



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
June 3, 1974

DOT 42-74
Phone: (202) 426-4321

Secretary of Transportation Claude S. Brinegar today announced his approval of Federal guarantees for an additional \$347 million worth of loans to be taken out by the National Railroad Passenger Corporation (Amtrak) for the purchase of new equipment. The purchases will permit Amtrak to supplement its existing fleet of older cars and locomotives with modern equipment.

Included in the package approved by the Secretary are:

- 57 Metroliner-type coaches for use in the Northeast Corridor for approximately \$24 million;
- 200 single-level, high-density seating coaches for approximately \$82 million;
- 11 electric locomotives for approximately \$8 million;
- 135 diesel-electric locomotives for approximately \$67 million; and
- 6 turbine-powered five-car train sets, available for near-term delivery, for approximately \$18 million.

These equipment purchases will be made during calendar year 1974.

The guaranteed loans will also permit Amtrak to improve its present equipment and installations:

- modernization of existing cars for \$63 million;
- overhaul of existing locomotives for \$6 million; and
- construction and modernization of stations and repair facilities for approximately \$79 million.

"The Amtrak capital expenditures program approved today exceeds that originally budgeted by the Administration," Secretary Brinegar said. "However, the increased authorization primarily recognizes the energy savings that can be derived from well-patronized intercity rail passenger service and our belief that the proposed expenditures will result in significantly increased patronage."

The Secretary noted that the six turbine-powered train sets are planned for operations out of Chicago, pointing out that Amtrak has recently completed a \$3 million maintenance facility there. He indicated his willingness to approve additional new equipment for use on the Boston to New York section of the Northeast Corridor, following further analysis of possible mixes of turbine-powered and new Metroliner-type locomotive-powered trains to provide service on that route. He has asked Amtrak for an operating and marketing plan on which to base this decision.

The Secretary's loan guarantee authority stems from the Rail Passenger Service Act of 1970, which states in part that "The Secretary is authorized, on such terms and conditions as he may prescribe, to guarantee any lender against loss...". The original Act called for \$100 million in loan guarantee authority. In 1973 the Congress increased the amount to \$500 million.

The Secretary further stated that, "As part of the 1974 Amtrak Capital Program, we anticipate that Amtrak will make available approximately \$20 million for certain critically needed physical improvements of the right-of-way in the Northeast Corridor."

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
June 6, 1974

DOT 43-74
Phone: (202) 426-4321

The U.S. Department of Transportation and the Department of Health, Education and Welfare's Administration on Aging have agreed on a program to help assure better, more readily available transportation for senior citizens.

Inadequate transportation is one of the major problems confronting older Americans. Many older people, due to limited financial resources or physical disabilities, are either unable to use or are limited in their use of transportation -- including private vehicles and mass transit systems.

The goal of the joint DOT-HEW program is to increase the mobility of senior citizens by improving their access to public and specialized transportation systems in urban areas.

The agreement, signed by Assistant Secretary of Transportation for Environment, Safety and Consumer Affairs Benjamin O. Davis, Jr.; Commissioner on Aging Arthur S. Fleming; and the Urban Mass Transportation Administrator Frank C. Herringer, will assure that coordination of transportation services for the elderly and handicapped will be tied in with existing transportation services.

The agreement also provides for capital grants and loans to private, non-profit corporations and associations to assist them in meeting the special needs of elderly and handicapped persons for whom urban mass transportation services are otherwise unavailable, insufficient, or inappropriate.

Amendments to the Older Americans Act -- Title III and Title VII -- provide HEW funds to support transportation services for the elderly as part of a coordinated comprehensive services delivery system.

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**DEPARTMENT OF
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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-120

Broadcast: Friday, June 7, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, June 7, has three stories concerning incentive grants for states, mass transit environmental impact, and an international scientific experiment. The first is for immediate release, runs 25 seconds, and concerns incentive grants for highway death reductions.

States that make the most significant progress in reducing their annual highway fatality rates will be eligible for special incentive grants under a proposal announced by the U.S. Department of Transportation. A state meeting the proposed criteria could receive a grant equaling as much as 25 percent of the federal highway safety funds it receives. The fatality reduction incentive program was established by Congress to encourage the states to develop increasingly more effective highway safety measures.

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The following two stories are held for release until Saturday, June 8. The first deals with mass transit environmental impact; the second with Coast Guard participation in an international experiment. They each run 30 seconds and follow consecutively.

Effects of the Bay Area Rapid Transit system on environmental quality in the San Francisco Bay area and its impact on the lives of the people living near the regional rail line will be evaluated under a \$340,000 Federal contract. Knowledge gained from the project will be made available to Federal, state and local agencies, as well as urban planners, for improvement of the environmental planning process.

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for public transportation and other community systems. Award of the contract to the San Francisco Metropolitan Transportation Commission was announced jointly by the Departments of Transportation and Housing and Urban Development.

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U.S. Coast Guardsmen and the Coast Guard Cutter DALLAS will go to the Republic of Senegal next week to take part in one of the largest and most complex international scientific experiments ever undertaken. Scientists and ship and aircraft crews from 66 nations will conduct an intensive four-month atmospheric and oceanographic study of an area of the tropic belt from the east coast of Africa over the Atlantic Ocean, to the west coast of South America. The purpose is to get a better understanding of the tropical atmosphere and its ultimate effects on global weather.

