



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-127

Broadcast: Tuesday, October 1, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, October 1, has a 25-second story on gasoline consumption figures for July. It follows in two seconds.

Preliminary figures released today by the U.S. Department of Transportation's Federal Highway Administration, show an increase of gasoline consumption in July, the first such monthly increase this year. Gasoline sales in July 1974 increased almost one percent over the same period a year ago. Based on a survey of fifteen states, the report shows an overall decrease of five percent in gas consumption for the first seven months of 1974. The two months prior to July showed decreases of three percent in May and one-half percent in June.

For further information, call (202) 426-0677. 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
Wednesday, October 2, 1974

DOT 82-74
Phone (202) 426-4321

The U. S. Department of Transportation released today a detailed report of the Ford Administration's Action Plan to assist Pan American World Airways and other U.S. flag international air carriers. The report outlined non-subsidy actions to be taken, a timetable for such actions, and potential savings attributed to the initiatives.

The government's seven-point Action Plan to help improve the financial condition of the U.S. flag carriers was previously announced by Transportation Secretary Claude S. Brinegar. Additional details of the plan were outlined at a news briefing today by Robert Henri Binder, Assistant Secretary of Transportation for Policy, Plans and International Affairs.

In describing the Action Plan, Binder said that it projected that Pan Am could improve its operating profits by \$149 million through December 1975.

Binder said that full implementation of the plan -- which requires a high degree of cooperation between various Federal agencies as well as the carriers themselves -- could result in financial benefits to all U.S. carriers engaged in international operations.

These benefits, he said, would work to put U.S. international carriers on a better competitive footing with their foreign counterparts -- carriers who are largely heavily subsidized by their governments. The U.S. carriers, he noted, operate free from government subsidies and concessions that currently are enjoyed by their competitors.

-more-

The Department's Action Plan, said Binder, should encourage private financial institutions to help ease Pan Am's current cash squeeze.

"It is our preliminary estimate that the Action Plan will improve Pan Am's operating profit by \$149 million through December 1975," Binder said. "The Plan will also benefit other U.S. flag carriers, although the amount of those benefits has not yet been calculated."

Today's report gave these estimates for the 1974-75 calendar year as a result of the seven steps in the Federal Action Plan:

<u>Action Element</u>	<u>Potential Savings</u>
1. A compensatory fare structure	\$18 million
2. Reduction of excess capacity	\$20 million
3. Tariff enforcement	\$22 million
4. "Fly U.S. Flag" Program	\$24 million
5. Compensatory mail rates	\$23 million
6. Elimination of discriminatory practices by foreign governments	\$ 4 million
7. Rationalized route structures	\$38 million
Total:	\$149 million

In announcing the seven-point Action Plan (on September 18), Secretary Brinegar indicated that President Ford believes that Federal subsidies should not be provided to Pan Am on the basis that such subsidies would be an unfair burden on the American taxpayer. However, as an alternative to subsidies, Secretary Brinegar said, President Ford directed strong Federal support for alternative measures.

Binder noted that the detailed Action Plan released today also highlighted the Department's actions to date, working in cooperation with such agencies as the Departments of State, Commerce and Treasury and the Civil Aeronautics Board, in improving the U.S. international carriers' competitive posture in world aviation.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-128

Broadcast: Wednesday, October 2, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, October 2, has two actualities of 55 and 50 seconds dealing with hazardous materials in aviation and the financial problems of Pan Am. Each is preceded by a lead-in.

The U.S. Department of Transportation has convened a two-day conference in Washington on the problem of commercial aircraft carrying hazardous materials. Assistant Secretary Benjamin O. Davis, Jr., expressed concern over the issue.

ASSISTANT SECRETARY DAVIS: "Let me repeat that at the Department of Transportation, we are not as yet alarmed but we are concerned. No accident rate is acceptable and there is no acceptable rate of mishaps at DOT. The primary mission of the Department is safety. Any needed material, whether it is medicine for suffering humanity or feed for livestock, has to be transported in a way that is compatible with safety. We do not regard slipups or breakdowns in the transportation system casually and our first commitment is prevention, to prevent future mishaps."

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The U.S. Department of Transportation today released a report of the Ford Administration's plan to assist Pan American World Airways and other U.S. flag international air carriers. Assistant Secretary Robert Binder

(more)

said in the case of Pan Am, if previously announced non-subsidy actions are taken, the airline could improve its operating profits by \$149 million through December of 1975. But, he added:

ASSISTANT SECRETARY BINDER: "I don't want to mislead you into thinking that this action program and the \$149 million which it estimates would result, will of itself cure Pan Am's financial cash need. That number will not do it; Pan Am will still need financial assistance to continue operation through the winter. Particularly, we're hopeful that this program and the estimates of the benefit will be realistic and conservative, and will be looked upon by the financial community as evidence of government willingness to be helpful in appropriate ways. And that will be a factor, hopefully, along with other factors that they take into account in deciding to render cash assistance to Pan Am to cover the winter."

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 74-129

Broadcast: Thursday, October 3, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, October 3, has two actualities of 19 and 11 seconds, each with lead-in, on air transport of hazardous materials, and a 30-second story on the Saint Lawrence Seaway. The aviation story begins in two seconds.

The U.S. Department of Transportation has concluded its public conference in Washington on transportation of hazardous materials in air commerce. At a news conference this morning, Assistant Secretary of Transportation Benjamin Davis noted a problem to emerge in the discussions:

ASSISTANT SECRETARY DAVIS: "In the real world of hazardous materials, there is a dearth of knowledge by people who package these materials, people who transport them, and a general lack of understanding of the problem."

Assistant Secretary Davis explained how comments heard from conference participants who manufacture, ship, and use hazardous materials will be incorporated in regulations now being formulated and gave this outlook:

ASSISTANT SECRETARY DAVIS: "...better regulations, more education, more training, a better law - we hope - that we will be able to use, and more enforcement."

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A Department of Transportation official predicted today that the Saint Lawrence Seaway will play an increasingly important role in meeting the nation's transportation challenges. Under Secretary John Barnum, in a

Toledo, Ohio, speech, cited fuel conservation and the need for fuel efficiency as a major factor in bringing this about. Mr. Barnum noted that waterborne carriers, as the best users of fuel, will be taking a larger share of cargo. So, he said he expects the Seaway to become more competitive, to grow and to prosper.

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 74-130

Broadcast: Friday, October 4, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, October 4, has a 30-second story on the grounding of a tanker off the coast of India.

The Commandant of the Coast Guard, Admiral Owen Siler, has ordered an investigation into the grounding of a U.S. registered tanker in the Arabian Sea off the coast of India. The ship, the SS Transhuron, ran aground last week with its cargo of 117,000 barrels of fuel oil near an island 140 miles from the Indian coastline. Some marine pollution has been reported; however, the exact amount has not been determined. A three-man Board of Investigation will meet in San Francisco soon to investigate the incident with the goal of preventing similar occurrences in the future.

