DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR FRIDAY RELEASE
January 2, 1970

FHWA--405
(202) 962-8411

The Department of Transportation's Federal Highway Administration is considering a complete revision of the Motor Carrier Safety Regulations dealing with driving and parking rules for the transportation of hazardous materials by highway.

FHWA Administrator, F. C. Turner, said present regulations must be strengthened to guard against serious accidents. He said several catastrophic accidents have occurred in recent years because drivers of vehicles containing hazardous materials have disregarded Federal regulations and left their vehicles unattended or parked near congested areas.

Turner said that other serious accidents could occur if vehicles containing hazardous materials were parked too closely to the traveled portion of highways, or if drivers were not familiar with the material they are transporting and the precautions to be taken in emergency situations.

The FHWA's Bureau of Motor Carrier Safety has recommended a revision of the current regulations to acquaint persons involved in the handling of certain dangerous commodities with their potential hazards and the proper safeguards against those hazards.

The proposed revisions are specified in a Notice of Proposed Rule Making published in the Federal Register December 24, 1969, which seeks comments and information from all interested parties. Comments will be accepted by the Bureau until the close of business April 23, 1970.

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The Acting Director of the Bureau of Motor Carrier Safety, Kenneth L. Pierson, said the proposed changes would:

--Make the rules applicable to all motor carriers transporting hazardous materials and their employees.

--Provide for additional precautions to ensure that a vehicle carrying hazardous materials is under observation, so that if the need arises emergency action can be taken.

--Specify guidelines to prevent the parking of such vehicles near congested areas, on public highways, and at other places where a number of people are assembled.

--Govern the operation of vehicles near open fires and establish precautions for the fueling of such vehicles.

--Require periodic inspection of tires and the removal of overheated tires from vehicles laden with hazardous materials.

--Require each carrier to furnish drivers with instructions and documents relating to the hazardous nature of the commodities in their vehicles, and the precautions to be taken for the protection of the general public and emergency personnel in case of accident.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR SUNDAY RELEASE
January 4, 1970

FHWA--404
(202)-962-8411

Travel on the Interstate Highway System continued to be much safer than on other roads and streets in the nation in 1968, a report compiled by the Department of Transportation's Federal Highway Administration shows.

During 1968, 2.99 persons were killed for each 100 million vehicle miles of travel on Interstate highways, compared with 5.62 on other roads. The Interstate fatality rate showed a slight increase over 1967's rate of 2.89. The death rate on all highways in 1968 was 5.29, a decrease from the 5.34 fatality rate in 1967. The 1968 figures are the latest available.

Secretary of Transportation John A. Volpe said the report proves the Interstate System is an investment that already is paying substantial dividends in life-saving.

"Sections of the system now open to traffic are paying handsome returns in safer travel, and when the 42,400 mile system is completed, it will be responsible for saving many more lives annually," Secretary Volpe said.

"Although safety is its most important benefit, the system also is furnishing the United States with a transportation facility that will return user benefits of $11.5 billion annually in lower operating time, accident, and strain-of-driving costs when the entire network is open to traffic," he added.

The report showed the Interstate fatality rate in 1968 in rural areas was 3.68 per 100 million vehicle miles, and on other roads was 7.56. In urban areas, the Interstate rate was 2.25, compared with the non-Interstate rate of 3.71.

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The report, based on data submitted to the Bureau of Public Roads by State highway departments, disclosed the non-fatal injury rate on Interstate highways was about a third of the rate on other roads, or 90.61 per 100 million vehicle miles compared to 281.5.

Copies of the report, "Fatal and Injury Accident Rates on Federal-Aid and other Highway Systems," are available at 45 cents each from the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE THURSDAY
January 8, 1970

FHWA--388
(202) 962-8411

Five new traffic accident investigation teams, working in the field, will be trained and activated during the next six months, Secretary of Transportation John A. Volpe announced today.

Accident investigation teams are playing an important role in the Department of Transportation's program of learning the causes of vehicle collisions, the effectiveness of existing Federal vehicle safety standards and the need for additional safety standards.

"Data collected, classified and analyzed by the 15 accident investigating teams now in the field have produced important results," Secretary Volpe said.

"Since the first team was formed at the University of California at Los Angeles in 1967, 19 motor vehicle safety standards have been adopted by the Department of Transportation's National Highway Safety Bureau.

"By 1972," the Secretary said, "the Department of Transportation expects to have 30 teams operating in the field, producing findings from more than 1,500 collisions a year."

The 15 teams now under contract to the Federal Highway Administration of the Department of Transportation are located at universities and research centers throughout the United States.

Cost of the program is more than $1.8 million.

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The highly trained teams usually consist of medical specialists-including pathologists and toxicologists-highway engineers, automotive engineers, police technicians, lawyers, psychiatrists and psychologists.

The teams swing into action in collisions which involve at least one vehicle that is not more than three years old, that result in fatalities or injuries, and in which there is property damage serious enough that at least one vehicle must be towed from the scene.

The in-depth investigations include reconstruction of the accident and analysis of human, vehicle, and environmental factors during the pre-crash, and post-crash phases.

The primary study objectives are five-fold:

1. To identify factors contributing to the crash.

2. To identify injury causes.

3. To evaluate effectiveness of countermeasures.

4. To detect design and functional problems of the vehicle and highway.

5. To determine aging effects in vehicles and value of vehicle inspection programs.

One of the first operational teams conducted an investigation of a school bus crash in Alabama in 1968 which led to the recall of over 10,000 school buses for correction of possible braking malfunctions.

More recently, the review of 184 collisions produced 651 factors, findings, and recommendations which were summarized and categorized.

The studies showed, for example, that in collisions involving human factors prior to the crash, 25 percent of the accidents occurred because the driver was speeding or going too fast for road conditions.

In human factors involved during the crash, the use of available seat belts would have prevented fatalities or reduced injuries in 14 percent of the accidents.

Worn tires contributed to skidding and loss of control in 6 percent of the cases involving vehicle performance during the pre-crash phase.

The study dealing with vehicle performance under crash conditions showed a need for strengthening of door structures to withstand penetration in 8 percent of the accidents. In 7 percent, if seat belts had been installed and in use they would have prevented fatalities or reduced injuries.

In the study of environment under pre-crash conditions, the roadway surface was slippery in 10 percent of the collisions.

Future plans call for the addition of Federal "GO" (Government Operational) teams. Eventually, two will be based in Washington and others geographically distributed throughout the Nation.

They will be equipped to provide better coverage of high priority, special interest collisions, and coordinate Federal and State collision investigation programs.

Field accident investigation teams currently are located at Tulane University; Boston University; Rochester University; Georgia Tech; Baylor University; the Maryland Medical-Legal Foundation at Baltimore; UCLA; the Research Triangle Institute at Durham, North Carolina; University of New Mexico; Southwest Research Institute at San Antonio, Texas; University of Utah Medical Center; Miami University at Coral Cables, Florida; Indiana University; Ohio State University and the Stanford Research Institute at Palo Alto, California.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA--407

(202) 962-8411

FOR RELEASE TUESDAY
January 13, 1970

The Department of Transportation's Federal Highway Administration today reported that accidents involving buses operated by large motor carriers claimed 121 lives in 1968.

The FHWA's Bureau of Motor Carrier Safety issued a report showing that during the 12-month period there were 1,828 accidents reported by 263 commercially operated passenger cars.

Kenneth L. Pierson, Acting Director of the Bureau, said data in the report is used in studies to determine accident trends and to assess whether safety programs are effective. The report is distributed to 2,000 universities, police departments, safety organizations and other interested groups.

In addition to the 121 fatalities, there were 3,465 injuries and property damage exceeded $3.1 million. The figures represent an increase over the 1967 toll, when 1,723 interstate bus accidents killed 92 persons.

The Bureau's report for 1968 shows that 71 percent of bus occupant fatalities resulted from collisions with passenger cars, and over 19 percent resulted fron single vehicle type accidents, predominantly the "running-off-the-roadway" type. Another 6.5 percent resulted from collisions with trucks.

The report shows that three bus drivers were killed.

Copies of the report entitled "1968 Accidents of Class 1 Motor Carriers of Passengers," may be obtained from the Bureau of Motor Carrier Safety, 6th and D Streets, SW, Washington, D.C. 20591.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA--408

(202) 962-8411

FOR RELEASE TUESDAY
January 13, 1970

The Department of Transportation wants to make motor vehicle manufacturers keep the government posted on how well their safety defect recall campaigns are working out, how many cars are being brought in for correction, and how many are actually defective.

Under a regulation proposed by the National Highway Safety Bureau, a manufacturer would be required to file a comprehensive report within five days after discovery of a safety-related defect in his motor vehicles. In the report, he would have to estimate the number of motor vehicles affected, describe the defect and its effect on the car, and evaluate the risk of accident and injury.

Once such a report was filed, the manufacturer would be required to submit quarterly status reports indicating the number of motor vehicles inspected as a result of a recall campaign and the number found to be defective. The manufacturer would continue to submit such reports until corrective action was completed on all defective vehicles, or until 18 months elapsed after the beginning of the first quarter.

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Secretary of Transportation John A. Volpe said the information from the reports would assist the National Highway Safety Bureau in analyzing the adequacy of defect notifications, owner response, and corrective action. Under the present system, the NHSB does not have information on owner response to defect notification campaigns, or on the actual numbers of vehicles found to be defective.

Manufacturers would also be required to submit an annual summary report for each calendar year, disclosing the total motor vehicle production figures, the number of notification campaigns, and the number of vehicles involved in such campaigns.

Manufacturers would, in addition, be required to furnish the NHSB with a copy of all notices, bulletins, and other communications to dealers or owners with information regarding any defect, whether or not it is safety related.

Interested parties are invited to submit comments to the Bureau, with written data, views, and arguments concerning the proposals by March 24, 1970.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA--409

FOR IMMEDIATE RELEASE (202-962-8411)

The Department of Transportation's Federal Highway Administration today announced that it would hold hearings next month to determine whether tolls charged on bridges over the Mississippi River at Keokuk and Burlington, Iowa, are reasonable and just.

Federal Highway Administrator F. C. Turner said the hearings will be conducted by Robert N. Burchmore, a hearing examiner with the Interstate Commerce Commission in Washington, D. C.

Hearings on the MacArthur Bridge will be held in Burlington, Iowa, beginning on February 9, and on the Keokuk bridge in Keokuk, Iowa, February 12. Hearing Examiner Burchmore will announce later the exact times and places.

Turner said his office has received a number of complaints that tolls charged on the two spans were in excess of what was needed to maintain and operate bridges.

It was charged, too, that revenues from both bridges were being used to help defray the expenses of the municipalities of Burlington and Keokuk, and that this represented taxation without representation for residents of Illinois who have to pay the toll to use the bridges.

The Federal Highway Administrator's authority to prescribe reasonable tolls stems from the General Bridge Act of 1906. Formerly vested in the U. S. Army Corps of Engineers, the authority was transferred to the Department of Transportation when it was created in 1967.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE THURSDAY,
JANUARY 15, 1970

FHWA--410
(202) 962-8411

Accidents involving interstate trucks operated by large motor carriers resulted in 1,421 fatalities in 1968, the Department of Transportation reports. In addition, during the year, there were 16,124 injuries, and property damage totaling almost $67 million. These data are based on accident reports required by regulations and do not attribute fault.

A summary report issued by the Federal Highway Administration's Bureau of Motor Carrier Safety showed 29,209 accidents for the 12-month period in 1968. The accidents were reported by 2,734 interstate motor carriers having annual operating revenues of $300,000 or more.

Kenneth L. Pierson, Acting Director of the Bureau, said the report, which is distributed to 2,000 universities, police departments, safety groups and other interested organizations, is used in studies to determine accident trends and to assess whether safety programs are effective.

Accidents in which truck drivers were killed in collisions with other trucks resulted in 38 fatalities and 997 injuries. Collisions with automobiles accounted for 16 truck driver deaths, but also claimed the lives of 1,017 auto drivers and occupants.

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The Bureau's report said that 120 of the 187 commercial truck drivers killed were involved in single vehicle accidents. Some 2,326 truck drivers were injured in the one-vehicle type accident.

Copies of the report, entitled "1968 Accidents of Class 1 Motor Carriers of Property" may be obtained from the Bureau of Motor Carrier Safety, 6th and D Streets, SW, Washington, D.C. 20591.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

Library
2nd floor Lobby

FOR IMMEDIATE RELEASE

FHWA--406
(202) 962-8411

Approval of comprehensive highway safety programs for 22 States and Puerto Rico was announced today by Secretary of Transportation John A. Volpe. Similar approvals for the remaining 28 States and the District of Columbia were announced December 19.

Under the Highway Safety Act of 1966, the States are responsible for carrying out highway safety programs to implement 16 Federal standards developed by the Federal Highway Administration's National Highway Safety Bureau. The Act requires that each State have a comprehensive program approved by the Secretary by the end of 1969.

The States whose program approvals were announced today are: Alabama, Alaska, Arizona, Colorado, Connecticut, Florida, Georgia, Hawaii, Illinois, Indiana, Maine, Michigan, Mississippi, Montana, Nebraska, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and Puerto Rico.

To gain approval of the Secretary, the comprehensive programs must outline the State's plans for legislation, funding, and administrative actions, and must demonstrate that the State is making progress toward full implementation of each of the 16 Federal standards.

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Approval of a State's program is based on plans for future progress as well as on its program's current status. This is consistent with Congressional recognition that there might be wide variations among the States in the effectiveness of specific programs. It is, therefore, the demonstration of intent to improve and progress that is as essential to approval as is the current status of individual programs.

The Secretary's approval is conditional, in that the State programs will be reviewed periodically by the Bureau, and continuing approval will depend on the State's actions to remedy any deficiencies in the various fields covered by the standards.

Provisional approval for the State programs was cleared earlier in the year, and the Bureau has been working closely with the States in the development of and refining of the program submissions. The Acting Director of the National Highway Safety Bureau, Dr. Robert Brenner, said "From the programs submitted, several conclusions are inescapable. First, the States have made and are making progress in meeting the standards. It is equally obvious, however, that a massive job is still ahead before all the States will even approach conformity with all 16 standards, and that these programs will require a great deal more funding at both the Federal and State levels."

The 16 standards issued to date include: periodic motor vehicle inspection; motor vehicle registration; motorcycle safety; driver education; driver licensing; codes and laws; traffic courts; alcohol in relation to highway safety; traffic records; highway design, construction, and maintenance; traffic lighting and control devices; emergency medical services; police traffic services; pedestrian safety; debris hazard control and cleanup; and identification and surveillance of accident locations.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

Library
2nd floor Lassy

FOR IMMEDIATE RELEASE

FHWA--411
(202) 962-8411

The Department of Transportation is considering a new Federal Motor Vehicle Safety Standard aimed at minimizing the chance of serious fire in motor vehicle interiors.