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 RELEASE FRIDAY
June 7, 1974

DOT 44-74
Phone: (202) 426-4321

The U.S. Department of Transportation and the American Society for Nondestructive Testing are joint sponsors of a two-day forum on the problems of the transportation industry where nondestructive testing has special application.

The conference, "Opportunities for Nondestructive Testing in Transportation," will be conducted at the DOT Transportation Systems Center, Kendall Square, Cambridge, Mass., on Aug. 13 and 14.

Among the topics on the agenda are papers and discussions on DOT-directed nondestructive testing and evaluation programs. These include nondestructive evaluation of airport pavements, automated diagnostics in motor vehicle safety inspection, nondestructive tire testing, railroad failure prevention, pipeline safety, and NDT methods for the transportation industry.

Panel discussions will explore the emerging techniques such as ultrasonics for rail and bridge inspection and acoustical holography, eddy currents, Barkhausen techniques, acoustic emissions, and radiography as appropriate for the industry in general.

Further information on the conference is available from Philip D. Johnson, Managing Director, American Society for Nondestructive Testing 914 Chicago Ave., Evanston, Ill.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
June 10, 1974

DOT 45-74
Phone: (202) 426-4321

Fingertip availability of transportation-related technical information is now a fact, thanks to TRISNET, an information retrieval project sponsored by the U.S. Department of Transportation.

An acronym for Transportation Research Information Services Network, TRISNET, is one of several activities of the DOT's technology sharing program. It focuses on making federal R&D information available to policy makers, planners, operators, researchers, developers, federal, state and local officials, universities and industry.

TRISNET consists of a cooperative set of projects and agreements between key transportation research information services and libraries. TRISNET members work as independent operators who pool their resources to provide for services which alone they could not afford, to speed up responses to information needs, and to reduce referrals.

The library services are supported by a common, on-line data base of technical abstracts, resumes of ongoing work; and, ultimately, will include inventories of statistical data bases, profiles of simulation and decision models, and a directory of relevant information systems.

How it works, its components, future development of the system and how to get additional information is contained in the 16-page booklet, "A Guide to TRISNET Services and Activities."

Single copies are available at no charge by writing to:

Department of Transportation
Office of Public Affairs (S-81)
400 Seventh Street, S. W.
Washington, D. C. 20590



DEPARTMENT OF
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OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-121

Broadcast: Monday, June 10, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, June 10, has a 40-second story on Coast Guard oil spill rules. It begins in two seconds:

Stiff, new regulations aimed at preventing maritime pollution, will go into effect July 1st. The Coast Guard, which developed and will enforce them, says the rules are designed to minimize the possibility of accidental oil spills during normal vessel operations or during bulk transfer of oil or oily waste between vessels and shore facilities. The regulations affect vessels with a capacity of 250 or more gallons and the shore transfer facilities which service them. Recreational boaters must be able to discharge oily bilge waste - accumulated during normal operations - to a reception facility and cannot drain oil into the bilges. The owner or operator of any vessel or facility from which a harmful quantity of oil has been discharged is subject to civil penalties up to \$5,000.

This has been the Transportation News Report.

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**DEPARTMENT OF
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NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-122

Broadcast: Tuesday, June 11, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, June 11, has a 34-second cut on AMTRAK, and a 24-second story on a Federal Aviation Administration safety program. The cut runs first; it follows a lead in.

Under Secretary of Transportation John Barnum, in Senate Commerce Committee hearings today, discussed the proper federal role in determining how government money is spent by AMTRAK.

UNDER SECRETARY BARNUM: "I think it's very important that the Department of Transportation act for the Executive Branch in reviewing what it is that AMTRAK wants to do with all this Federal money. You see, there's a major problem here that really AMTRAK is not prepared to deal with -- and that is the interface or the interrelationship between rail passenger transportation and other forms of passenger transportation. And so long as the Federal government is subsidizing to such an enormous tune passenger transportation in one mode, what we have to keep our eye on -- what we do keep our eye on -- is its impact on other forms of passenger transportation."

Next, the FAA safety story.

The Federal Aviation Administration next week will start a month-long program of personal visits to selected airports to raise the safety consciousness of people in general aviation, which is all flying not involving airlines. FAA field personnel will visit as many airports as possible during peak hours to talk with pilots, mechanics, and supervisors, offer suggestions for improvement, and, at the same time, ask how the FAA might do its job better.

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 74-123

Broadcast: Wednesday, June 12, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, June 12, has 40- and 34-second cuts on the shipment of radioactive materials by commercial airlines. They follow a lead in, in two seconds.

Assistant Secretary Benjamin O. Davis, Jr., in a San Diego speech this morning, detailed Department of Transportation accident prevention efforts in the shipment of radioactive material. Speaking to the Society of Nuclear Medicine, he commented:

ASSISTANT SECRETARY DAVIS: "In the case of accident prevention, the regulatory requirements for safe packaging are very high and the probability of package failure is correspondingly quite low. But they are not infallible. We are well aware that the threshold of public acceptability for any kind of radiation incident stands at about zero. The Department, therefore, is today giving serious consideration to the imposition of additional regulatory controls on the air carrier that would favor early detection of radioactive leaks."

