



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
September 3, 1974

DOT 73-74
Phone: (202) 426-4321

Federal Railroad Administrator John W. Ingram today announced the appointment of Asaph H. Hall as Deputy Administrator of the Federal Railroad Administration, a unit of the United States Department of Transportation. FRA's mission is directed to the optimum contribution of rail freight transportation and passenger service to the national transportation system. The agency also has regulatory authority in the field of railroad safety.

Hall has served since February 1973 as Special Assistant to Secretary of Transportation Claude S. Brinegar, working principally on rail-related matters. Since March 1974 he also has headed the DOT Northeast Corridor Program Office, with responsibility for developing plans for improved high speed rail passenger service between Washington and Boston.

From 1969 to 1973 he was Special Assistant both to the Under Secretary and to the Deputy Under Secretary of Transportation. In October 1973 he received the Secretary's Award for Meritorious Achievement for his efforts in support of the Department's response to the severe problems of the major railroads in the northeastern and midwestern United States, which ultimately led to the Regional Rail Reorganization Act of 1973.

Prior to his Federal service, Hall, a native of Elmira, New York, was employed by the Westinghouse Electric Corporation for 12 years, holding several management positions in marketing and planning in that company's defense electronics and space operations in Boston and Baltimore.

Henri F. Rush, former Deputy Administrator, will continue with FRA as a consultant and special advisor to the Administrator. In that capacity, he will advise the Administrator on all FRA programs intended to improve freight car utilization with special emphasis on problems arising from the shortage of grain and coal cars. He will also advise the Administrator and the FRA program managers concerning coordination with the Congress, the Interstate Commerce Commission, the railroad and railway supply industries, shipper organizations and all other groups concerned with the progress accomplished.

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DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
Washington, D.C. 20590

Official Business

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DOT 518
FIRST CLASS





DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-186

Broadcast: Tuesday, September 3, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, September 3rd, has a 48-second story on a tire grading regulation; it follows a lead-in.

A regulation to help consumers make the right choice when buying tires, proposed by the U.S. Department of Transportation in June, is still open for comment by interested parties. The Department's Director of Consumer Affairs, Ann Uccello, explains:

MISS UCCELLO: "September 12 is the deadline for receiving comments from those interested in the proposed uniform tire quality grading. The proposal is designed to help consumers make an informed choice when buying passenger car tires. The regulation would require grading these tires for treadwear, traction and high speed performance. Treadwear grades would represent a tire's projected mileage. Traction grades would be based on the tire's stopping ability under various conditions. And high-speed grades would represent the tire's resistance to heat and its ability to dissipate heat. If information in these three areas is clearly represented on new tires, consumers would be able to decide on the best tires for their needs."

For further information, dial (202) 426-6950. 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

NOTE: Four reports were used on the September 4 operation of the Broadcast News Service. Two of these reports dealt with the attempted hijacking of an airplane at Boston's Logan International Airport, and two involved a speech by Under Secretary Barnum in Chicago. A straight story - without voice cuts - was used until the actuality of the Under Secretary was transmitted over telephone lines from Chicago.



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
SEPTEMBER 3, 1974

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

U.S. Secretary of Transportation Claude S. Brinegar today announced the appointment of Juan Ramirez as Spanish-Speaking Program Coordinator in the department's Office of Civil Rights effective Oct. 1, 1974.

Ramirez has been with DOT since 1971 as senior complaints investigator in the departmental civil rights office. Additionally, he has handled the duties of Spanish-Speaking Program coordinator during this period.

Prior to coming to DOT in 1971, Ramirez was for eight years with the U.S. Civil Service Commission, serving successively as an investigator in Puerto Rico and Washington, D. C. (1963-67), personnel staffing specialist (1967-68), and appeals examiner for the Board of Appeals and Review (1968-71).

Born in Quinlan, Tex., Ramirez, 42, received his bachelor of science degree in foreign trade and marketing from Georgetown University in 1962. In 1973 he received his juris doctor degree from George Washington University law school.

His memberships include American G.I. Forum; National Organization for Mexican-American Services; Jaycees International; Association of Mexican-Americans of Puerto Rico; Law Enforcement Association of Puerto Rico; Federal Business Association of Puerto Rico; Antilles Federal Safety Association of Puerto Rico; Incorporated Mexican-American Government Employees.

Also, Ramirez has been instrumental in helping to enhance economic and educational opportunities for Spanish-Americans in the Washington, D.C. area, the Southwestern United States and in Puerto Rico.

He has represented DOT at numerous national conventions of major Spanish-American organizations.

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JJC/4PM/8/28/74/S-30/9AM/9/1/RV-1



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-187 (1) Broadcast: Wednesday, September 4, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, September 4, has a 19-second cut on an attempted hijacking at Boston's Logan Airport. It follows a lead-in.

A demand for \$10,000 ransom; an unidentified man holding a pilot at knifepoint aboard a plane in Boston today. FAA spokesman Dennis Feldman comments:

MR. FELDMAN: "An Eastern Airlines DC-9 shuttle plane was taken over by an armed man this morning at 8:10 Eastern Daylight Time. The plane is still on the ground at Boston's Logan Airport; the FBI is on the scene and the airport is closed for most operations."

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 74-188

Broadcast: Wednesday, September 4, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, September 4, has a 25-second story dealing with \$1 billion a year in transportation thefts. It will begin in two seconds.

U.S. Under Secretary of Transportation John Barnum said in a Chicago speech today that thefts of merchandise in transit, cost at least \$1 billion a year. He told a group of manufacturers, shippers and union leaders concerned with the problem that curtailing cargo thefts can be a major weapon in the fight against inflation. In addition, the Under Secretary observed, "We simply cannot let ourselves accept the theory that crime is part of the cost of moving freight."

Among other stories scheduled for this week will be one about the Civil Warship, the MONITOR.

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 74-189

Broadcast: Wednesday, September 4, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, September 4, has a 23-second cut from a news conference held today by Under Secretary of Transportation John Barnum. It follows a lead-in.

In a Chicago news conference today, U.S. Under Secretary of Transportation John Barnum estimated the amount of money lost each year due to cargo thefts. He commented:

UNDER SECRETARY BARNUM: "We sustain annually about a billion dollars worth of thefts from cargo in transportation. And, as we look at the big problems in this country today and recognize inflation as number one, let's look back at cargo thefts. Here is a way that we can reduce the cost of transportation."

Under Secretary Barnum also pointed out that a program is underway to bring management into the effort to reduce cargo thefts. He said 80 to 85 percent of the loss results from employees who work in the transportation industry.

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 WEDNESDAY
September 4, 1974

DOT 76-74
Phone: (202) 426-4321

The transportation of hazardous materials in air commerce will be the subject of a public conference to be held in Washington, D.C. on October 2-3, 1974.