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
October 4, 1974

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

U. S. Secretary of Transportation Claude S. Brinegar has asked all operating administrations of the Department to re-assess their programs on hiring of the handicapped. The Secretary urged all offices to expand and enhance the opportunities for handicapped persons within the Department.

The Secretary's statement came at the beginning of the observance of National Employ the Handicapped Week, October 6-12. Secretary Brinegar is an Associate Member of the President's Committee on Employment of the Handicapped.

One of the key recommendations by the Secretary urged Department recruiters to design their programs to reach and attract handicapped persons for possible future employment with the Department.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

October 4, 1974

DOT R-36-74

Phone: (202) 426-4321

The U. S. Department of Transportation's Citizens' Advisory Committee on Transportation Quality will meet October 7-8, 1974, in Room 10234, 400 7th Street, S. W., Washington, D. C.

The agenda includes a discussion of:

- the development of departmental policy regarding abandoned automobiles,
- consumer involvement in improving mass transit at the local level, and
- proposals to ameliorate adverse impacts of transportation facilities on their surroundings.

The 21-member committee evaluates departmental programs, recommends transportation initiatives and acts as a citizens' sounding board.

The October 7-8 meetings are open to the public. For further information, contact the Office of Consumer Affairs (202) 426-4283.

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BRS/2PM/10/3/74/TES-40/9AM/10/4



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-131

Broadcast: Monday, October 7, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, October 7, has a 60-second story, including two actualities, about abandoned automobiles.

What to do about abandoned automobiles? That's a problem facing cities - large and small - across the country. Jack Francis of the U.S. Department of Transportation discusses it:

MR. FRANCIS: "Since the inception of the automobile, abandoned automobiles are a problem that has been with us continually. Approximately 10 to 15 percent of the cars produced do not get back into the steel cycle, and thus are abandoned. The objective of the Department of Transportation at this time, is to explore initiatives that will facilitate the recycling process."

Francis said these might include a streamlining of the legal process, so that abandoned cars can be disposed of in the least expensive and most convenient manner. The demand for metal is also an important factor, as Francis points out:

MR. FRANCIS: "The unstable market conditions create wide fluctuations in the price of scrap. During the high cycle, the abandoned auto finds its place back into the recycling process, but during the low cycle, we find them abandoned in our streets and countryside."

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
October 7, 1974

DOT R-37-74
Phone: (202) 426-4321

U.S. Under Secretary of Transportation John W. Barnum has selected two new special assistants, Robert Brown, Jr., 46, and Rosalind Ann Knapp, 29.

Brown entered federal service as a statistician for the U.S. Census Bureau and moved through the Federal Aviation Administration, where he was chief of the statistical services branch and to the U.S. Department of Commerce, where he headed the transportation statistics office.

When the U.S. Department of Transportation was organized in 1967, he was named as head of the department's land transport and special projects division in the office of the assistant secretary for policy and international affairs.

In his most recent position with the department, he has been in charge of developing programs for passenger and cargo security.

Knapp, a recent graduate of Stanford University Law School, has been working on various assignments in the department of transportation during the past year as one of six honor interns in the department's office of the general counsel.

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ERG/9AM/9/19/74/S2/10/2RV3



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-216

Broadcast: Tuesday, October 8, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, October 8, has two actualities of 16 and 27 seconds on low-cost ways to improve highways. They follow a lead-in.

There's a new, low-cost approach to improving the Nation's highways by providing maximum utilization of existing transportation systems which will require little or no additional right-of-way or the use of capital funds. Federal Highway Administrator Norbert Tiemann announced it today:

ADMINISTRATOR TIEMANN: "I believe that this project - the Low Capital Transportation Improvements Program - has great promise. Specifically, I will encourage such activities as traffic engineering and safety projects, carpooling efforts and bicycle and pedestrian facilities."

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"While this program will deal with engineering and safety projects, it will also be involved in strategies intended to reduce peak-hour traffic conditions. These could include staggered work hours and four-day workweeks. I'm confident the Low Capital Improvements Program offers a lot of potential. I'm encouraging local and State officials to give it consideration first, before any decision is made for major capital investment in Federal-aid projects."

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 74-217

Broadcast: Wednesday, October 9, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, October 9, has a 34-second actuality on jet noise. It follows a lead-in.

Transportation Secretary Claude Brinegar said Tuesday that reduction of aircraft noise is a high priority issue in which he is personally involved. Speaking to the Airport Operators Council International in San Diego, he gave this report on the proposed retrofit rule to bring all commercial aircraft within the noise boundaries of newer jets:

SECRETARY BRINEGAR: "This Notice of Proposed Rule Making has brought about a great deal of comment to us, formal and otherwise, and we are continuing to collect, sift and try to sort out the responses. Because of the aircraft modification costs involved -- it's an enormous burden right now for an industry that is not financially strong -- as well as the international compliances that would be required, I hope that you can understand and appreciate why we have to study all sides of this issue very carefully before taking our final course of action."

Secretary Brinegar added that the FAA is working on the merits and safety implications of certain operations to confine as much jet noise as possible to the airport itself.

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 74-218

Broadcast: Wednesday, October 9, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, October 9, has two actualities from Congressional testimony on unemployment in the construction industry. The two cuts run 42 and 38 seconds and each has announcer wrap-around.

Federal Highway Administrator Norbert Tiemann told the Senate Public Works Committee today some highway-related projects could be activated quickly by the States to provide work for some of the Nation's unemployed.

ADMINISTRATOR TIEMANN: "The President has indicated that after a particular unemployment level - six percent, I think he indicated - and various levels after that, this would trigger a public works program or public service program. As I indicated, the States have the ability to immediately pull off the shelf about \$1-1/2 billion worth of work. Now, we can put projects into effect very quickly. These projects include safety improvements, beautification and bridge construction. The list goes on. We're hopeful that, if the Administration decides to go into a public service program, it would look favorably on highway construction as the way to go."

The Administrator cautioned that restraint must be used in the overall highway spending or increased inflation could result.

Federal Highway Administrator Norbert Tiemann said today restraint is necessary in overall highway spending if inflationary tendencies are to be checked. He told the Senate Public Works Committee:

ADMINISTRATOR TIEMANN: "Given the present rate of inflation in the construction industry and the economy as a whole, the Administration believes that any expenditures over currently budgeted levels, including highway funds, would adversely affect our Nationwide effort to restrain inflation through stern Federal budget discipline. Thus, at this time, the Administration believes the overall inflationary impact on the economy of extra highway spending outweighs the possible gain in employment from such spending, and, may I emphasize, Mr. Chairman, my comment earlier in that sentence, 'at this time'."

Mr. Tiemann did say some highway-related projects could be activated quickly by the States to assist the Nation's unemployed.

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 74-219

Broadcast: Thursday, October 10, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, October 10, has a 35-second story about U.S. international air carriers and a 43-second actuality about an unusual ocean voyage.

