



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-257

Broadcast: Monday, December 2, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, Dec. 2, has two actualities of 25 seconds each on financially troubled Pan Am Airlines and a 35-second story on additional funding for the Penn Central Railroad. There is a lead-in prior to the two cuts.

Transportation Secretary Claude Brinegar today said in Washington there is no guarantee the government's efforts will work in trying to save financially troubled Pan American World Airways. He told the Pan Am Pilots Association that while he hopes for success, "much is beyond our control."

SECRETARY BRINEGAR: "I must ask you to recognize that the federal role is, by necessity, a broad one, for the balance of interests that we represent is necessarily broad. Our major role, is to see that the necessary transportation services are available to those that want to use them -- are available at the lowest possible costs. The efficiencies of competition are, as always, the best way to meet this objective."

"I would stress that a great deal depends on Pan Am -- on its management and its employees. I would add (to this) its bankers; I have met with them a great deal also in recent weeks. Certainly, management has the

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job -- and it's a most difficult one -- of positioning Pan Am in the marketplace with the equipment, the schedules, and the cost and fare structure that will enable it to survive.

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The U.S. Department of Transportation is arranging for additional financial assistance of up to \$30 million for the bankrupt Penn Central Transportation Company. Acting Federal Railroad Administrator Asaph Hall said the request prompted an examination of the railroad's cash requirements for the near term and a further evaluation of its financial situation for next year. The cash shortage stems mainly from the coal strike and the reduction of traffic in steel, automobiles and auto parts. To date, the Penn Central has received \$20.5 million from funds provided by Congress to ensure the continuation of essential rail services.

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This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
December 3, 1974

DOT R-53-74
Phone: (202) 426-4321

U.S. Secretary of Transportation Claude S. Brinegar today announced the appointment of Herbert Harlan Kaiser Jr. as Deputy Assistant Secretary of Transportation for Environment, Safety and Consumer Affairs.

Prior to joining the department, Kaiser was since July 1974 vice president of Kaiser Abstract Co., Shelby County Land Title Corp. and Livingston County Abstract Co., all of Illinois.

From February 1970 to July 1974 he held several positions with Heublein, Inc., of Louisville, Kentucky, and its subsidiaries, including vice president and legal counsel for the firm's international operations. He also worked in legislative affairs for Heublein.

Kaiser worked from September 1968 to February 1970 for the Link Division of the Singer Co. of Binghamton, N.Y., where he was manager of international planning and in charge of the firm's international licensing operations.

He attended the Air Force Air Command and Staff College at Maxwell AFB in Montgomery, Alabama, from July 1967 to August 1968 and was the first reserve officer in the history of the college to be designated a Distinguished Graduate. He holds the rank of Lieutenant Colonel.

While at the Air Command and Staff College, Kaiser also earned a master of science degree in business administration from The George Washington University, Washington, D.C.

After admission to the Illinois bar in 1960, Kaiser practiced law in the State of Washington until July 1967. He was associated in practice with Paul Sinnitt and the late Edgar N. Eisenhower at Tacoma, Washington.

Born in Decatur, Illinois, Kaiser was reared in Monticello, Illinois. He attended Yale from 1949 to 1953 where he earned a BA in economics.

Following college, Kaiser entered the Air Force as an enlisted man and was commissioned in 1954. He was released from active duty in 1957.

Kaiser entered the Harvard Law School in September 1957 and was graduated in 1960.

Kaiser and his wife Barbara have two children, Lisa, 9, and Elizabeth, 3.

JJC/10AM/112774

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

BROADCAST NEWS SERVICE 74-258

Broadcast: Tuesday, December 3, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, Dec. 3, has a 30-second cut on seat belt reminder systems, and a 16-second cut on Coast Guard rescue efforts. The seat belt cut follows a lead-in.

The U.S. Department of Transportation will require motor vehicle manufacturers to install a new safety belt reminder system in passenger cars produced after February 24th of next year.

National Highway Traffic Safety Administrator James Gregory explains:

ADMINISTRATOR GREGORY: "The new system has a reminder light and audible signal which will last between four and eight seconds. The light comes on when the car is started, and the audible signal is triggered if the driver's safety belt is not in use.

"Current reminder systems have a continuous light and audible signal if front seat occupants do not fasten their safety belts. Manufacturers may use either of the systems prior to the deadline; after February 24th, only the new system will be permitted."

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Coast Guard helicopters were involved Monday in assisting the Michigan town of Luna Pier which was cut off by heavy snow. The town was filled with stranded motorists rescued by local authorities. Helicopter pilot Lt. Joe Poteat gives these details:

(more)

- 2 -

LT. POTEAT: "A total of two helicopters flew a total of about 11 hours yesterday -- flying in needed food, picking up doctors that couldn't get to the town, delivering them to the town, and delivering patients to the hospital."

The Coast Guard reports weather conditions at this time are clear, and major highways are opening up.

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For further information on the seat belt reminder systems, call (202) 426-9550. 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 74-259

Broadcast: Wednesday, December 4, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, Dec. 4, has a 32-second actuality on an outstanding assist to a lost pilot and a 25-second actuality on carpooling. Each is preceded by a lead-in and the aviation story is first.

An air traffic controller was honored today for unusual action in saving a private pilot lost and out of control last December over northern Florida. Tallahassee airport controller Richard Gardner explains how he helped the pilot keep the plane on level flight and land on a freeway:

MR. GARDNER: "He was strictly a VFR pilot -- that means visual flight rules. He should be flying in good weather and good visibility but he got trapped in poor visibility and bad weather. At this time, we had made the decision that since we had talked to him for an hour and a half and he was still right where he was that the best bet was to have him land on the interstate. So we asked police cars to line up on the sides of the interstate and give him some references, some lights to look at. Because his biggest problem -- he couldn't see the ground and he didn't have any real reference."

Gardner was one of four recipients of the Federal Aviation Administration's Outstanding Flight Assist awards for 1974.

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A Department of Transportation official today said carpooling projects must receive the highest priority in order to conserve fuel in the United States. Federal Highway Administrator Norbert Tiemann explained federal aid for this in a speech to the National League of Cities' 50th Anniversary Congress of Cities in Houston:

(more)

ADMINISTRATOR TIEMANN: "Presently, carpool projects can be funded on a 90 percent federal-10 percent state or local matching basis. This favorable matching ratio is scheduled to run out on December 31, but we have asked Congress for an extension. I do not think that there is a single, more effective step you could take in the short term for transportation in your cities than to develop an effective carpool effort."

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 74-260

Broadcast: Thursday, December 5, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, Dec. 5, has a 25-second story on railroad safety, and a consumer advisory.

The U.S. Department of Transportation's Federal Railroad Administration is tightening the rules which govern the movement by rail of explosives that are easily detonated. To prevent or contain sparks, special brake shoes and shields will be required or cars will have to have metal sub-floors so there is no combustible material beneath them. Also, under the regulation which will become effective next July 1st, all railroad cars must be individually inspected before and after the loading of the explosives.

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Next, a consumer advisory actuality requesting information from the public on improved fuel efficiency for cars. The actuality is 1:20 long; however, the first paragraph of 25 seconds contains essential elements for stations needing a shorter version. Office of Consumer Affairs Director Ann Uccello:

MISS UCCELLO: "Consumer groups and interested parties are encouraged to join in the effort to improve auto fuel efficiency by 1980. To ensure public involvement, a file has been developed in the Office of the Secretary. Comments and suggestions should be sent in five copies to the Docket Clerk, Office of the General Counsel, Department of Transportation, Washington, D.C. 20590.