The conference will review the growing concern of the Congress and the U.S. Department of Transportation for the safe carriage of hazardous materials and will explore the need for more definitive action. Recent evidence of non-compliance with applicable standards for packaging, labeling, documentation and handling of hazardous materials has given rise to various legislative and regulatory recommendations. Alternative actions will be examined during the course of the conference.

Among the government leaders scheduled to address the two day conference are U.S. Under Secretary of Transportation John W. Barnum, Federal Aviation Administrator Alexander P. Butterfield and Assistant Secretary for Environment, Safety and Consumer Affairs Benjamin O. Davis.

Subjects of discussion will include "Overview of the Hazardous Materials Problem," "Education and Compliance," "International Problems" and "Transportation of Radioactive Materials." A "discussion with the experts" will be moderated by Deputy Assistant Secretary of Transportation Glenn J. Sedam.

The second day of meetings will be devoted to workshops on the transportation of radioactive materials by air and the areas of packaging, labeling, marking, shipping papers, stowage, inspection and compliance.

The conference will be held in the Departmental Auditorium, located on Constitution Avenue between 12th and 14th Streets, N.W., Washington, D.C.

Further information can be obtained from the Office of Hazardous Materials, Department of Transportation, Washington, D.C. 20590, Phone: (202) 426-0656.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-190

Broadcast: Thursday, September 5, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, September 5, has a 66-second actuality about a grounded supertanker. It will be preceded by a lead-in.

The U.S. Coast Guard's National Strike Force of pollution fighters is participating in the recovery operation of a grounded supertanker in the Strait of Magellan at the tip of South America. Coast Guard spokesman, Commander James Webb, has details:

CDR. WEBB: "The Dutch supertanker METULA, which held 64,000,000 gallons of oil, ran aground on August 9. The latest reports indicate that generally the leakage has been stopped. But, before this was accomplished, an estimated 11,000,000 gallons of light crude oil spilled into the water.

"The eight-man team from the Coast Guard strike force was sent to the scene - near Punta Arenas, Chile - after the Government of Chile asked for assistance. This team is now involved in the use of special pumping equipment to transfer the remaining cargo from the tanker to another ship. And, when a sufficient amount of oil has been removed, a salvage firm will attempt to refloat the METULA.

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"An appraisal is being made at this time on the extent of the pollution from this spill. Reports from aircraft checking the scene indicated a six- to ten-foot wide strip of oil was visible along 18 miles of shoreline. Little oil could be seen in the water.

"The ship ran aground while enroute from the Persian Gulf to Chile. The area is known for extremely severe weather conditions."

"For additional information, dial (202) 426-1830 and ask for the Coast Guard Public Affairs Duty Officer. 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 74-191

Broadcast: Friday, September 6, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, September 6, has a 27-second story on the Coast Guard seizure of a Japanese fishing vessel, and a 28-second report on an upcoming safety meeting. The Coast Guard story is first, following in two seconds.

The U.S. Coast Guard has seized a Japanese vessel off the coast of Maine for allegedly fishing within 12 miles of the shore. The boat - the Taiyo Maru - was stopped last night by the cutter Decisive on the basis of information obtained earlier in the day by a Coast Guard aircraft. The Japanese boat was boarded and taken to Portland, Maine, to wait legal action. It is a violation of Federal law for any foreign vessel to fish or conduct fishing support operations within 12 miles of the U.S.

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A September 17th meeting of the Department of Transportation's National Motor Vehicle Safety Advisory Council will be geared to safety belt usage with interlock systems, and a variety of related safety problems. It's Crashworthiness Committee will hear reports on safety belts, interlocks, and testing results on belt restraint systems. Also on the agenda will be the release of findings from a special committee on the increased number of smaller cars on the highway. The Advisory Council will wrap up its meeting with committee reports and discussions on the energy shortage and highway safety.

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 74-192

Broadcast: Monday, September 9, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, September 9, has an actuality on a test of truck fuel consumption and a follow-up story on a seized foreign fishing vessel. Today's report in two seconds.

The U.S. Department of Transportation has concluded from tests of truck fuel usage that "within limits, as truck speeds decrease, miles per gallon rise." A spokesman for the Federal Highway Administration, Alexander French, comments:

MR. FRENCH: "We found potential diesel fuel savings of about 14.5 percent can be achieved by reducing truck speeds from 65 miles an hour to 55. As expected, a substantial portion of the saving occurred when the speed dropped from 65 to 60 mph. Even so, a significant additional savings occurred in the decrease from 55 to 50. The tests required over 7,000 miles of truck travel with speed runs of 50, 55, 60 and 65 miles an hour."

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Arraignment is expected later this week for the captain of a Japanese fishing vessel seized recently by the Coast Guard for allegedly violating the U.S. 12-mile fishing limit off Maine. Charges have been lodged against the ship - the Taiyo Maru - and the captain. He is confined aboard the vessel, berthed in Portland, Maine, along with the crew.

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This advisory for broadcasters: tomorrow, a story on new radio-weather information signs for use along rural Federal-aid highways. 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 74-193

Broadcast: Tuesday, September 10, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, September 10, has an actuality on radio information for travelers and an advisory on a news conference on marine pollution. The actuality consists of two cuts of 28 and 24 seconds with the Federal Highway Administrator and follows a lead-in:

The Department of Transportation's Federal Highway Administration has approved the use of a new Radio-Weather Information sign along rural Federal-aid highways. Federal Highway Administrator Norbert Tiemann explained:

ADMINISTRATOR TIEMANN: "We have approved signs to display local radio station frequencies -- both AM and FM -- from which motorists can receive weather and travel information. The purpose is to provide a source of information in remote rural areas where sudden adverse weather conditions create potential hazards for uninformed travelers. It is only in such areas that the signs will be permitted, because their sole purpose is that of increasing highway safety."

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"The signs displaying local AM and FM radio frequencies are to have a white legend on a blue background. They are to be installed at the option of the State highway departments, which, in most instances, will be the sources of official emergency road information and condition reports for remote rural areas during severe weather. Only the numerical indication of the radio frequency can be used."

This advisory to broadcasters: A bilateral agreement between the United States and the Soviet Union for cooperation in marine environmental protection will be signed in Washington at 2:00 p.m., Wednesday, September 11th. The signing will take place at U.S. Coast Guard Headquarters -- 400 7th St., S.W. in room 6200. Following the signing ceremonies, which are open to the media, a news conference will be held with the U.S. and Soviet delegations of marine pollution experts.

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 74-194 Broadcast: Wednesday, September 11, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, September 11, has a report on a U.S.-Soviet agreement on marine pollution. The report includes an 18-second actuality.