Transportation Secretary Claude Brinegar has submitted to Congress an Administration proposal to greatly speed up the process by which financially pressed U.S. international air carriers could restructure their operations. This would shorten the present government approval time of one or more years down to about four months. In a letter to Congress, Secretary Brinegar noted: "Where the carriers advance well-conceived and beneficial restructuring proposals, delays beyond a four-month period could well be fatal to their success." Approval of the proposal would be of importance to such air carriers as Pan American World Airways, which is in severe financial difficulties.

An attempt at an historic ocean crossing almost ended in tragedy. However, the crew is now safe. A Coast Guard spokesman in Washington tells the story:

ENSIGN NORRIS: "The crew of the Tai Ki, a replica of a 2,000-year-old Chinese junk which was in danger of sinking in the North Pacific Wednesday, was safely rescued by the motor vessel Washington Mail. The Coast Guard was notified of the Tai Ki's plight when it was reported the 50-foot sailboat was being battered by gale force winds and heavy seas about 760 miles

southwest of Adak, Alaska. Coast Guard aircraft from Air Station Kodiak were dispatched and arrived at the scene early Wednesday morning and kept the disabled vessel in sight until the Washington Mail arrived. The Tai Ki was on a voyage from Hong Kong, where it departed on June 18, to Mexico. The purpose of the voyage was to prove that Chinese sailors could have arrived in the Western Hemisphere 1,500 years before Columbus. The seven member crew of Tai Ki will be taken to Seattle, Washington."

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 74-220

Broadcast: Friday, October 11, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, October 11, has actualities of 44 and 40 seconds on railroad derailments and pipeline safety and a regional advisory for the Atlantic coastline.

The U.S. Department of Transportation's Federal Railroad Administration will start publishing reports showing the individual derailment rates for all major railroads. Administrator John Ingram cited an alarming increase in accidents, particularly derailments, as the reason for the action.

ADMINISTRATOR INGRAM: "Analysis of 1973 statistics on a railroad-by-railroad basis shows a national average of approximately nine derailments per million train-miles. Over 20 railroad companies have reported a rate more than double the national average, with some lines showing more than 45 derailments per million train-miles. This wide disparity within the industry calls for a pinpointing of the individual lines involved.

"Publication of these figures should be beneficial both to the railroads and the Government in identifying those roads that need to pay particular attention to maintenance. It will also give our limited inspection force a better handle on where they should concentrate their efforts."

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The U.S. Department of Transportation will soon have five field offices to oversee gas and liquid pipeline safety instead of the present one. Deputy Assistant Secretary for Environment, Safety and Consumer Affairs Glenn Sedam, explained:

(more)

DEPUTY ASSISTANT SECRETARY SEDAM: "Pipeline Safety field offices will be established in Philadelphia, Atlanta, Kansas City, and San Francisco and will inspect safety and compliance activities of pipeline operators. The current field office in Houston, Texas, will be expanded to carry out its increasing workload, including the offshore gas and pipeline activities.

"The new offices should greatly aid the efforts of our Office of Pipeline Safety which administers the safety programs covering more than a million miles of natural gas pipelines, and over 200-thousand miles of liquid pipelines operated by interstate oil and gas pipeline carriers."

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The U.S. Coast Guard has released an advisory for sportsfishermen fishing in the Bahamas about the enforcement policies there. Violations of regulations can lead to a \$10,000 fine, one year in prison, and confiscation of the fishing boat. The Government of the Bahamas is making an effort to publicize the rules because sportsfishermen arrested for illegal fishing have complained they were unaware of the regulations, which have been in effect for several years. Until a vessel receives a Bahamian customs clearance, it may not touch shore except at an authorized port of entry. At these ports a customs document must be obtained. Fishermen can contact the Coast Guard for a list of the authorized ports of entry.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, October 11, 1974

DOT 87-74
Phone (202) 426-4321

The U.S. Department of Transportation will soon open four additional field offices to oversee gas and liquid pipeline safety.

In announcing the expansion of the department's pipeline safety efforts, U.S. Secretary of Transportation Claude S. Brinegar today also said the department's Houston, Texas, office, currently the only field office in operation, will be expanded to carry out its increasing workload, including the offshore gas and pipeline activities.

Administered by the Office of Pipeline Safety (OPS) in Washington, D.C., the four field offices will be established in Philadelphia, Atlanta, Kansas City and San Francisco. The field offices primarily will be involved in the safety surveillance and compliance activities of pipeline operators.

OPS is responsible for DOT's pipeline safety programs for more than one million miles of natural gas transmission pipelines, distribution systems and gathering lines. Also, OPS administers the department's liquid pipeline safety programs involving approximately 230,000 miles of pipelines operated by interstate oil and products pipeline carriers.

Persons wishing further information about the field offices should contact the Director, Office of Pipeline Safety, Department of Transportation, Washington, D.C. 20590; telephone: (202) 426-2392.

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JJC/10/9/74/11AM/TES-30/9AM/10/11



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
October 14, 1974

DOT 83-74
Phone: (202) 426-4321

The U.S. Department of Transportation is joining with the National Science Foundation to help American cities look for new urban technology ideas.

Cities in search of better buses, faster methods for digging tunnels, easier ways of dispatching emergency vehicles, cheaper materials for erasing grime -- and scores of solutions to other headaches both minor and monumental -- will participate in this new program.

The 26 largest cities in the U.S. and 6 urban counties, which have banded together to trade answers and perplexing problems alike in this exchange, hope their combined financial clout will help elicit a number of inventive proposals.

Top aides of city mayors will meet twice a year to discuss ideas ranging from purchase of small, multiple-purpose police boats to solve an oversize fireboat problem, to the use of taxicab radio centers as double-duty bus dispatchers during rush hours.

The combined hardware market these 32 urban regions offer will, they hope, generate additional research and development of concepts and devices applicable to urban services and city operations.

"Many of the techniques and designs we need undoubtedly exist already in other applications -- just waiting to be properly adapted," said Acting U.S. Assistant Secretary of Transportation William E. Stoney.

"What we hope to do is locate and advertise a large assortment of these existing bright ideas, and then pinpoint in detail all the other innovations the cities say need still to be invented," he said.

The program will be managed by Public Technology, Inc., a non-profit Washington, D.C., research and development organization.

Representatives of all 32 participating areas will hold their first full-scale assembly on this issue Oct. 17-19 in New Orleans, La.

- more -

The 32 metropolitan areas are:

Dade County, Fla.
Hennepin County, Minn.
King County, Wash.
Montgomery County, Md.
San Diego County, Calif.
Westchester County, N.Y.

Atlanta, Ga.
Baltimore, Md.
Boston, Mass.
Chicago, Ill.

Cleveland, Ohio
Columbus, Ohio
Dallas, Tex.
Denver, Colo.
Detroit, Mich.
Houston, Tex.
Indianapolis, Ind.
Jacksonville, Fla.
Kansas City, Kan.
Los Angeles, Calif.
Milwaukee, Wis.

New Orleans, La.
New York, N.Y.
Philadelphia, Pa.
Phoenix, Ariz.
Pittsburgh, Pa.
San Antonio, Tex.
San Diego, Calif.
San Francisco, Calif.
Seattle, Wash.
St. Louis, Mo.
Washington, D.C.