The proposed standard would limit the flammability of interior materials in passenger cars, multipurpose passenger vehicles, trucks and buses, and would specify burn resistance requirements for materials used in significant quantity in vehicle interiors.

The Notice of Proposed Rule Making, issued by Federal Highway Administrator Francis Turner, also is designed to reduce the severity and frequency of burn injuries and increase the time for occupants to escape from vehicle fires.

The National Fire Protection Association indicates there are over 400,000 motor vehicle fires per year. A study conducted by the Illinois Institute of Technology and other research studies show that at least 25 percent of these fires originate in the interior of the vehicle.

The proposed standard, which would become effective for motor vehicles manufactured on or after January 1, 1971, would apply to such components as seat cushions, seat backs, seat belts, headlining, arm rests, door panels, instrument panel padding, front panels,

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rear panels, side panels, compartment shelves, head restraints, floor coverings, sun visors, curtains, shades, wheel housing covers, engine compartment covers, and mattress covers.

Interested persons are invited to submit data, views and arguments concerning the proposed standard before the close of business March 30, 1970.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR IMMEDIATE RELEASE

FHWA--412
(202) 962-8411

The Federal Highway Administration plans to improve its Motor Vehicle Safety Standard 209 dealing with seat belt assemblies.

Administrator Francis Turner, issuing an Advance Notice of Proposed Rule Making, said FHWA's National Highway Safety Bureau is considering adding dynamic test procedures to the standard. Performance of belts in dynamic tests come closest to simulating how they will behave under actual crash conditions.

Motor Vehicle Safety Standard 209 provides that seat belt assemblies shall undergo static tests to see if they measure up to the standard's criteria for strength and other performance characteristics by static tests.

The Deputy Director of the FHWA's NHSB, Dr. Robert Brenner, said, "While a static test provides an adequate gauge of a seat belt's strength, it is less than satisfactory in other respects. It does not test all the capabilities of a seat belt assembly to restrain an occupant under the dynamic loading conditions he experiences during an actual crash. Therefore we want information to help us determine whether we should add dynamic tests to the standard."

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Interested persons should submit written data, views or arguments pertaining to the Advance Notice by March 24, 1970. Amendments to the current Federal standard are expected to become effective by January 1, 1972. The National Highway Safety Bureau is interested in comments regarding the availability of dynamic test facilities for testing seat belt assemblies, and the ability of these facilities to produce accurate and repeatable results.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
January 22, 1970

FHWA - 560
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety today released its "1969 Analysis of Motor Carrier Accidents Involving Vehicle Defects or Mechanical Failure."

The report concerns all motor carriers, except private carriers, operating in interstate or foreign commerce, which are required to report accidents that result in a fatality, personal injury or $250 or more property damage.

Of the 50,657 accident reports BMCS received in 1969, 2,922 reports, or 5.8 percent indicated that a vehicle defect or a mechanical failure was a causative factor. Property carriers accounted for 2,897 of the accidents in this area, which resulted in 64 fatalities, 1,072 personal injuries, and $8,266,073 property damage. Passenger carriers accounted for the other 25 accidents, which resulted in 25 injuries and $83,324 property damage.

The report stated brake system defects accounted for the largest number of accidents, 702 or 26.6 percent, and $1,566,109 property damage. Accidents resulting from tire failure accounted for 410 or 15.5 percent, and $2,566,053 property damage.

Copies of the new report are available from the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, 400 Seventh Street, S. W., Washington, D.C. 20591.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

Library
3rd floor Rear

FOR RELEASE FRIDAY
January 23, 1970

FHWA--414
(202) 962-8411

The Department of Transportation is considering proposals to amend present Federal Motor Vehicle Safety Standard 108 dealing with lighting and signaling systems.

Secretary John A. Volpe said that research studies costing more than one million dollars in the past three years indicate that major changes in present vehicle lighting and signaling systems, both front and rear, would contribute to a reduction in traffic accidents and resulting deaths and injuries.

An Advance Notice of Proposed Amendment would revise existing requirements under Standard 108. It also would add new requirements for rear lighting and signaling systems, forward illumination systems, performance and durability of lamp bulbs, sealed units, lenses, lamp assemblies, reflex reflectors, flashers, and switches associated with lighting equipment and marking and identification of lighting equipment.

Nine research studies done for the National Highway Safety Bureau indicate that improvements in rear lighting and signaling systems might be achieved by color coding and separation of various signaling functions to provide clear and unambiguous signals; day-night dual intensity for signaling and indicator lamps; provisions for a stopped vehicle signal and a slow moving vehicle signal; automatic cancellation of turn signals, and more specific requirements for mounting, location, color, size and intensity of indicator lamps.

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Other requirements would provide improvements in headlamps, supplemental driving and passing lamps, cornering lamps and fog lamps.

In addition, the Bureau is considering new requirements which would provide improvements in the safety effectiveness of lamp bulbs, sealed units, lenses, housings, lamp assemblies, reflex reflectors, and flashers and switches.

Interested persons are invited to submit written data, views or arguments concerning the proposal by May 1, 1970. Comments should specify the levels of performance which manufacturers could meet as of January 1, 1972 and January 1, 1973.

A related Notice of Proposed Amendment would, for the first time, cover individual replacement equipment items in the aftermarket such as sealed beam headlamps, lenses, etc., as well as original equipment.

The amendment also proposes to provide clarification of several existing requirements under Federal Motor Vehicle Safety Standard 108 and to include additional requirements.

It is proposed that these amendments to Standard 108 be effective January 1, 1971. All comments received on or before the close of business April 1, 1970 will be considered by the Bureau.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE THURSDAY,
JANUARY 29, 1970

FHWA--416
(202-962-8411)

In 20 years -- by 1990 -- there will be a total of 158.6 million cars, trucks and buses registered in the United States, a 51.4 percent increase over the estimated 1969 total of 104.7 million.

So predicts the Department of Transportation's Federal Highway Administration.

According to the figures compiled by FHWA's Bureau of Public Roads, motor-vehicle registrations are expected to soar to 134.3 million by 1980.

"As can be easily foreseen by the tremendous motor-vehicle population growth that is predicted for the seventies," commented Federal Highway Administrator F. C. Turner, "completion of the 42,500-mile Interstate System and other highway improvements around the country take on an even greater significance. For the great number of additional cars, trucks and buses on the way will need modern, safe roads to accommodate them."

The dramatic increase in the motor-vehicle population is pointed up by the fact that 20 years ago -- in 1950 -- there was a total of only 49.1 million -- less than half the number of vehicles registered in 1969. And in 1960 there was a total of 73.9 million.

Mr. Turner pointed out that the Federal Highway Administration long-range forecast makes no provision for year to year market fluctuations that are called "good years" and "bad years," and he noted that the 1970 figures in the series are somewhat higher than those appearing in the short-range forecasts in business publications.

The BPR forecasts are shown in the following table:

(more)

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

FORECAST OF MOTOR VEHICLE DISTRIBUTION, PRODUCTION, AND SCRAPPAGE
1969-1990

Highway Statistics Division
December 1969

(In millions)

CALENDAR YEAR	MOTOR VEHICLE REGISTRATIONS					MOTOR VEHICLE PRODUCTION PLUS NET IMPORTS			REGISTRATION INCREMENT		INDICATED RETIREMENTS 1/		
	AUTOMOBILES		TRUCKS AND BUSES		TOTAL	AUTO-MOBILES	TRUCKS AND BUSES	TOTAL	AUTO-MOBILES	TRUCKS AND BUSES	AUTO-MOBILES	TRUCKS AND BUSES	TOTAL
	NUMBER	PERCENT	NUMBER	PERCENT									
Recorded:													
1950	40.3	82.1	8.8	17.9	49.1	6.5	1.2	7.7	-	-	-	-	-
1951	42.7	82.3	9.2	17.7	51.9	5.1	1.2	6.3	2.4	.4	2.9	.9	3.8
1952	43.8	82.3	9.4	17.7	53.2	4.2	1.0	5.2	1.1	.2	3.0	.8	3.8
1953	46.4	82.6	9.8	17.4	56.2	5.9	1.1	7.0	2.6	.4	3.4	.7	4.1
1954	48.5	82.9	10.0	17.1	58.5	5.4	.8	6.2	2.1	.2	3.3	.6	3.9
1955	52.1	83.1	10.6	16.9	62.7	7.7	1.1	8.8	3.6	.6	4.1	.5	4.6
1956	54.2	83.3	10.9	16.7	65.1	5.7	.9	6.6	2.1	.3	3.9	.6	4.5
1957	55.9	83.3	11.2	16.7	67.1	6.2	.9	7.1	1.7	.3	4.4	.6	5.0
1958	56.9	83.3	11.4	16.7	68.3	4.6	.7	5.3	1.0	.2	3.7	.5	4.2
1959	59.4	83.3	11.9	16.7	71.3	6.2	.9	7.1	2.5	.5	3.7	.4	4.1
1960	61.7	83.5	12.2	16.5	73.9	7.0	1.0	8.0	2.3	.3	4.3	.7	5.0
1961	63.4	83.4	12.6	16.6	76.0	5.7	.9	6.6	1.7	.4	4.1	.5	4.6
1962	66.1	83.5	13.1	16.5	79.2	7.1	1.1	8.2	2.7	.5	4.4	.7	5.1
1963	69.0	83.4	13.7	16.6	82.7	7.9	1.3	9.2	2.9	.6	4.9	.7	5.6
1964	71.9	83.4	14.3	16.6	86.2	8.1	1.4	9.5	2.9	.6	5.2	.8	6.0
1965	75.3	83.3	15.1	16.7	90.4	9.7	1.6	11.3	3.4	.8	6.0	.9	6.9
1966	78.1	83.1	15.9	16.9	94.0	9.2	1.7	10.9	2.8	.8	6.4	.9	7.3
1967	80.4	83.0	16.5	17.0	96.9	8.1	1.6	9.7	2.3	.6	6.0	1.0	7.0
1968	83.7	82.9	17.3	17.1	101.0	10.0	1.9	11.9	3.3	.8	6.6	1.1	7.7
Estimated:													
1969	86.6	82.7	18.1	17.3	104.7	9.7	1.9	11.6	2.9	.8	6.8	1.1	7.9
1970	89.0	82.6	18.7	17.4	107.7	10.0	2.0	12.0	2.4	.6	7.5	1.4	8.9
1971	91.4	82.6	19.2	17.4	110.6	10.0	2.0	12.0	2.3	.5	7.6	1.5	9.1
1972	93.7	82.6	19.7	17.4	113.4	10.1	2.1	12.2	2.3	.5	7.8	1.6	9.4
1973	95.9	82.6	20.2	17.4	116.1	10.2	2.2	12.4	2.2	.5	8.0	1.7	9.7
1974	98.0	82.6	20.7	17.4	118.7	10.4	2.3	12.7	2.1	.5	8.2	1.8	10.0
1975	100.1	82.5	21.2	17.5	121.3	10.7	2.3	13.0	2.1	.5	8.6	1.8	10.4
1976	102.3	82.6	21.6	17.4	123.9	10.9	2.3	13.2	2.2	.4	8.7	1.9	10.6
1977	104.5	82.6	22.0	17.4	126.5	11.2	2.3	13.5	2.2	.4	8.9	1.9	10.8
1978	106.7	82.6	22.4	17.4	129.1	11.3	2.4	13.7	2.2	.4	9.1	2.0	11.1
1979	108.9	82.7	22.8	17.3	131.7	11.6	2.4	14.0	2.2	.4	9.4	2.0	11.4
1980	111.1	82.7	23.2	17.3	134.3	11.8	2.4	14.2	2.2	.4	9.6	2.0	11.6
1981	113.2	82.7	23.6	17.3	136.8	12.0	2.5	14.5	2.1	.4	9.8	2.1	11.9
1982	115.3	82.8	24.0	17.2	139.3	12.3	2.5	14.8	2.1	.4	10.2	2.1	12.3
1983	117.4	82.8	24.4	17.2	141.8	12.4	2.6	15.0	2.1	.4	10.3	2.2	12.5
1984	119.4	82.8	24.8	17.2	144.2	12.7	2.6	15.3	2.0	.4	10.6	2.2	12.8
1985	121.5	82.9	25.1	17.1	146.6	12.9	2.7	15.6	2.1	.3	10.8	2.4	13.2
1986	123.5	82.9	25.5	17.1	149.0	13.0	2.8	15.8	2.0	.4	11.0	2.4	13.4
1987	125.5	82.9	25.9	17.1	151.4	13.3	2.8	16.1	2.0	.4	11.2	2.4	13.6
1988	127.5	82.9	26.3	17.1	153.8	13.4	2.9	16.3	2.0	.4	11.4	2.5	13.9
1989	129.5	82.9	26.7	17.1	156.2	13.7	2.9	16.6	2.0	.4	11.7	2.5	14.2
1990	131.5	82.9	27.1	17.1	158.6	13.9	3.0	16.9	2.0	.4	12.0	2.6	14.6

1/ Motor vehicle production plus net imports less registration increment and change in inventory equals retirements.

Please read carefully: The motor vehicle registrations in this forecast are based primarily on experience, plus population data. The production and retirement (scrappage) forecasts are computed on the basis of the numbers necessary to maintain the forecast motor vehicle registrations, provided that the average "vehicle-life" is 10-years. If safety, emission control, or other factors shorten the average "vehicle-life span," or if the registration forecast proves to be too low, the production forecast would have to be increased accordingly. In opposite circumstances, the production forecast would have to be reduced.

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR RELEASE TUESDAY,
FEBRUARY 3, 1970

FHWA--417
(202) 962-8411

Additional auto safety performance information would be provided to consumers as a result of a new regulation proposed by the Department of Transportation's National Highway Safety Bureau.

The Bureau is seeking comments and information from interested parties on a proposal which would require new car manufacturers to provide consumers with information by make and model concerning the strength of side doors and the amount of protection they offer drivers and passengers in lateral, intersection-type collisions.

The Bureau published a Notice of Proposed Rule Making dealing with the same subject in the Federal Register of December 11, 1968. The new Notice appearing in the Federal Register of December 21, 1969, makes several changes in the proposed regulation as a result of comments received in response to the original Notice. The proposed regulation now would have an effective date of September 1, 1970, and its title has been changed from Lateral Intrusion Protection to Side Door Strength.

The regulation would require manufacturers of passenger cars to provide purchasers and prospective buyers with specific information on the crush resistance of all side doors in terms of pounds. The larger the crush resistance figure, the greater the door strength. This information will enable the consumer to compare different makes and models of cars to see which provides the best protection.