"A joint report prepared by this department and the Environmental Protection Agency was sent to Congress on October 19th. It marked the beginning of discussions

(more)

between auto makers and the government on a voluntary program to reach a 40-percent improvement in fuel efficiency. The study, 'Potential for Motor Vehicle Economy Improvement', supports the practicality of the fuel efficiency goal. Copies of the study may be obtained from the Office of Public Affairs, U.S. Department of Transportation, Washington, D.C. 20590.

"Once again, public comments on the issues, goals, and methods of the voluntary program, or on those discussed in the report, may be sent in five copies to: Docket Clerk, Office of the General Counsel, Department of Transportation, Washington, D.C. 20590."

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-261

Broadcast: Friday, December 6, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, Dec. 6, has a 32-second story on shipping lanes and a 30-second story on training for urban transportation.

In efforts to prevent ship collisions off the Southern California coast, the Coast Guard is establishing "shipping lanes" in the Gulf of Santa Catalina. The objectives are to save lives and property at sea and prevent marine and coastal pollution. The shipping lanes are part of a traffic separation scheme to become effective in January. The scheme is similar to divided highways used by cars and is already in effect in the approaches to many busy harbors on both coasts, including the western approaches to Los Angeles - Long Beach Harbor. The new lanes will cover vessels entering and leaving this harbor to the south.

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A new interagency program within the U.S. Department of Transportation will concentrate on the evolving training needs of professionals engaged in urban transportation. The education development program will be jointly funded and managed by the Department's Federal Highway and Urban Mass Transportation Administrations. Tailored to changing and expanding roles in the transportation field, especially for planners and engineers, the program will result in added staff expertise for the growing number of state and local agencies involved in both short and long term transportation activities.

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This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
December 6, 1974

DOT 105-74
Phone: (202) 426-4321

Secretary of Transportation Claude S. Brinegar announced today that Federal Highway Administrator Norbert T. Tiemann and Urban Mass Transportation Administrator Frank C. Herringer have signed an agreement providing for an interagency program to meet the evolving training needs of professionals engaged in urban transportation. The program will be jointly funded and managed by the two agencies.

Secretary Brinegar observed that this program reflects the cooperative efforts of agencies of the Department of Transportation to plan programs and to develop expertise needed to serve the nation's expanding transportation requirements.

The initial phase of the new program calls for the identification of needed training for transportation professionals, mainly planners and engineers, who have responsibility for those phases of systems planning and development that encompass transit as well as auto and truck transportation. The second phase provides for developing priority training/education programs to meet those needs.

The program is designed to make available, to the transportation professional, programs which are tailored to changing and expanding roles in the transportation field. It will result in added staff expertise for the growing number of state and local agencies involved in both short and long term transportation activities.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, December 6, 1974

DOT 106-74
Phone: (202) 426-4321

The U.S. Department of Transportation today asked the Civil Aeronautics Board to reopen the record in its Transatlantic Route Proceeding to obtain evidence on alternative traffic assumptions for the 1975-1980 period.

It also asked that the U.S. air carriers applying for route certification forecast profit and loss statements on a route-by-route basis both under the assumptions of the historic travel growth now reflected in the record and under the more pessimistic conditions reflected by the present downward trend in transatlantic travel.

The more conservative alternative traffic assumptions that must be considered, DOT said, are:

Assumption 1. 1975 transatlantic scheduled passenger traffic will be at the same level as 1974 traffic.

Assumption 2. 1975 transatlantic scheduled passenger traffic will be 10 percent below 1974 traffic.

In the case of both assumptions, DOT recommended that the CAB assume a 3 - 5 percent per year travel growth in the 1976-1980 period.

"Current events have overtaken traffic, operational and financial forecasts in this case, most of which are based on the assumption that transatlantic traffic in 1975 would exceed 1972 levels," DOT said. "These forecasts were prepared long before the full impact of the decline in 1974 traffic was known. It is now almost certain that 1975 traffic will be below 1972 levels. Most traffic forecasts now in the record may also be well above realistic expectations for the 1975-1980 period."

"The long-range impact of recent sharp increases in costs and fares is uncertain, but such increases may have a substantial impact on the traffic growth trend which has characterized transatlantic air transportation in the past," DOT said. "A decision in this case based on optimistic expectation of traffic growth could perpetuate the difficulties with excess capacity now being experienced."

In support of its request that carriers submit statements on a route-by-route basis, DOT said, "Without such evidence there cannot be any assurance that the transatlantic route structure certificated will foster sound economic conditions in air transportation, will be properly adapted to the present or future needs of the United States; and reflect the value of competition in assuring the sound development of this country's international air transportation system."

The Department expressed the opinion that the record must show that each authorized route will be viable under the alternative assumptions of positive growth, static traffic levels and declining growth.

"The record to date does not permit determination of the extent to which individual transatlantic segments and behind-gateway segments are economically viable," DOT said. "For this reason, there does not today appear to be any sound basis in the record for determining what changes are necessary in existing authority and whether new authority should be authorized."

The department expressed the belief that the additional evidence can be submitted within 60 days and that obtaining it would not disrupt the schedule of the route proceeding.

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WWB/4PM/12/6/74/TPI-6/5PM/12/6

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BROADCAST NEWS SERVICE 74-262

Broadcast: Monday, December 9, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, Dec. 9, has a 43-second actuality dealing with the substitution of Interstate Highway funds, as well as an advisory on future Broadcast News Service coverage.

Under law it is possible to use funds originally scheduled for urban segments of the Interstate Highway System for other transportation purposes. In Massachusetts and Pennsylvania, a total of more than \$600 million has been shifted to transit projects under this program. Federal Highway Administrator Norbert Tiemann spells out the Department of Transportation's position:

ADMINISTRATOR TIEMANN: "The law and our regulations make it quite clear that when the local officials of the jurisdictions in which the projects are located and the governor request a withdrawal for the purposes of substitution, and we can make a finding that the project is not essential to the overall Interstate System, the project can be withdrawn and one or more nonhighway transit projects may then be substituted. We are trying to be neutral in these cases and let the regulations speak for themselves. We, along with Congress, want these lingering controversial Interstate segments resolved, so that we can get on with the business of providing transportation, be it highways or transit. We want to stop the flow of resources into seemingly endless legal disputes."

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This advisory for broadcasters: coverage this week is expected to include stories and actualities on improvements in auto fuel efficiency, new designs in urban transit buses as well as the subject of carpooling. This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

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BROADCAST NEWS SERVICE 74-263

Broadcast: Tuesday, December 10, 1974

The U.S. Department of Transportation Broadcast News Service has a 47-second actuality about the training program to prevent aircraft hijackings. It is available for release after 6:30 p.m., Tuesday, Dec. 10.

There have been no successful airplane hijackings in the U.S. for the last two years and much of the credit stems from an aviation security course conducted by the Department of Transportation. Assistant Secretary of Transportation Benjamin O. Davis Jr., commented:

ASSISTANT SECRETARY DAVIS: "There is no doubt that the officers who have taken this course and are now assigned at hundreds of airports have played a significant role in stopping aircraft hijackings.

"There are two major steps in combating air piracy. First, there is passenger screening to keep dangerous weapons off the airplane. Individual airlines hire security personnel to do that task.