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ERG/1PM/10/4/74/TST-1/10/7

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY A.M.
October 15, 1974

DOT 86-74
Phone (202) 426-4321

A new award will be presented this year by the U.S. Department of Transportation at its annual awards ceremony on Tuesday, Oct. 15.

The Laurence R. Schneider Award, established in honor of the former chief counsel of the National Highway Traffic Safety Administration, will go to "an especially competent and productive attorney" in the Department of Transportation who makes a significant legal contribution "within ten years after the attorney's first admission to the bar."

Schneider, who died July 12 this year at age 37, will receive posthumously the Secretary of Transportation's gold medal Award for Outstanding Achievement.

Before being named chief counsel of the National Highway Traffic Safety Administration three years ago, Schneider was a transportation attorney specializing in safety regulations.

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ERG/9AM/10/10/74/TAD-16/9AM/10/15



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, October 15, 1974

DOT 89-74
Phone (202) 426-4321

U. S. Secretary of Transportation Claude S. Brinegar today reported the Department of Transportation has increased its efforts to remove physical barriers in Department buildings to aid handicapped persons.

The report came at the close of the observance of National Employ the Handicapped Week proclaimed by the President for October 6-12.

The Department has been continually reviewing all provisions for the handicapped in its three Washington, D.C., buildings for the past several months, the Secretary pointed out. "Funds have been made available for surveys to determine costs on installation of automatic doors to building entrances; replacing inner doors in building rest rooms and determining other changes which could be made to aid the handicapped in operating more freely in Department buildings," Brinegar said.

Existing modifications to buildings include lowered drinking fountains, ramps at curbs and at building entrances and adequate parking space for all handicapped persons.

The Secretary noted that the Department should take the lead in its own buildings to aid the handicapped since all new public transportation systems being developed by the Department are designed to accommodate handicapped persons.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, October 15, 1974

DOT 90-74
Phone (202) 426-4321

As prescribed by an amendment to the 1973 year-round daylight saving time law, daylight saving time in the United States will end this year at 2 a.m., Sunday, October 27. A temporary time zone change in Kentucky will end at the same time.

Under the amendment signed by President Ford on October 5, the country will be on standard time for four months, until 2 a.m., Sunday, February 23, 1975, as recommended by U.S. Secretary of Transportation Claude S. Brinegar in his June report to Congress on daylight saving time.

To avoid undue hardship occasioned by winter daylight saving time, at the request of Governor Wendell H. Ford of Kentucky, 66 counties normally in the eastern time zone were placed last January in the central time zone until April 27, 1975, when the year-round daylight saving time law is scheduled to expire.

Since the amendment lifts daylight saving time this winter, Governor Ford asked that the counties be returned to the eastern time zone. Secretary Brinegar has granted the request.

The Kentucky region affected by the change-back includes the Louisville and Lexington metropolitan areas.

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FJC/12PM/10/10/74/TGC--20/9AM/10/11



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, October 15, 1974

DOT 91-74
Phone (202) 426-4321

Awards for outstanding heroism or unusual professional competence will be presented today in Washington to 40 departmental employees and 5 military members of the U.S. Coast Guard at the U.S. Department of Transportation annual awards ceremony.

At the ceremony to be held at the Departmental Auditorium at 10 a.m., two U.S. Coast Guardmen, one Coast Guard civilian supervisor, three Federal Aviation Administration specialists and a St. Lawrence Seaway marine oiler will receive awards for displaying outstanding bravery in rescuing others from accidents or extreme danger.

Twenty-eight managers, engineers and planners will be honored for professional accomplishment of vast diversity, ranging from civil rights activities to military health care, from highway bridge design to trans-oceanic air traffic control, and from tact and diplomacy in foreign affairs to saving the U.S. government money by developing simplified methods.

A young attorney will receive the new Lawrence R. Schneider Award for professional competence and dedication in representing the Department of Transportation in legal matters.

And eight persons will be recognized for their part in putting into action the Federal Aid Highway Act of 1973.

The following individuals will receive these awards from Secretary of Transportation Claude S. Brinegar:

Secretary's Award for Valor

Herman G. Freeman, Jr.
James R. Kern
Robert L. Mulligan
Theron A. Regorrah
Donald V. Demers

Elizabeth City, N.C.
Phoenix, Ariz.
Leesburg, Va.
Butte, Mont.
Messena, N.Y.

Coast Guard civilian (air crash rescue)
FAA Technician (air crash rescue)
FAA Traffic Controller (air crash rescue)
FAA Traffic Controller (air crash rescue)
St. Lawrence Seaway (frozen river rescue)

Distinguished Flying Cross

Lt. Cdr. John G. Denninger, Jr.

U.S. Coast Guard (rescue at sea)

Coast Guard Medal

Boatswain's Mate Wayne M. Bauer

U.S. Coast Guard (rescue at sea)

Secretary's Award for Outstanding Achievement (Gold Medal)

Lawrence R. Schneider

Washington, D.C.

(Posthumous) Chief Counsel, NHTSA

Secretary's Award for Meritorious Achievement (Silver Medal)

James Costantino
Norman A. Erbe
Eugene L. Lehr
Russell R. Waesche

Washington, D.C.
Chicago, Ill.
Washington, D.C.
Kansas City, Mo.

Executive Assistant, OST
Secretarial Representative, Region V
Research Chief, Environmental Affairs, OST
Secretarial Representative, Region VII

Dorthea F. Gaffney
William T. Hudson
Martin J. Ruebens
Theodore M. Ruoff

New York, N.Y.
Washington, D.C.
Washington, D.C.
Seattle, Wash.

Procurement Officer, Coast Guard
Civil Rights, Coast Guard
Health Care Manager, Coast Guard
Financial Manager, Coast Guard

Secretary's Award for Meritorious Achievement (Silver Medal)

(continued)

Roland M. Lewis	Ft. Worth, Texas	Airport Site Planner, FAA
Irving Mark	New York, N.Y.	Management Executive, FAA
James H. Mollenauer	Washington, D.C.	Air Traffic Systems Developer, FAA
Jack G. Webb	Honolulu, Hawaii	Pacific-Asia Regional Manager, FAA
William C. Brewer	Kuwait	Foreign Highways Supervisory Engineer, FHWA
John E. Mors	Vancouver, Wash.	Federal Aid Highways Manager, FHWA
Roy W. Tidwell	Washington, D.C.	Training Program Developer, FHWA
W. Jack Wilkes	Washington, D.C.	Bridge Engineer, FHWA
Herrell R. Bird	Atlanta, Ga.	Safety Inspector, FRA
James W. Boone	Washington, D.C.	Grain Shipment Economist, FRA
Stanley J. Prymas	Washington, D.C.	Bankruptcy Analyst, FRA
H. Rudolph Williams	Washington, D.C.	Financial Policy Executive, FRA
Thomas E. Hoadley	Washington, D.C.	Financial Manager, UMTA
Wayman H. Lytle	Washington, D.C.	Procurement Analyst, UMTA
Harold B. Williams	Washington, D.C.	Civil Rights, UMTA
Richard L. Beam	Washington, D.C.	Satellite Communications, OST
David R. Israel	Washington, D.C.	Satellite Communications, FAA

Lawrence R. Schneider Award

William A. Kutzke	Washington, D.C.	Trial Attorney, OST
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Award for Superior Achievement (Bronze Medal)

Rosalind A. Knapp	OST	Group award for exceptional service in implementing the Federal-Aid Highway Act of 1973.
Frank L. Calhoun	Federal Highway Admin.	
Kevin E. Heanue	Federal Highway Admin.	
Richard D. Morgan	Federal Highway Admin.	
Joel Ettinger	Urban Mass Trans.Admin.	
John C. Nelson	Urban Mass Trans. Admin.	
Sam Rea	Urban Mass Trans. Admin.	
Madeline G. Schneider	Urban Mass Trans. Admin.	