-more-

Existing regulations require manufacturers to provide consumers with specific information on Stopping Ability, Acceleration and Passing, and Tire Reserve Load. Comparable data from the various domestic and foreign manufacturers has been published by the National Highway Safety Bureau in a new book available from the Superintendent of Documents, Government Printing Office, for $2.25.

The 300-page book is entitled Performance Data for New Passenger Cars and Motorcycles, and is a compilation of the consumer information provided by the various manufacturers by make and model.

After the regulation becomes effective, the information required under the new proposal dealing with Side Door Strength would be added to future editions of the NHSB publication, which will be updated perhaps twice each year.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR IMMEDIATE RELEASE

FHWA--419
(202) 962-8411

Secretary of Transportation John A. Volpe today released the second monthly report on the Federal Government's vehicle safety compliance testing program.

The report, prepared by the National Highway Safety Bureau, summarizes recent results of testing vehicle and vehicle equipment for compliance with Federal Motor Vehicle Safety Standards.

Compliance testing is conducted by the NHSB through independent testing laboratories. The current report covers compliance activities for the month of December, 1969. Tests were conducted on 1968, 1969, and 1970 vehicles and equipment.

The report shows that during the month NHSB accepted 19 reports involving compliance testing of vehicle standards. Of these, 12 tests involved brakes and produced one failure; three were on rearward displacement of steering controls, with one failure; one test was on seat belt assembly anchorages and three were on fuel tanks, all of which passed. The NHSB now has 13 vehicle investigations in progress and three cases are in the Chief Counsel's office for possible enforcement action.

On tests involving equipment standards, the Bureau has accepted 30 reports, including 19 on lamps and reflective devices that produced 2 failures, and 11 on passenger car tires that produced one failure. There are a total of 42 investigations in progress on equipment standards compliance, and the Chief Counsel's office has nine cases for possible enforcement action.

-more-

The test results do not reflect the Bureau's position. Test results should not be interpreted as necessarily establishing conformity or non-conformity with the standards. Such determinations can only be made after further investigation and additional information is analyzed.

The reports are available for inspection at the Bureau's Documentation Center, 4th floor, Donohoe Bldg., 6th and D Streets S.W., Washington, D.C.; or they may be obtained through purchase from the Clearinghouse for Federal Scientific and Technical Information, 5285 Port Royal Road, Springfield, Virginia 22151 at $3.00 per copy.

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NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program -- 1968, 1969, 1970 Vehicles

Monthly Report -- December 1 to December 31, 1969

VEHICLE STANDARDS

FMVSS *	Compliance Test Reports Accepted	Investigations Initiated	Investigations Closed	Investigations In Progress (Cumulative)	Corrective Action Initiated By Manufacturer	Enforcement Actions In the # Office of the Chief Counsel (Cumulative)	Cases Forwarded to Dept. of Justice	Investigatory Files Released to Public
103	0	0	0	1	0	0	0	0
105	12	0	0	1	0	0	0	0
110	0	0	0	4	0	0	0	0
202	0	0	0	0	0	0	0	0
204	3	0	0	2	0	2	0	0
207	0	0	0	1	0	0	0	0
210	1	0	1	3	0	1	0	2
301	3	0	1	1	0	0	0	0

Some Investigations cover more than one Compliance Test Failure.

Four "Investigations in Progress" not shown in the November Report have been included in this report.

*Federal Motor Vehicle Safety Standard

#This column includes all matters forwarded to the Chief Counsel for determination as to what enforcement actions, if any, can be taken, and all matters in which some enforcement action, such as recall, defect notification, or civil penalty is being pursued. These matters are classified as investigatory and the files will remain closed on them until final disposition is made.

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM

Investigations In Progress (Cumulative)

Vehicle Standards

FMVSS*	MANUFACTURER
103	Volkswagen
105	Toyota
110	American Motors
110	Chrysler Corporation
110	Ford Motor
110	General Motors
204	Fiat (2)
207	Ford Motor
210	General Motors
210	Checker Motors
210	Volkswagen
301	Volkswagen

*Federal Motor Vehicle Safety Standard

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM

Investigations Closed

Vehicle Standards

FMVSS	MANUFACTURER
210	Ford Motor Company
301	Checker Motors

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - DECEMBER 1 - DECEMBER 31, 1969

EMVSS 105

Hydraulic Service Brake, Emergency Brake, and Parking Brake Systems

Manufacturer	NHSB No.	PB No.	Year - Make - Model	Report No.	Results
American Motors	69401	PB 188 368	1969 Rambler	DS	Passed
Chrysler Corp.	69302	PB 188 369	1969 Chrysler 300	DS	Passed
Chrysler Corp.	69301	PB 188 370	1969 Dodge Dart	DS	Passed
Ford Motor Co.	69204	PB 188 390	1970 Maverick	DS	Passed
General Motors	69105	PB 188 388	1969 Buick Riviera	DTL-906274-C	Passed
General Motors	69102	PB 188 371	1969 Buick Special Deluxe	DTB-TR-691188	Passed
General Motors	69101	PB 188 365	1969 Chevrolet Bel Air	DTB-TR-691186	Passed
General Motors	69107	PB 188 389	1969 Chevrolet Nova	DTL-906272-C	Passed
General Motors	69108	PB 188 387	1969 Oldsmobile Vista Cruiser	OTL-M-69333	Passed
Toyota Motor Co.	69506	PB 188 374	1969 Corolla	DS	Failed*1
Toyota Motor Co.	69504	PB 188 373	1969 Corona	OTL-M-69333-1	Passed
Volkswagen	69501	PB 188 375	1969 Model 11	DTB-TR-691183	Passed

*1 - Brake pedal arm bent. Investigation in progress.

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - DECEMBER 1 - DECEMBER 31, 1969

FMVSS 204

Steering Control Rearward Displacement

Manufacturer	NHSB No.	PB No.	Year - Make - Model	Report No.	Results
Ford Motor Co.	69204	PB 188 376	1970 Maverick	DS	Passed
Ford Motor Co.	69201	PB 188 367	1969 Mercury Cougar	CAL-VJ-2838-K-1A	Passed
Fiat	69507	PB 188 391	1969 Fiat 850 Coupe	DIG-TR-204-3	Failed*1

*1 - Steering column displacement exceeds Standard 204 limitation. Investigation in progress.

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - DECEMBER 1 - DECEMBER 31, 1969

FMVSS 210

Seat Belt Assembly Anchorages

Manufacturer	NHSB No.	PB No.	Year - Make - Model	Report No.	Results
General Motors	69101	PB 188 392	1969 Chevrolet Bel Air	DTB-TR-691214	Passed

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - DECEMBER 1 - DECEMBER 31, 1969

FMVSS 301

Fuel Tanks, Fuel Tank Filler Pipes, and Fuel Tank Connections

Manufacturer	NHSB No.	PB No.	Year - Make - Model	Report No.	Results
Ford Motor Co.	69204	PB 188 377	1970 Maverick	DS	Passed
Ford Motor Co.	69201	PB 188 366	1969 Mercury Cougar	CAL-VJ-2838-K-1B	Passed
Fiat	69507	PB 188 372	1969 Fiat 850 Coupe	DIG-TR-301-3	Passed

NATIONAL HIGHWAY SAFETY BUREAU

Monthly Report -- December 1 to December 31, 1969

EQUIPMENT STANDARDS

FMVSS *	Compliance Test Reports Accepted	Investigations Initiated	Investigations Closed	Investigations In Progress (Cumulative)	Corrective Action Initiated By Manufacturer	Enforcement Action In the # Office of the Chief Counsel (Cumulative)	Cases Forwarded to Dept. of Justice	Investigatory Files Released to Public
106	0	0	2	6	0	0	0	0
108	19	2	0	2	0	0	0	0
109	11	1	0	18	0	8	0	0
116	0	0	0	1	0	0	0	0
203	0	0	0	0	0	0	0	0
205	0	0	0	1	0	1	0	0
206	0	0	0	0	0	0	0	0
209	0	0	0	14	0	0	0	0
211	0	0	0	0	0	0	0	0

Some Investigations cover more than one Compliance Test Failure.

*Federal Motor Vehicle Safety Standard

#This column includes all matters forwarded to the Chief Counsel for determination as to what enforcement actions, if any, can be taken, and all matters in which some enforcement action, such as recall, defect notification, or civil penalty is being pursued. These matters are classified as investigatory and the files will remain closed on them until final disposition is made.

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM

INVESTIGATIONS IN PROGRESS (CUMULATIVE)

Equipment Standards

FMVSS	MANUFACTURER
106	Inland Division of General Motors
106	Wagner Electric Corp.
106	Summitt Motor Corp. - Importer, Shafer Brake Hose
106	Summitt Motor Corp. - Importer Akron Brake Hose
106	Nichirin (Brake Hose - Japanese)
106	Summitt Motor Corp. - Importer Stop (France) Brake Hose
108*	International Harvester
108*	White Truck
109	Armstrong (2)
109	Dunlop
109	Firestone (2)
109*	General (5)
109	Goodrich (2)
109	Goodyear
109	Mansfield
109	Mohawk
109	Uniroyal
109	Seiberling
109	Uniroyal
116	Wagner Electric Corp.
205	Shatterproof Glass Co.
209	Pontonier, Inc.
209	Jim Robbins Co.

*1 Investigation initiated this report period

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM

INVESTIGATIONS IN PROGRESS (CUMULATIVE)

Equipment Standards

FMVSS*	MANUFACTURER
209	Hinson Division of Royal Industries
209	Rose Manufacturing Co.
209	Superior Industries
209	General Safety
209	Beams Manufacturing Co.
209	Jeffry-Allen Industries, Inc.
209	Irvin Industries Inc.
209	Volkswagen of America
209	Sears Roebuck & Co.
209	Market Forge
209	Vogt Manufacturing Co.

*Federal Motor Vehicle Safety Standard

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM

INVESTIGATIONS CLOSED

Equipment Standards

FMVSS	MANUFACTURER
106	Dunlop Tire & Rubber Co.
106	Summitt Motor Corp. - Girling Brake Hose

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - DECEMBER 1 - DECEMBER 31, 1969

FMVSS 108

Lamps, Reflective Devices and Associated Equipment

Vehicle Manufacturer	Component Manufacturer	Component	Vehicle Mfg's Part Number	Report No.	PB No.	Results
GMC Truck and Coach Division	Cats Eye Lamp Division Columbus Metal Products	Front Turn Signal	649347	ETL 410142	PB 188 394	Passed
GMC Truck and Coach Division	" " "	Stop Signal	2494794	ETL 410143	PB 188 413	Passed
GMC Truck and Coach Division	" " "	Front and Rear Identification Lamp	648241	ETL 410256	PB 188 416	Passed
GMC Truck and Coach Division	Guide	Backup Lamp	916380	ETL 410594	PB 188 414	Passed
GMC Truck and Coach Division	Grote	Clearance or Side Marker Lamp	650113	ETL 410210	PB 188 415	Passed
Ford	Dietz	Roof Marker Lamp	C9TB15442A	ETL 410413	PB 188 393	Passed
Ford	Dietz	Front Clearance or Side Marker Lamp	C9TB15442D	ETL 410561	PB 188 417	Passed
International Harvester	Signal Stat	Clearance Lamp	965988R92	ETL 409283	PB 188 401	Failed (Vibration Test)
International Harvester	Speaker	Backup Lamp	370784C91	ETL 409292	PB 188 402	Passed

FMVSS 108 (Cont'd)

Vehicle Manufacturer	Component Manufacturer	Component	Vehicle Mfg's Part Number	Report No.	PB No.	Results
Chevrolet	Yankee	Combination Clearance and/or side marker and Identification Lamp	3928409	ETL 410404	PB 188 403	Passed
Chevrolet	Guide	Clearance or Identification Lamp	5961757	ETL 410405	PB 188 408	Passed
Chevrolet	Guide	Front Turn Signal and Parking Lamp	911169	ETL 410406	PB 188 409	Passed
Chevrolet	Guide	Backup Lamp	916152	ETL 410407	PB 188 410	Passed
Chevrolet	Guide	License Lamp	911482	ETL 410408	PB 188 411	Passed
Chevrolet	Guide	Rear Side Marker and Reflex Reflector	911165	ETL 410410	PB 188 412	Passed
White	Signal Stat	Dual Lens Turn Signal	542646	ETL 410299	PB 188 404	Failed- (Photometric Test)
Mack	K-D Lamp Company	Combination Clearance and Side Marker or Identification Lamp	38M0316A-P1	ETL 410325	PB 188 405	Passed
Mack	Signal Stat	Dual Faced Turn Signal Lamp	47M0251-P1	ETL 410327	PB 188 406	Passed
Mack	Signal Stat	Backup Lamp	99M0214-P1	ETL 410329	PB 188 407	Passed

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - December 1 to December 31, 1969

FMVSS 109

New Pneumatic Tires - Passenger Cars

Manufacturer	Brand Name	Tire Name	Size	Test No.	Results	PB No.
Uniroyal Tire Company	Uniroyal	Winter Patrol	825-14	D952036	Passed	PB 188 397
Uniroyal Tire Company	Uniroyal	Tigerpaw	H-78-14	D952028	Passed	
Uniroyal Tire Company	Uniroyal	Winter Patrol	775-15	D952022	Passed	
Uniroyal Tire Company	Uniroyal	Laredo	825-14	D952035	Passed	
Bridgestone Tire Co.	Bridgestone	Skyway Deluxe	825-14	D952050	Passed	PB 188 395
The B.F. Goodrich Co.	Co-op	Country Squire	H-70-14	D952032	Passed	PB 188 396
Firestone Tire & Rubber Co.	Flying "A"	Super Air Wing	650-13	D952052	Passed	PB 188 399
Firestone Tire & Rubber Co.	Flying "A"	Air Wing	775-14	D952055	Passed	
General Tire&Rubber Co.	General	Genral Jet	775-14	D952004	Passed	PB 188 400
General Tire&Rubber Co.	General	Jet Air II	695-14	D952002	Failed Strength	
The Kelly Springfield Tire Co.	Crest	Safari	855-14	D952069	Passed	PB 188 398

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

Library
2nd floor Rossi

FOR RELEASE WEDNESDAY,
FEBRUARY 4, 1970

FHWA--420
(202) 962-8411

The Department of Transportation has started a nationwide spot check of automobile dealers to see if they are complying with a new Federal motor vehicle safety regulation on consumer information.

The Department's National Highway Safety Bureau has asked Regional Federal Highway Administrators and State Governors' safety representatives to conduct a survey of a cross-section of automobile dealers in their areas to determine the extent of compliance.