A group of marine pollution experts from the Soviet Union today concluded a visit with U.S. experts which included tours of several U.S. pollution abatement facilities. The meetings are part of a bilateral agreement between the United States and USSR calling for cooperation in the field of environmental protection. Delegations from the two countries have met twice before on marine pollution from shipping in the last year and a half. Today, representatives from both delegations signed the minutes of agreement at U.S. Coast Guard Headquarters in Washington. At the signing ceremonies, Captain Sidney Wallace, Chief of the Coast Guard's office of Marine Environment Protection, noted the progress made in developing joint projects and explained their goal:

CAPTAIN WALLACE: "Our ultimate goal, of course, is to so coordinate our efforts between the two governments that pollution will be effectively combated -- and, in particular for this working group, pollution of the sea, harbors, rivers, and so forth, by vessels."

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 74-195
Cruise Ship - 1

Broadcast: Thursday, September 12, 1974
11:00 a.m.

The U.S. Department of Transportation Broadcast News Service for Thursday, September 12, has a 45-second actuality on rescue efforts involving a burning cruise ship off the coast of Florida. The ship - the Cunard liner Ambassador - had no passengers aboard at the time of the fire. The Coast Guard spokesman is Chief Journalist Jim Gilman, at the Coast Guard Rescue Center in Miami.

CHIEF GILMAN: "240 crew members aboard the Cunard Ambassador, a 486-foot passenger liner, have taken to the life boats after a fire broke out in the engine room. 50 other crew members remain aboard in an effort to battle the blaze. The USNS Tallulah and the merchant vessel California have arrived on the scene to aid the survivors. A Coast Guard patrol boat from Key West is aiding in fighting the fire. Three Coast Guard cutters are enroute to the scene while five Coast Guard and one Navy aircraft are overhead. The Coast Guard picked up the emergency call from the Ambassador this morning when she radioed a fire aboard while she was about 39 miles southwest of Key West. The ship was enroute from Miami to New Orleans to pick up passengers. At last report, there were no injuries to any of the 290 crew members. From the Coast Guard Rescue Center in Miami, this is Chief Journalist Jim Gilman."

Reports on the cruise ship will be updated throughout the day. 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 74-196
Cruise Ship - 2

Broadcast: Thursday, September 12, 1974
1:00 p.m.

This is an update of the U.S. Department of Transportation Broadcast News Service for Thursday, September 12, with a 39-second actuality by the Coast Guard on a burning cruise ship southwest of Key West, Florida. It is the Cunard Ambassador, which was carrying only a crew at the time the fire broke out. The spokesman is Lt. George Johnson.

LT. JOHNSON: "Firefighting parties from the Coast Guard cutter Diligence are aboard the stricken passenger liner, Cunard Ambassador, joining 53 crew members in battling the blaze in the vessel's engine room. The Diligence is moored alongside the 486-foot Ambassador, along with the cutter Cape York. Meanwhile, the remaining 256 crewmen are aboard the Navy contract tanker Tallulah, enroute to Port Everglades in Fort Lauderdale, Florida. It is not known how the fire started. All crewmen have been accounted for and there have been no reports of injuries so far. The Tallulah is expected to arrive in Fort Lauderdale tonight at 11:00 p.m. From the Coast Guard Rescue Center in Miami, this is Lt. George Johnson."

Reports on the cruise ship will be changed throughout the day. 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 74-197
Cruise Ship - 3

Broadcast: Thursday, September 12, 1974
3:00 p.m.

This is an update of the U.S. Department of Transportation Broadcast News Service for Thursday, September 12, with a 43-second actuality by the Coast Guard on a burning cruise ship southwest of Key West, Florida. It is the Cunard Ambassador, which was carrying only a crew at the time the fire broke out. The spokesman is Chief Journalist Jim Gilman, at the Coast Guard Rescue Center in Miami.

CHIEF GILMAN: "Another Coast Guard cutter, the Steadfast, is now underway from St. Petersburg to the scene of the burning passenger liner, Cunard Ambassador, 39 miles southwest of Key West, Florida. The Coast Guard responded to her SOS within 15 minutes this morning after the Ambassador reported herself on fire. The Coast Guard supplied five helicopters, the cutters Diligence, Cape York, and the White Sumac. A patrol boat from the Coast Guard base at Key West also joined in the firefighting and rescue effort, and the cutter Steadfast is enroute to the scene. The remaining 256 crewmen are all aboard the Navy contract tanker Tallulah enroute to Port Everglades in Fort Lauderdale, Florida. So far, there have been no reported injuries. From the Coast Guard Rescue Center in Miami, this is Chief Journalist Jim Gilman."

Reports on the cruise ship will be updated throughout the day. 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 74-198
Cruise Ship - 4

Broadcast: Thursday, September 12, 1974
5:00 p.m.

This is a 5:00 p.m. update of the U.S. Department of Transportation Broadcast News Service for Thursday, September 12, with a 48-second actuality by the Coast Guard on a burning cruise ship southwest of Key West, Florida. It is the Cunard Ambassador, which was carrying only a crew at the time the fire broke out. The spokesman is Chief Journalist Jim Gilman, at the Coast Guard Rescue Center in Miami.

CHIEF GILMAN: "Another Coast Guard cutter, the Steadfast, is getting underway from St. Petersburg to the scene of the burning passenger liner, Cunard Ambassador, 39 miles southwest of Key West, Florida. Her firefighting teams will join crews from the cutters Diligence, White Sumac, and Cape York, along with 53 crewmembers of the 486-foot vessel, in battling the fire. The blaze now is in the hydraulic room spaces. The fire has plagued the Ambassador since early this morning. 256 crewmen and entertainers abandoned ship about 8:00 a.m. and have been picked up by the Navy contract tanker Tallulah. They're enroute to Port Everglades and should arrive sometime this evening. So far, there have been no reported injuries. Rescuers on the scene estimate that the fire should be under control sometime tonight. From Coast Guard Rescue Center in Miami, this is Chief Journalist Jim Gilman."

An update of this report is planned for early Friday a.m. 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 74-199
Cruise Ship - 5

Broadcast: Friday, September 13, 1974
10:00 a.m.

This is the U.S. Department of Transportation Broadcast News Service for Friday, September 13, with an update on the story of the cruise ship fire, featuring a 67-second actuality. The Cunard Ambassador is listing and still burning, and the Coast Guard is continuing to fight both problems. Fire broke out in the engine room of the ship, which was carrying 309 crewmen, early Thursday morning, about 39 miles southwest of Key West, Florida. The spokesman is Chief Journalist Jim Gilman, at the Coast Guard Rescue Center in Miami.