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
October 15, 1974

DOT 92-74
Phone (202) 426-4321

The U.S. Department of Transportation today urged the Civil Aeronautics Board to promptly adopt the Board's proposed 13.36 percent increase for air transportation of international mail, but asked that additional rate increases be quickly initiated.

Stating in its comments filed today with the CAB that the present rates for transportation of international mail have been basically unchanged since 1968, DOT recommended that the 13.36 percent increase be adopted as an interim temporary increase and that the CAB issue yet another order proposing further international mail rate increases that reflect a full pass-through of fuel and overall cost escalation since 1968.

"Both Pan Am and TWA are suffering substantial operating losses in international operations," the department said. "Below-cost mail rates can only aggravate the problems of these carriers. For these reasons, DOT believes that temporary mail rates must be established at levels equal to the best available cost estimates of carrying the mail."

DOT questioned the validity of the method used in CAB's computation that established an increase of 13.36 percent as being compensatory to international air carriers.

In recommending an alternative basis of computing the increased costs of carrying international mail, DOT arrived at rate proposals that for fuel alone would approximately double those that would result from a 13.36 percent increase.

If rates such as it proposed in its filing were adopted retroactive to March 8, 1974, DOT estimated that Pan Am would receive an immediate retroactive payment of \$7.6 million and TWA would receive \$3.4 million as a result of fuel cost escalation alone.

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WWB/4PM/10/15/74/TGC-30/9AM/10/16



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

BROADCAST NEWS SERVICE 74-221 Broadcast: Tuesday, October 15, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, October 15, has two actualities of 22 seconds each dealing with bicycle safety and a 35-second story on efforts by the Department to aid handicapped persons.

The U.S. Department of Transportation has taken a step to solve some of the principal problems affecting the safety of bicycle riders. The National Highway Traffic Safety Administration has started a process which could result in a new highway safety standard in this field. Administrator James Gregory commented:

ADMINISTRATOR GREGORY: "The bicycling boom of the 1960's and 1970's has brought about a rapid rise in bicycle accident fatalities and injuries. From a total of 400 fatalities in 1960, the figures have increased to an estimated 1100 deaths in 1973. In the same year, there were over 400,000 injuries requiring hospital emergency room treatment."

"Since the number of bicycle owners will increase considerably in the near future, the hazards to cyclists will become more and more serious unless steps are taken to make bicycle riding safer. We are asking State and local officials, the

bicycle industry, safety organizations, and the general public, to help us with their ideas and recommendations to assure an effective bicyclist safety standard."

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Transportation Secretary Claude Brinegar says his Department has increased its efforts to remove physical barriers in its Washington buildings to aid handicapped persons. He noted that the Department should take the lead since all new public transportation systems being developed by the Department are designed to accommodate handicapped persons. The Secretary said funds have been made available for surveys to determine costs on the installation of automatic doors to building entrances as well as other changes to aid the handicapped. Existing modifications to the three Washington buildings include lowered drinking fountains, ramps at curbs and building entrances and adequate parking space.

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 74-222

Broadcast: Wednesday, October 16, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, October 16, has a 35-second story on higher mail rates for international air carriers, and 30- and 24-second actualities on the advent of the metric system.

The U.S. Department of Transportation has called on the Civil Aeronautics Board to promptly adopt the board's proposed 13 percent increase for air transportation of international mail, but also asked that additional rate increases be quickly initiated. The department called particular attention to the need for further rate increases that reflect a full pass-through of fuel and cost escalation since the last major rate changes in 1968. The department said both Pan Am and TWA are suffering substantial operating losses in international operations and that it's necessary to establish temporary mail rates at levels equal to the best available cost estimates of carrying the mail.

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The metric system will some day become the standard measurement in the United States and the Federal Highway Administration has started working on such a change as it would affect the nation's highway system. The metric system is being introduced in the highway administration's technical publications, reports and specifications. Administrator Norbert Tiemann comments:

ADMINISTRATOR TIEMANN: "This policy stems from mutual recognition by state and federal highway agencies that the metric system will be the roadway for the American measurement system in the future. The willingness of the highway industry to

(more)

recognize this situation and provide a means of assisting the transition of the American highway transportation industry and the motoring public to this new system will serve to remove the potential roadblocks to progress that arise from inadequate preparation or confusion."

ADMINISTRATOR TIEMANN: "Within the Federal Highway Administration, a booklet on the use of the metric system was published last year for the use of personnel in the highway field. In addition, the FHWA has authorized several states to install special signs on federal-aid interstate and primary highways which include both the customary U.S. units of mileage as well as their metric equivalents."

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-223

Broadcast: Thursday, October 17, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, October 17, has a report on a new program to make use of cars damaged in safety testing. It includes actualities of 15 and 48 seconds.

Under a new U.S. Department of Transportation program, scrap value cars damaged in compliance testing by the National Highway Traffic Safety Administration will be donated to automotive vocational schools. Joseph O'Gorman, of the safety agency explains why:

MR. O'GORMAN: "It gives the students a chance to tear them down, repair them -- gives them a chance to take the engines out, put them back in -- and we think that something can be gained rather than just scheduling the vehicles as total scrap."

O'Gorman outlined the tests to determine manufacturers' compliance to Federal Safety Standards which result in cars with scrap value, and noted a special condition which is attached to the donation of the cars:

MR. O'GORMAN: "Most of the vehicles which we designate as scrap vehicles are as a result of the testing to what we call a 'thirty mile an hour barrier crash test'; a 'side-door strength test' where we have a ram penetrating the side door; and the third area is what is known as a 'roof crush resistance' (which) is sort of validating the manufacturer's (products) structural resistance to rollover characteristics in a vehicle. Here again we use a hydraulic ram to measure the type of resistance of the roof panel. When these three tests take place they receive structural damage which would be impossible to evaluate -- whether proper repair is made or not -- so we make a stipulation that

(more)

whatever happens to these vehicles they are not to be repaired and put on the public highways."

NATIONAL LINES: Most of the testing is done in Washington, D.C., Los Angeles, and Phoenix, and training schools in these areas will be receiving the vehicles.