"The FAA has proposed to amend the regulations and require carrier monitoring of all radioactive materials packages, upon their acceptance from a shipper, as well as monitoring of the

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aircraft passenger areas after the cargo has been stowed. We are considering the idea of a possible limitation of radioactive cargo on passenger planes to only those materials necessary for use in nuclear medicine."

Tomorrow's broadcast news will include a report on a Congressional hearing about pipeline safety. 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 74-124

Broadcast: Thursday, June 13, 1974
(National Lines Only)

The U.S. Department of Transportation Broadcast News Service for Thursday, June 13, has two actualities of 31 seconds on pipeline safety and 27 seconds on mass transit grants. They each follow a lead-in.

The House Interstate and Foreign Commerce Committee held a subcommittee hearing today on pipeline safety. After testifying, Deputy Assistant Secretary of Transportation for Environment, Safety and Consumer Affairs Glenn Sedam commented on his Department's proposal to expand the Office of Pipeline Safety and its field offices from the present one to four across the country.

MR. SEDAM: "This staff will help issue the appropriate Federal regulations which become obvious as a result of safety investigations both by our office and by the National Transportation Safety Board. And this increased staff will also provide continuing and continually improving inspection and surveillance of the existing pipeline systems -- all of which we believe is necessary and important to continue to provide the level of safety that's necessary in these pipelines in this country."

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Urban Mass Transportation Administrator Frank Herringer, speaking in Houston today, commented on the progress made in his agency's capital grant program.

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ADMINISTRATOR HERRINGER: "The Capital Grant Program provides 80% Federal funds for the purchase of mass transit plant and equipment, the construction of transit facilities, and the like. We've given capital grants to over 170 cities across the country. We've participated in the purchase of some 15,000 transit buses, some 3,000 rail cars. We've spent in Federal money, as I've said, about two and three-quarter billion dollars over the history of program."

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This has been the Transportation News Report.



DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-125

Broadcast: Thursday, June 13, 1974
(LOCAL LINES ONLY)

The U.S. Department of Transportation Broadcast News Service for Thursday, June 13, has two actualities of 31 and 36 seconds on pipeline safety...they each follow a lead-in:

The House Interstate and Foreign Commerce Committee held a subcommittee hearing today on pipeline safety. After testifying, Deputy Assistant Secretary of Transportation for Environment, Safety and Consumer Affairs Glenn Sedam commented on his Department's proposal to expand the Office of Pipeline Safety and its field offices from the present one to four across the country.

MR. SEDAM: "This staff will help issue the appropriate Federal regulations which become obvious as a result of safety investigations both by our office and by the National Transportation Safety Board. And this increased staff will also provide continuing and continually improving inspection and surveillance of the existing pipeline systems -- all of which we believe is necessary and important to continue to provide the level of safety that's necessary in these pipelines in this country."

Sedam also commented on the investigation now underway on Sunday night's gas pipeline explosion in Virginia, 40 miles from Washington.

MR. SEDAM: "There's no definite indication at this point of what actually caused the accident. The pieces of pipe which exploded are being assembled, will be looked at, and over a period of the next few weeks, we hope through metallurgical tests and other tests

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to be able to determine what might have caused the pipeline to blow out at that point. But I can add, however, that initial investigation seems to indicate that the pipe in recent inspections seems to have met safety standards. The company's procedures, at this point, appear to have met safety standards."

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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 RELEASE FRIDAY
June 14, 1974

DOT 49-74
Phone: (202) 426-4321

The efficient and economical intercity pickup and delivery of packages weighing between 100 and 500 pounds is one of the most persistent and perplexing problems facing shippers, carriers and consumers. And the problem is getting worse.

These are the principal findings in a study of small-shipment problems carried out for the U.S. Department of Transportation's Office of Facilitation by the Transportation Research Center of American University.

The study, "Small Shipments -- A Matter of National Concern" reviews and analyzes the changing characteristics of carriers, shippers, markets, products, demands of customers and marketing and distribution practices.

The major conclusions drawn from the study are:

- * Marketing changes and trends will increase rather than reduce intercity small-shipment handling problems.
- * Distribution patterns are changing, with small industries, warehouses and shipping centers being located near metropolitan peripheral beltways rather than in central city locations.
- * Firms are reducing or eliminating warehouses to reduce inventories.
- * Shipments weighing between 100 and 500 pounds are the most troublesome to handle.

Copies of "Small Shipments -- A Matter of National Concern" (DOT-OS-20211) (PB 231-825/AS) may be obtained from the National Technical Information Service, 5285 Port Royal Road, Springfield, Virginia 22151, for \$6.75 per copy.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE

June 14, 1974

DOT 50-74

Phone: (202) 426-0648

U. S. Secretary of Transportation Claude S. Brinegar announced today that \$500 million of the approximately \$3.4 billion held in reserve for the Federal-aid highway program was being released for immediate obligation.

This action was taken to permit key elements of the highway program to continue without interruption during the height of the construction season and also to provide obligational authority for several mass transit projects that are being funded under the provisions of the 1973 Federal-Aid Highway Act. In addition, this release will reduce the total amount of funds held in reserve.

In allocating the additional \$500 million the Department drew heavily on recommendations from the states that have been received by the Federal Highway Administration in connection with the normal year-end re-allocation of obligational authority.