"Second, there are the actions taken when someone arouses the suspicion of screening personnel. Those actions are taken by the police officer on the spot who is required by FAA regulations to observe the screening process and provide law enforcement backup support when needed."

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Congressional testimony dealing with improved auto fuel efficiency is slated for tomorrow's Broadcast News Service. This has been the Broadcast News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-264

Broadcast: Wednesday, December 11, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, Dec. 11, has two cuts of 28 and 27 seconds of Secretary Brinegar on energy conservation. Each is preceded by a lead-in.

U.S. Secretary of Transportation Claude Brinegar gave the Senate Commerce Committee today his recommendation for the best way to develop and put into service large numbers of fuel-efficient automobiles. The approach, he said, would be to:

SECRETARY BRINEGAR: "Combine the push of market forces with a close federal overview program that asks the major manufacturers to commit to a maximum effort to develop and sell fuel-efficient automobiles. This 'voluntary standards' approach is the direction that we have been moving in since the President's call, on October 8th, for a 40-percent gain in sales-mix fuel economy by the 1980 model year (using 1974 model year as the base)."

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The relationship of government-required safety and damage preventive measures to a car's fuel efficiency -- U.S. Transportation Secretary Claude Brinegar commented on that subject in testimony today before the Senate Commerce Committee.

SECRETARY BRINEGAR: "Senator, I don't think the safety standards that are now on the car have

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had any significant impact on fuel penalty. The damageability standards which have changed the bumper design do have a measurable impact on fuel that's a fairly straightforward relationship, of weight to fuel loss. It's something like .2 miles per gallon -- in that magnitude."

This advisory for broadcasters: Tomorrow's Broadcast News Service will include actualities on buses of the future in urban transportation.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
December 11, 1974

DOT 107-74
Phone: (202) 426-4321

There have been no successful airplane hijackings in the United States in the past two years and much of the credit is handed to an aviation security course given by the U.S. Department of Transportation, according to one federal official.

The course is taught mainly to local supervisory police officers who then train their police officers working in the nation's 500 airports to help prevent aircraft hijackings.

"There is no doubt that the officers who have taken this course and are now assigned at hundreds of airports have played a significant role in stopping aircraft hijackings," DOT Assistant Secretary for Environment, Safety and Consumer Affairs General Benjamin O. Davis said.

The aviation security course was initiated in January 1973 to help combat airplane hijackings which had been averaging 30 a year in the United States and 70 a year worldwide.

The Transportation Safety Institute, a unit under General Davis's office, teaches the course at the Federal Aviation Administration Aeronautical Center in Oklahoma City, Okla.

"There are two major steps in combating air piracy," General Davis explained. "First, there is passenger screening to keep dangerous weapons off the airplane. Individual airlines hire security personnel to do that task.

"Second, there are the actions taken when someone arouses the suspicion of screening personnel. Those actions are taken by the police officer on the spot who is required by FAA regulations to observe the screening process and provide law enforcement backup support when needed," Davis said.

While passenger screening operations have virtually eliminated air piracy in the United States, airplane hijackings throughout the world have continued. And, increasingly, foreign nations have been sending

their law officers to the DOT course for training on how air piracy and terrorism are deterred at U.S. airports.

The program, currently being changed from one to two weeks in length, is the only formalized aviation security course in the free world. As of August 30, 1974, 789 persons, including 60 foreign nationals, had received training in the course. Additionally, three aviation security training seminars held in Dallas, Tex., attracted 110 persons.

Aviation security training in the program includes teaching the participants passenger screening techniques; regulations and procedures for searching baggage and passengers; how to conduct airport security surveys and how to implement programs to correct deficiencies.

Participants trained through August 30, 1974, include:

- 544 - Local law enforcement officials
- 164 - FAA Air Transportation Security personnel
- 60 - International participants from 17 nations
- 17 - Other U.S. Government officials
- 4 - Aviation industry officials

JJC/4PM/112174

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-265 Broadcast: Thursday, December 12, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, Dec. 12, has two cuts of 19 seconds each on new buses for urban transit; they each follow a lead-in.

Longer, more streamlined and lower; Transbus -- or the bus of the future -- has convenience and safety elements that set it apart from the bus of today. Three of these buses are being tested in demonstrations around the country. On their way to New York, the buses stopped today in Washington, D.C., and Urban Mass Transportation Administrator Frank Herringer had these comments:

ADMINISTRATOR HERRINGER: "The fact remains that the bus -- buses that we see on our streets everyday remain the mainstay of mass transportation and carry over two-thirds of all mass transportation passengers. And if we're going to decrease reliance on the automobile in the short term we're just going to have to continue to rely on the bus."

Administrator Herringer also related what cities could do to assist the use of bus service as an alternative to the automobile...

ADMINISTRATOR HERRINGER: "They can do this in really two ways -- both by granting surface transit buses priority; by reserving lanes on freeways and

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lanes on city streets. And they can also do it by directly discouraging the use of the automobile -- the costly use of the automobile in congested city centers."

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(NATIONAL LINES) This advisory to broadcasters: tomorrow's Broadcast News Service will feature actualities from Secretary Brinegar's news conference announcing a major nationwide carpooling campaign.

(LOCAL LINES) This advisory to broadcasters: there will be an 11:00 press conference with Secretary Claude Brinegar in room 10234, Department of Transportation Headquarters building, 400 7th Street, S.W., Washington, D.C., Friday. The Secretary will announce a nation-wide carpool campaign.

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This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE 11:00 A.M.
Friday, December 13, 1974

DOT 108-74
Phone: (202) 426-4321

"Double Up, America. Two can ride cheaper than one."

That's the theme of a nation-wide public service advertising campaign launched today by the U.S. Department of Transportation, a campaign to reduce energy consumption by urging commuters to share a ride to work.

Nationally, 50 million private automobiles are driven to-and-from work each weekday. The average commuting automobile contains 1.4 persons. Raising this occupancy level to 2.0 persons would remove 15 million automobiles from the nation's daily commuter traffic jam and save five billion gallons of gasoline annually. That is the goal of the "Double Up" Campaign.

The second line of the theme, "Two can ride cheaper than one," refers to the substantial savings that accrue to those who participate in carpooling programs.

The Double Up campaign is a joint product of the U.S. Department of Transportation and The Advertising Council, Inc. APCL&K is the volunteer advertising agency appointed by the Advertising Council and John Kelley, Goodyear Tire and Rubber Company, is the volunteer campaign coordinator.

Time and space for this national public service campaign will be donated by print, broadcast and outdoor advertising media.

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HDC/11AM/12/11/74/11AM/12/13

STATEMENT BY SECRETARY OF TRANSPORTATION CLAUDE S. BRINEGAR AT THE
CARPOOL CAMPAIGN NEWS CONFERENCE, DECEMBER 13, 1974

Good morning.

There is widespread agreement that the Nation must reduce its energy usage. Since the automobile is the largest single user of liquid fuels, our major effort must focus on improving the efficiency of automobiles and their usage. Carpooling offers one of the best opportunities.

The carpooling advertising campaign we're launching today is intended to encourage greater participation by communities, employers, and individual motorists in share-the-ride programs. We hope, through a saturation national advertising campaign, to focus public attention on the four benefits of carpooling.