The regulation, effective January 1, 1970, requires auto manufacturers to provide a prospective buyer with safety information on Stopping Distance, Acceleration and Passing Ability, and Tire Reserve Loads for new automobiles.

The idea is to enable shoppers to compare cars on a safety basis.

The NHSB also has asked auto manufacturers to supply it with a copy of the instructions sent to dealers concerning the use and dissemination of consumer information to prospective purchasers.

The Safety Bureau wants to know if automobile dealers received consumer information materials from the manufacturer and whether they were given any instructions for dissemination of the materials to prospective buyers.

-more-

In telegrams to auto manufacturers, the NHSB said it wanted, within 10 days after receipt of the wires, the following:

1. A copy of the instructions and explanatory information provided to dealers concerning the use and dissemination of consumer information to prospective purchasers.

2. A list of manufacturers' dealers not supplied with the consumer information for examination by prospective purchasers by January 1, 1970.

3. The date on which such information was or will be supplied to these dealers.

4. The steps taken to ensure that prospective purchasers are aware of the availability of the consumer information.

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DEPARTMENT OF TRANSPORTATION

NEWS

Library
2nd floor mail

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR IMMEDIATE RELEASE

FHWA--421

(202) 962-8411

The Department of Transportation's National Highway Safety Bureau issued a public advisory today warning motorists that certain tires manufactured by the Dunlop Tire and Rubber Corp. failed to pass endurance and strength tests.

The Safety Bureau said tests conducted by independent laboratories disclosed that Dunlop's French-produced CT 6.50 x 13 4 ply rayon tires failed to meet the requirements of Federal Motor Vehicle Safety Standard No. 109.

The NHSB said a total of 90,000 tires, manufactured by Dunlop between January 1, 1968 and August 1, 1968 for sale in this country, is involved.

Nine of 48 Dunlop tires tested failed the endurance test while 30 of 56 failed the strength test. The NHSB said the tests indicate that the tires in question do not have minimum strength requirements or minimum fatigue resistance, and that continued use of these tires could be hazardous under certain conditions.

The Bureau advises motorists to check their tires and replace them if they are Dunlop's French-produced CT 6.50 x 13. These tires are labeled with the symbol and code number DOT 144 and have serial numbers ending with the numbers 092, 140, 198, 248, 290 or 390.

-more-

Department of Transportation officials said they believe these tires should be recalled but the Department has no authority to order their recall and Dunlop has declined to do so. An official said the Department is considering the possibility of civil penalties.

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020570

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA-- 422 (202-962-8411)

FOR RELEASE MONDAY,
FEBRUARY 9, 1970

QUARTERLY REPORT ON THE FEDERAL-AID HIGHWAY PROGRAM, DECEMBER 31, 1969

Almost 29,640 miles of the 42,500 mile National System of Interstate and Defense Highways are now open to traffic and construction is underway on another 4,782 miles, Secretary of Transportation John A. Volpe announced today.

Information as of December 31, 1969, compiled by DOT's Federal Highway Administration's Bureau of Public Roads showed that 70 percent of the 42,500 mile system is now open to traffic. Only 4 percent has not been advanced beyond the preliminary status.

The total mileage in use by passenger and commercial vehicles rose from 27,604 a year ago and 28,748 as of September 30, the date of the last survey, to 29,638 as of December 31. Thus mileage open to traffic was increased by 2,034 miles during the past 12 months, including 890 miles in the quarter ending December 31.

The Interstate System will be the Nation's key highway network, serving both civilian and defense needs, and carrying over 20 percent of all traffic. Congress has required that projects be planned to accommodate adequately the traffic anticipated 20 years beyond their design period.

All Federal funds for the Interstate program and the Federal-aid primary and secondary programs come from Federal excise taxes levied on highway users and channeled through the Highway Trust Fund.

Of the 29,638 miles of the Interstate System now in use by motorists 24,192 miles meet the standards of adequacy for future traffic and 3,144 miles are fully capable of handling current traffic but will need additional improvement to bring them up to the ultimate standards. Toll roads, bridges, and tunnels incorporated in the system, as permitted by law, totaled 2,302 miles.

Most of the mileage now open, exclusive of tolls, was built or improved under the Federal-aid Interstate program (90 percent Federal, 10 percent State) launched in 1956. Some of it, however, was financed before 1956, under other programs, but in many cases with Federal aid.

(more)

In addition to the sections open to traffic, 4,782 miles were under construction as of December 31, and engineering or right-of-way acquisition was in progress on another 6,299 miles. Thus some form of work was underway or completed on 40,719 miles of the 42,500 mile system -- about 96 percent of the total.

Each State receives a yearly apportionment of Federal funds for work on approved Interstate System routes. The apportionment of $4.0 billion for fiscal year 1971 was announced on December 15, 1969. The preliminary scheduling and actual construction on Interstate routes are the responsibility of the States, subject to review by the Bureau of Public Roads.

The status of the Interstate System as of December 31, 1969 is shown on the accompanying map, and in detail in table 1. In summary, the status is as follows:

Mileage improved and open to traffic:	
Completed to full or acceptable standards:	
With Interstate funds	24,192
Improved to standards adequate for present traffic but additional improvement needed to meet full standards:	
With Interstate funds	3,144
Toll facilities	2,302
Total mileage improved and open to traffic	29,638
Mileage under construction	4,782
Preliminary engineering or right-of-way acquisition underway	6,299
Total mileage improved or work underway	40,719

Some $38.83 billion has been put to work on the Federal-aid Interstate program since the accelerated program began in 1956. Work completed since July 1, 1956 has cost $28.12 billion, of which $23.09 billion was for construction and $5.03 billion for engineering and right-of-way acquisition. As of December 31, 1969 work estimated to cost $10.71 billion was underway or authorized, including $7.22 billion of construction, and $3.49 billion of engineering and right-of-way acquisition. Interstate financing data, by States, are reported in table II.

The continuing program of Federal assistance for the improvement of the Federal-aid primary and secondary highway systems and their urban extension, for which $1.425 billion was apportioned for fiscal year 1970, has also shown considerable accomplishment, with $27.15 billion worth of work involving 250,102 miles of construction contracts completed or underway.

Construction contracts involving 236,256 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of $20.95 billion; and contracts involving 13,846 miles at a cost of $3.73 billion were underway on December 31. In addition, $1.68 billion of engineering and right-of-way acquisition work had been completed and $791 million worth of such work was underway. The primary-secondary-urban program is financed by the Federal Government and the States on an equal-share basis. Data are reported by States in table III.

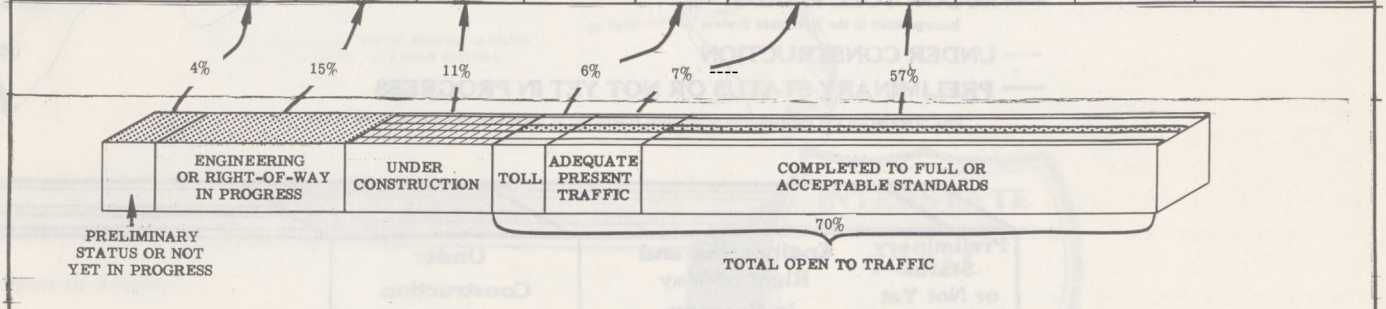
The Highway Trust Fund, source of Federal funds for the Federal-aid highway program received $1.461 billion of tax revenue income during the three months ended December 31, about 71 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to $1.358 billion. The status of the trust fund is shown in table IV.

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF DECEMBER 31, 1969

TABLE I

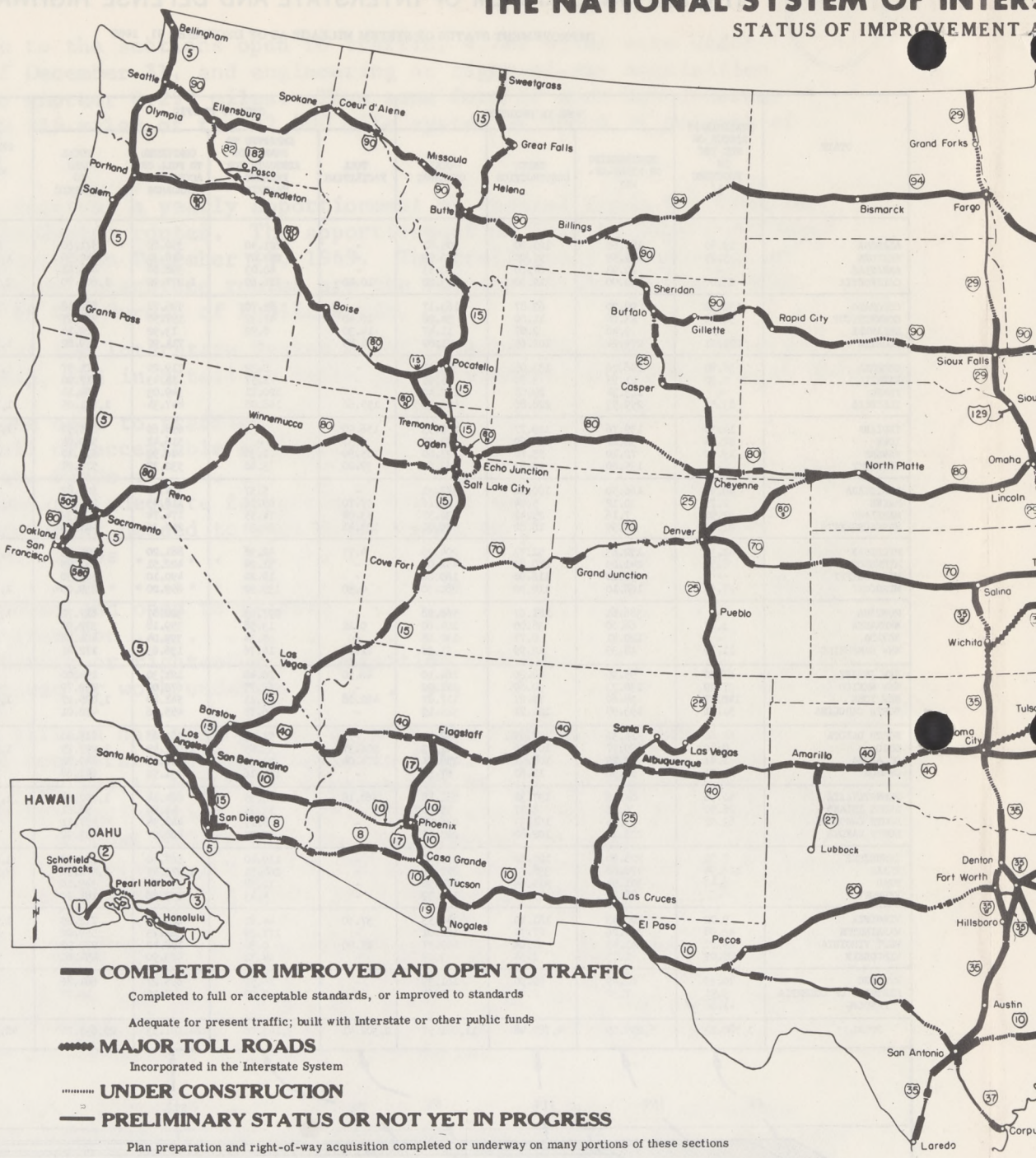
STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS			OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	COMPLETED TO FULL OR ACCEPTABLE STANDARDS	TOTAL OPEN TO TRAFFIC		
ALABAMA	19.80	184.61	121.20	305.81	-	221.40	350.20	571.60	897.21	ALABAMA
ARIZONA	5.25	129.59	197.00	326.59	"	222.07	618.31	840.38	1,172.22	ARIZONA
ARKANSAS	-	12.93	67.60	80.53	"	40.03	398.38	438.41	518.94	ARKANSAS
CALIFORNIA	23.00	340.90	312.30	653.20	10.20	316.60	1,277.90	1,604.70	2,280.90 2/	CALIFORNIA
COLORADO	132.92	99.30	63.87	163.17	-	83.70	596.78	680.48	976.57	COLORADO
CONNECTICUT	52.00	23.08	11.20	34.28	16.40	47.37	197.50	261.27	347.55	CONNECTICUT
DELAWARE	-	9.40	2.07	11.47	14.30	0.92	13.92	29.14	40.61	DELAWARE
FLORIDA	271.21	279.24	102.65	381.89	44.85	"	714.97	759.82	1,412.92	FLORIDA
GEORGIA	38.70	256.26	133.05	389.31	"	2.32	719.25	721.57	1,149.58	GEORGIA
HAWAII	9.20	21.93	3.72	25.65	"	1.57	15.43	17.00	51.85	HAWAII
IDAHO	"	113.34	29.08	142.42	"	120.11	349.03	469.14	611.56	IDAHO
ILLINOIS	83.82	259.53	228.86	488.39	155.66	148.05	847.34	1,151.05	1,723.26	ILLINOIS
INDIANA	14.30	139.76	119.77	259.53	156.90	-	698.69	855.59	1,129.42	INDIANA
IOWA	57.54	90.17	113.60	203.77	3.57	"	516.47	520.04	781.35	IOWA
KANSAS	19.90	72.10	55.70	127.80	185.90	0.30	486.90	673.10	820.80	KANSAS
KENTUCKY	-	135.80	27.83	163.63	39.20	3.40	532.37	574.97	738.60	KENTUCKY
LOUISIANA	40.91	166.50	180.81	347.31	-	5.37	324.45	329.82	718.04	LOUISIANA
MAINE	1.75	30.12	5.04	35.16	57.70	99.16	118.45	275.31	312.22	MAINE
MARYLAND	22.91	7.16	25.41	32.57	53.04	74.55	174.74	302.33	357.81	MARYLAND
MASSACHUSETTS	21.53	27.99	18.82	46.81	134.41	24.33	242.36	401.10	469.44	MASSACHUSETTS
MICHIGAN	41.33	152.63	51.73	204.36	4.77	42.96	881.20	928.93	1,174.62	MICHIGAN
MINNESOTA	8.31	241.29	210.80	452.09	"	31.24	422.51	453.75	914.15	MINNESOTA
MISSISSIPPI	-	52.10	116.90	169.00	"	19.20	490.10	509.30	678.30	MISSISSIPPI
MISSOURI	27.60	168.10	112.20	280.30	0.30	139.50	699.20	839.00	1,146.90	MISSOURI
MONTANA	-	386.61	181.67	568.28	-	297.65	320.07	617.72	1,186.00	MONTANA
NEBRASKA	3.07	66.60	38.00	104.60	0.22	13.58	359.18	372.98	480.65	NEBRASKA
NEVADA	-	120.41	9.77	130.18	"	5.34	399.04	404.38	534.56	NEVADA
NEW HAMPSHIRE	11.30	18.39	12.99	31.38	21.02	14.76	136.63	172.41	215.09	NEW HAMPSHIRE
NEW JERSEY	27.40	95.90	68.20	164.10	46.30	26.40	121.30	194.00	385.50 3/	NEW JERSEY
NEW MEXICO	37.49	130.33	90.69	221.02	"	67.75	672.04	739.79	998.30	NEW MEXICO
NEW YORK	142.17	38.60	79.27	117.87	492.28	61.11	541.88	1,095.27	1,355.31	NEW YORK
NORTH CAROLINA	51.61	193.98	121.21	315.19	"	16.75	455.26	472.01	838.81	NORTH CAROLINA
NORTH DAKOTA	62.60	14.36	78.05	92.41	-	51.94	363.86	415.80	570.81	NORTH DAKOTA
OHIO	8.80	139.97	107.76	247.73	206.37	53.89	1,017.49	1,277.75	1,534.28	OHIO
OKLAHOMA	1.41	49.29	108.92	158.21	174.04	23.30	452.38	649.72	809.34	OKLAHOMA
OREGON	24.73	54.90	12.62	67.52	"	111.16	531.52	642.68	734.93	OREGON
PENNSYLVANIA	40.96	84.16	197.32	281.48	360.18	8.35	884.14	1,252.67	1,575.11	PENNSYLVANIA
RHODE ISLAND	26.50	6.51	8.57	15.08	-	13.81	44.80	58.61	100.19	RHODE ISLAND
SOUTH CAROLINA	63.02	75.18	161.33	236.51	"	8.17	448.94	457.11	756.64	SOUTH CAROLINA
SOUTH DAKOTA	-	123.11	102.80	225.91	"	45.05	408.27	453.32	679.23	SOUTH DAKOTA
TENNESSEE	7.50	223.20	127.60	350.80	-	119.40	567.40	686.80	1,045.10	TENNESSEE
TEXAS	106.94	478.68	338.73	817.41	-	268.51	1,973.47	2,241.98	3,166.33	TEXAS
UTAH	8.42	361.94	215.64	577.58	"	11.58	337.60	349.18	935.18	UTAH
VERMONT	-	88.48	49.91	138.39	"	4.43	177.56	181.99	320.38	VERMONT
VIRGINIA	9.72	188.43	161.10	349.53	37.60	44.87	629.78	712.25	1,071.50	VIRGINIA
WASHINGTON	42.08	134.26	27.75	162.01	-	177.29	381.73	559.02	763.11	WASHINGTON
WEST VIRGINIA	29.52	141.43	67.84	209.27	87.20	0.30	188.42	275.92	514.71	WEST VIRGINIA
WISCONSIN	105.07	1.73	1.34	3.07	"	24.71	429.90	454.61	562.75	WISCONSIN
WYOMING	70.39	61.49	99.90	161.39	-	26.59	655.27	681.86	913.64	WYOMING
DISTRICT OF COLUMBIA	9.91	7.32	2.29	9.61	"	2.92	7.15	10.07	29.59	DISTRICT OF COLUMBIA
PENDING	-1.86 4/								-1.86 4/	PENDING
TOTAL	1,780.73	6,299.09	4,782.48	11,081.57	2,302.41	3,143.76	24,191.53	29,637.70	42,500.00	TOTAL