CHIEF GILMAN: "The Coast Guard's plan of attack in battling the fire aboard the passenger liner, Cunard Ambassador, today can be summed up in one word -- containment -- that is, containing the fire in the areas that are already ablaze and attempting to keep it from spreading. These efforts will be coupled with an attempt to de-water the vessel and correct her seven degree list. Yesterday, Coast Guard firefighters successfully extinguished the fire in the engine room and hydraulic pump room, but by nightfall the blaze had spread to the passenger compartments on decks 2 through 7. When the emergency power system was lost in the area of the fire, the decision was made to abandon ship until first light. The Coast Guard cutter Diligence is being joined by the cutter Steadfast and her firefighting crew. Firefighting equipment is being flown in from sources around Florida and as far away as Richmond, Virginia. Ten of the

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crewmembers, including the captain of the Ambassador, remain aboard the Diligence. 43 have been taken to Key West and the remaining 256 were delivered to Port Everglades early this morning. One amazing and fortunate aspect of the entire episode is that up to this point there have been no injuries either to the crew of the Ambassador or to the many Coast Guardmen involved in battling the blaze. From the Coast Guard Rescue Center in Miami, this is Chief Journalist, Jim Gilman."

This report will be updated throughout the day. 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 74-200
Cruise Ship #6

Broadcast: Friday, September 13, 1974
3:00 p.m.

This is an update of the U.S. Department of Transportation Broadcast News Service for Friday, September 13, concerning the passenger liner, Cunard Ambassador. The cruise ship reported fire early Thursday morning off the coast of Florida with 309 crewmen aboard. The following 47-second report details the continued firefighting efforts of the U.S. Coast Guard -- the spokesman is Lt. George Johnson of the Coast Guard Rescue Center in Miami.

LT. JOHNSON: "Six teams of firefighters -- three each from the cutters Diligence and Steadfast -- are continuing to battle the stubborn blaze aboard the ill-fated Cunard Ambassador. The fire continued to be contained and has progressed vertically through yet another deck, as was anticipated. The thrust of the firefighting operation is to contain the blaze from moving horizontally through the ship. By moving vertically, it is hoped the fire will burn itself out. De-watering efforts are being concentrated in the state-room area. Replacement oxygen-breathing devices are being shuttled by helicopter to the vessel, which now has drifted to a position

72 miles west-southwest of Key West. The 486-foot vessel maintains a seven degree list, but its stability has not worsened during the day and does not appear to be a critical factor. From the Coast Guard Rescue Center in Miami, this is Lt. George Johnson."

An update of this report is planned for 6:00 p.m., Friday. 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 74-201
Cruise Ship - 7

Broadcast: Friday, September 13, 1974
5:00 p.m.

This is the 5:00 p.m. update of the U.S. Department of Transportation Broadcast News Service for Friday, September 13. The 49-second report concerns U.S. Coast Guard efforts to battle a fire aboard the passenger liner, Cunard Ambassador. The cruise ship first reported fire early Thursday morning, 39 miles southwest of Key West, Florida, with 309 crewmen aboard. Only 10 crewmen including the captain remain at the scene aboard the Coast Guard cutter Diligence joining in the firefighting and water removal efforts. The Ambassador has drifted to 72 miles west-southwest of Key West. This late report from Lt. George Johnson at the Coast Guard Rescue Center in Miami:

LT. JOHNSON: "Reports from the Coast Guard cutter Diligence at the scene of the burning passenger liner Ambassador, paint an optimistic picture. The Diligence, on-scene commander of the firefighting operation, says that hopes are high that the fire will be out or under complete control before dark tonight. Sporadic fires still are breaking out and there is smoldering throughout the fire areas, but control seems imminent. De-watering techniques have proven successful with the vessel now maintaining a five degree list -- down from seven degrees at the height of the fire. Three tugs commissioned by the Cunard Line are enroute to the scene and will stand by to tow the vessel when the fire is under control. Only one injury has been reported --

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that to a Coast Guard firefighter who suffered smoke irritation of the eyes. He was taken by helicopter to Key West Hospital for observation. From the Coast Guard Rescue Center in Miami, this is Lt. George Johnson."

For further information on this story over the weekend, call (305) 350-5611. 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 74-202

Broadcast: Monday, September 16, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, September 16, has an actuality on cargo security and a story on motor carrier safety. First, the actuality, which runs 45 seconds and follows a lead-in.

A U.S. Department of Transportation official told the Association of Transportation Security Officers today that all of those with a stake in the transportation business must move jointly and concertedly against cargo theft. At the Association's annual meeting in Arlington, Virginia, Assistant Secretary of Transportation Benjamin Davis connected cargo theft to inflation:

ASSISTANT SECRETARY DAVIS: "Of all the sustained blows against our economy, cargo theft -- costing more than a billion dollars a year -- must rank very high on the list. When we look at theft-related losses in cargo realistically, when we measure the claims ratio against net profit after taxes, we find in many cases a company losing 27.2 percent of its profit with the high side approaching 50 percent. Anti-inflation measures just cannot win when that much money is being siphoned off by the cargo criminal. And this is why the whole problem is so urgent."

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Next, a 35-second story on a motor carrier safety ruling.

A Federal District Judge has held that a motor carrier can be convicted of violating U.S. Department of Transportation Regulations forbidding the use of drivers who are ill, even though the carrier does not directly order a sick driver to drive. Judge Ted Dalton of Roanoke, Virginia, convicted T.I.M.E. - D.C., Inc., a large interstate carrier based in Texas, of coercing sick drivers to report for work at a Virginia terminal by routinely issuing them warning letters if they called in sick. The firm's policy of expunging the warning letters upon proof of illness was not explained to the drivers. The firm, which continued the practice after a Teamsters Union grievance was filed, was fined 100 dollars.

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 74-203

Broadcast: Tuesday, September 17, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, September 17, has a one-minute actuality on oil pollution on the coast of Chile -- it follows a lead-in.

The U.S. Coast Guard held a news briefing today in Washington on the Dutch super-tanker Metula, which went aground in the Strait of Magellan August 9 and started leaking oil. The Shell Oil tanker had a cargo of about 1.6 million barrels of crude oil. The Government of Chile requested U.S. Coast Guard experts and equipment to help off-load the oil and contain the pollution -- work which is still going on. Dr. Roy Hann, a Department of Transportation advisor on environmental affairs, was at the scene and today described the pollution effects of the approximately 3 hundred thousand barrels of oil which have leaked from the Metula.

DR. HANN: "Most of the oil that has gotten loose is ashore and it appears that it will stay in the local system for an extended period. Approximately 75 miles of beaches are coated, with oil depths between 50 and 75 feet wide and one to two inches deep. There is a serious concern over an impending penguin migration that will involve tens of thousands of penguins (moving) through the narrows to three islands in the midst of the Strait of Magellan which are a Chilean national park.