The criteria used to allocate the additional funds were as follows:

1. Expediting key interstate highway links, plus other important projects, including highways and bridges relating to the Alaska pipeline.
2. Funding of projects that involved substitution of mass transit for highways.
3. Assisting those states that, for various reasons, are lagging behind in the overall usage of Federal-aid highway funds.

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WASHINGTON, D. C. 20590

BROADCAST NEWS SERVICE 74-127 Broadcast: Monday, June 17, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, June 17th has two cuts of 31 and 26 seconds on expanded use of electricity. It follows a lead-in.

Under Secretary of Transportation John Barnum in a Washington speech today to the National Coal Association, noted that coal would be an obvious candidate as a generating source for wider use of electricity in transportation, he commented...

UNDER SECRETARY BARNUM: "Let me remind you that we and the railroad industry are both looking toward more electrification of high density lines, for both passenger and freight. As the cost of petroleum mounts, many of the electrification proposals that heretofore might have been marginal become more attractive. And in terms of long-range plans for energy self-sufficiency, the more we can look to wayside power the greater our flexibility and potential.

"It is also useful to think about increased use of electricity for other modes of transportation. Mass transit is an obvious case in point, and the prospects of electric automobiles and urban jitneys are not so farfetched as to be dismissed in your planning. Again, coal is an obvious candidate, as the ultimate source of the energy."

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 74-128 Broadcast: Tuesday, June 18, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, June 18, has a 35 second story on random testing of braking performance planned for three states. It follows in two seconds...

The Federal Highway Administration plans to reinstitute a program of testing braking performance levels of motor vehicles operating on the Nation's highways. The purpose is to promote better brake efficiency and provide data for highway design standards and brake performance standards. Trucks and cars will be tested in June at a site in Maryland, in Michigan in August, and at two locations in California in October. Vehicles will be selected at random, participation will be voluntary and no punitive action will be taken regardless of the condition of each vehicle's brakes. This type of testing program has been conducted four times since 1941.

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 74-129

Broadcast: Wednesday, June 19, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, June 19, has a 45-second actuality on consumer information on cars; it follows a lead in.

The U.S. Department of Transportation has awarded two contracts for studies that will help develop and distribute information to consumers on different makes and models of passenger cars. Edward Lievens of the National Highway Traffic Safety Administration explains:

MR. LIEVENS: "These studies will concentrate on consumer information on specific vehicle characteristics. General Electric Company will work on determining ways to measure the physical damage to vehicles in crashes, how well the vehicle protects its occupants, how easily damage can be diagnosed and repaired, and how costly the repairs are. Booz, Allen, and Hamilton, Inc., will conduct studies to determine the most effective ways of presenting vehicle rating information to consumers. We hope the consumer information will promote competition in the market place which would eventually lead to automobiles which are safer, incur less damage, and are easier to repair."

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
June 19, 1974

DOT 47-74
Phone: (202) 426-4321

Secretary of Transportation Claude S. Brinegar today announced the award of the first 19 contracts, totaling \$832,259, under the U.S. Department of Transportation's fiscal year 1974 program of university research.

"The program of university research is comparable to a transportation research laboratory in which professors and students work on practical transportation problems experienced at the local, state and federal levels of government and in industry," Secretary Brinegar said. "In addition to the gains in knowledge, we are making an investment in the human resources needed to solve future transportation problems."

Some 108 universities from 39 states and Washington, D.C., submitted 188 proposals for review. Awards will continue to be announced as contract negotiations are completed.

The program is administered by the Office of University Research under the Assistant Secretary of Transportation for Systems Development and Technology. Review of the proposals is conducted by office directors in the Office of the Secretary of Transportation and then presented to the University Research Review Board. The department's five assistant secretaries, the general counsel, and the under secretary play major roles in selecting proposals for award.

The recipients are:

Brown University

Title: Modal Choice and the Demand
for Urban Transportation

Principal Investigator: Prof. B. Chinitz

\$24,000 (plus \$5,428
in matching funds)

California, Univ. of - Berkeley	\$44,747 (plus \$2,964
Title: Optimal Organization of the	in matching funds)
Urban Passenger Transportation	
Enterprise as Determined by	
Technology and Socio-Economic	
Environment	
Principal Investigator: Prof. E.R.F.W. Crossman	
California, Univ. of - Los Angeles	\$30,726 (plus \$8,981
Title: Dynamic Interactions of PRT	in matching funds)
Vehicles and Elevated Guideways	
Principal Investigator: Prof. P.W. Likens	
Chicago State University	\$21,353 (plus \$2,333
Title: Declining Mass Transportation,	in matching funds)
Fear and the Journey to Work	
Principal Investigator: Prof. I. Roth	
George Washington University	\$52,746 (plus \$6,000
Title: Consumer Motivation and	in matching funds)
Participation in Transportation	
Principal Investigator: Dr. J.B. Margolin	
Johns Hopkins University	\$42,969 (plus \$17,016
Title: Workshop Seminar on Baltimore	in matching funds)
Transit Planning and Impact	
Project Director: Mr. J.C. Fisher	
Maine, University of	\$41,560 (plus \$57,521
Title: Workshop Study of Infrastructure	in matching funds)
of Problems Hampering International	
Transportation and Trade Between	
Maine and Canada	
Principal Investigator: Prof. H.J. Waters	
Massachusetts Institute of Technology	\$49,948
Title: Development of the Valved	
Hot-Gas Engine	
Principal Investigator: Prof. J.L. Smith, Jr.	
Minnesota, University of	\$60,000 (plus \$10,602
Title: Hydraulic Tunneling	in matching funds)
Principal Investigator: Prof. C.R. Nelson	
Minnesota, University of	\$15,150 (plus \$15,450
Title: Workshop in Computer Traffic	in matching funds)
Control	
Principal Investigator: Prof. D.L. Gerlough	