LOCAL LINES: The first such gift under the program has been made to the District of Columbia Department of Corrections at Lorton, Va., which received four cars.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
October 17, 1974

DOT 85-74
Phone (202) 426-4321

The U.S. Department of Transportation today announced a grant of \$9,915 to the Urban Bikeway Design Competition to support the competition's judging and awards, and publication of its final report.

Entries to the first Urban Bikeway Design Competition closed July 1, 1974. Organizers report they have received 20 entries from student teams nationwide. Multidisciplinary teams have submitted bikeway demand studies and bikeway plans for sites, mainly in campus communities.

U.S. Secretary of Transportation Claude S. Brinegar announced the grant, and said the competition is spurring the training of student bikeway planners and bikeway traffic engineers, both new disciplines the department is anxious to encourage. The department so far has approved the funding this year of more than \$20 million for bikeways in states throughout the nation. And, more than \$10 million in funding is still available for states to use in bikeway projects this fiscal year.

Students interested in entering next year's competition should contact the Urban Bikeway Design Competition National Headquarters, Building E-40, Room 250, Massachusetts Institute of Technology, Cambridge, Mass., 02139, phone (617) 494-0150.

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JJC/4PM/10/8/74/TES-74/9AM/10/11



DEPARTMENT OF TRANSPORTATION

TAN 493
NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

RELEASE AT WILL

DOT 13-74
Phone: (202) 426-4321

The number of passengers traveling by aircraft, bus, boat, and auto increased during the third quarter of 1973, ending September 30, 1973, over a year ago, while those using rail declined.

(NOTE: The figures do not reflect the drastic change in freight and passenger movement caused by the energy crisis which began in October 1973.)

During the same period, the volume of freight carried by rail, aircraft and pipelines increased but water transportation had a slight decrease.

These statistics are contained in a report of national transportation system activity prepared by the Transportation Systems Center of the Department of Transportation.

Attached are the comparisons, by mode, for the third three months of 1973 and the similar period of 1972.

- more -

NATIONAL TRANSPORTATION SYSTEM ACTIVITY

THIRD QUARTER 1973

	Third Quarter 1972	Third Quarter 1973
PASSENGERS CARRIED		
RAILROAD (CLASS I) (PASSENGERS)	63,920,000	62,590,000
AIR (PASSENGER-MILES)	46,530,000,000	50,060,000,000
BUS (CLASS I: INTERCITY (REGULAR)	37,780,000	37,840,000
ROUTE (PASSENGERS ONLY)		
WATER (INTERSTATE)		
(PASSENGERS)	2,187,000	2,280,000
AUTOMOBILE (VEHICLE-MILES)	242,000,000,000	249,000,000,000
FREIGHT CARRIED		
RAILROAD (CLASS I) (TONS)	636,200,000	663,100,000
AIR (TON-MILES)	1,156,000,000	1,326,000,000
HIGHWAY (CLASS I) (TONS)	170,400,000	181,300,000
WATER (INTERSTATE) (TONS)	44,740,000	43,160,000
PIPELINE (BARRELS)	2,244,000,000	2,360,000,000

PREPARED BY: Information Division, Directorate of Systems Research
and Analysis, Transportation Systems Center, U.S.
Department of Transportation.

SOURCES: Federal Highway Administration; Civil Aeronautics Board;
Interstate Commerce Commission.

DEPARTMENT OF TRANSPORTATION

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DOT 518

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-224

Broadcast: Friday, October 18, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, October 18, has actualities of 45 and 27 seconds on the 55 mile-an-hour speed limit and regulatory reform, and a 30-second story on highway safety. Each cut will be preceded by a lead-in.

Assistant Secretary of Transportation Robert Binder today stressed the need for maintaining 55 mile-an-hour highway speeds during a speech in Bloomington, Minnesota.

ASSISTANT SECRETARY BINDER: "Two weeks ago, President Ford called on us to reduce our driving by five percent. Last Tuesday, he upped the ante: where we can reduce by ten percent, we should. Here's a sacrifice that is tangible for most of us -- and eminently do-able as well. Let's respond to the President's call. And while you're in your car -- please keep your speed down to 55 mph or below.

"The President has called on states and localities to strictly enforce the 55 mile-an-hour speed limit. I expect that this call will strike a responsive note with our nation's law officers. But it shouldn't be up to them. It's up to each of us."

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(more)

Some important changes are needed in the surface transportation area. That comment today from Robert Binder, an assistant secretary of transportation, in a Bloomington, Minnesota, speech.

ASSISTANT SECRETARY BINDER: "The department's efforts are focused on the need for regulatory modernization in the surface transportation area. We believe the country must rid itself of unnecessary regulatory controls that have stifled competition in the name of preserving competition. We must return to transportation managers the freedom to manage in an environment that also provides appropriate safeguards to the public."

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The opinions of the nation's truck drivers will be reviewed by the U.S. Department of Transportation's Federal Highway Administration to determine if changes are needed in highway safety design standards. A group of 388 truck drivers in 28 states was surveyed by a safety committee of the American Trucking Association in an effort to identify highway characteristics that are actually or potentially hazardous. The most frequently cited observation of the truckers was that freeway on and off ramps were too short, too sharp, or improperly banked. Other concerns involved signing, blind spots, narrow bridges, and inadequate maintenance.

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 74-225

Broadcast: Monday, October 21, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, October 21, has a 60-second actuality with Chief Journalist Jim Gilman on the U.S. Coast Guard's participation in a massive marijuana seizure.

CHIEF GILMAN: "A multi-agency drug halting operation that ranged from the Yucatan Straits to a marina in Tampa Bay, Florida, has paid off. Eight Floridians have been arrested, over three tons of marijuana valued at nearly two million dollars have been recovered and an organized drug smuggling operation has been broken up.

"The Coast Guard Cutter Valiant boarded a 61-foot yacht, the "Mar-J-May", in Gulf waters Wednesday night, and discovered over 6,000 pounds of the contraband drug. Four persons were placed under arrest and charged with conspiracy to import marijuana. Then, working closely with U.S. Customs Patrol officers and personnel from the Drug Enforcement Agency, it was decided to make a controlled delivery to another vessel awaiting transfer of the marijuana. Two days later, the two man crew of the 44-foot fishing vessel, "Lively I", were arrested and it was decided to continue the controlled delivery as far as possible. The trail led to a marina in Tampa Bay, where two others were arrested while loading the drug onto a truck. More arrests are expected in the near future. The Valiant arrived at a Coast Guard base in St. Petersburg today."

For further information, call (305) 350-5641. This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

RELEASE AT WILL

DOT 93-74
Phone (202) 426-4321

A report exploring the access and potential use of the San Francisco Bay Area Rapid Transit system by bicycling commuters and biking enthusiasts is now available.

Prepared for the U.S. Department of Transportation, the report, "BART/TRAILS," is the first to study bicycles as a potential feeder to the transit system and BART as a potential feeder to recreation areas.

