the evidence shows the airline industry is presently competitive and operates viably in a stable manner.

"The proponents have not shown the industry to be characterized by any market defects which lead to long-run losses through excess competition. Attempting to control carrier competitive behavior and return on investment through capacity agreements would have an adverse impact on the industry, would defeat the important role of return on investment in regulating industry investment, and would foster inefficiencies in cost control and management responsiveness by insulating carriers from market forces.

"By reducing reliance on competition, the overall industry structure would be damaged. The record does not justify departures from the board's traditional reliance on market forces operating in a competitive environment."

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NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-180

Broadcast: Friday, August 23, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, August 23, has a 24-second report on motor vehicle civil penalties.

The National Highway Traffic Safety Administration has collected more than \$113,000 in civil penalties during the second quarter of the year, on the basis of violations of the Traffic and Motor Vehicle Safety Act. Seventeen companies were involved and the largest penalty, a fine of \$37,500, was collected from Renault, Inc., of Englewood Cliffs, New Jersey. The safety agency said the firm failed to meet the requirements of the safety act dealing with door locks and door retention components.

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 73-169

Broadcast: Friday, August 24, 1973

The U.S. Department of Transportation Broadcast News Service for Friday, August 24 has actualities on seat belts and part two of the series of consumer reports on the odometer law.

First, in a speech on highway safety given before the Council of Presidents, Women's National Organizations, Transportation Secretary Claude Brinegar referred to the life saving potential of passenger restraint systems:

"We endorse strongly seat belt laws. We are working hard in several states for legislation that would require, as a state law, usage of seat belts. Since this new Highway Act provides some "incentive" money that we can give to the first few states that enact such legislation, I am hopeful that we may soon see some significant breakthroughs.

"The new interlock system, the system that will be on the 74 cars and later, we are quite hopeful will increase belt usage still further. Personally, I've tried it out and I've found that the new belt system is better designed and more comfortable to wear. While the new system may raise a few tempers -- it will clearly also save many lives."

Next, Ann Uccello, Director of the Office of Consumer Affairs, Department of Transportation comments on the application of the new, anti-tampering odometer law.

"The new odometer law applies to you as a seller just as it provides protection for you, as a buyer. Whatever mileage information you now have a right to demand when you are buying a car; you are required to provide when you sell a car. Whether you are buying or selling, the following items are required by the new law as part of the transfer of vehicle ownership:

"A signed statement from the seller for the buyer which must contain the vehicle's actual odometer reading plus a statement that this reading is a correct record of the vehicle's actual mileage or if the seller knows the odometer reading differs from the vehicle's actual mileage or if the seller knows the odometer reading differs from the vehicle's actual mileage, the statement that the vehicle's true mileage is unknown; the name and address of the seller; the date of transfer of ownership; the vehicle's identification by make, model, year

and body type, vehicle identification number and plate number; and a sentence in which the seller refers to the Motor Vehicle Information and Cost Savings Act and his civil liability under the law if the information given is incorrect."

This has been the Transportation News Report. Monday, part three in the series on the odometer law.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-181

Broadcast: Monday, August 26, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, August 26, has a 38-second actuality on a sunken tanker in New York. It follows a lead-in.

The U.S. Coast Guard is working in New York Harbor to prevent oil pollution from a tanker which sank Saturday. Chief Petty Officer Ed Conlon of the Third Coast Guard District, New York, filed this report:

CHIEF CONLON: "The removal of oil from the 799-foot Liberian tanker AEOLUS, which sank late Saturday night at the entrance to New York Harbor, is continuing today. About 2 million gallons have been pumped out of the vessel's tanks into barges as of 11:00 this morning.

The AEOLUS was carrying about 18-1/2 million gallons of fuel when she hit a foreign object in an anchorage area off the Coast Guard's AMBROSE Light Tower. Coast Guard divers have found two holes in the bottom of the ship -- the largest about 3 foot long and 2 foot high. The oil removal operation will continue until late this afternoon when it is hoped tugs will be able to tow the vessel into an anchorage area off Brooklyn. There have been no visible signs of oil leaking."

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 74-182 Broadcast: Tuesday, August 27, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, August 27, has two cuts of 25 and 28 seconds with the Federal Highway Administrator on the use of studded tires. The cuts follow a lead-in.

A new Federal Highway Administration policy opposes the use of studded tires on the Nation's highways. Administrator Norbert Tiemann, who is notifying Governors by letter, commented on the issue.

ADMINISTRATOR TIEMANN: "Extensive studies show that use of studded tires creates more safety hazards than benefits. The benefits are limited almost entirely to coping with glare ice conditions. On the other hand, studded tires cause excessive wear and physical damage to roadway surfaces, which itself results in serious safety problems. This warrants State and local consideration of efforts to ban or limit the use of studded tires."