-more-

And this is one of the things that has the Chilean people on the scene very concerned and will influence their decisions that they make. It's very difficult for us to assess the actual impact on the marine organisms except those in the tidal zone. Undoubtedly, there will be secondary effects on fish and larger marine organisms -- but there is a very limited scientific base on which to do (a determination) and it is a very difficult system in which to work."

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 74-204

Broadcast: Wednesday, September 18, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, September 18, has a report on today's news conference on the Pan Am problem. It includes a 44-second actuality.

Secretary of Transportation Claude Brinegar held a news conference today on Pan American World Airways' request for emergency operating subsidies of 10-million dollars a month. Explaining that the Administration feels that direct subsidies to U.S. international carriers is not now fair to American taxpayers, Secretary Brinegar said:

SECRETARY BRINEGAR: "The President, in recognition of the serious financial difficulties facing Pan Am and the importance of a healthy international U.S. flag airline system, directed that a strong effort be made to improve the competitive climate in which Pan Am and our other international air carriers operate. Many positive actions are already underway, and others will be started promptly. Not all of these actions can be carried out entirely by the Administration. Most require cooperative action by others, including the CAB and, in some cases, the carriers themselves. I would like to use this occasion to assure the air carriers and the financial community that the Administration will push hard to obtain this cooperative action."

Secretary Brinegar outlined seven near-term action steps: to raise international fares to be more in line with costs; to reduce excess passenger capacity flying, including that of foreign carriers; to eliminate

(more)

or at least reduce illegal ticket discounting; to encourage Americans to fly U.S. flag carriers; to adjust mail rates to meet higher costs; to correct overseas discrimination against U.S. carriers; and to encourage carriers to restructure routes and suspend service on loss operations.

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, September 18, 1974

DOT 78-74

Phone: (202) 426-4321

Secretary of Transportation Claude S. Brinegar today issued the following statement:

After a full review of the situation, President Ford has concluded that it is not now fair to the Nation's taxpayers to ask them to support our U.S. international flag air carriers with direct cash subsidy payments. The issue that prompted this review and decision is the application of Pan American World Airways to the Civil Aeronautics Board for an emergency interim operating subsidy of \$10 million a month.

The President, in recognition of the serious financial difficulties facing Pan Am and the importance of a healthy international U.S. flag airline system directed that a strong effort be made to improve the competitive climate in which Pan Am and our other international air carriers operate. Many positive actions are already underway, and others will be started promptly. Not all of these actions can be carried out entirely by the Administration. Most require cooperative action by others, including the CAB and, in some cases, the carriers themselves. I would like to use this occasion to assure the air carriers that the Administration will push hard to obtain this cooperative action.

The near-term action steps include:

1. Fares More in Line with Costs. Fare structures that more closely reflect today's costs should be soon approved by the appropriate organizations. This includes fares of the scheduled carriers and the charter carriers, including those available to the military. Although no one wants to see travel fares go higher, realistically we must recognize that as costs go up--and foreign fuel prices have tripled in the past year--the carriers must recover these costs in higher ticket prices.

-more-

2. Excess Capacity. Without question the many air carriers, including U.S. flag carriers, that have rights to fly international routes to and from the U.S., are flying excessive passenger capacity relative to today's demands. Recent agreements between U.S. carriers and the Italian and the British carriers for winter capacity reductions are an encouraging step, and we are looking for further progress in prompt agreements with the airlines of France and West Germany. In addition, the State Department has an intensive review underway, working with us and the CAB, to determine which of the foreign carriers are flying capacity to the U.S. that exceeds the rights provided by their bilateral agreements. I have been assured that there will be prompt action to correct the excesses.

3. Tariff Integrity. Together with the CAB and Department of Justice, we are pushing ahead on a program to eliminate, or at least reduce, illegal ticket discounting. As part of this program we are also investigating the roles of the travel agents and tour operators to determine if some form of Federal licensing is needed.

4. Fly U.S. Flag. While U.S. citizens constitute over 60% of those flying overseas to and from the U.S., our flag carriers carry a far smaller share. An equitable balancing of these ratios would add some \$200 million a year in new revenues to U.S. flag carriers. Together with the Department of Commerce, and, hopefully, with the cooperation of the Nation's travel agents, we will push a "fly U.S. flag" program to encourage U.S. citizens to increase their use of U.S. flag airlines when they travel and ship abroad.

5. Mail Rate Increases. We are encouraging the CAB to accelerate their actions to adjust international mail rates to reflect today's higher costs.

6. Overseas Discrimination. There appear to be instances where U.S. flag carriers are being discriminated against overseas in terms of excessive landing and other fees. Together with the State Department and the CAB, we are in the process of documenting the flagrant cases. We will seek immediate corrective action.

7. Route Restructuring and Service Suspensions on Loss Operations. We are strongly urging the carriers themselves to consider agreements on overseas route rearrangements, and possibly even mergers, as well as unilateral actions to suspend service to points that have inadequate traffic potential to cover costs. The Administration will do what it can to see that meritorious proposals receive prompt approval.

We believe that the combined impact of these seven steps -- steps that, in many ways, are long overdue -- will, in time, do a great deal to improve the financial health of all our international flag carriers,

including Pan Am. In particular, we believe that these positive and prompt actions by the Administration now provide assurances to the private sector financial institutions that our international flag carriers do have a fine future, and that they deserve their continued financial support--not only in times of growth and good profits, but also in times of losses and short-term setbacks.



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-205

Broadcast: Thursday, September 19, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, September 19, has a 40-second story on compliance with the odometer disclosure law. It follows in two seconds.

A nation-wide survey released this week by the U.S. Department of Transportation shows that compliance with the odometer disclosure law is extremely low. The study, conducted by the National Highway Traffic Safety Administration in thirty major cities, showed only 45 percent of buyers of used vehicles sold by dealers received odometer disclosure statements that were legal. In sales between individuals, only two percent of the purchasers were provided with valid statements. The Department of Transportation has urged stricter state enforcement of the law, and citizens support in the effort to offer protection to the car buying public. Under the law, the seller of a used car must provide complete information about the vehicle and its accurate odometer mileage, if known, or an indication that the actual mileage is not known.

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

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This advisory for broadcasters: Secretary of Transportation Brinegar is conducting a Transportation Industry Conference on Inflation, Friday, in Los Angeles. Coverage of this important conference on economic problems is planned with a Broadcast News Service report shortly after noon on Friday, with updates Friday evening and Saturday morning.

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 74-206

Broadcast: Thursday, September 19, 1974
LOCAL LINES ONLY

The U.S. Department of Transportation Broadcast News Service for Thursday, September 19, has a 50-second report on changes requested in the I-66 proposal.