1/ Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.
2/ Excludes 7.00 miles chargeable to the Howard-Cramer Act of the total 17.20 mile Century Freeway (I-105) which was added to the system under that Act.
3/ Excludes 27.40 miles chargeable to the Howard-Cramer Act of the total 34.40 mile Trenton-Asbury Park Spur (I-195) which was added to the system under that Act.
4/ The "minus" mileage reserve, temporarily indicated, results from recent system measurements. The final mileage measurements will provide an adequate reserve for all designated routes on the system.

THE NATIONAL SYSTEM OF INTERS

STATUS OF IMPROVEMENT A



COMPLETED OR IMPROVED AND OPEN TO TRAFFIC

Completed to full or acceptable standards, or improved to standards

Adequate for present traffic; built with Interstate or other public funds

MAJOR TOLL ROADS

Incorporated in the Interstate System

UNDER CONSTRUCTION

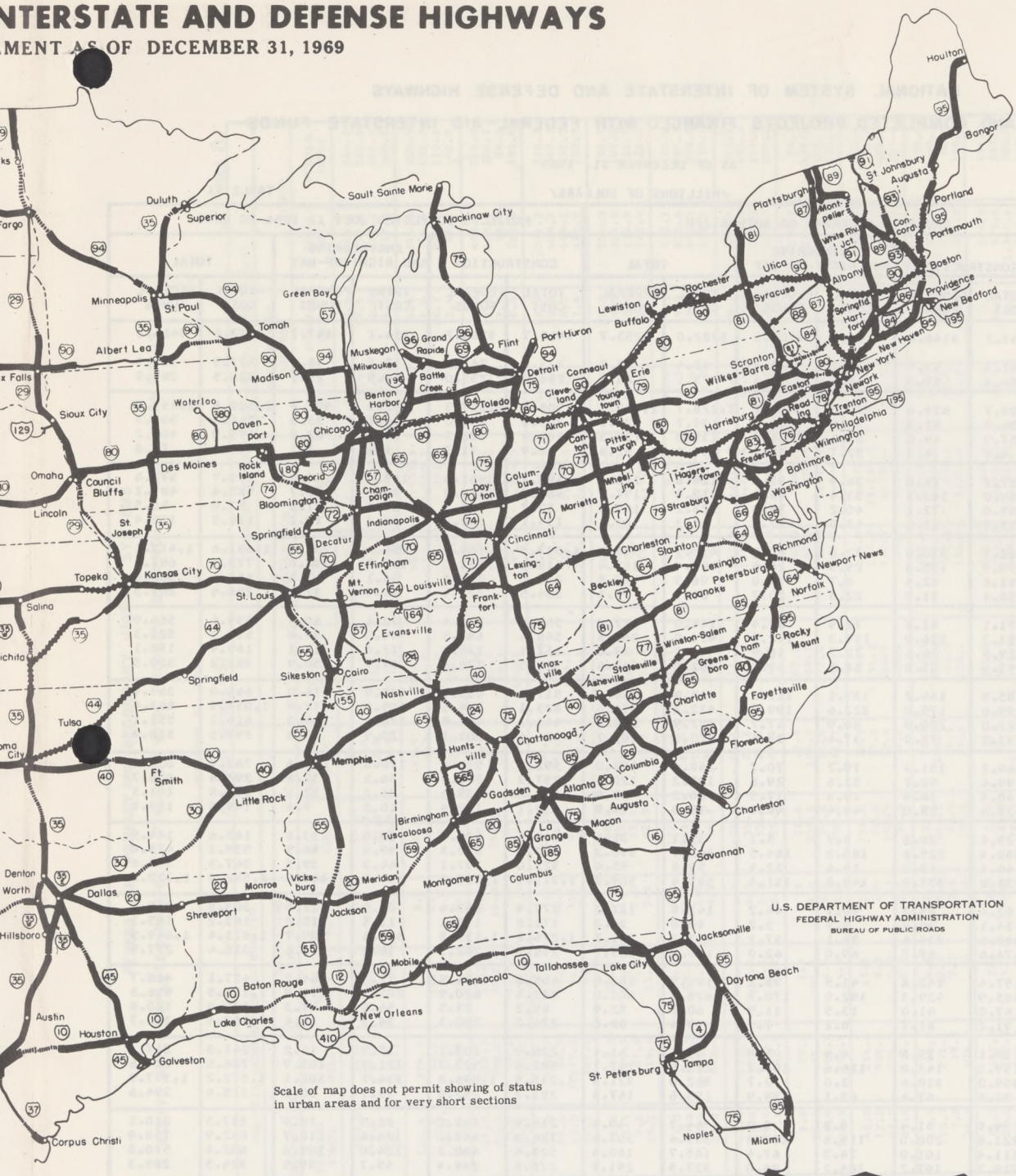
PRELIMINARY STATUS OR NOT YET IN PROGRESS

Plan preparation and right-of-way acquisition completed or underway on many portions of these sections

Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Construction	
1,781 Miles	6,299 Miles	4,782 Miles	

NTERSTATE AND DEFENSE HIGHWAYS

MENT AS OF DECEMBER 31, 1969



Scale of map does not permit showing of status in urban areas and for very short sections

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Open to Traffic

29,638 Miles

34,[illegible] Miles

INTERSTATE

TOTAL

42,500

MILES

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

AS OF DECEMBER 31, 1969

/MILLIONS OF DOLLARS/ TABLE II

STATE	PROJECTS UNDERWAY OR AUTHORIZED						PROJECTS COMPLETED JULY 1, 1956 TO DATE					
	CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL		CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	$163.1	$146.6	$118.9	$107.1	$282.0	$253.7	$418.7	$369.7	$54.1	$47.1	$472.8	$416.8
ALASKA												
ARIZONA	61.3	57.9	31.1	29.4	92.4	87.3	375.0	347.0	52.5	48.9	427.5	395.9
ARKANSAS	56.8	51.0	16.3	14.6	73.1	65.6	286.0	255.0	34.5	29.5	320.5	284.5
CALIFORNIA	708.7	633.6	520.0	447.1	1,228.7	1,080.7	1,908.0	1,667.3	592.8	492.4	2,500.8	2,159.7
COLORADO	104.9	91.3	34.8	31.8	139.7	123.1	305.6	272.0	38.7	33.3	344.3	305.3
CONNECTICUT	57.9	49.0	81.1	71.3	139.0	120.3	381.4	321.3	94.5	83.9	475.9	405.2
DELAWARE	4.9	4.3	32.1	28.0	37.0	32.3	80.9	71.7	1.4	1.1	82.3	72.8
FLORIDA	87.7	78.8	36.9	33.3	124.6	112.1	490.7	431.6	163.0	140.8	653.7	572.4
GEORGIA	159.0	143.1	53.4	48.1	212.4	191.2	464.0	410.5	79.4	70.7	543.4	481.2
HAWAII	83.0	72.1	40.2	35.8	123.2	107.9	32.7	28.7	24.3	21.8	57.0	50.5
IDAHO	55.3	51.1	13.0	12.0	68.3	63.1	154.1	140.3	22.2	19.1	176.3	159.4
ILLINOIS	362.7	320.0	73.4	65.5	436.1	385.5	1,337.5	1,154.8	294.1	257.3	1,631.6	1,412.1
INDIANA	150.9	135.8	29.5	26.6	180.4	162.4	619.1	553.0	154.2	138.6	773.3	691.6
IOWA	91.6	82.5	6.7	6.0	98.3	88.5	358.0	318.9	54.1	47.1	412.1	366.0
KANSAS	58.4	51.9	22.5	20.2	80.9	72.1	254.5	224.4	41.9	37.1	296.4	261.5
KENTUCKY	71.1	61.6	72.9	65.4	144.0	127.0	567.2	506.4	72.4	60.5	639.6	566.9
LOUISIANA	251.7	226.2	159.3	142.6	411.0	368.8	548.4	487.5	44.3	39.8	592.7	527.3
MAINE	29.5	26.1	12.2	10.9	41.7	37.0	157.1	139.0	12.8	11.1	169.9	150.1
MARYLAND	93.4	81.8	68.6	61.8	162.0	143.6	324.5	278.6	57.7	50.9	382.2	329.5
MASSACHUSETTS	185.8	164.2	133.1	112.2	318.9	276.4	517.1	453.9	128.9	114.0	646.0	567.9
MICHIGAN	199.6	175.0	222.6	199.6	422.2	374.6	825.1	704.5	209.8	178.9	1,034.9	883.4
MINNESOTA	222.0	200.9	80.9	67.7	302.9	268.6	446.2	401.3	170.0	149.8	616.2	551.1
MISSISSIPPI	83.2	72.3	37.4	33.4	120.6	105.7	336.6	301.1	20.9	17.8	357.5	318.9
MISSOURI	169.2	151.3	79.2	70.7	248.4	222.0	592.3	530.0	170.6	151.6	762.9	681.6
MONTANA	99.6	90.7	32.6	29.8	132.2	120.5	257.3	233.9	36.5	32.8	293.8	266.7
NEBRASKA	40.8	36.4	19.4	17.5	60.2	53.9	178.6	159.4	36.2	32.1	214.8	191.5
NEVADA	29.6	28.0	49.4	46.9	79.0	74.9	139.1	129.4	10.5	9.4	149.6	138.8
NEW HAMPSHIRE	29.4	26.3	5.7	5.1	35.1	31.4	149.6	130.7	16.0	13.8	165.6	144.5
NEW JERSEY	260.4	225.8	185.3	164.5	445.7	390.3	439.5	389.3	99.8	86.5	539.3	475.8
NEW MEXICO	46.4	43.0	13.4	12.4	59.8	55.4	323.0	297.1	44.3	39.5	367.3	336.6
NEW YORK	433.8	377.9	149.6	131.4	583.4	509.3	1,311.1	1,125.1	235.8	197.5	1,546.9	1,322.6
NORTH CAROLINA	92.4	83.0	49.1	44.2	141.5	127.2	277.4	243.4	25.9	22.5	303.3	265.9
NORTH DAKOTA	34.1	30.8	5.9	5.2	40.0	36.0	171.8	155.1	11.4	10.0	183.2	165.1
OHIO	383.1	334.4	54.1	47.3	437.2	381.7	1,274.8	1,119.8	596.6	529.7	1,871.4	1,649.5
OKLAHOMA	76.6	67.7	69.0	62.0	145.6	129.7	298.3	262.3	18.1	15.6	316.4	277.9
OREGON	157.4	143.8	41.5	38.2	198.9	182.0	405.8	354.5	71.3	64.2	477.1	418.7
PENNSYLVANIA	485.9	429.3	192.9	170.7	678.8	600.0	933.4	820.9	205.1	175.9	1,138.5	996.8
RHODE ISLAND	47.0	41.0	13.5	11.9	60.5	52.9	85.2	73.5	54.6	47.3	139.8	120.8
SOUTH CAROLINA	91.2	81.7	8.2	7.1	99.4	88.8	224.2	200.3	34.2	30.4	258.4	230.7
SOUTH DAKOTA	39.1	35.6	6.4	5.8	45.5	41.4	225.9	203.1	15.9	14.2	241.8	217.3
TENNESSEE	159.3	143.0	116.6	104.7	275.9	247.7	582.8	523.7	121.7	105.9	704.5	629.6
TEXAS	359.0	318.6	3.0	2.7	362.0	321.3	1,237.5	1,096.8	334.7	301.1	1,572.2	1,397.9
UTAH	92.5	87.4	63.1	59.9	155.6	147.3	281.7	263.8	33.7	30.8	315.4	294.6
VERMONT	34.9	31.4	9.8	8.9	44.7	40.3	214.8	191.2	22.5	18.9	237.3	210.1
VIRGINIA	221.8	200.0	119.6	107.8	341.4	307.8	728.3	648.2	124.6	110.7	852.9	758.9
WASHINGTON	111.4	101.0	74.3	67.4	185.7	168.4	528.4	460.2	124.0	109.8	652.4	570.0
WEST VIRGINIA	219.3	197.2	104.2	94.0	323.5	291.2	278.6	249.4	45.7	39.9	324.3	289.3
WISCONSIN	7.8	7.0	36.1	31.3	43.9	38.3	335.9	299.2	62.6	54.9	398.5	354.1
WYOMING	35.5	32.8	10.6	9.8	46.1	42.6	292.8	269.5	13.6	12.1	306.4	281.6
DIST. OF COL.	124.4	96.7	77.9	69.5	202.3	166.2	136.1	119.7	47.1	41.3	183.2	161.0
PUERTO RICO												
TOTAL	7,223.9	6,418.8	3,487.3	3,096.9	10,711.2	9,515.7	23,092.4	20,387.9	5,031.3	4,389.8	28,123.7	24,777.7