First: we believe that if enough motorists "double up" -- especially to and from work -- we can save five billion gallons of gasoline a year. Our 102 million automobiles use five of the 17 million barrels of oil we consume every day in the United States, and half of that is used in urban driving. So the urban use -- or mis-use of the private car -- becomes a major target for fuel conservation.

Second: we can reduce urban congestion. Motor vehicle urban "load factors" are very low. The average occupancy rate on commuter "work trips" is 1.4 persons per car. If we can increase that to just two persons per car, we would not only save five billion gallons of gasoline a year, but get about 15 million cars out of peak hour traffic patterns. A more efficient traffic flow would, in itself, save gasoline.

Third: with fewer cars and less stop-and-go driving, pollution levels would be significantly reduced.

And, fourth: carpooling is one way to beat the high cost of commuting. As our theme slogan suggests, "two can ride cheaper than one." Carpooling is consumer-oriented and anti-inflationary.

The program getting underway today is a joint product of The Advertising Council, Inc., the APCL&K, Inc., Advertising Agency of Philadelphia, and the Department of Transportation. Mr. John Kelley of the Goodyear Company has served voluntarily as the campaign coordinator. The nation's newspapers and magazines, radio and television stations will be donating advertising space and broadcast time as a public service. We are most grateful for the generous contributions of all those involved.

The program itself, of course, only addresses the need for carpooling. It is up to local governments, companies and individuals to make the program work. But the advertising industry has proven itself to be an effective persuasive force in our society, and I am confident that the message to "double up" will be heard and heeded throughout America.

Now I want to introduce Mr. Robert Keim, President of The Advertising Council ... and Mr. Earl Thompson of APCL&K who will describe the campaign materials and demonstrate the television and radio announcements that have been prepared. We will then be happy to answer your questions...

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
December 13, 1974

DOT 109-74
Phone: (202) 426-4321

A motor carrier's proposal to provide a premium service intended to assure shippers on-time delivery of less-than-truckload (LTL) traffic should be approved by the Interstate Commerce Commission the U.S. Department of Transportation said today.

The carrier, Pacific Intermountain Express (P.I.E.), had filed tariffs with the ICC providing for a "Money Back Guaranteed Service." Under the plan, shippers could choose to pay a 10 percent premium for the service. If the carrier failed to provide on-time service, both the regular payment and the premium would be refunded to the shipper.

Division 2 of the ICC rejected P.I.E.'s filing and the proposed service never became effective. Subsequently, the carrier petitioned the regulatory agency for reconsideration of the decision. The department's filing today supported the carrier's petition.

DOT said that P.I.E.'s proposal appears to be an ordinary pricing decision of the type common to unregulated industries, made with a view to marketing a competitive advantage. The department acknowledged that the proposed pricing mechanism seemed "novel in regulated transportation" and suggested that there was no reason for rejecting it without test or consideration of its merits.

"It is worth emphasizing that the potential benefits would accrue exclusively to LTL traffic," DOT said. "This sector of the market has been the source of many complaints about service. Innovative efforts by carriers to improve this service should be encouraged."

The department also noted that the economy is entitled to the benefit of the proposed services efficiency and technological improvement.

"DOT strongly supports P.I.E.'s petition, and believes that the proposed service meets the requirements of the Interstate Commerce Act and provides an innovative, as well as commercially sound, service," the department concluded.

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FOR IMMEDIATE RELEASE
December 13, 1974

DOT 110-74
Tel. 202-426-9550

The National Highway Safety Advisory Committee, a 35-member group that advises the Secretary of Transportation on matters relating to highway safety, has called for continued support and increased enforcement of the national 55 mile per hour speed limit.

In a position adopted at its Dec. 3 meeting in Washington, D. C., the committee said:

"In view of the dramatic safety benefits derived from the 55 mph speed limit energy conservation measure, and in view of increasing evidence of non-compliance with the law and the lack of uniform state and local enforcement, the National Highway Safety Advisory Committee strongly urges that the U. S. Department of Transportation take all possible measures to ensure compliance with the 55 mph speed limit . . . "

According to the National Highway Traffic Safety Administration, highway deaths for the first 10 months of 1974 are running almost 20 per cent below the total for the same period in 1973 and total reduction in traffic fatalities since the first of the year is estimated at 9,000 lives.

The committee urged provision of adequate funding assistance, including some resources from the Highway Trust Fund, "to enable the state and local jurisdictions to enforce the speed law either through augmentation of conventional highway patrol complements or through other appropriate measures."

The committee also encouraged vigorous compliance and self-enforcement of the 55 mph speed limit by all public authorities and private transportation organizations, and called for the development

of appropriate legislation to provide the U. S. Department of Transportation with any additionally required authority in this area.

In other action, the committee strongly opposed the Department's current position supporting heavier loads for trucks on the Interstate Highway System, and expressed its "serious concern and opposition to pending legislation permitting larger trucks" on the nation's highways.

The committee recommended that "DOT withdraw its recently expressed support for the legislation permitting larger trucks in favor of DOT's earlier position expressing non-support pending completion of appropriate safety studies of the performance of such large trucks and their effects on other highway vehicles."

The committee said the trucking system could be improved through more efficient economic trucking regulations and asked the Transportation Department to conduct an overall review of economic regulations affecting the trucking industry.

In other business, the committee adopted reports or formulated positions on bicyclist safety and an expanded driver education program, and called for further study on mandatory sanctions for traffic violators.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-266

Broadcast: Friday, December 13, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, Dec. 13, has two cuts of 32 and 30 seconds on a national carpooling campaign, with one lead-in. These cuts will be followed by a 20-second public service announcement which is an example of the broadcast material to be used in the campaign, as well as a hold-for-release item on traffic deaths.

The U.S. Department of Transportation today announced a nation-wide public service campaign to reduce energy consumption by urging commuters to share a ride to work. Deputy Secretary John Barnum discussed the program which carries the theme "Double Up, America, two can ride cheaper than one."

DEPUTY SECRETARY BARNUM: "The carpooling advertising campaign we are launching today is intended to encourage greater participation by communities, employers, and individual motorists in 'share the ride' programs. The interest in carpooling that surged during last winter's gasoline shortage seems to have subsided just as quickly when motor fuel became readily available again. We have, in other words, gone back to travel habits that are unnecessarily wasteful and costly."

"We hope, through a saturation national advertising campaign, to focus public attention on the four benefits of carpooling. We believe that if enough motorists 'double up' -- especially to and from work -- we can save

(more)

- 2 -

five billion gallons of gasoline a year. We can reduce urban congestion. With fewer cars and less stop-and-go driving, pollution levels would be significantly reduced. Carpooling is one way to beat the high cost of commuting."

Public Service Announcement

ANNOUNCER (over music): "If you drive to work alone, it's costing you twice as much to commute as it should. Cut it in half. Take a friend. Double up, America! Two can ride cheaper than one."

MUSIC: "Double up, America, two can ride cheaper than one."

ANNOUNCER: "A public service, U.S. Department of Transportation."

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The following 30-second story is for release at 6:30 p.m., Sunday, Dec. 16.

The Federal Highway Administration today forecast that the death toll on the nation's highways in 1974 will be the lowest since 1963. The agency also said that '74 will be by far the safest year in history for the number of deaths per 100 million vehicle/miles of travel. Conservative estimates point to 46,000 fatalities, over 9,000 less than last year. The reduction is attributed to slower and more uniform speeds due to the 55 mph limit, increasing emphasis on driver behavior, safer vehicles and safer roads.