Mississippi University Consortium c/o Southern Mississippi, Univ. of Title: Analysis of a State-Wide Integrated Transportation System Technical Coordinator: Dr. E.B. Chew	\$60,000 (plus \$17,915 in matching funds)
Northwestern University Title: An Experimental Regional Transportation Information Diffusion Unit Principal Investigator: Prof. G.J. Rath	\$69,706 (plus \$9,266 in matching funds)
Oklahoma, University of Title: Non-destructive Measurement of Longitudinal Rail Stresses Principal Investigator: Prof. D.M. Egle	\$50,000 (plus \$7,415 in matching funds)
Pennsylvania State University Title: The Effects of Airport Noise and Accessibility and of Mobile Source Air Pollutants on Residential Property Values Principal Investigator: Prof. J.P. Nelson	\$58,000
Princeton University Title: Re-establishing Rail Service in Conjunction with New Feeder Systems Principal Investigator: Prof. P.M. Lion	\$88,535 (plus \$51,700 in matching funds)
Tennessee, University of Title: Developing a Strategy for Successful Commuter Pool in Urban Areas Principal Investigator: Prof. F.W. Davis, Jr.	\$25,000 (plus \$1,250 in matching funds)
Utah State University Title: A Kinistic Model for Traffic Flow Principal Investigator: Prof. W. F. Phillips	\$34,000 (plus \$2,441 in matching funds)
Villanova University Title: Optimization of Citizen Participation in the Transportation Planning Process Principal Investigator: Prof. J.J. Schuster	\$20,000 (plus \$3,377 in matching funds)

Yale University
Title: Long Term Subsidies to
Bus Transit in Connecticut's
Medium-Size Cities
Principal Investigator: Dr. R.W. Schmenner

\$43,819 (plus \$9,120
in matching funds)

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
June 19, 1974

DOT 48-74
Phone: (202) 426-4321

The U.S. Department of Transportation today announced the publication of its 1974 Transportation Safety Institute Course Catalog.

The Transportation Safety Institute (TSI) was established in 1971 to conduct safety and security training programs for transportation safety managers and inspectors. In its three years of operation, the institute has received both national and international recognition for its training program. Enrollment has risen from 300 persons in 1971 to 3000 in 1973, with 5000 projected for 1974. The institute's ultimate goal is accident reduction through improved evaluation techniques.

Located in Oklahoma City, TSI offers 30 separate courses and seminars ranging from aircraft, railroad and motor carrier accident investigation to gas pipeline systems safety evaluations. Training is available to federal state and local government employees, as well as industry personnel and representatives of international organizations engaged in transportation safety programs. The courses are conducted by institute staff and associate staff personnel. In addition to the courses taught at Oklahoma City, seminars and classes are held at selected locations throughout the United States.

The Transportation Safety Institute is administered by the Office of the Assistant Secretary of Transportation for Safety, Environment and Consumer Affairs. For further information, contact:

Mr. Robert F. Creson
Director
Transportation Safety Institute, DOT
6500 South MacArthur Boulevard
Oklahoma City, Oklahoma 73125
Phone: (405) 686-2153

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-130 Broadcast: Thursday, June 20, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, June 20th has 31 and 23 second cuts on the environment, they follow a lead in...

The struggle between mass transit goals and those of environmental protection was discussed today by Assistant Secretary of Transportation Benjamin Davis Jr. before the Institute of Rapid Transit in Los Angeles, he commented.

ASSISTANT SECRETARY DAVIS: "There are, of course, conflicts between some of our mobility goals and those that pertain to environment; there is no denying the existence of these conflicts. But the explicit language of the National Environmental Policy Act, and the thrust of laws made over the past five years, mandate that every government agency give equal priority to environment that it gives to other program objectives.

It is unfortunate that many mass transit facilities are still assaults on the ears and consciousness; they remain unpleasant neighbors. The state-of-the-art shows us that we can do better. The environmental improvement package does cost money but it is more today than a 'frill'."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-131

Broadcast: Friday, June 21, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, June 21, has an actuality on aviation X-ray devices and a story on an international anti-pollution agreement. The actuality is first, runs 21 seconds and is included in an announcer wrap-around.

The Federal Aviation Administration has proposed rules governing the installation and safe operation of X-ray devices for screening carry-on luggage at airports. Albert Butler of FAA's Civil Aviation Security Service noted that X-ray devices have proved effective in screening carry-on items and said:

MR. BUTLER: "The adoption of this FAA proposal would assure continued security to airline passengers - and at the same time, would provide X-ray units that fully comply with the performance standards established by the Bureau of Radiological Health, Department of Health, Education and Welfare."

The proposal calls for radiation surveys to be made to verify the X-ray units' safety when they are installed or moved and the airlines to provide training for the equipment operators and personal radiation measuring devices.

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The 35-second pollution story follows in two.