FEDERAL-AID PRIMARY AND SECONDARY HIGHWAY SYSTEMS

ACTIVE AND COMPLETED PROJECTS FINANCED WITH PRIMARY, SECONDARY AND URBAN FUNDS

AS OF DECEMBER 31, 1969

/MILLIONS OF DOLLARS/

TABLE III

STATE	PROJECTS UNDERWAY OR AUTHORIZED							PROJECTS COMPLETED JULY 1, 1956 TO DATE						
	CONSTRUCTION			ENGINEERING AND ROW		TOTAL		CONSTRUCTION			ENGINEERING AND ROW		TOTAL	
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	$49.8	$25.8	253.3	$19.5	$9.8	$69.3	$35.6	$429.8	215.9	7,374.3	38.6	18.9	468.4	234.8
ALASKA	45.9	43.0	206.8	30.5	28.8	76.4	71.8	318.4	295.4	2,467.7	39.9	37.5	358.3	332.9
ARIZONA	17.4	11.7	51.6	.5	.4	17.9	12.1	227.3	158.2	1,874.7	4.5	3.0	231.8	161.2
ARKANSAS	54.9	25.7	311.7	14.9	7.4	69.8	33.1	300.5	151.6	5,069.3	18.5	8.9	319.0	160.5
CALIFORNIA	216.3	120.4	264.5	5.8	3.5	222.1	123.9	1,308.9	681.4	3,455.3	7.7	4.5	1,316.6	685.9
COLORADO	12.7	7.4	74.1	15.5	8.9	28.2	16.3	316.0	170.7	3,580.1	40.0	21.6	356.0	192.3
CONNECTICUT	34.7	18.1	16.2	1.0	.5	35.7	18.6	196.0	95.4	251.0	30.6	14.7	226.6	110.1
DELAWARE	13.7	7.4	34.5	9.5	5.1	23.2	12.5	81.0	39.5	494.2	6.7	3.4	87.7	42.9
FLORIDA	101.5	51.0	222.3	12.2	6.2	113.7	57.2	461.9	215.3	3,412.0	7.4	3.6	469.3	218.9
GEORGIA	114.0	58.3	598.6	33.0	16.6	147.0	74.9	448.3	222.0	5,503.2	55.1	27.3	503.4	249.3
HAWAII	18.0	8.9	33.1	10.4	5.4	28.4	14.3	62.2	30.7	135.2	16.5	7.5	78.7	38.2
IDAHO	34.7	24.1	251.9	10.7	6.6	45.4	30.7	149.2	95.4	2,224.3	14.4	8.0	163.6	103.4
ILLINOIS	167.1	83.3	524.7	13.9	7.0	181.0	90.3	985.1	505.5	7,681.2	46.1	22.7	1,031.2	528.2
INDIANA	61.0	30.4	98.5	13.6	6.8	74.6	37.2	534.4	274.4	3,442.8	70.3	33.3	604.7	307.7
IOWA	84.4	43.0	1,177.6	1.6	1.1	86.0	44.1	436.1	225.0	10,936.4	13.0	6.5	449.1	231.5
KANSAS	68.8	34.5	687.0	6.0	3.0	74.8	37.5	436.6	218.3	13,030.7	34.7	17.4	471.3	235.7
KENTUCKY	47.0	22.6	80.3	38.6	19.6	85.6	42.2	329.4	165.9	2,375.1	54.9	26.8	384.3	192.7
LOUISIANA	58.1	29.4	129.3	23.7	11.9	81.8	41.3	364.5	177.6	2,803.1	20.0	9.9	384.5	187.5
MAINE	19.8	9.8	57.6	4.0	2.0	23.8	11.8	155.4	76.9	955.7	20.6	9.6	176.0	86.5
MARYLAND	51.4	25.1	119.6	11.2	5.6	62.6	30.7	240.3	119.2	1,426.8	5.6	2.8	245.9	122.0
MASSACHUSETTS	84.3	43.5	62.3	38.1	19.2	122.4	62.7	336.1	164.7	434.7	96.0	24.3	432.1	189.0
MICHIGAN	113.5	59.6	410.3	48.0	24.3	161.5	83.9	787.3	378.2	9,106.8	41.3	19.5	828.6	397.7
MINNESOTA	107.0	50.3	1,084.1	2.9	1.5	109.9	51.8	530.9	269.2	14,719.6	20.4	10.3	551.3	279.5
MISSISSIPPI	47.6	22.9	443.9	19.1	9.7	66.7	32.6	329.2	161.5	7,510.3	28.9	14.5	358.1	176.0
MISSOURI	94.4	47.4	221.9	30.5	16.7	124.9	64.1	517.5	263.6	9,813.2	100.1	48.2	617.6	311.8
MONTANA	24.5	15.8	151.1	10.8	6.5	35.3	22.3	291.4	174.4	4,617.4	30.6	17.1	322.0	191.5
NEBRASKA	45.5	24.6	522.4	6.5	3.2	52.0	27.8	354.6	181.6	7,858.0	32.4	16.0	387.0	197.6
NEVADA	19.7	17.1	72.7	9.7	8.7	29.4	25.8	111.0	94.8	1,793.1	12.7	10.4	123.7	105.2
NEW HAMPSHIRE	16.6	7.8	25.0	1.4	.5	18.0	8.3	107.1	52.9	442.5	3.6	1.8	110.7	54.7
NEW JERSEY	126.5	55.5	55.2	101.8	48.8	228.3	104.3	308.7	153.5	505.9	35.6	17.8	344.3	171.3
NEW MEXICO	15.5	10.9	102.0	5.3	3.5	20.8	14.4	222.4	145.4	2,415.2	19.3	11.3	241.7	156.7
NEW YORK	293.6	128.8	166.5	4.5	2.3	298.1	131.1	1,646.7	763.9	3,446.2	25.0	12.0	1,671.7	775.9
NORTH CAROLINA	94.8	46.8	214.6	63.8	31.9	158.6	78.7	450.9	224.9	4,878.8	65.6	32.5	516.5	257.4
NORTH DAKOTA	24.2	12.2	989.8	1.8	1.0	26.0	13.2	251.0	127.7	13,614.3	14.0	7.1	265.0	134.8
OHIO	186.1	91.7	236.3	1.8	.9	187.9	92.6	809.7	420.9	2,702.1	128.8	63.9	938.5	484.8
OKLAHOMA	65.8	31.4	353.3	8.8	4.4	74.6	35.8	438.3	218.5	6,243.0	14.5	6.9	452.8	225.4
OREGON	27.1	16.9	40.2	4.6	2.9	31.7	19.8	283.3	162.6	2,156.8	22.1	13.0	305.4	175.6
PENNSYLVANIA	373.3	175.7	271.1	37.2	18.6	410.5	194.3	832.3	410.0	2,015.2	94.2	43.3	926.5	453.3
RHODE ISLAND	15.9	7.8	19.8	7.7	3.8	23.6	11.6	96.0	47.4	239.4	30.4	15.0	126.4	62.4
SOUTH CAROLINA	56.4	26.9	674.0	.8	.4	57.2	27.3	270.2	136.2	7,204.2	21.0	10.6	291.2	146.8
SOUTH DAKOTA	19.7	11.8	347.8	2.3	1.3	22.0	13.1	271.2	148.9	9,544.9	3.7	2.1	274.9	151.0
TENNESSEE	43.0	21.0	299.9	21.7	10.8	64.7	31.8	423.2	212.7	7,194.9	52.4	24.6	475.6	237.3
TEXAS	238.7	123.3	958.0	.4	.2	239.1	123.5	1,357.8	698.3	18,951.8	4.8	2.6	1,362.6	700.9
UTAH	18.9	14.3	108.3	9.1	7.0	28.0	21.3	148.4	105.5	1,575.8	10.6	7.1	159.0	112.6
VERMONT	13.5	6.8	18.7	2.8	1.4	16.3	8.2	90.9	45.3	519.1	12.8	5.8	103.7	51.1
VIRGINIA	69.4	35.4	174.0	6.3	3.1	75.7	38.5	452.0	219.9	3,819.9	50.6	24.3	502.6	244.2
WASHINGTON	31.8	18.2	108.9	12.0	6.3	43.8	24.5	370.5	181.8	3,902.5	18.7	9.7	389.2	191.5
WEST VIRGINIA	62.4	31.5	47.7	22.0	11.3	84.4	42.8	167.0	83.6	1,097.5	41.4	20.6	208.4	104.2
WISCONSIN	66.9	32.9	324.8	25.7	12.9	92.6	45.8	492.4	245.2	6,639.3	57.2	28.2	549.6	273.4
WYOMING	11.5	8.4	106.6	3.5	2.4	15.0	10.8	174.3	114.6	2,403.3	7.4	4.9	181.7	119.5
DIST. OF COL.	20.6	11.4	9.1	2.1	1.5	22.7	12.9	98.3	52.8	80.9	12.7	6.0	111.0	58.8
PUERTO RICO	30.4	15.0	32.7	1.8	.9	32.2	15.9	151.1	68.1	316.7	27.9	11.3	179.0	79.4
TOTAL	3,730.2	1,903.4	13,846.1	790.8	424.2	4,521.0	2,327.6	20,953.0	10,862.9	236,256.4	1,681.6	830.4	22,634.6	11,693.3

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

	THREE MONTHS ENDED DECEMBER 31, 1969	FISCAL YEAR 7-1-69 TO 12-31-69
Balance at beginning of period	$1,819,379	$1,520,827
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds)	1,035,189	2,012,269
Less motorboat fuel revenue 1/	4,500	23,300
Net for highways	1,030,689	1,988,969
Trucks, buses, and trailers	166,396	332,386
Tires, tubes, and tread rubber	179,469	332,592
Vehicle use	28,056	89,398
Parts and accessories, trucks and buses	23,365	39,532
Lubricating oil (net after refunds)	32,958	66,409
Total excise revenues	1,460,933	2,849,286
Interest earned	39,053	47,613
Total Income	1,499,986	2,896,899
Disbursements:		
For highways	1,357,541	2,455,902
Interest on advances from General Fund	-	-
Total Disbursements	1,357,541	2,455,902
Balance at end of period	1,961,824	1,961,824

1/ Transferred to the Land and Water Conservation Fund pursuant to Title II, Sec. 202, Public Law 88-578, effective January 1, 1965.

The Federal share of the Federal-aid highway program is wholly financed by highway users on a pay-as-you-build basis. The Highway Revenue Act of 1956 (as since amended) levied or increased certain Federal excise taxes on motor fuel and automotive products, and earmarked their revenue specifically to a Highway Trust Fund, which is the source of money for Federal highway aid to the States both for the Interstate and the primary-secondary-urban programs. The taxes earmarked to the Trust Fund and their rates (until October 1, 1972) are:

Motor fuel: 4 cents per gallon.
New trucks, buses, and trailers: 10 percent on the manufacturer's wholesale price.
Highway vehicle tires and tubes: 10 cents per pound.
Other tires, and tread rubber: 5 cents per pound.
Heavy vehicle use: $3.00 per 1,000 pounds annually on the total gross weight of vehicles rated at more than 26,000 pounds gross weight.
Parts and accessories: 8 percent on the manufacturer's wholesale price of truck and bus parts and accessories.
Lubricating oil: 6 cents per gallon, if used for highway purposes.

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FHWA--423
(202) 962-8411

FOR IMMEDIATE RELEASE

Federal Highway Administrator F. C. Turner today announced the appointment of Gerald D. Love as Regional Federal Highway Administrator for Region No. 1 which covers the northeastern corner of the Nation and includes Puerto Rico. He succeeds the late John A. Hanson.

A veteran of more than two decades of governmental service, Mr. Love has been Acting Regional Federal Highway Administrator since the death of Mr. Hanson in a traffic accident last October.

Before that, he served from 1964 to 1967 as Divisional Engineer of the Bureau of Public Roads for New Hampshire.

A native of Iowa, the 42-year-old Love holds a Master's Degree in Engineering from Iowa State College.

He began his governmental services as a Navy yeoman in World War II, and served a four-year stint as a Navy Lieutenant during the Korean war period.

He joined the Federal service as an engineering aid for the Soil Conservation Service at Denison, Iowa, in 1949, and joined the Bureau of Public Roads in 1957 as a design engineer in the regional office in New York. The Federal Highway Administration's Region No. 1 includes: Connecticut, New Hampshire, Rhode Island, Maine, New Jersey, Vermont, Massachusetts, New York and Puerto Rico.