- 0 -

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 MONDAY P.M.
December 16, 1974

DOT 111-74
Phone: (202) 426-0677

American motorists are driving at lower speeds than they did a year ago, as a result of the national 55-mph speed limit.

And the majority of States report effective efforts to enforce the 55-mph limit.

This was disclosed in a special report issued today by the U.S. Department of Transportation.

The report is based on surveys made by the Department's Federal Highway Administration and National Highway Traffic Safety Administration at the request of President Ford.

Since enactment last January 2 of the Emergency Highway Energy Conservation Act, which provided for the 55-mph speed limit, the average speed of all vehicles on main rural roads decreased from 60.3 mph to 54.8 mph--a 5.5-mph reduction.

On the Interstate System, average speeds have declined 8 miles an hour, from 65 mph to 57 mph.

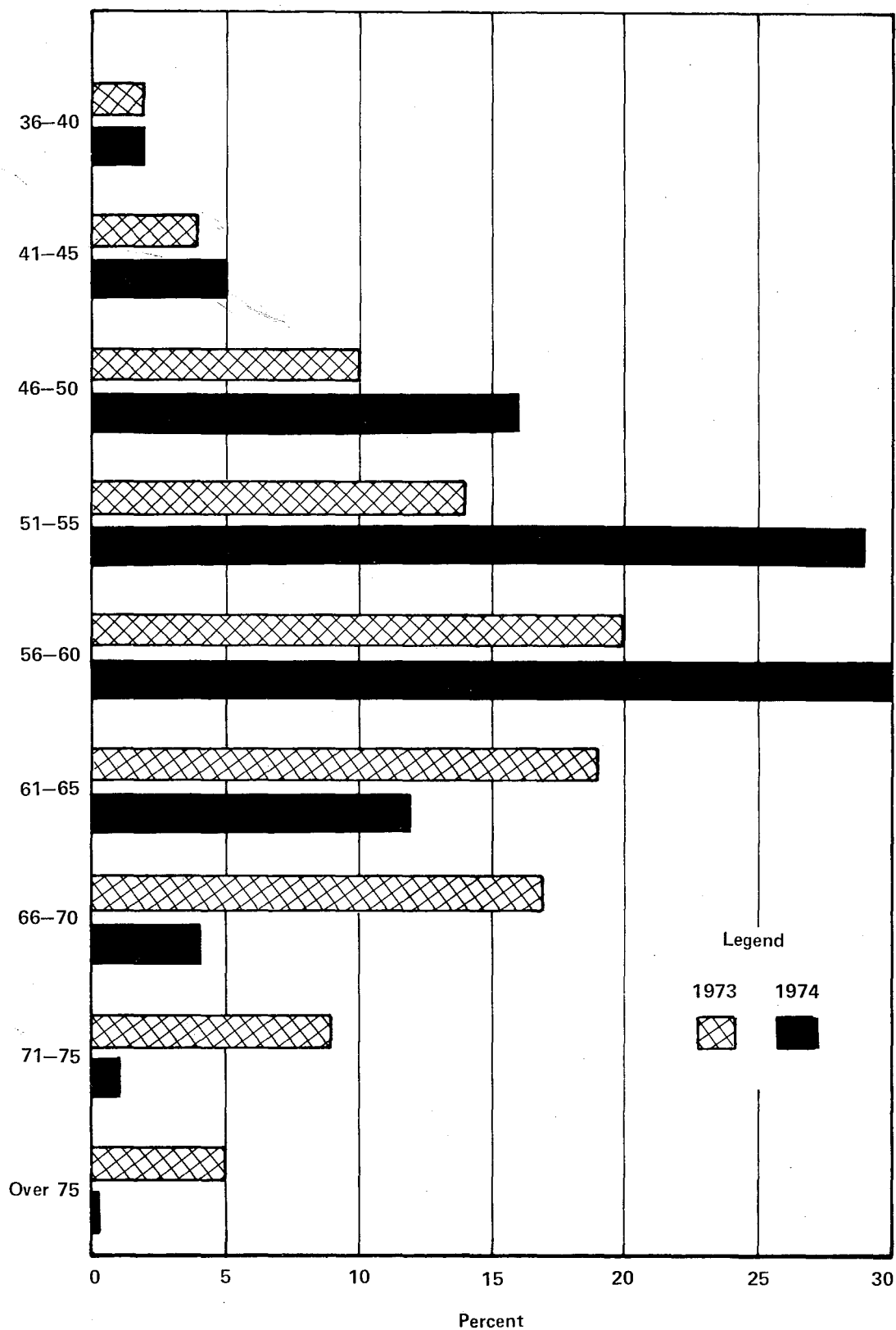
A measure of the level of compliance with the 55 mph limit is reflected in the percentage of vehicles exceeding 55-, 60- and 65-mph speeds. During 1974, only 47 percent of all vehicles exceeded 55 mph--as compared with 50 percent a year ago. Only 5 percent have exceeded 65 mph in 1974 as against 31 percent in 1973.

The speed range of 51 to 65 mph has accounted for 71 percent of all free-flow vehicles in 1974, as compared with 53 percent in 1973--(see attached table and graph).

During 1974 average speeds in the eastern States, at 53 mph, have been slightly lower than the average speeds of 55.5 mph in the central and western States. However, the report states that the difference between the two regions of the Nation is considerably less than a year ago.

Average passenger car and bus speeds have shown a greater average decrease than truck speeds--6.4 mph and 4.7 mph, respectively, as compared to 2.9 mph for trucks. However, average truck speeds, at 53.7 mph, are lower than passenger car speeds of 55.2 mph and bus speeds of 55.7 mph.

Miles Per Hour



PERCENT DISTRIBUTION OF VEHICLE SPEEDS
ON MAIN RURAL ROADS

According to the DOT report, there has been a significant increase in the number of traffic citations issued this year by the State highway patrols, indicating stepped-up enforcement. Only one State--Georgia--has not shown an increase in this area, and several States have more than doubled the number of citations issued. The report discloses that 18 States have indicated a high level of enforcement effort and effectiveness, while another 16 States have indicated that although their enforcement efforts are at about the same level as before the 55-mph limit, they are fairly effective.

(NOTE: Copies of "A Special Report on Highway Vehicle Speeds 1973-1974" are available from the Federal Highway Administration's Office of Public Affairs, Area Code 202, 426-0677.)

#

- Average Speeds by Highway System and
Vehicle Type (m.p.h.)

Highway System	All Vehicles		Passenger Cars		Trucks		Buses	
	1973	1974	1973	1974	1973	1974	1973	1974
Rural Interstate	65.0	57.0	66.6	57.4	60.3	55.8	65.1	58.0
Rural Primary	57.1	53.2	58.2	53.7	54.0	51.9	57.4	53.8
Main Rural ¹	60.3	54.8	61.6	55.2	56.6	53.7	60.4	55.7
Rural Secondary	52.6	50.1	53.2	50.5	50.2	48.5	52.3	48.7
Urban Interstate	57.0	53.8	58.0	54.2	54.4	52.6	56.4	53.8
Urban Primary	41.8	45.8	42.2	46.2	40.1	44.2	37.9	44.0

¹Rural Interstate and Rural Primary

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FOR IMMEDIATE RELEASE
December 17, 1974

DOT 113-74
Phone: (202) 426-4321

Improving the access to public and specialized transportation for the elderly and handicapped is the goal of a joint agreement signed today between the Department of Transportation and the Department of Housing and Urban Development.