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"We decided to oppose studded tires after careful review and analysis of all facts pertaining to the effects of their use on the physical highway and on the traveling public

involved. Wheel path ruts and other effects of the use of studded tires can cause serious highway safety problems. The States have the responsibility for maintenance of Federal-aid highways, and no Federal-aid funds can be used for maintenance; however, I believe that a policy position on this important matter is needed."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
August 27, 1974

DOT 70-74
Phone: (202) 426-4321

U.S. Secretary of Transportation Claude S. Brinegar today administered the oath of office to Assistant Secretary of Transportation for Policy, Plans and International Affairs Robert H. Binder of Washington, D.C.

The assistant secretary's nomination was confirmed by the Senate on Aug. 22. Binder was appointed deputy assistant secretary of transportation for policy and international affairs in October 1970. He joined the department in June 1969 as director of the Office of International Transportation Policy and Programs.

Binder, 44, is a native of New York City. He was graduated cum laude in 1953 from the Woodrow Wilson School of Public and International Affairs at Princeton University where he was elected to Phi Beta Kappa. He received his LLB degree from Harvard Law School in 1958, following two years service in the U.S. Army.

Prior to entering government service, Binder was associated with the law firm of Kirlin, Campbell and Keating of New York City and Washington from 1958 and became a resident partner in 1967. He is a member of the New York State and District of Columbia Bar associations.

The assistant secretary is married to the former Mary Jo Ageton, a self-employed organizational development consultant. Mr. and Mrs. Binder live in the North Portal Estates section of Washington with their three daughters, Ainslie, 10, Hilary, 9, and Meredith, 6.

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WWB/3PM/8/26/74/TPI-1/3PM/8/27/74



DEPARTMENT OF TRANSPORTATION

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BROADCAST NEWS SERVICE 74-183

Broadcast: Wednesday, August 28, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, August 28, has a one minute story on a Coast Guard warning to boaters, and it includes two actualities with the Coast Guard Commandant. It will begin in two seconds.

The growing number of yachts that are unaccounted for in southern or western waters over the past three years has become a matter of concern. The U.S. Coast Guard issued a warning today for boat owners and renters to take precautions against possible hijackings. In testimony today before a subcommittee of the House Merchant Marine and Fisheries Committee, Coast Guard Commandant Admiral Owen Siler pointed to particular actions boat owners can take:

ADMIRAL SILER: "...suggesting that the operator should insist on positive identification of all crew members and passengers and making certain that the complete plan for the voyage is left with someone so we know where the vessels are."

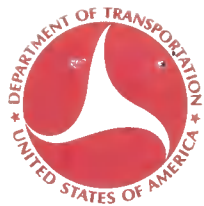
More than 30 yachts have been reported as missing to the Coast Guard during the last three years. The reasons for most of the disappearances are unknown, but three of these have been located and documented as hijackings. Admiral Siler was asked if amateur drug smugglers posed a danger to innocent boaters, he replied:

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ADMIRAL SILER: "I'd say they're definitely dangerous --
they're looking for boats and a cover."

For further information, call (202) 426-1587. This has
been the Transportation News Report.

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BROADCAST NEWS SERVICE 74-184

Broadcast: Thursday, August 29, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, August 29, has a 33-second cut on proposed exemptions to Federal Motor Carrier Safety Regulations. It follows a lead in.

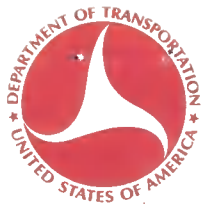
If a proposed rule by the U.S. Department of Transportation's Federal Highway Administration is put into effect, almost a million of the nation's smaller trucks would be exempt from most Federal Safety regulations. The proposal affects vehicles weighing ten thousand pounds or less. Dr. Robert Kaye, Director of the Bureau of Motor carrier Safety, had these comments:

DR. KAYE: "This new rule would apply to small vehicle operators such as tradesmen, repairmen and those driving the vehicles for personal use. The requirements for shipment of hazardous materials, as well as vehicles hauling passengers for hire, would remain in force. And operators will still follow accident reporting procedures. These changes are intended to relieve small vehicle operators of the administrative and economic burden of complying with Federal Motor Carrier Safety Regulations."

The exemptions cover rules on vehicle and driver requirements such as reporting hours of service and maintenance inspection.

For further information, dial (202) 426-0677. This has been the Transportation News Report.

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BROADCAST NEWS SERVICE 74-185

Broadcast: Friday, August 30, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, August 30, has a consumer bulletin on space saver tires, and Labor Day safety messages on driving and boating. The 50-second consumer bulletin follows in two seconds.

The U.S. Department of Transportation issued a Consumer Protection Bulletin today to warn motorists against the risk of personal injury in using "Space Saver" tires manufactured by the B. F. Goodrich Tire Company of Akron, Ohio. The National Highway Traffic Safety Administration described the hazard as a possible "explosive separation of tire from rim, during inflation or mounting." The agency has received 16 user-reports of serious injury -- two of them fatal. The tires are stored in the vehicle as a spare in an uninflated state, and a pressurized cannister for inflation is supplied. About 975 thousand tires made before May 1973 are included in the warning. The safety agency advises all owners to avoid using the tires until corrective instructions have been received and the tires have been checked, tested, or replaced by authorized Goodrich personnel. Goodrich will replace the tires where necessary.