Mr. Love is married and is the father of five children. He and his family live at 37 Douglas Road, Delmar, New York.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA--418 202 962-8411

FOR RELEASE MONDAY
February 16, 1970

HIGHWAY CONSTRUCTION PRICE INDEX FOR 4TH QUARTER 1969

Secretary of Transportation John A. Volpe announced today the Federal Highway Administration's price index showed that the "rise in the cost of highway construction was significantly less in the fourth quarter of 1969 than in the previous quarter of the year."

The fourth quarter index showed an increase in construction costs of 1.7 percent as compared to 4.6 percent for the previous quarter.

Trends in highway construction costs are measured by an index of average contract prices compiled by the Bureau of Public Roads from reports of Federal-aid highway construction contracts awarded by State highway departments.

The quarterly price index during the past 2 years and the percentage change from the preceding quarter in each case have been as follows:

	Price Index	Percentage Change
1st quarter, 1968	120.6	+ 1.2
2nd quarter, 1968	121.2	+ 0.5
3rd quarter, 1968	119.5	- 1.4
4th quarter, 1968	132.3	+10.7
1st quarter, 1969	123.5	- 6.6
2nd quarter, 1969	130.3	+ 5.5
3rd quarter, 1969	136.3	+ 4.6
4th quarter, 1969	138.7	+ 1.7

The price levels of the component items of the index in the fourth quarter of 1969, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

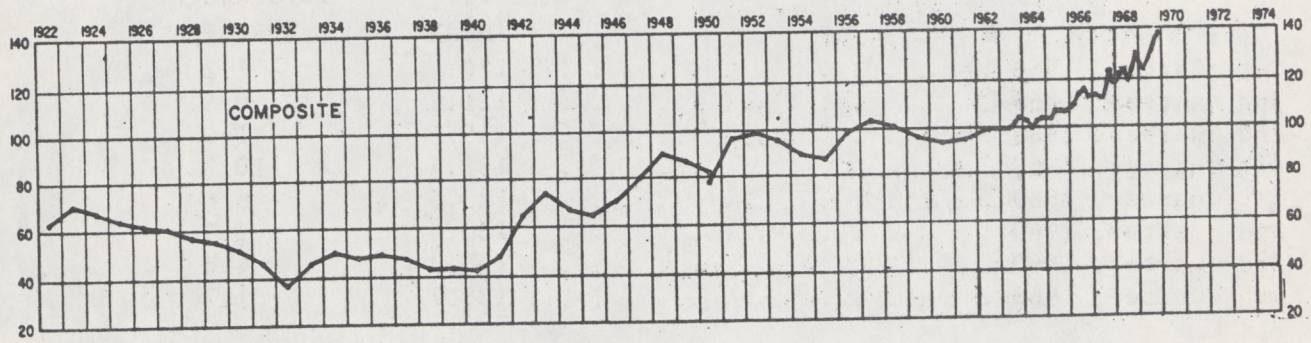
	Price Index 1957-59=100			Percentage change this quarter from--	
	Fourth quarter 1969	Third quarter 1969	Fourth quarter 1968	Third quarter 1969	Fourth quarter 1968
Excavation	135.7	137.4	157.6	- 1.2	-13.9
Surfacing:					
Portland cement concrete . .	128.1	125.8	117.9	+ 1.8	+ 8.6
Bituminous concrete	111.5	100.4	101.4	+11.1	+10.0
Composite surfacing	119.4	112.6	109.3	+ 6.1	+ 9.3
Structures:					
Reinforcing steel	121.8	113.8	102.7	+ 7.1	+18.6
Structural steel	166.1	191.4	128.2	-13.2	+29.6
Structural concrete	167.5	149.9	137.9	+11.8	+21.5
Composite, structures . .	158.8	156.6	128.4	+ 1.4	+23.7
Composite price index	138.7	136.3	132.3	+ 1.7	+ 4.8

The U.S. average contract unit prices for the index items during the third and fourth quarters of 1969, and during calendar years 1968 and 1969 are:

	Unit	3rd Qtr. 1969	4th Qtr. 1969	1968	1969
Excavation	Cu. Yd.	$ .58	$ .57	$ .55	$ .58
PCC surface	Sq. Yd.	5.51	5.61	4.86	4.96
Bit. conc. surf.	Ton	6.69	7.43	6.68	6.96
Str. reinf.	Lb.	.147	.157	.131	.142
Str. steel	Lb.	.373	.323	.249	.316
Str. concrete	Cu. Yd.	81.20	90.75	72.70	81.88

PRICE TRENDS FOR FEDERAL-AID HIGHWAY CONSTRUCTION

1957-1959=100



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

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FOR IMMEDIATE RELEASE

FHWA--419
(202) 962-8411

Secretary of Transportation John A. Volpe today released the second monthly report on the Federal Government's vehicle safety compliance testing program.

The report, prepared by the National Highway Safety Bureau, summarizes recent results of testing vehicle and vehicle equipment for compliance with Federal Motor Vehicle Safety Standards.

Compliance testing is conducted by the NHSB through independent testing laboratories. The current report covers compliance activities for the month of December, 1969. Tests were conducted on 1968, 1969, and 1970 vehicles and equipment.

The report shows that during the month NHSB accepted 19 reports involving compliance testing of vehicle standards. Of these, 12 tests involved brakes and produced one failure; three were on rearward displacement of steering controls, with one failure; one test was on seat belt assembly anchorages and three were on fuel tanks, all of which passed. The NHSB now has 13 vehicle investigations in progress and three cases are in the Chief Counsel's office for possible enforcement action.

On tests involving equipment standards, the Bureau has accepted 30 reports, including 19 on lamps and reflective devices that produced 2 failures, and 11 on passenger car tires that produced one failure. There are a total of 42 investigations in progress on equipment standards compliance, and the Chief Counsel's office has nine cases for possible enforcement action.

-more-

The test results do not reflect the Bureau's position. Test results should not be interpreted as necessarily establishing conformity or non-conformity with the standards. Such determinations can only be made after further investigation and additional information is analyzed.

The reports are available for inspection at the Bureau's Documentation-Center, 4th floor, Donohoe Bldg., 6th and D Streets S.W., Washington, D.C.; or they may be obtained through purchase from the Clearinghouse for Federal Scientific and Technical Information, 5285 Port Royal Road, Springfield, Virginia 22151 at $3.00 per copy.

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NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program -- 1968, 1969, 1970 Vehicles

Monthly Report -- December 1 to December 31, 1969

VEHICLE STANDARDS

FMVSS *	Compliance Test Reports Accepted	Investigations Initiated	Investigations Closed	Investigations In Progress (Cumulative)	Corrective Action Initiated By Manufacturer	Enforcement Actions In the # Office of the Chief Counsel (Cumulative)	Cases Forwarded to Dept. of Justice	Investigatory Files Released to Public
103	0	0	0	1	0	0	0	0
105	12	0	0	1	0	0	0	0
110	0	0	0	4	0	0	0	0
202	0	0	0	0	0	0	0	0
204	3	0	0	2	0	2	0	0
207	0	0	0	1	0	0	0	0
210	1	0	1	3	0	1	0	2
301	3	0	1	1	0	0	0	0

Some Investigations cover more than one Compliance Test Failure.

Four "Investigations in Progress" not shown in the November Report have been included in this report.

*Federal Motor Vehicle Safety Standard

#This column includes all matters forwarded to the Chief Counsel for determination as to what enforcement actions, if any, can be taken, and all matters in which some enforcement action, such as recall, defect notification, or civil penalty is being pursued. These matters are classified as investigatory and the files will remain closed on them until final disposition is made.

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM

Investigations In Progress (Cumulative)

Vehicle Standards

FMVSS*	MANUFACTURER
103	Volkswagen
105	Toyota
110	American Motors
110	Chrysler Corporation
110	Ford Motor
110	General Motors
204	Fiat (2)
207	Ford Motor
210	General Motors
210	Checker Motors
210	Volkswagen
301	Volkswagen

*Federal Motor Vehicle Safety Standard

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM

Investigations Closed

Vehicle Standards

FMVSS	MANUFACTURER
210	Ford Motor Company
301	Checker Motors

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - DECEMBER 1 - DECEMBER 31, 1969

EMVSS 105

Hydraulic Service Brake, Emergency Brake, and Parking Brake Systems

Manufacturer	NHSB No.	PB No.	Year - Make - Model	Report No.	Results
American Motors	69401	PB 188 368	1969 Rambler	DS	Passed
Chrysler Corp.	69302	PB 188 369	1969 Chrysler 300	DS	Passed
Chrysler Corp.	69301	PB 188 370	1969 Dodge Dart	DS	Passed
Ford Motor Co.	69204	PB 188 390	1970 Maverick	DS	Passed
General Motors	69105	PB 188 388	1969 Buick Riviera	DTL-906274-C	Passed
General Motors	69102	PB 188 371	1969 Buick Special Deluxe	DTB-TR-691188	Passed
General Motors	69101	PB 188 365	1969 Chevrolet Bel Air	DTB-TR-691186	Passed
General Motors	69107	PB 188 389	1969 Chevrolet Nova	DTL-906272-C	Passed
General Motors	69108	PB 188 387	1969 Oldsmobile Vista Cruiser	OTL-M-69333	Passed
Toyota Motor Co.	69506	PB 188 374	1969 Corolla	DS	Failed*1
Toyota Motor Co.	69504	PB 188 373	1969 Corona	OTL-M-69333-1	Passed
Volkswagen	69501	PB 188 375	1969 Model 11	DTB-TR-691183	Passed

*1 - Brake pedal arm bent. Investigation in progress.

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - DECEMBER 1 - DECEMBER 31, 1969

FMVSS 204

Steering Control Rearward Displacement

Manufacturer	NHSB No.	PB No.	Year - Make - Model	Report No.	Results
Ford Motor Co.	69204	PB 188 376	1970 Maverick	DS	Passed
Ford Motor Co.	69201	PB 188 367	1969 Mercury Cougar	CAL-VJ-2838-K-1A	Passed
Fiat	69507	PB 188 391	1969 Fiat 850 Coupe	DIG-TR-204-3	Failed*1

*1 - Steering column displacement exceeds Standard 204 limitation. Investigation in progress.

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - DECEMBER 1 - DECEMBER 31, 1969

FMVSS 210

Seat Belt Assembly Anchorages

Manufacturer	NHSB No.	PB No.	Year - Make - Model	Report No.	Results
General Motors	69101	PB 188 392	1969 Chevrolet Bel Air	DTB-TR-691214	Passed

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - DECEMBER 1 - DECEMBER 31, 1969

FMVSS 301

Fuel Tanks, Fuel Tank Filler Pipes, and Fuel Tank Connections

Manufacturer	NHSB No.	PB No.	Year - Make - Model	Report No.	Results
Ford Motor Co.	69204	PB 188 377	1970 Maverick	DS	Passed
Ford Motor Co.	69201	PB 188 366	1969 Mercury Cougar	CAL-VJ-2838-K-1B	Passed
Fiat	69507	PB 188 372	1969 Fiat 850 Coupe	DIG-TR-301-3	Passed

NATIONAL HIGHWAY SAFETY BUREAU

Monthly Report -- December 1 to December 31, 1969

EQUIPMENT STANDARDS

FMVSS *	Compliance Test Reports Accepted	Investigations Initiated	Investigations Closed	Investigations In Progress (Cumulative)	Corrective Action Initiated By Manufacturer	Enforcement Action In the # Office of the Chief Counsel (Cumulative)	Cases Forwarded to Dept. of Justice	Investigatory Files Released to Public
106	0	0	2	6	0	0	0	0
108	19	2	0	2	0	0	0	0
109	11	1	0	18	0	8	0	0
116	0	0	0	1	0	0	0	0
203	0	0	0	0	0	0	0	0
205	0	0	0	1	0	1	0	0
206	0	0	0	0	0	0	0	0
209	0	0	0	14	0	0	0	0
211	0	0	0	0	0	0	0	0

Some Investigations cover more than one Compliance Test Failure.

*Federal Motor Vehicle Safety Standard

#This column includes all matters forwarded to the Chief Counsel for determination as to what enforcement actions, if any, can be taken, and all matters in which some enforcement action, such as recall, defect notification, or civil penalty is being pursued. These matters are classified as investigatory and the files will remain closed on them until final disposition is made.

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM

INVESTIGATIONS IN PROGRESS (CUMULATIVE)

Equipment Standards

FMVSS	MANUFACTURER
106	Inland Division of General Motors
106	Wagner Electric Corp.
106	Summitt Motor Corp. - Importer, Shafer Brake Hose
106	Summitt Motor Corp. - Importer Akron Brake Hose
106	Nichirin (Brake Hose - Japanese)
106	Summitt Motor Corp. - Importer Stop (France) Brake Hose
108*	International Harvester
108*	White Truck
109	Armstrong (2)
109	Dunlop
109	Firestone (2)
109*	General (5)
109	Goodrich (2)
109	Goodyear
109	Mansfield
109	Mohawk
109	Uniroyal
109	Seiberling
109	Uniroyal
116	Wagner Electric Corp.
205	Shatterproof Glass Co.
209	Pontonier, Inc.
209	Jim Robbins Co.

*1 Investigation initiated this report period

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM

INVESTIGATIONS IN PROGRESS (CUMULATIVE)

Equipment Standards

FMVSS*	MANUFACTURER
209	Hinson Division of Royal Industries
209	Rose Manufacturing Co.
209	Superior Industries
209	General Safety
209	Beams Manufacturing Co.
209	Jeffry-Allen Industries, Inc.
209	Irvin Industries Inc.
209	Volkswagen of America
209	Sears Roebuck & Co.
209	Market Forge
209	Vogt Manufacturing Co.