Federal Highway Administrator Norbert Tiemann today asked the Virginia Department of Highways and Transportation to examine and consider a modification of plans for the proposed construction of Interstate 66 from the beltway to the Potomac River to improve the impacts on the local communities. His action came as the U.S. Department of Transportation's Federal Highway Administration completed its review of the Virginia Final Environmental Impact Statement on the project. Administrator Tiemann's letter to Virginia officials requested that they consider reducing the number of highway lanes from eight to six, excluding truck traffic, and redesigning the proposed two-level section for Spout Run Park to run close to ground level. Administrator Tiemann commended the Virginia Department's efforts to bring the proposal to its present stage, but said the additional effort requested would achieve greater acceptance on the part of the communities and people who will be directly affected.

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Friday's Broadcast News Service will include coverage of Secretary Brinegar's Transportation Industry Conference on Inflation in Los Angeles. Reports are planned for Friday afternoon and evening and Saturday morning.

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 74-207

Broadcast: Friday, September 20, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, September 20, has a 34-second cut from a speech given this morning by Secretary Claude Brinegar to the Transportation Industry Conference on Inflation. It follows a lead-in.

In Los Angeles this morning, U.S. Secretary of Transportation Claude Brinegar opened the Transportation Industry Conference on Inflation called by President Ford. He welcomed participants representing all aspects of transportation, and said:

SECRETARY BRINEGAR: "Today, we want your suggestions -- your positive and practical suggestions -- for beating inflation 'to its knees'.

Let's speak to the issues directly, broadly, and fairly. Let's concentrate on realistic advice that the President and the Congress can put to good use. While there are no single answers to inflation, there clearly have to be some answers. We are here today to try to sort them out and to see to what extent we agree or disagree on what should be done in the difficult days ahead."

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This advisory to broadcasters: excerpts from a 12:15 p.m. press conference in Los Angeles will be available after 4:00 p.m. Eastern Time. This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

TAD-493
NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-157

Broadcast: Friday, July 26, 1974
(NATIONAL LINES ONLY)

The U.S. Department of Transportation Broadcast News Service for Friday, July 26, has a 25-second story dealing with new inspection standards for trucks and buses.

As of August 14, there will be minimum inspection standards throughout the country for brake systems on trucks and buses. The U.S. Department of Transportation has issued the new standards for use by the states in their inspection programs. (They also apply to steering and suspension systems as well as tire and wheel assemblies.) The requirements are similar to those recently developed for lighter vehicles and they contain a number of suggestions which were made by the various agencies and organizations involved.

For additional information, dial (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

BROADCAST NEWS SERVICE 74-208

Broadcast: Friday, September 20, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, September 20, has a 40-second actuality from a news conference at the Transportation and Inflation Conference. It follows a lead-in.

Transportation Secretary Claude Brinegar met with newsmen today in Los Angeles at the midday break in the Transportation Industry Conference on Inflation. Secretary Brinegar related the main points to emerge in the conference:

SECRETARY BRINEGAR: "The statements this morning made it very clear that inflation is a serious matter in the transportation industry. I think the statements also made it clear that we're not going to find any simple, quick way to deal with inflation. There was a general agreement -- not completely unanimous -- but a general agreement that, yes, the Federal spending level should be held in the short term, but in the long term, the most important thing is to turn to the question of increasing supply -- the factors of supply, capital accumulation, increasing productivity, finding ways to reduce the regulatory restraints that most of the transportation sectors have to labor under."

A wrap-up on the Inflation Conference will be available on the Broadcast News Service by approximately 10:30 a.m. Eastern Time, Saturday.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-209

Broadcast: Saturday, September 21, 1974

The U.S. Department of Transportation Broadcast News Service for Saturday, September 21, has a report on the Inflation Conference in Los Angeles. It includes two actualities of 56 and 30 seconds; they follow a lead-in.

Secretary of Transportation Claude Brinegar, in summing up the Transportation Industry Conference on Inflation, Friday, in Los Angeles, said that the conferees agreed that it is important to work on a budget, hold spending down, but not to the point of causing serious casualties among those hurt by the effort to control inflation. Secretary Brinegar noted several other points brought out by the participants representing all aspects of the transportation sector.

SECRETARY BRINEGAR: "Hardly anybody would be willing to point to the kind of priorities that we have to go after if we wanted to, in fact, cut spending very seriously. I think the group began to realize that the Federal discretionary abilities in the short run are really quite modest -- and that, in a sense, I think, is an important outcome in a conference such as this. I was particularly impressed, I think, to see the thread through so many of the statements that, in fact, we are regulating too much throughout the transportation sector and that we're not doing it well. There were, I think, people who came at it from all sides who said, in essence, that somehow we've got to figure out how to make the regulators more efficient or, at least, less of a bottleneck -- less of a drag on the system."

(more)

SECRETARY BRINEGAR: "Repeatedly, the theme came -- let us carefully price out what we're trying to do in the environmental protection area. Let us make sure that these are trade-offs that we really understand. There was a suggestion a number of times that we have, accompanying an environmental impact statement, something that would amount to an inflation impact statement. I think that's an idea that has merit, although I would find it very difficult to know how to make those calculations. Yet, we must face them."

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 74-210

Broadcast: Monday, September 23, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, September 23, has a 44-second cut from a speech on cargo security -- it follows a lead-in.

Because the public is only indirectly affected by cargo theft, the problem received little attention. In a speech to railroad security officials in Washington, D.C., today, Assistant Secretary of Transportation Benjamin O. Davis, Jr., cited this as the main reason to emphasize prevention. He commented:

ASSISTANT SECRETARY DAVIS: "Prosecution, then, has not been the answer, public indignation is almost non-existent, and the thieves just keep on coming. At this point, we could certainly wish for a ready answer or an instant solution. But since they are unattainable, the Federal Government is concentrating on a very fundamental effort called prevention. Several weeks ago, at our National Cargo Security Conference in Chicago, I said then and I repeat the statement now, 'we must emphasize prevention, stressing removal of the opportunity to steal.'"

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 74-211

Broadcast: Tuesday, September 24, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, September 24, has a 30-second story on a proposed rule for school bus seats.

A proposed rule from the Department of Transportation's National Highway Traffic Safety Administration regarding school bus seats has been given an extended period for comments. School bus manufacturers and interested parties may now offer comments on the proposed rules until October 24, 1974. The rules would require a minimum seat back height of 24 inches, plus adequate seat backs for all occupants of a bench seat. A test requirement would insure that seat cushions remain attached during a crash. The proposed effective date for the rule of January 1, 1976, has not been changed.

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

BROADCAST NEWS SERVICE 74-212

Broadcast: Tuesday, September 24, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, September 24, has a 50-second story on requested CAB action to help the U.S. international air carriers. It begins in two seconds.