The two federal agencies today agreed to work more closely together for maximum coordination and mutual support between their programs on behalf of the handicapped and elderly population.

"Our goal is to increase the mobility of the elderly and handicapped living in HUD-assisted housing through existing Department of Transportation programs within the Urban Mass Transportation Administration and the Federal Highway Administration," Assistant Secretary of Transportation for Safety, Environment and Consumer Affairs General Benjamin O. Davis said.

"This agreement does not entail any new programs on the part of the Department of Transportation," he added.

After the agreement becomes effective, HUD will send to HUD officials nationwide, HUD-assisted housing managers and interested elderly and handicapped organizations information on application procedures for possible DOT assistance to improve their transportation choices. Currently, some 750,000 elderly persons live in HUD-assisted housing nationally.

Urban Mass Transportation Administrator Frank C. Herringer said that pertinent programs within his administration include "the planning assistance program which may be used to study needs and suggest appropriate solutions; the capital grant program which is available to assist in the acquisition of suitable vehicles and facilities; and the demonstration program which provides financial assistance for projects, limited in number and duration, to employ or test new services, methods or techniques."

Another program, provided through the Federal Highway Administration, which may offer assistance to the handicapped and elderly residing in rural areas, is the Rural Public Transportation Demonstration Program, a part of the Federal-Aid Highway Act of 1973. This program is for demonstration projects for public mass transportation in rural areas. And, the act states that one criterion by which applications for this aid will be evaluated is that consideration be given to the transportation needs of the elderly and handicapped in the planning and implementation of demonstration programs.

Signing the agreement for the DOT were Davis, Herringer and an FHWA representative.

Signing for HUD was Assistant Secretary for Housing Management H. R. Crawford.

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JJC/10AM/12/17/74/TES-70/3PM/12/17

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BROADCAST NEWS SERVICE 74-268

Broadcast: Tuesday, December 17, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, Dec. 17, has an actuality on lower highway speeds, with two cuts running 24 and 27 seconds, and one actuality of 37 seconds on a Coast Guard mishap in New York harbor. Each follows a lead-in. The highway story is first and follows in two.

The U.S. Department of Transportation today said Americans are driving at lower speeds than they did a year ago, as a result of the 55 mile-per-hour speed limit. And, a majority of the states report effective efforts to enforce the speed ceiling.

Federal Highway Administrator Norbert Tiemann explains:

ADMINISTRATOR TIEMANN: "On the Interstate System, average speeds have declined eight miles an hour, from 65 mph to 57 mph. On main rural roads, the average speed dropped from about 60 mph to 55. During 1974 average speeds in the eastern states were slightly lower than those in the central and western states. However, the difference between the regions is considerably less than a year ago."

"There's been a significant increase

in the number of traffic citations issued this year by the state highway patrols. Only one state, Georgia, has not shown an increase, and several states have more than doubled the number of citations issued. Eighteen states have shown a high level of enforcement effort and effectiveness, while another 16 said although enforcement efforts remain about the same as before the 55 mph speed limit, they are fairly effective."

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Two Coast Guardmen survived after being trapped inside an overturned boat Monday night near New York Harbor. Chief Photo/Journalist Paul Scottie reports on the incident from New York:

PAC SCOTTIE: "Two Coast Guardmen who spent over an hour in the cabin of their capsized forty-one foot boat early this morning off Rockaway, N.Y., are reported in good condition. A third Coast Guardman who escaped from the nearly flooded cabin as the boat turned over, scrambled to the boat's bottom, and signaled a Coast Guard rescue helicopter, is also in good condition. The three men did suffer from exposure and shock. They were towing a buoy, which was ripped from its moorings during rough weather Monday, when the mishap occurred. The two Coast Guardmen said they found a small air pocket in the flooded cabin and kept their heads in it until they were able to swim out a window. They were then rescued by a Coast Guard boat and police launch."

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This advisory for broadcasters: a three-part consumer advisory series on automotive jack stands will start Wednesday on the Broadcast News Service.

This has been the Transportation News Report.

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
December 18, 1974

DOT 112-74
Tel. 202-426-9550

The benefits and costs of federal motor vehicle safety standards will be examined next summer when the National Motor Vehicle Safety Advisory Council conducts its Fourth International Congress on Automotive Safety in San Francisco.

The theme of the three-day meeting, scheduled for July 14, 15 and 16 at the Hotel St. Francis, is "Considerations in Determining Priorities Among Motor Vehicle Safety Standards."

Officials from federal and state governments, industry leaders, researchers, and representatives of consumer groups are expected to attend the safety conference.

The Congress will focus its attention on how the government initiates and develops motor vehicle safety standards, and the demand, acceptance and public attitude toward such standards.

The Congress is sponsored by the advisory council, a 22-member public group created by the National Traffic and Motor Vehicle Safety Act of 1966 to advise the Secretary of Transportation on federal motor vehicle safety standards administered by the National Highway Traffic Safety Administration. Its members represent the general public, researchers, national organizations, consumer groups, state and local officials and the automotive industry.

Previous conferences dealt with the standardization of automotive diagnostic systems; motorcycle and recreational vehicle safety; and vehicle mix and automotive safety and vehicle factors affecting pedestrian and bicyclist safety.

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FOR IMMEDIATE RELEASE

Wednesday, December 18, 1974

DOT 114-74

Phone (202) 426-4570

U. S. Secretary of Transportation Claude S. Brinegar today announced his resignation, effective February 1, 1975.

In his letter of resignation to the President, Secretary Brinegar noted that his two-year term had been, "exciting, educational and, at times, hectic." He referred to progress made in improving the Nation's transportation system and stated that, "now it is time for me to return to the private sector."

In accepting the letter of resignation, President Ford expressed "deep gratitude" and "personal appreciation" for the Secretary's dedicated service and for, "the many improvements in the Nation's transportation system that have occurred in your tenure as Secretary." The President singled out the Regional Rail Reorganization Act of 1973 and the National Mass Transportation Assistance Act of 1974 as legislative highlights of the Brinegar term. He also credited the Secretary with the articulation of a National Transportation Policy, "for the first time since the creation of the Department."

Secretary Brinegar indicated that he will not make a decision on his future business plans until January. Before joining the government he was a senior vice president of Union Oil Company.

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BROADCAST NEWS SERVICE 74-272

Broadcast: Monday, December 23, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, Dec. 23, has the first part in a four-part consumer series on new safety laws governing repair of defective automotive products. The report includes a 48-second actuality; the lead-in follows in two seconds.

Certain aspects of the Motor Vehicle and School Bus Safety Amendments of 1974, signed into law in October, have a direct effect on owners of motor vehicles. This is part one of a four-part consumer series on the safety defect recall requirements of this law which go into effect Dec. 26. Gilbert Watson, the consumer services director of the U.S. Department of Transportation's National Highway Traffic Safety Administration, explains new repair laws:

MR. WATSON: "The safety amendments now in effect radically change the rules for safety defect notification by automotive manufacturers. They must not only notify owners, they must recall the defective product and repair or replace it, free of charge to owners. The requirement applies to any defective vehicle up to 10 years of age. The penalty for manufacturers for not complying with the laws on notification, recall, and remedy, within the time prescribed, has been doubled -- it is now \$800,000 per infraction. Notification must now include notice of the date on which defect repairs will be available to each owner. The manufacturer must complete those repairs within 60 days of that date, free of charge."