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The following are two Labor Day safety messages. The first, running 55 seconds, is National Highway Traffic Safety Administrator Dr. James Gregory, followed by Coast Guard Commandant Admiral Owen Siler, running 30 seconds. Dr. Gregory begins in two seconds.

DR. GREGORY: "It's traditional to urge everyone to drive safely and to observe established speed limits over holiday week-ends. Labor day, this year, is no exception and we have a record to keep intact. The Nation's motorists accomplished substantial fatality reductions over

(more)

DR. GREGORY: Memorial Day and the Fourth of July this year. If everyone will concentrate on driving safely over Labor Day, we can make a good record for this last major summer holiday weekend, also. Let me add this special note -- while deaths and injuries to automobile occupants are down, deaths and injuries to bicyclists and motorcyclists are higher than last year. So let's be alert. Let's watch for the mistakes of others and be able to correct for emergencies. And, by all means, let's cooperate with our local and State safety efforts. We'll all have a happy holiday."

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ADMIRAL SILER: "This is Admiral Owen Siler, Commandant of the United States Coast Guard. I wish all Americans everywhere a pleasant and safe Labor Day weekend. This long weekend traditionally attracts many boaters to the water. I urge all boaters to practice good and courteous seamanship this holiday weekend. The water will be crowded, so a little extra care is in order. Please wear your Coast Guard approved personal flotation device or keep it near you while underway. Have a pleasant weekend -- and I hope the fish are biting."

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

FOR IMMEDIATE RELEASE
August 30, 1974

DOT 72-74
Phone: (202) 426-4321

The U.S. Department of Transportation today announced publication of the second progress report on its cargo liability study.

The report, part of a study begun in November 1972 by the department's Office of Facilitation, is based on information concerning export cargo taken from a questionnaire sent to manufacturers.

The final report of the study, scheduled for completion and publication in October, will contain both export and import data from the three major groups of shippers: manufacturers, retailers-wholesalers and freight forwarders. These data were gained from questionnaires sent to a total of 832 shippers requesting information for the calendar year 1972 on domestic export and import activities.

Included in the progress report released today are preliminary findings covering motor carrier, railroad, air carrier, surface freight forwarder and air freight forwarder data on cargo losses and damages. The report also contains data on insurance practices and dollar amounts recovered for losses and damages claimed.

Overall, the study is designed to obtain current factual information pertaining to loss, damage and delay in transporting goods by all modes of transportation.

The progress report is a compilation of data and makes almost no evaluations or conclusions. The final report, however, will be both factual and analytical.

Information collected by the study will be used to examine liability/indemnification systems affecting shippers, carriers and insurers and ultimately consumers. It will provide a factual foundation on which to base U.S. positions in future negotiations with other nations to establish international requirements for carrier liability applicable to intermodal cargo transport.

A copy of the report released today entitled "Second Progress Report on the U.S. Department of Transportation Cargo Liability Study" may be obtained by writing to the Office of Facilitation, U.S. Department of Transportation, Washington, D.C., 20590.

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DEPARTMENT OF TRANSPORTATION

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BROADCAST NEWS SERVICE 73-174

Broadcast: Friday, August 31, 1973

The U.S. Department of Transportation Broadcast News Service for Friday, August 31 through Labor Day weekend has three safety messages from Department officials.

First, Dr. James Gregory, the National Highway Traffic Safety Administrator, has two statements on safety recommendations for the Labor Day weekend.

"It's become almost an American tradition, as a long holiday weekend rolls around, to remind ourselves and each other of the death and injury that may await us on our streets and highways. Predictions of these highway tragedies to occur on this Labor Day weekend came across my desk this morning.

We all know that we can help defeat these predictions by being alert, whether driving or walking; by knowing and obeying traffic laws; by driving defensively and courteously; by buckling up those lap and shoulder belts for protection; and by not driving after drinking.

We wish you a happy holiday. And, our thanks in advance for doing everything you can to make it a safe one."

"We all know that driving at safe speeds is important in reducing highway deaths and injuries. Today keeping our driving speed at reasonable safe levels will also help conserve gasoline at a time when we are all concerned about the energy supply in our country. The U.S. Senate recently asked all citizens to cooperate in this action for safety and energy conservation. We at the Department of Transportation agree: highway safety, energy conservation -- a worthwhile combination for everyone to consider."

Next, a statement by Admiral John Thompson, Chief, Office of Boating Safety, U.S. Coast Guard on the importance of sound boating practices over the Labor Day weekend.

"Some recreational boatmen who plan to make the Labor Day weekend their last boating weekend of the season, end up making it their last boating weekend ever!

"In past years, this holiday period has been marred by an overwhelming number of boating accidents with resulting injuries and fatalities.

"With so many Americans taking to the already crowded waters, I urge recreational boatmen to familiarize themselves with all safe boating practices, and to use an extra measure of caution during this holiday period."

This has been the Transportation News Report.

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