The U.S. Department of Transportation today urged the Civil Aeronautics Board to expedite establishing higher rates for the carriage of mail to foreign nations by U.S. flag air carriers. An investigation of the need for such action has been pending before the CAB since March. Under Secretary of Transportation John Barnum, in a letter sent to CAB Chairman Robert Timm today, pointed out that the present rates have been basically unchanged since 1968 and don't reflect the substantial increases in fuel and other costs. He said that actions should be taken to promptly determine the final international mail rates so that U.S. flag carriers may receive the fair and reasonable rates of compensation for carrying the mail to which they are entitled under Federal law. The Under Secretary also said that new temporary rates reflecting increased costs should be approved pending establishment of final rates. The Postal Service was asked for cooperation in establishing new rates.

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
September 24, 1974

DOT 79-74
Phone: (202) 426-4321

The U.S. Department of Transportation today urged the Civil Aeronautics Board to expedite establishing higher rates for the carriage of mail to foreign nations by U.S. flag air carriers.

An investigation of the need for higher rates for U.S. international carriers has been pending before the CAB since March 8, 1974.

U.S. Under Secretary of Transportation John W. Barnum in a letter sent today to Chairman Robert D. Timm of the CAB pointed out that the present rates for the transportation of international mail have been basically unchanged since 1968 and do not reflect the substantial increases in fuel and other costs.

"Actions should be taken to determine promptly the final international mail rates so that U.S. flag carriers may receive the fair and reasonable rates of compensation for carrying the mail to which they are entitled under Section 406 of the Federal Aviation Act," Under Secretary Barnum said.

"Pending establishment of final rates, new temporary rates reflecting increased transportation costs should be approved," the Under Secretary said, pointing out the significant financial benefit of such action for U.S. carriers.

In a motion of expedition which accompanied Under Secretary Barnum's letter, the Department referred to actions of September 18, 1974, when President Ford expressed opposition to subsidy for U.S. international air carriers and the CAB dismissed applications for subsidy by Pan American World Airways and Trans World Airlines.

The motion quoted U.S. Secretary of Transportation Claude S. Brinegar's comment on the President's decision which in part stated:

"The President, in recognition of the serious financial difficulties facing Pan Am and the importance of a healthy international U.S. flag airline system, directed that a strong effort be made to improve the competitive climate in which Pan Am and our other international air carriers operate."

One near term step cited by Secretary Brinegar to improve the financial picture of our international air carriers was, the motion states, "to accelerate ... actions to adjust international mail rates to reflect today's higher costs."

In a simultaneous action, Under Secretary Barnum informed Postmaster General E.T. Klassen of the Department's request of the CAB and asked that the Postal Service work closely with the CAB and the carriers "in taking all possible steps toward establishing new temporary and final mail rates.

In a telegram sent today to the presidents of all U.S. international air carriers, Barnum informed them of the Department's request to the Federal agencies and asked that the airline executives work closely with the CAB and Postal Service to bring about the prompt establishment of new temporary and final mail rates.

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DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-213

Broadcast: Wednesday, September 25, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, September 25, has a story on the highway death toll trend and two actualities from Congressional testimony on mass transit. The highway safety story is first; it runs 30 seconds.

Preliminary figures for August highway fatalities were released today by the U.S. Department of Transportation, and they indicate that traffic deaths continue to decline. However, a comparison of figures over the last few months have safety officials concerned. The 13 percent reduction in August is the lowest for any month this year, and only half of the peak reduction of more than 26 percent in March. While overall, traffic deaths have reduced by 20 percent in the last eight months compared to the previous year, the National Highway Traffic Safety Administration has stressed the importance for motorists to exercise caution and observe posted speed limits.

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The following report on pending mass transit legislation contains two cuts of 29 and 15 seconds. They follow a lead-in.

An official of the U.S. Department of Transportation today said a Presidential veto will be recommended if Congress approves the Minish-Williams Mass Transit Bill. Urban Mass Transportation Administrator Frank Herringer told a Congressional hearing:

ADMINISTRATOR HERRINGER: "It is with reluctance that I take this position, because I am concerned that it will be misinterpreted and branded as an anti-mass transit stance. I hope that I can convince

(more)

- 2 -

you that that is not the case. To the contrary, the Administration urges the Congress to expedite its efforts to pass a long-range, comprehensive solution to our urban transportation problems. Such legislation is vitally needed--but we fear that passage of this legislation would eliminate the urgency to take long-term action."

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ADMINISTRATOR HERRINGER: "We are eager to work with members of Congress to perfect a proposal which will serve the best interests of the Nation by providing in a planned and responsible way a share of the funding essential to maintaining and improving public mass transit operations and facilities."

Tomorrow's Transportation News Report will feature an actuality on the opening of the Nation's first diagnostic auto inspection project.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-214

Broadcast: Thursday, September 26, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, September 26, has a 30-second story on an emergency meeting about North Atlantic charter air fares and 23- and 26-second actualities about a car inspection program on safety and emission controls.

Transportation Secretary Claude Brinegar has called an emergency meeting of the U.S. international air carriers in an effort to obtain agreement on North Atlantic charter fares. The officials were asked to meet at 11 a.m., Friday, in Washington. Secretary Brinegar said he was deeply concerned over the air carriers' failure to reach a floor for charter fares in a recent conference, and he indicated the meeting will be devoted to discussing whether such an agreement is possible. Previously, the Secretary listed a charter fare agreement as one of seven steps to be undertaken jointly by the carriers and the Government to end the financial squeeze on the U.S. lines.

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The U.S. Department of Transportation, in collaboration with the District of Columbia Government has initiated a pilot program of car diagnostic test centers for safety and emission control. National Highway Traffic Safety Administrator James Gregory explains:

DR. GREGORY: "The Secretary of Transportation is establishing a series of diagnostic inspection demonstrations to provide

-More-

accurate information on the practicality and cost-effectiveness of varying diagnostic systems, along with the cost of repairs on safety and emission items which have failed to pass inspection. This facility, is the first in a planned program of five throughout the nation."

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DR. GREGORY: "As a pilot project, this diagnostic facility is intended to serve as a model for other localities to adopt or improve upon. All such projects are designed to determine the maximum use and most cost-beneficial use that diagnostic equipment can provide in safety and emission inspections, as well as the capability of the motor vehicle repair industry to correct diagnosed problems, and the cost of such repairs.

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
September 26, 1974

DOT 80-74
Phone: (202) 426-4321

U. S. Secretary of Transportation Claude S. Brinegar announced today that he has called an emergency meeting of U.S. international air carriers in an effort to obtain agreement on North Atlantic charter fares. The air carrier officials have been asked to meet at the U.S. Department of Transportation in Washington at 11:00 a.m., Friday.