The United States and Canada have agreed on coordinated efforts in containing and removing discharged oil and other pollutants which may threaten the waters and coastal areas of both countries. A joint contingency plan was signed in Ottawa by Admiral Owen Siler, Commandant of the U.S. Coast Guard, and Roy Illing, Canadian Maritime Transport Administrator. The plan outlines procedures for personnel from the two countries to cooperate in clean-up efforts in the form of joint response teams. The plan may be activated if there is a significant pollution threat to both countries or if the magnitude of the discharge warrants a joint response, in which case both countries must agree.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-132

Broadcast: Monday, June 24, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, June 24, has a 36-second actuality dealing with a reduction in highway deaths. The lead-in will begin in 2 seconds.

The U.S. Department of Transportation today announced that traffic deaths declined again in May, the seventh consecutive month that highway fatalities have been below the same period a year ago. National Highway Traffic Safety Administrator, Dr. James Gregory, commented:

ADMINISTRATOR GREGORY: "The preliminary figures, based on 49 state reports, show a saving of approximately 1,100 lives, or a reduction of 23 percent below the number of persons killed in traffic accidents in May of 1973. The decline is due to a combination of factors, including lower speed limits, effective traffic enforcement and certainly, cooperation by the motoring public.

Contrary to our expectations - with the disappearance of gas lines and the advent of good weather - that fatalities might climb, the May data continue to show an unprecedented decrease."

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

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
June 25, 1974

DOT 51-74
Phone: (202) 426-4321

The effects of the Bay Area Rapid Transit (BART) System on the transportation system in the San Francisco Bay Area and on the travel behavior of its residents will be evaluated under a \$585,000 contract announced today by the U.S. Department of Transportation.

The contract was awarded to Peat, Marwick, Mitchell & Co. (PMM) of San Francisco as part of a technical study grant being conducted by the Bay Area Metropolitan Transportation Commission (MTC) for the Urban Mass Transportation Administration (UMTA). The 16-month contract is for one of six major projects of the BART Impact Program, a comprehensive long-range program to determine how the system and related changes affect land use and urban development, the environment, travel conditions, economic activity, public policies and other aspects of life in the metropolitan region.

PMM will examine and fully document the characteristics and performance of the total transportation system which includes BART, local feeder transit service and the related highway system. The contractor will determine the responses of travelers to BART, including such travel behavior changes as modal choice, route selection, scheduling of trips, activity locations and number of trips.

Knowledge gained from the project will be made available to Federal, state and local agencies concerned with the improvement of the planning and development of public transportation and other community systems.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

Tuesday, June 25, 1974

DOT 52-74

Phone: (202) 426-4321

U.S. Secretary of Transportation Claude S. Brinegar announced today an Action Plan to assist financially-pressed U.S. flag international air carriers.

The plan was presented by the Secretary in testimony before the House Interstate and Foreign Commerce Subcommittee on Transportation and Aeronautics. He said that if the plan achieves expected success, it will make unnecessary additional legislation or the \$300 million in Federal subsidies for the which the two principal U.S. international carriers, Pan American and TWA, have applied.

Secretary Brinegar said the Action Plan was developed from work done over the past three months by the Administration's Interagency Task Force. He called it a necessary first step to solution of a situation which has caused U.S. international air carriers serious financial problems.

"The immediate cause of these financial difficulties," the Secretary said, "is the very rapid increases in fuel prices since last October. But while we recognize that these increases are causing severe short-term problems, we believe that they have also brought to the front a more serious problem that is deeply rooted in the overall regulatory process that determines the competitive structure and practices of the airlines that connect the U.S. to other countries--especially those in Western Europe. There is clear evidence that this regulatory process is today working to the disadvantage of U.S. flag carriers."

The Action Plan presented by the Secretary involves:

1. A series of steps to deal with rates which are too low, too complicated, or not properly enforced;

-more-

2. A continued effort to identify routes to be abandoned or combined with another carrier;
3. Reduction of capacity on international routes that are far in excess of country-to-country demand;
4. Initiation of a "fly U.S. flag" program to encourage U.S. residents to travel on U.S. carriers, and
5. The reduction of foreign discrimination against U.S. lines through such practices as excess navigation and landing fees.

The Secretary said that in seeking solution of the current problems, the government must be guided by long-term objectives which will assure U.S. air passengers and shippers adequate, reliable and low-cost service to foreign countries; establish fares and tariffs reasonably related to the cost of providing the service; permit U.S. air carriers to compete fairly in international markets on viable economic terms, and assure respect for U.S. bilateral and multilateral air agreements.

Secretary Brinegar said the Departments of Transportation, State, Commerce and Justice and the Civil Aeronautics Board all are involved in implementation of the Action Plan. These agencies were joined by the Departments of Treasury and Defense, Office of Management and Budget, Council on International Economic Policy, the Domestic Council and the Council of Economic Advisors in development of the plan. The "fly U.S. flag" program is the responsibility of the Department of Commerce. Other matters such as rates and discriminatory practices, will be handled by the other agencies involved.

The Secretary said there is a strong need for the program to promote the use of U.S. lines by Americans traveling abroad. He said that in 1973, 62 percent of all travelers leaving the United States were U.S. citizens and that U.S. flag airlines carried only 54 percent of the total traffic. He said foreign countries have a variety of ways to encourage their nationals to use their airlines. The Secretary saw merit in steps by the United States such as a requirement that all government contractors "fly U.S. flag" whenever feasible, when flying abroad on official business.