Part two of the series will deal with an extension of manufacturers' notification requirements.

This has been the Transportation News Report.

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BROADCAST NEWS SERVICE 74-273

Broadcast: Tuesday, December 24, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, Dec. 24, through Wednesday, Dec. 25, has a 42-second story on defective child car seats, and the second part of a four-part consumer series on new notification and recall procedures for safety defects which runs 1:30 with lead-in. The story is first; it follows in two seconds.

The U.S. Department of Transportation said today that a number of child car seats manufactured by Stobar of Germany may cause injuries to children in the case of crashes or sudden stops. The National Highway Traffic Safety Administration said that the car seats are defective and dangerous and that all known U.S. stores which have sold the seats have been notified. Although the defective seats were discovered and sales halted, about 1,300 have been purchased by American families.

The Stobar seats were sold without instruction for securing them with the vehicle's safety belts, and the seat backs are too short for protection of children weighing 40 pounds or more. The seats were marketed in New York, Philadelphia, and Chicago.

The safety agency wanted to alert parents to the danger so they can replace the inadequate seats before injuries occur.

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Certain aspects of the Motor Vehicle and School Bus Safety Amendments of 1974, signed into law in October, have a direct effect on owners of motor vehicles. This is part two of a four-part consumer series on the safety defect recall requirements of this law which go into effect Dec. 26. Gilbert Watson, the consumer services director of the U.S. Department of

(more)

Transportation's National Highway Traffic Safety Administration, explains new notification rules:

MR. WATSON: "One far-reaching change in the defect notification laws should especially aid owners of automobiles bought as used cars. In times past, when safety-related defects are identified, manufacturers were required to notify only owners in their records. These were usually first owners, only. Now, however, manufacturers must notify all owners of the defective vehicles and must use state registrations to identify them. Only a small percentage of owners will be missed -- those with vehicles having incomplete or faulty state registration. When before recall campaigns were only reaching about 75 percent of the owners of defective vehicles -- now we hope to reach all those registered by state authorities."

Part three of the series will deal with the necessity for owner response to vehicle recalls.

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This has been the Transportation News Report.

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BROADCAST NEWS SERVICE 74-273

Broadcast: Thursday, December 26, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, Dec. 26, has a 40-second cut on teenage drinking problems for release at 6:30 p.m. today, and the third part of a four-part series on new recall and reporting procedures for automotive safety defects. The teenage drinking report is first; it follows a lead-in.

The nation's high school youth are involved in an alarming number of drinking-driving situations, according to findings of a new research study released today by the U.S. Department of Transportation. National Highway Traffic Safety Administrator James Gregory comments on the report:

ADMINISTRATOR GREGORY: "We find that high school students participate in unsupervised social-drinking situations almost as often as adults and that half of them drink regularly. A surprising number of them are getting drunk at least once a month and they're doing a significant amount of their drinking in driving-connected situations.

"One of the interesting findings is the degree to which these young people are adopting the same drinking and driving habits as adults.

"We've just got to do a better job of informing the public of the hazards of combining drinking and driving, and the results of this study will help us do that."

- 0 -

(more)

Certain aspects of the Motor Vehicle and School Bus Safety Amendments of 1974, signed into law in October, have a direct effect on owners of motor vehicles. This is part three of a four-part consumer series on the safety defect recall requirements of this law which are going into effect today, Dec. 26. Gilbert Watson, the consumer services director of the U.S. Department of Transportation's National Highway Traffic Safety Administration, comments on owner action:

MR. WATSON: "It will be very important for vehicle owners to respond to manufacturers' recall campaigns. The manufacturers are only required to notify owners that defects exist and will be repaired free. The owners, themselves, must bring the cars in for these repairs. The new laws cannot protect the consumer unless he, himself, responds to the recall campaigns."

Part four of the series will deal with new rules on the replacement of defective tires.

- 0 -

This has been the Transportation News Report.

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WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-274

Broadcast: Friday, December 27, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, Dec. 27, has a 35-second report on major activities and accomplishments of the department during 1974, and the fourth in a four-part series on new recall and reporting procedures for automotive safety defects. It runs 1:15 including a lead-in. The story is first; it follows in two seconds.

More money for mass transit, remedies for the nation's railroads, and first aid for the economically troubled U.S. international air carriers head the U.S. Department of Transportation's review of major activities and accomplishments in 1974.

Actions throughout the year focused on energy conservation, improved transportation efficiency, increased safety, and more effective use of available capacity.

Calling 1974 a year of "transportation in transition", Secretary Claude S. Brinegar said 1974 efforts "steer a clear course" toward new efficiencies in the movement of people and products.

- 0 -

Certain aspects of the Motor Vehicle and School Bus Safety Amendments of 1974, signed into law in October, have a direct effect on owners of motor vehicles. This is part four of a four-part consumer series on the safety defect recall requirements of this law which went into effect Dec. 26. Gilbert Watson, the consumer services director of the U.S. Department of Transportation's National Highway Traffic Safety Administration, explains new defective tire rules:

(more)

- 2 -

MR. WATSON: "Another feature of the new safety amendments covers defective tire recalls and has one important change which should greatly protect consumers. In the past, dealers and manufacturers habitually refunded the purchase price or replaced defective tires, less a charge for tire age and tread wear. Now, however, the dealers must refund the total purchase price of the defective tire or replace it at no charge to the owner. This requirement will govern all defective tires of three years of age, or less."

This concludes the four-part consumer series on the Motor Vehicle and School Bus Safety Amendments of 1974.

For replay or further information on the four-part consumer series, call (202) 426-4333.

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This has been the Transportation News Report.

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FOR IMMEDIATE RELEASE
Friday, December 27, 1974

DOT 115-74
Phone (202) 426-4570

More money for mass transit, remedies for the Nation's railroads, and first aid for the economically troubled U.S. international air carriers head the U.S. Department of Transportation's review of major activities and accomplishments in 1974.

Actions throughout the year focused on energy conservation, improved transportation efficiency, increased safety, and more effective use of available capacity.

Calling 1974 a year of "transportation in transition," Secretary Claude S. Brinegar said 1974 efforts "steer a clear course" toward new efficiencies in the movement of people and products.

The National Mass Transportation Assistance Act, advocated by the Administration and passed by Congress, provides an additional \$11.8 billion for mass transit over a six-year period. For the first time, cities are authorized to use Federally-allocated funds for transit operating expenses, equipment purchase or construction.

As the year ended, Congress extended further aid to public transportation by approving and sending to President Ford legislation that allows urban communities more money for mass transit projects in lieu of scheduled urban highway construction programs.

The United States Railway Association, authorized by the Regional Rail Reorganization Act of 1973, signed January 2, 1974, was established in early 1974. It devoted the year toward the restructuring of bankrupt Northeastern and Midwest railroads. In efforts to avert future rail failures and to revitalize all the Nation's railroads, the Department supported new legislation intended to provide financial assistance and regulatory relief for the railroad industry. While time ran out on the bill in the Senate, renewal of this proposal is expected early in the 1975 legislative year.

The Department took the lead role midway in 1975 in devising and implementing a seven-point program to restore America's international air carriers to profitability without resorting to direct or indirect subsidies. The program includes compensatory fares, rationalized routes, reduction of excess capacity, a "fly U.S. flag campaign," strict tariff enforcement, increased mail rates, and the correction of discriminatory practices.