It suggests that better bikeway planning, together with secure bicycle parking, can increase the use of bicycles as a feeder to the transit system.

Also, the report indicates that establishing bicycle rentals convenient to BART stations located within short distances of recreation areas will encourage more use of recreation areas by non-motorists.

Four pilot routes are studied in depth in the report to illustrate how bicycles can be used for convenient travel. These pilot routes focus on BART stations, residential areas, shopping centers, schools and recreation areas. The report also analyzes the impact which bicycle have on the BART system, and discusses the pros and cons of carrying bicycles on BART.

The report is available from the Superintendent of Documents, Washington, D.C. 20402. The order number is TD-1.2:T68/19 and the cost is \$2.55.

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JJC/10AM/10/10/74/TES-70/9AM/10/15

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-226

Broadcast: Tuesday, October 22, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, October 22, has a report including a 22-second actuality on matching tires, and a safety related action by the Federal Railroad Administration. The actuality follows a lead-in.

The National Highway Traffic Safety Administration is working to develop specifications on the proper match of new or replacement tires to a motor vehicle. Administrator James Gregory today told the International Automobile Tire Conference in Toronto, Canada, that the standards will have to await the accumulation of the necessary information. He described the overall problem:

ADMINISTRATOR GREGORY: "We now have around 10,000,000 cars per year production in the United States and as far as tires are concerned, domestic passenger and truck tire shipments to original equipment and replacement markets will total nearly 240,000,000 units this year. Original equipment will account for 70,000,000 tires with 170,000,000 for replacement shipments."

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The Federal Railroad Administration, in an effort to increase the safety of railroad operating practices, has named a new advisory committee to assist in drafting federal regulations. The committee, representing rail carriers, railroad labor unions and the states, will have an orientation meeting in Washington next week. In making the announcement today, Federal Railroad Administrator John Ingram pointed to deteriorating safety records throughout the nation's rail system and an alarming 23-percent increase in accidents traceable to human factors between 1972 and 1973. He said the government needs prompt assistance from qualified experts with an intimate knowledge of railroad operating rules, conditions and practices.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-227 Broadcast: Wednesday, October 23, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, October 23, has 30- and 38-second cuts from an aviation speech given today by Secretary Brinegar and a 21-second story on reduced highway fatalities.

Transportation Secretary Claude Brinegar today said the Administration's Action Plan to help U.S. international air carriers through non-subsidy government actions, is moving ahead. Speaking to the International Aviation Club in Washington, he continued:

SECRETARY BRINEGAR: "Pan Am, its employees (and I admire very much their efforts), and the financial community should realize by now that we are dead serious in our commitment to help it through this near-term crisis and that we're dead serious to clearing the way for a healthier environment for all our flag carriers in the years ahead."

"Last week's agreement between Pan Am and TWA on a massive route realignment appears to be the type of positive action that this situation calls for. Although we have not yet completed our analysis of all aspects of the agreement -- but I assure you that we will do it promptly --

we commend both carriers for this aggressive approach to their joint problems. And, based on Chairman Timm's recent statements, it's gratifying to know that the CAB will also act expeditiously in this very high-priority matter."

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September marks the eleventh consecutive month that the nation's highway fatalities have been lower than the same period a year ago. A 14.8 percent reduction of fatalities in September brings the total lives saved since the beginning of the year to an estimated 8,225. The record for September was also an improvement over August, and it halts a downward trend which began last March, a trend in which the gap between fatalities in 1973 and 1974 had become smaller each month.

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 74-228 Broadcast: Thursday, October 24, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, October 24, has a 50-second actuality on a recreational vehicle inspection program. It follows a lead-in.

The U.S. Department of Transportation urges all owners of light-duty International Harvester trucks, built in 1971 or earlier and in use as recreational vehicles, to visit their local dealers for a free inspection program recently announced by the manufacturer. The department's Director of Consumer Affairs, Ann Uccello, explains:

MISS UCCELLO: "In their free inspection plan, International Harvester will provide owners with crucial information on loading and handling of these vehicles, and a complete check to determine any overloading condition in normal use. A federal survey of older recreational vehicles found a majority -- especially the light-truck, slide-in camper units -- were loaded beyond the rated capacities of suspension systems and axles. The National Highway Traffic Safety Administration made an urgent plea to all manufacturers of recreational vehicles to provide corrective programs to protect owners and the public. Federal law now requires manufacturers to label such vehicles with information on load capacities, but the

law was not in effect until 1972, so
it is important for owners to use
extra care with the older models."

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 74-229 Broadcast: Friday, October 25, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, October 25, has a 35-second story on improved gas mileage for cars, and a 25-second advisory on daylight saving time. The mileage story follows in two seconds.

A report to Congress suggests the possibility of a 40 to 60 percent improvement in the average miles per gallon of 1980 cars over 1974 vehicles. The joint study was prepared by the U.S. Department of Transportation and the Environmental Protection Agency. That would mean an increase from the present 14 to about 20 or 22 mpg for the 1980-model cars. It could be achieved by: improving design and technology of engines and components, reducing the size of engines in many cars and by selling a greater proportion of small cars. The report states a 40 percent improvement would result in a savings of more than one million barrels of crude oil a day.

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Daylight saving time in the United States will end this year at 2 a.m. Sunday, October 27. Standard time will be in effect for four months until Sunday, February 23. U.S. Secretary of Transportation Claude Brinegar recommended the change in a report to Congress and President Ford signed the necessary amendment to the 1973 year-round daylight saving time law on October 5. Everyone in the nation on daylight saving time will have to turn clocks back one hour on October 27.

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

October 25, 1974

DOT 95-74

Phone: (202) 426-4321

A 40 percent to 60 percent improvement in the average miles per gallon of 1980 automobiles as compared to 1974 vehicles is possible, according to a joint report submitted to Congress today by Environmental Protection Agency Administrator Russell E. Train and U.S. Secretary of Transportation Claude S. Brinegar.

A 40 percent improvement would mean an increase in the miles per gallon of cars sold in this country from an average 14.0 mpg for 1974 vehicles to an average 20.3 mpg for 1980-model cars, the report to Congress says.

A 60 percent improvement would lift this figure to an average 22.2 mpg, the report says.

"Given a modest growth rate in vehicle miles travelled by 1980, a 40 percent improvement would represent a savings of more than one million barrels of crude oil per day," the report says. "This translates into a money savings in 1980 alone of \$4.5 billion per year in petroleum demand (at \$11/barrel)."

The average fuel economy of 1975-model automobiles has already increased 13.5 percent -- to 15.9 mpg -- largely because of engine tuning changes made possible by the catalytic converter, the report says.

Further improvements in fuel consumption, the report suggests, can be accomplished between now and 1980 by proceeding with a combination of all three of the following strategies:

- A. Improve the design and technology of car engines and other components.
- B. Reduce the cubic inch size of the engines installed in many cars.
- C. Sell a greater proportion of small cars.