The Secretary said the Department opposes proposed legislation authorizing Federal subsidies for the U.S. flag international carriers. He said analyses of the financial positions of Pan American and TWA do not suggest a near-term crisis.

"If this plan is successful, as we believe it will be, it should avoid the need for additional legislation or short-term subsidy," Secretary Brinegar said.

He added, however, that if the present situation were permitted to continue for another 12 months, the Department's position on subsidies might have to be reconsidered.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-133

Broadcast: Tuesday, June 25, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, June 25, has a 42 second story dealing with TWA and Pan American airlines. It will begin in two seconds.

Transportation Secretary Claude Brinegar today announced an Action Plan to assist financially-pressed U.S. flag international air carriers. Testifying before a subcommittee of the House Interstate and Foreign Commerce Committee, he said the successful application of the proposal will remove the need for more legislation or \$300 million in subsidies sought by the two principal carriers, Pan Am and TWA. The Secretary cited rapid increases in fuel prices as the immediate problem, but identified unfair competition by foreign carriers as the long-term one. He said that the plan, developed by the Administration's Interagency Task Force, includes: obtaining realistic rates, identifying routes to be abandoned or combined with another carrier and reducing foreign discrimination against U.S. lines.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-134

Broadcast: Wednesday, June 26, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, June 26, has a 33-second actuality dealing with mass transit. It will be preceded by a lead-in which will begin in two seconds.

An official of the U.S. Department of Transportation has singled out the major problem in reconciling the cities' mass transit needs with available Federal financial assistance. Urban Mass Transportation Administrator Frank Herringer told an Atlanta audience today:

ADMINISTRATOR HERRINGER: "In the years ahead, I don't think there's any question but that we're going to have to intensify our scrutiny of major grant requests, such as those from Atlanta. We at the Federal level need to develop more explicit guidelines, but I believe that the basic decision-making must remain at the local level. Federal financial support should perhaps be based on the most economical solution to a transportation problem, but I do not believe we should require a city to adopt any particular approach."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, June 27, 1974

DOT 53-74
Phone (202) 426-4321

U.S. Secretary of Transportation Claude S. Brinegar announced today the formation of a new Aviation Economic Policy Office to coordinate and implement the Federal Action Plan designed to aid financially pressed U.S. flag international air carriers.

The Action Plan was announced June 25 by Secretary Brinegar in testimony before the House Interstate and Foreign Commerce Subcommittee on Transportation and Aeronautics. It proposes to place the U.S. carriers in an economically viable position through a series of actions involving adjustment of rates and routes and elimination of discriminatory practices by foreign governments.

The new aviation policy office will be placed in the Office of the Assistant Secretary for Policy, Plans and International Affairs. It will work closely with other Federal agencies participating in implementation of Secretary Brinegar's Action Plan.

The plan was developed from work done by the Administration's Interagency Task Force which included representatives from 10 Executive agencies. Secretary Brinegar is the task force chairman.

In carrying out the broad functions assigned to it the new Aviation Economic Policy Office will serve as a focal point for (1) identifying potential improvement in airline revenue and costs, operating authority and its utilization, (2) analyzing the effectiveness of various elements of public policy affecting aviation, and (3) gaining an understanding of the problems of privately-owned, profit-oriented U.S. airlines in competing with foreign government-owned and/or subsidized airlines.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-135

Broadcast: Thursday, June 27, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, June 27, has two stories. One deals with U.S. international air carriers; the other involves rail service and is regional in nature. The aviation story follows in two seconds.

U.S. Secretary of Transportation Claude Brinegar has formed a new Aviation Economic Policy Office in his Department to coordinate and implement the Federal Action Plan to aid financially pressed U.S. flag international air carriers. The Action Plan announced in recent Congressional testimony, proposes to place the U.S. carriers in a better financial position through adjustment of rates and routes and elimination of discriminatory practices by foreign governments. The new office will work closely with other Federal agencies participating in implementation of Secretary Brinegar's Action Plan.

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The following story is regional in nature and deals with rail service between Boston and Chicago, as well as between Norfolk and Cincinnati. It starts in two seconds.

Transportation Secretary Claude Brinegar has announced the selection of the Boston-Chicago-Lake Shore route for a two-year experimental rail passenger service to be operated as a part of the AMTRAK system. Included will be Albany and Buffalo, New York; Erie, Pennsylvania; Cleveland, Ohio; and South Bend, Indiana. Selection of the route was authorized by the AMTRAK Improvement Act. The Secretary also announced similar experimental service between Norfolk, Virginia, and Cincinnati, Ohio, in response to other legislation.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, June 27, 1974

DOT 54 - 74
Phone (202) 426-4321

U.S. Secretary of Transportation Claude S. Brinegar today announced the selection of the Boston-Chicago Lake Shore route for a two-year experimental rail passenger service to be operated as a part of the AMTRAK system.

The route will connect Boston and Chicago by way of Albany and Buffalo, New York; Erie, Pennsylvania; Cleveland, Ohio, and South Bend, Indiana. Selection of the route was authorized by the AMTRAK Improvement Act of 1973.

Under the terms of the act, the Secretary must select not less than one experimental route in 1974 and not less than one in 1975. After the two-year experimental period, the Secretary must, according to the act, "terminate the route if he finds that it has attracted insufficient patronage" or make the route a permanent part of the basic rail passenger system.