Fatalities on the Nation's highways fell dramatically in 1974, a product in part of the lower (55 mph) national speed limit and reduced highway driving, as well as the Department's continuing and intensified highway safety program. Deaths declined by an estimated 9,300 persons, to the lowest level since 1963.

In meetings with top executives of the automobile manufacturers, Secretary Brinegar called on the industry to achieve the 40 percent improvement in fuel efficiencies that DOT and Environmental Protection Agency studies indicate are feasible by 1980. More immediate fuel savings are the goal of the "double up America" carpooling campaign launched by the Department earlier this month.

In other legislative action during 1974, the Transportation Safety Act gave the Secretary full jurisdiction over the transport of hazardous materials; the AMTRAK Improvement Act extended further Federal assistance to the improving of rail passenger service; and the Natural Gas Pipeline Act strengthened Federal surveillance and jurisdiction over pipeline safety.

At year's end, Secretary Brinegar announced his resignation effective February 1, 1975, to "return to the private sector." His two years as Secretary, he said, "had been at times hectic, often rewarding but always instructive."

"Despite its difficulties, he said, "America's transportation system, is one of the country's greatest assets. With perseverance, some self-discipline, and a little 'fine-tuning,' the problems that currently tarnish that greatness can be contained and conquered."

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BROADCAST NEWS SERVICE 74-275

Broadcast: Monday, December 30, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, Dec. 30, has two cuts of 36 and 18 seconds on new methods of locating oil spill sources. They follow a lead-in, which begins in two seconds.

Efforts to locate and identify the source of oil spills and determine responsibility will be enhanced by a new identification system developed by the U.S. Coast Guard. Lt. Comdr. John MacDonald, chief of the pollution prevention and enforcement branch, gives these details:

LT. COMDR. MACDONALD: "This new identification system will enable the Coast Guard to more accurately and consistently determine the source of oil spills so that appropriate administrative and legal action can be taken. The system, which uses four independent tagging techniques similar to fingerprinting, was tested on simulated and actual oil spills and was found to be near perfect. In addition to this new system, the Coast Guard is completing development of two new samplers. These will enable samples of spills to be taken, not only by conventional means, but also from helicopters."

"What this all means to the prospective polluter is that in the near future it is going to be exceedingly difficult to maintain their alleged innocence while indiscriminately polluting our waters. Also, the number of spills now classed as mystery spills will be drastically reduced."

This has been the Transportation News Report.

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WASHINGTON, D. C. 20590

BROADCAST NEWS SERVICE 74-277 Broadcast: Tuesday, December 31, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, Dec. 31, and Wednesday, Jan. 1, has a 35-second story on a decrease in American driving and an FAA report on defective altimeters in general aviation which includes a 60-second actuality. The story begins in two seconds.

Highway travel in the United States decreased in 1974 -- the first year showing a decrease since the end of the gasoline rationing of World War II. The Department of Transportation's Federal Highway Administration released statistics showing preliminary estimates of 1,270 billion vehicle-miles traveled this year -- three percent below 1973 and close to the '72 level. The statistics are based on information for the first nine months of the year and projections for the last three months. Even though actual shortages of gasoline have not been in evidence since early in the year, traffic has decreased and lasting changes may have occurred in the travel habits of the American public.

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The U.S. Department of Transportation has warned operators of general aviation aircraft about defective altimeters manufactured by United Instruments, Inc., of Wichita, Kansas. The department's Federal Aviation Administration originally ordered inspection of these altimeters on December 5, 1974.

The advisory is being repeated at this time: operators should consult local FAA officials for the specific altimeters in question. John Flavin of the FAA comments on this step.

(more)

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MR. FLAVIN: "The FAA wishes to stress that only general aviation aircraft are involved and not the commercial airliners.

"We estimate that over 70,000 altimeters are involved and we are instructing operators who have altimeters of the designated part and serial number to follow these instructions:

"First, the operator must limit his operations to daytime visual flights only.

"Secondly, the operator must install a placard on the aircraft instrument panel which states, 'aircraft approved for day visual flight rules flight only'.

"Last, operators must replace the altimeter with an air-worthy unit or an approved replacement part before Dec. 1, 1976."

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This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
December 31, 1974

DOT 116-74
Phone: (202) 426-4321

Secretary of Transportation Claude S. Brinegar today announced the allocation of \$1.158 million to 41 states in 50-50 matching grants for the purpose of strengthening gas pipeline safety programs.

The allocations, ranging from \$1,750 to \$40,574, will be used to promote programs meeting the requirements of the Natural Gas Pipeline Safety Act.

The money being allocated will be used to improve safety programs through personnel training, increased inspection of gas facilities and the procurement of equipment.

The allocations are:

ALLOTMENT OF FY 1975 FEDERAL FINANCIAL ASSISTANCE FUNDS TO STATES
AGENCIES FOR GAS PIPELINE SAFETY PROGRAMS
(\$1,158,000 to 41 States)

<u>STATE</u>	<u>Payment Agreement No.</u>	<u>Amount of Federal Funds</u>
ALABAMA	DOT-OS-50051	\$ 40,562
ALASKA	DOT-OS-50052	12,564
ARIZONA	DOT-OS-50053	16,586
ARKANSAS	DOT-OS-50054	40,562
CALIFORNIA	DOT-OS-50055	40,562
COLORADO	DOT-OS-50056	27,072
CONNECTICUT	DOT-OS-50057	27,807
GEORGIA	DOT-OS-50058	40,562
HAWAII	DOT-OS-50059	12,500
IDAHO	DOT-OS-50060	19,716
ILLINOIS	DOT-OS-50061	40,562
INDIANA	DOT-OS-50062	40,562
IOWA	DOT-OS-50063	40,562
KANSAS	DOT-OS-50064	37,926
KENTUCKY	DOT-OS-50065	40,562
MAINE	DOT-OS-50066	18,827
MARYLAND	DOT-OS-50067	12,820

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<u>STATE</u>	<u>Payment Agreement No.</u>	<u>Amount of Federal Funds</u>
MICHIGAN	DOT-OS-50068	40,562
MINNESOTA	DOT-OS-50069	29,436
MISSISSIPPI	DOT-OS-50070	40,562
MONTANA	DOT-OS-50071	9,500
NEBRASKA	DOT-OS-50072	27,971
NEVADA	DOT-OS-50073	14,312
NEW HAMPSHIRE	DOT-OS-50074	15,137
NEW YORK	DOT-OS-50075	40,562
NORTH CAROLINA	DOT-OS-50076	40,562
NORTH DAKOTA	DOT-OS-50077	9,050
OHIO	DOT-OS-50078	40,562
OREGON	DOT-OS-50079	31,726
PENNSYLVANIA	DOT-OS-50080	40,562
RHODE ISLAND	DOT-OS-50081	21,188
SOUTH DAKOTA	DOT-OS-50082	1,750
TENNESSEE	DOT-OS-50083	40,562
UTAH	DOT-OS-50084	14,122
VERMONT	DOT-OS-50085	7,862
WASHINGTON	DOT-OS-50086	18,250
WEST VIRGINIA	DOT-OS-50087	40,562
WISCONSIN	DOT-OS-50088	40,562
WYOMING	DOT-OS-50089	40,574
DISTRICT OF COLUMBIA	DOT-OS-50090	15,000
PUERTO RICO	DOT-OS-50091	26,750
TOTAL		\$1,158,000

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