The move was made by Secretary Brinegar following the failure by the North Atlantic Charter Fare Conference in New York to agree on a floor for the North Atlantic charter fares. At the same time Brinegar wired the co-chairmen of the fare conference, Mr. J. Champion and Mr. E. J. Driscoll, asking them to attend Friday's meeting and requesting an extension to midnight, September 30, of a tentative minimum fare agreement reached earlier. This agreement is now scheduled to expire September 27.

The move to establish a floor for North Atlantic charter fares is an integral part of the Administration program for improving the financial position of international U.S. air carriers, such as Pan American which is facing an immediate cash shortage. The Administration program was announced by Brinegar on September 18 following a White House announcement that President Ford had ruled against the granting of a monthly \$10 million subsidy requested by Pan American.

The charter fare floor was one of seven steps the Secretary said would be undertaken cooperatively by the carriers and the Federal Government to end the financial squeeze on the U.S. lines. The squeeze has resulted from a number of factors such as competition by foreign-owned and foreign-subsidized lines, but was greatly intensified by the recent increases in world petroleum prices. Pan American estimates that the increased cost of jet fuels at foreign airports has added \$200 million to its annual operating costs.

In announcing the Administration program last week, Secretary Brinegar said, "Fare structures that more closely reflect today's costs should be soon approved by the appropriate organizations. This includes fares of the scheduled carriers and the charter carriers, including those available

to the military. Although no one wants to see travel fares go higher, realistically we must recognize that as costs go up--and foreign fuel prices have tripled in the past year--the carriers must recover these costs in higher ticket prices."

Today's action by the Secretary was the second move in the past three days by the Transportation Department to push its program for relief of the financially pressed U.S. lines. One of the points of the program was a call for an upward adjustment of international mail rates. In citing that goal, last week, Secretary Brinegar said, "We are encouraging the Civil Aeronautics Board to accelerate their actions to adjust international mail rates to reflect today's higher costs."

On Tuesday of this week, Under Secretary of Transportation John W. Barnum sent a letter to CAB Chairman Robert D. Timm asking for prompt action on the mail rate question. He noted that an investigation of the need for higher rates has been pending before the CAB since March 8. Barnum then added, "Actions should be taken to determine promptly the final international mail rates so that U.S. flag carriers may receive the fair and reasonable rates of compensation for carrying the mail to which they are entitled under Section 406 of the Federal Aviation Act."

In his announcement today Brinegar said he had sent telegrams to the heads of eight U.S. air carriers asking them to the Friday meeting. He said he told them he was deeply concerned over their failure to reach a fare agreement and informed them that Friday's meeting would be devoted to a discussion of whether such an agreement is possible.

Brinegar also directed a wire to Knut Hammarskjold, Director General of the International Air Transport Association, informing him of this action.

Those asked to attend Friday's meeting, in addition to the co-chairmen of the rate conference, include:

William T. Seawell, Chairman of the Board and Chief Executive Officer, Pan American World Airways; F. W. Wiser, Jr., President and Chief Operating Officer, Trans World Airlines; L. B. Maytag, Chairman and President, National Airlines; Jesse F. Stallings, Chairman and President, Capitol International Airways; G. F. Steedman Hinckley, Chairman of the Board and Chief Executive Officer, Overseas National Airways; Howard J. Korth, Chairman of the Board and Chief Executive Officer, Saturn Airways; Glenn A. Cramer, Chairman of the Board, Trans International Airlines; and Edward J. Daly, President and Chairman of the Board, World Airways.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

BROADCAST NEWS SERVICE 74-215

Broadcast: Friday, September 27, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, September 27, has a report on today's meeting of Department officials with the charter airlines. The report includes a 30-second actuality.

A Department of Transportation official said today he was hopeful that an acceptable charter floor agreement can be reached on North Atlantic fares by U.S. air carriers. Assistant Secretary Robert Binder was commenting on an emergency meeting of these carriers, called in Washington by Transportation Secretary Claude Brinegar. Mr. Binder added:

ASSISTANT SECRETARY BINDER: "Secretary Brinegar visited the group just a few moments ago -- and urged them to find a window of agreement because, he told them, he felt that it would be preferable from their standpoint and his standpoint -- preferable to some Government-designed resolution of the problem."

The Assistant Secretary also said the goal of such an agreement should be one that's in the best interest of the carriers and the traveling public.

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 74-126 Broadcast: Monday, September 30, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, September 30, has a 35-second cut from a speech on traffic safety. It follows a lead-in.

Speaking to the 62nd National Safety Congress in Chicago today, National Highway Traffic Safety Administrator James Gregory emphasized national priorities in saving lives. He commented:

ADMINISTRATOR GREGORY: "No one will dispute there can be inconvenience or economic penalties arising from energy conservation and increased vehicle and highway safety measures. In the last analysis, we, as a nation, must decide how we are to rate and divide and deploy our resources of all kinds -- time, dollars, human effort and, of course, human life and well being. The ultimate decision on continuing and enforcing the 55 mph concept rests, in large part, although perhaps indirectly, on how much a human life is valued."

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
September 30, 1974

DOT 81-74
Phone: (202) 426-4321

Secretary of Transportation Claude S. Brinegar today announced revised departmental guidelines that will update and improve the implementation of the National Environmental Policy Act (NEPA). The revised instructions -- DOT Order 5610.1B -- will appear in today's Federal Register.

NEPA requires government agencies to issue environmental impact statements (EIS) for major federal actions that significantly affect the quality of the human environment. These impact statements consider alternatives, analyze their environmental impacts, and assess long-term effects.

"These revised instructions will provide improved guidance on the preparation of the department's environmental impact statements, and will streamline the procedures for handling most EISs," Secretary Brinegar said. "These instructions reflect our continuing commitment to environmental sensitivity in all actions of the department."

Assistant Secretary for Environment, Safety and Consumer Affairs Benjamin O. Davis has staff responsibility for environmental matters in the department. Presently, he must concur in each of the department's EISs before it can be released. Under the revised order, he will no longer be required to review the large number of routine EISs, thus speeding up the review process for the majority of the department's impact statements.

Secretary Brinegar stated that the concurrence of Assistant Secretary Davis will continue to be required on other than routine EISs. "I will personally review some of the most complex cases," he said, citing as examples the controversial I-66 highway proposal in Arlington and Fairfax Counties, Virginia, and the proposed new airport for the St. Louis area, at Waterloo, Illinois.

The revised order reflects new guidelines issued by the Council on Environmental Quality, as well as recent court decisions and the department's operating experience.

The departmental order also includes instructions for implementing Section 4(f) of the Department of Transportation Act, which provides protection for public park and recreation lands and historic sites. Other provisions of the order require discussion of the relationship between proposed actions and statutory provisions dealing with air quality, noise, relocation of displaced persons and businesses, and other matters affecting the quality of the human environment.

The Department of Transportation has issued more environmental impact statements than any other federal agency, most of them for federal grants for highway and airport construction projects.

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