In announcing the selection, Secretary Brinegar commented that "of the many alternatives considered, the Boston-Chicago route serves the largest potential market that does not now have connecting AMTRAK service." In addition, the Secretary noted that "this interstate route offers excellent system connectivity at Chicago to other major population centers."

Secretary Brinegar also announced that, in response to provisions of the Second Supplemental Appropriations Act of 1974, a second route between Norfolk, Virginia, and Cincinnati, Ohio, would be designated for a two-year experimental passenger service.

AMTRAK will later announce schedules, intermediate service points and the date for the beginning of service over these new routes.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-136

Broadcast: Friday, June 28, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, June 28, has a 50-second story about Daylight Saving Time, as well as an 80-second feature about the Coast Guard, including two actualities. The first story in two seconds.

As part of a continuing experiment, the U.S. Department of Transportation has recommended that the nation observe daylight saving time for eight months of the year and standard time from the last Sunday in October 1974 through the last Sunday in February 1975. The recommendation is in an interim report to Congress called for by the Emergency Daylight Saving Time Energy Conservation Act of 1973. The act placed the nation on year-round daylight saving time for a two-year trial period beginning January 6, 1974. The report notes that the effects on energy consumption since January could not, in general, be reliably separated from effects of other changes occurring at the time. The Department's study estimated that advanced time probably resulted in an electrical energy saving of .75 to 1 percent this past winter. The predominant fuel saved was coal.

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The Coast Guard is scheduled to end its 34-year-old Ocean Station Program this weekend when the last two mid-ocean weather stations (aboard cutters) are closed. Captain Berry Meaux tells of the decision to end the operation.

CAPTAIN MEAUX: "The trans-oceanic jet aircraft don't need the services of the Coast Guard ocean station ships for navigation purposes. We also have weather satellites now and data buoys which are in the advanced stage of development which provide the weather observation in that particular area."

The Captain, who served on board one of the ocean stations, said there was satisfaction in being able to aid sick and injured persons on ships, but added that the duty could be tiresome.

CAPTAIN MEAUX: "We'd have fishing vessels that would go by and personnel would have a serious injury due to being caught in the gear of the fishing vessel or bad cuts, abrasions - things of this sort. We would have pneumonia cases out there. When you'd be able to help somebody like this, it really made the whole station worthwhile. But, most of the time it was just kind of dull and boring; and the weather was rough and nasty a lot of the times and you were hanging on and existing with soup and sandwiches."

With the end of this program, high endurance cutters will continue to be used in many of the other missions of the Coast Guard, specifically, search and rescue and fisheries patrols.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
June 28, 1974

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

In an interim report to Congress, the U.S. Department of Transportation recommends that, as part of a continuing experiment, the nation observe daylight saving time for eight months of the year and standard time from the last Sunday in October 1974 through the last Sunday in February 1975.

The Emergency Daylight Saving Time Energy Conservation Act of 1973 placed the nation on year-round daylight saving time (YRDST) for a two-year trial period beginning January 6, 1974. It was designed to reduce electrical and other energy consumption through time management and indirectly reduce energy used by increased awareness and involvement in energy conservation by individuals, companies and public agencies.

The Act requires the Secretary of Transportation to submit an interim report by June 30, 1974, and a final report to Congress by June 30, 1975, on the operation and effects of the Act.

The interim report notes that the effects on energy consumption of YRDST since January 6, 1974, "could not in general be reliably separated from effects of other changes occurring at the time." Such changes included limited fuel availability, speed limit reductions, Sunday gasoline station closings and voluntary reductions in the use of lighting, heating and unnecessary travel. "Consequently, the past winter season provided a poor basis for analysis and generalization," the report stated.

The Department's study estimated the following specific effects of YRDST to date:

*YRDST probably resulted in an electrical energy saving of .75 to 1 percent this past winter. The predominant fuel saved was coal.

*Total travel and gasoline use in the U.S. was generally reduced in the winter months of 1973/1974 compared to the winter months of 1972/1973. However, in March and April, when gasoline supplies were more available and it was warmer, YRDST may have increased gasoline use as much as 0.5 to 1 percent in some states over the amount forecasted under conditions of standard time.

*No significant effects on traffic safety were attributed to YRDST. Lowering of speed limits and restrictions on the availability of gasoline was credited with the decrease of motor vehicle fatalities.

*Fatalities involving school-age children over the entire day in both January and February 1974 were reduced from the previous year. There was an increase in school children fatalities during the morning hours of 6 to 9 a.m. for February 1974 vs. February 1973, but an offsetting decrease in fatalities occurred in the early evening hours.

*The Federal Communications Commission reported that YRDST caused adverse economic impacts for some radio stations because of frequency interference problems during prime time morning rush-hour broadcasts.

*No measurable effects of YRDST were reported in the areas of crime, agriculture, labor and recreation.

*YRDST was found to be generally popular with the public, but not in the winter months of November through February.

The report concludes that it is desirable to have a modified YRDST experiment next year to better determine the net effects of the Emergency Daylight Saving Time Act.

Single copies of the report will be available from the Public Affairs Office, Office of the Secretary, Department of Transportation, Washington, D. C., 20590, (202) 426-4321.

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NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-136

Broadcast: Friday, June 28, 1974

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