Improved design and technology of car engines and other components can provide considerable fuel savings in the short span between now and 1980, the report says, by developing:

1. Additional gasoline engine modifications (all consistent with projected air pollution standards).
2. More economic four-speed transmissions, both manual and automatic.
3. Easier rolling, less resistant tires (such as radials).
4. Lighter in weight bodies with a more aerodynamic styling, for reduced weight and less wind resistance.

Due to the cost of various technological improvements, the dealer price tag on more fuel-thrifty 1980-model cars might be \$400 higher than otherwise, the report calculates, but estimates the increased prices would be quickly recovered by owners due to cost-per-driving-mile savings, especially in fuel.

At a 40 percent fuel economy improvement level, 1980-model cars could still meet the statutory auto emission standards for hydrocarbons (.41 grams per mile) and carbon monoxide (3.4 grams per mile)," the report says. However, "the issue of the level and costs of nitrogen oxide emissions achievable by 1980 concurrent with substantial fuel economy improvements remains unresolved."

"A number of experimental emission control methods that might help contribute to 40 percent fuel economy improvement, yet still allow compliance with statutory hydrocarbon and carbon monoxide requirements, include: "A catalytic converter with modulated air induction, super early fuel evaporation, programmed exhaust gas recirculation and high energy ignition," the report says.

Other findings of the report are:

"A sustained or increased shift to the more fuel-economical small cars, without a concurrent upgrading of their crashworthiness or increased utilization of effective passenger restraints, will result in a rise in the serious injury and death rate on the highway. There is evidence which indicates that crashworthiness of the smaller car can be upgraded."

"The effects on the automotive industry of a 40 percent improvement in fuel economy include an increase in capital investment on the order of \$200 million per year in an industry which currently invests an estimated \$2.0 to \$2.5 billion annually."

This joint automobile fuel economy report was requested by Congress as part of a law passed last spring, 120 days ago. In preparing the report, the Department of Transportation and Environmental Protection Agency consulted with the Council on Environmental Quality, the Federal Energy Administration and the Treasury Department, and solicited comments from the automobile industry and the general public.

Copies of the final report, titled "Potential for Motor Vehicle Fuel Economy Improvement, Report to the Congress," will be available by writing to:

Office of Public Affairs
U.S. Department of Transportation
400 Seventh Street, S. W.
Washington, D. C. 20590

or phoning: (202) 426-4321.

EG/11AM/10/25/74



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-231

Broadcast: Tuesday, October 29, 1974
Wednesday, October 30, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday and Wednesday, October 29 and 30, has three cuts of Transportation Secretary Claude Brinegar from a White House news conference on automobile fuel consumption. The cuts of 28, 14 and 12 seconds will follow a lead-in.

The U.S. Secretary of Transportation, Claude Brinegar, has described as "productive" a meeting on improved fuel consumption with automobile manufacturers and other Administration officials at the White House. Secretary Brinegar, who was chairman of the session, cited President Ford's goal of a 40 percent increase in the average miles per gallon of 1980 vehicles over 1974 models.

SECRETARY BRINEGAR: "I discussed with the manufacturers the concept -- asked their cooperation, first, their dedication to the importance of saving fuel -- fuel efficient automobiles. I asked their dedication to cooperation on a voluntary monitoring process to work with me and others so that we know -- yes, their plans are working, their plans will make the fuel economy goals that give us the 40 percent increase."

"I think it was a productive meeting. I found, going around the table with the manufacturers, they all endorsed our approach and certainly were all committed to more efficient cars and, hopefully, finding ways to meet the President's goal."

"As you look at how to make an automobile efficient, you look at engine design, you look at transmission, you look at weight, and aerodynamics. And, it's a matter of pushing each of those to see how they come out in the sales mix."

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-230 Broadcast: Tuesday, October 29, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, October 29, has two stories of 33 and 27 seconds dealing with safety belt interlock systems in cars. There is also an advisory on a news conference by Transportation Secretary Brinegar.

The U.S. Department of Transportation, responding to recently-enacted legislation, has eliminated the need for safety belt interlocks in passenger cars. The system - in 1974 and early '75 model cars - blocks an engine from starting unless the front safety belts are buckled. Passenger cars will still be equipped with combined lap and shoulder belts for the front door positions, and lap or lap and shoulder belts at the other positions. At the same time, the National Highway Traffic Safety Administration is proposing a new safety belt reminder system for the driver's position only.

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As called for in recent legislation, the U.S. Department of Transportation has ended the need for safety belt interlock systems. The department's National Highway Traffic Safety Administration is seeking to establish a new safety belt reminder system for the driver's position only. One approach involves visual and audible signals which would operate only for a short time span; another uses only the visual reminder. In asking for comments on this, the safety agency will also consider eliminating any requirements for belt-use reminder systems.

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 74-232 Broadcast: Thursday, October 31, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, October 31, has three cuts of 20, 25, and 17 seconds of Secretary Brinegar on the energy shortage. They follow a lead-in.

Transportation Secretary Claude Brinegar had serious remarks about the nation's energy shortage for the Highway Users Federation in Chicago, Wednesday. He said a shortage does exist and demands attention:

SECRETARY BRINEGAR: "Without question there is a serious and long-term energy shortage facing America. We must stop ignoring it as a nation, we must stop hoping that it will go away, and we must get on with solving it. This situation -- this ticking time bomb -- is potentially the most serious threat to our way of life since Pearl Harbor."

"The long-term energy problem is, if anything, worse than a year ago. Domestic oil production continues to fall, and our dependence upon Middle East oil -- oil that is now three times the price of a year ago -- continues to grow, and our efforts to develop alternative energy sources, especially our significant coal deposits, remain modest in contrast to our true need."

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"President Ford now opposes increased gasoline taxes and he opposes rationing as a means to stimulate energy conservation, but at the same time in a recent speech he has warned that he will not hesitate to recommend "sterner measures" if voluntary efforts fail."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

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BROADCAST NEWS SERVICE 74-233 Broadcast: Thursday, October 31, 1974

(NOTE: This report includes two of Secretary Brinegar's cuts from No. 74-232 to which an actuality of Deputy Secretary Barnum, available later in the day, was added.)

The U.S. Department of Transportation Broadcast News Service for Thursday, October 31, has actualities on the energy shortage and highway beautification. First, two cuts of Secretary Brinegar on energy, running 20 and 25 seconds, following a lead-in.

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Next, a 24-second cut with Deputy Secretary Barnum on highway beautification, following a lead-in:

Deputy Secretary of Transportation John Barnum reported today that, in the last five years, 200,000 billboards have been taken down, hundreds of junkyards have been moved and \$120 million of federal funds have been spent in making highways more beautiful. At the Highway Beautification Conference in New York, he pointed to another benefit:

DEPUTY SECRETARY BARNUM: "We have always looked at the beautification of highways not just as a beautification objective -- it has also had a distinct safety objective -- not the 'lull you to sleep' problem -- but to avoid the 'distracting you' problem. In fact, to drive our highways today is a much more pleasant experience than it was certainly 20, and even 10 years ago."

This has been the Transportation News Report.

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