*Federal Motor Vehicle Safety Standard

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM

INVESTIGATIONS CLOSED

Equipment Standards

FMVSS	MANUFACTURER
106	Dunlop Tire & Rubber Co.
106	Summitt Motor Corp. - Girling Brake Hose

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - DECEMBER 1 - DECEMBER 31, 1969

FMVSS 108

Lamps, Reflective Devices and Associated Equipment

Vehicle Manufacturer	Component Manufacturer	Component	Vehicle Mfg's Part Number	Report No.	PB No.	Results
GMC Truck and Coach Division	Cats Eye Lamp Division Columbus Metal Products	Front Turn Signal	649347	ETL 410142	PB 188 394	Passed
GMC Truck and Coach Division	" " "	Stop Signal	2494794	ETL 410143	PB 188 413	Passed
GMC Truck and Coach Division	" " "	Front and Rear Identification Lamp	648241	ETL 410256	PB 188 416	Passed
GMC Truck and Coach Division	Guide	Backup Lamp	916380	ETL 410594	PB 188 414	Passed
GMC Truck and Coach Division	Grote	Clearance or Side Marker Lamp	650113	ETL 410210	PB 188 415	Passed
Ford	Dietz	Roof Marker Lamp	C9TB15442A	ETL 410413	PB 188 393	Passed
Ford	Dietz	Front Clearance or Side Marker Lamp	C9TB15442D	ETL 410561	PB 188 417	Passed
International Harvester	Signal Stat	Clearance Lamp	965988R92	ETL 409283	PB 188 401	Failed (Vibration Test)
International Harvester	Speaker	Backup Lamp	370784C91	ETL 409292	PB 188 402	Passed

FMVSS 108 (Cont'd)

Vehicle Manufacturer	Component Manufacturer	Component	Vehicle Mfg's Part Number	Report No.	PB No.	Results
Chevrolet	Yankee	Combination Clearance and/or side marker and Identification Lamp	3928409	ETL 410404	PB 188 403	Passed
Chevrolet	Guide	Clearance or Identification Lamp	5961757	ETL 410405	PB 188 408	Passed
Chevrolet	Guide	Front Turn Signal and Parking Lamp	911169	ETL 410406	PB 188 409	Passed
Chevrolet	Guide	Backup Lamp	916152	ETL 410407	PB 188 410	Passed
Chevrolet	Guide	License Lamp	911482	ETL 410408	PB 188 411	Passed
Chevrolet	Guide	Rear Side Marker and Reflex Reflector	911165	ETL 410410	PB 188 412	Passed
White	Signal Stat	Dual Lens Turn Signal	542646	ETL 410299	PB 188 404	Failed- (Photometric Test)
Mack	K-D Lamp Company	Combination Clearance and Side Marker or Identification Lamp	38M0316A-P1	ETL 410325	PB 188 405	Passed
Mack	Signal Stat	Dual Faced Turn Signal Lamp	47M0251-P1	ETL 410327	PB 188 406	Passed
Mack	Signal Stat	Backup Lamp	99M0214-P1	ETL 410329	PB 188 407	Passed

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - December 1 to December 31, 1969

FMVSS 109

New Pneumatic Tires - Passenger Cars

Manufacturer	Brand Name	Tire Name	Size	Test No.	Results	PB No.
Uniroyal Tire Company	Uniroyal	Winter Patrol	825-14	D952036	Passed	PB 188 397
Uniroyal Tire Company	Uniroyal	Tigerpaw	H-78-14	D952028	Passed	
Uniroyal Tire Company	Uniroyal	Winter Patrol	775-15	D952022	Passed	
Uniroyal Tire Company	Uniroyal	Laredo	825-14	D952035	Passed	
Bridgestone Tire Co.	Bridgestone	Skyway Deluxe	825-14	D952050	Passed	PB 188 395
The B.F. Goodrich Co.	Co-op	Country Squire	H-70-14	D952032	Passed	PB 188 396
Firestone Tire & Rubber Co.	Flying "A"	Super Air Wing	650-13	D952052	Passed	PB 188 399
Firestone Tire & Rubber Co.	Flying "A"	Air Wing	775-14	D952055	Passed	
General Tire&Rubber Co.	General	Genral Jet	775-14	D952004	Passed	PB 188 400
General Tire&Rubber Co.	General	Jet Air II	695-14	D952002	Failed Strength	
The Kelly Springfield Tire Co.	Crest	Safari	855-14	D952069	Passed	PB 188 398

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE MONDAY
February 16, 1970

FHWA--424 -
(202) 962-8411

The budding basketball star of tomorrow could be a kid who learned how to dribble, pass and shoot because an interstate highway came through his neighborhood.

And this same youth, who wiled away hours of his life wondering what to do next, can now cavort on a basketball court laid out under a structurally modern viaduct.

The Federal Highway Administration has joined forces with state and local officials in developing multiple use of land involving the highway right-of-way.

The result has been the birth of recreational facilities and playground areas in crowded cities where officials have searched for sites to build such accommodations.

Thousands of boys and girls have reaped the benefits of this dramatic impact of the superhighway on the environment. They live in Wilmington, Delaware; Chicago, New York, Seattle, Miami, Minneapolis, Dover, New Hampshire, and other communities across the nation.

And recreational facilities on highway right-or-way developed for public use are proposed for Syracuse, Las Vegas, Columbia, South Carolina; Shreveport, Louisiana, Charleston, West Virginia; Reno, Nevada; New Orleans and Phoenix, Arizona.

Civic leaders in Wilmington, one of the first cities to take advantage of highway right-of-way for recreational purposes, built their playground two years ago in the middle of a black ghetto area bounded by Jackson and Adams Streets and West Second and West Fourth Streets.

The facility lies under a viaduct that carries busy Interstate 95 traffic through the northeast corridor that connects Washington, D. C. and New York City. Motorists using the four-lane road are completely oblivious to the activities underneath the structure.

(more)

The area, when first completed, was graded, seeded and developed into a small park. City officials, through a right-of-way lease with the Delaware State Highway Department, sought and won Federal approval to convert the park into a playground and adjacent parking area.

Curbing, paving, drainage and heavy-woven fencing for the playground and parking lot cost the city $13,769. Playground equipment, including basketball courts, swings, slides, gym sets, shuffleboard and other recreational games, cost another $34,000.

Last summer, a portable tank-type swimming pool, valued at $35,000, was donated to the playground, making it one of the finest highway right-of-way facilities in the nation.

The heavily-used Wilmington playground is operated, maintained and supervised by the city day and night since its basketball courts are lighted. Highway officials describe the project as a successful venture.

"The multiple-use or joint-development concept is as old as road building itself," says Federal Highway Administrator F. C. Turner. "We've been stressing it the past decade or so in the Federal-aid highway program, and it is beginning to show important results -- like giving kids a chance to play and develop. Is there anything more important?"

Other playgrounds across the country, scheduled to be built with Federal Highway Administration cooperation, will include handball, tennis and badminton courts.

In some areas, structures or highway across sections will be modified to promote and encourage public use of land areas beneath, over and adjacent to the highway.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FHWA—425

INTERSTATE ROUTE 80, FROM NEW YORK TO SAN FRANCISCO, NEARING COMPLETION

(202) 962-8411

For SUNDAY RELEASE

(First of a series on Interstate Highways)

On May 23, 1903, the first trans-continental automobile trip began in San Francisco when Dr. H. Nelson Jackson, a prominent Burlington, Vermont, surgeon and his chauffeur headed east in a 20-horsepower Winston touring car.

Sixty three days later, on July 26, the intrepid travelers arrived in New York City, having averaged a bit better than 90 miles a day. Interestingly, they followed much the same route across the country that Interstate 80 now takes.

Five years from now -- and perhaps sooner -- it will be possible to make the same trip, from Baghdad-on-the-Hudson to Baghdad-on-the-Bay, in 48 hours, 20 minutes driving time, at an average speed of 60 mph. And all the way, on divided lanes, you will encounter not one traffic light or grade intersection. Even now, you can make

-more-

a major portion of this cross-country journey on I-80's safe, modern roadways.

"The Interstate System is one of the public works marvels of the 20th Century," said Secretary of Transportation John A. Volpe, who in 1956 was the first Federal Highway Administrator.

"Routes such as I-80 are opening up America to Americans by improving the flow of people and commerce. And the safety records of these highways speak for itself. The lives of motoring Americans saved will more than justify the costs of the system."

Interstate 80, of course, is but one of a number of such safe, high-speed freeways that will stretch nonstop from coast to coast and from border to border upon completion of the 42,500-mile Interstate System in 1974. However, it presently is one of the most advanced of these routes with more than 80 percent of its path across the nation already open and in use.

Officials of the Federal Highway Administration's Bureau of Public Roads say they cannot know at this point which Interstate route will be the first to be completed from the Alantic to the Pacific, or between Canada and Mexico or the Gulf. Obviously, though, I-80 has a good chance at the honor.

Federal Highway Administrator F. C. Turner points out:

"Interstate routes such as I-80 do something else besides enabling you to drive twice as quickly with three times the safety between two distant points in this country; they also connect and pull together widely separated and diverse areas of the nation.

"Take Interstate 80, for instance. It connects the nation's two largest States -- California and New York -- and in between it passes through a kaleidoscopic cross-section of Americana: Nevada, Utah, Wyoming, Nebraska, Iowa, Illinois, Indiana, Ohio, Pennsylvania, and New Jersey. In all of these States, motorists are traveling on the same highway -- I-80 -- but are viewing vastly different parts of America."

Over-all, I-80 will stretch 2,899.39 miles when completed. It is the longest single Interstate route. Presently, 2,273.15 miles are open and in use. Another 357.34 miles are under construction; 275.51 miles are in a stage where engineering plans are being drawn and right-of-way is being acquired; and only 9.4 miles are still in a preliminary status (where the route location has not yet been determined).

When completed, routes such as I-80, in addition to dramatically cutting your travel time across the nation, will provide several bonuses. The vacationer, in the same amount of time he has taken previously, will be able to see much more of the country. Travel will be much safer, and there will be less strain on the driver. And many local traffic problems will have been solved by the new routes.

But where, and how far, can you travel on I-80 at the present time? A quick State-by-State tour provides the answers.

NEW JERSEY: Of a total of 68.10 miles of Interstate 80 mileage, 32.2 miles are now open and in use. From midtown Manhattan you drive up the Hudson, across the George Washington Bridge, and onto I-80 in nearby New Jersey. You continue for 15 miles into Patterson, where there is a six mile gap. Here you take U.S. 46. Getting back on I-80 at Totowa, you continue for six miles before having to switch to Route 36

again for another 12 mile gap. Regaining I-80 at Denville, you drive for 12 miles before encountering the final 22 mile missing link and again exiting to Route 46. At Columbia, you re-enter I-80 for a four mile stretch to the Pennsylvania line. Portions of I-80's missing links in New Jersey will be completed in 1970, 1971 and 1973, with the final gaps being closed in 1974.

PENNSYLVANIA: The I-80 mileage here totals 311.98, of which 238.96 miles currently are open to traffic. The big news is that the entire route (which goes straight across the northern part of the State) will be completed by late next summer (1970) -- providing a parallel route to the Pennsylvania Turnpike (I-75), and one which will be 90 miles shorter for traffic headed for the New York City area from Cleveland, Chicago, and other points west, and several times as safe, with less driving tensions. Named "The Shortway," it is expected to have great appeal for trucks, since it is a free road while the Turnpike is a toll road. Continuing on I-80 from the New Jersey line, you now can continue without interruption through the picturesque Poconos as far as the Susquehanna River, where a gap exists. Exiting, you take U.S. 15 to Williamsport (home of the Little League World Series) and then U.S. 220 through Lock Haven to the Milesburg interchange, where you return to I-80. The next hiatus occurs at a gap at Shawsville, where you take State Route 153 to State Route 410 and continue 15 miles to Luthersburg, where you pick up U.S. 322. Continue to State Route

310 and back onto I-80. It is clear sailing the rest of the way to the Ohio line.

OHIO: Of the 245. 12 miles of I-80, 202.90 miles are open. Soon after you cross the Pennsylvania border, you hit a gap which extends from State Route 7 to what will be the I-80 interchange with the Ohio Turnpike (I-80S) . This section will be completed by autumn of 1970. In the meantime, take State Route 7 to State Route 82 (divided highway), through Warren, and then pick up State Route 5 (also divided highway) back to I-80. There also is a small gap in the Cleveland metropolitan area which is due to be completed in late 1972 or early 1973, but unless you want to visit the shores of Lake Erie, you actually will not use this section, anyway; you will stay on the Ohio Turnpike which again becomes I-80 west of Cleveland, so that in reality, after having to exit the one time near the Pennsylvania line, you now can continue on through Toledo to the Indiana border.

INDIANA: Good news here. All 151.65 miles of I-80 are open, and you speed straight across the flatlands of northern Indiana to South Bend (and Notre Dame)...the steel mills of Gary...Hammond...and then that toddling town, Chicago.

ILLINOIS: It is strictly nonstop here, too, with the entire 163.52 miles of I-80 open. So whether you decide to stop over in Chicago or not, there is nothing to delay you as Joliet...Moline...Rock Island... flash by on your way west.

IOWA: I-80 is in good shape in the Hawkeye State with 288.57 miles open out of a total of 292.41. Crossing the mighty Mississippi from Illinois, you quickly pass through Davenport...on across the lush farm lands through Iowa City (and the University of Iowa)...past Grinnell to the capital city, Des Moines...and on westward to the Missouri River. Although I-80 is now open all the way to Council Bluffs, through travelers are being routed into the city via I-80N (at the Neola interchange) and I-29, because of existing gaps in I-80 in Council Bluffs. However, since this alternate route is also nonstop, you will encounter no delay. (Three Interstate System bridges will span the river at Council Bluffs, and when the I-680 bridge is completed you will be able, if you wish, to cross it at the same point where the intrepid band of Mormon pioneers crossed 100 years before you.)

(NEBRASKA: I-80 covers 455.31 miles in the Cornhusker State, and 362.60 miles currently are in use. After crossing the wide Missouri, into Omaha with its famous Boy's Town), you encounter a short missing link (soon to be completed), so detour on U.S. 6 and 30-A to get back on I-80. Incidentally, it is worth noting that the construction of I-480 in Omaha (which is the beltway off I-80) is one of the outstanding examples of joint development planning. A varied group of new buildings, including high-rise motor hotel and apartment buildings, parking structures, office buildings, etc., is being developed immediately

adjacent to the I-480 roadway as the result of a cooperative effort involving the State highway department, the City of Omaha, the architects of the city, and a real estate consultant firm. From Omaha, it is straight ahead on I-80 through Lincoln (and the University of Nebraska)...Grand Island...North Platte...across the plains to the far western part of the State. It is in this area -- the Platte River Valley -- that Nebraskans received a big bonus from the I-80 program: the Chain of Lakes. Some 50 State-owned lakes have been created along a 160 mile stretch of I-80 from Grand Island west to Hershey, and still more are to come. The lakes, used for swimming, boating and fishing, and many of which are equipped with picnic facilities, were developed from "borrow pits" from which road-building materials were dug. The lakes average between 10 and 20 acres in size, although some are as large as 46 acres, and are 12 to 14 feet deep. The State Game and Parks Commission cooperated with the State highway department in developing the lakes as part of the I-80 construction program. In the far western part of Nebraska you run into a 92 mile gap at the intersection of I-80S west of Big Springs. Switch to parallel U.S. 30 and continue on to three miles from the Wyoming line, where I-80 resumes. At present, no estimate has been made for the completion date of these missing 92 miles.

WYOMING: Here I-80 travels 402.77 miles, and 362.60 of them are open. After you cross the Nebraska line, you go straight through

to the outskirts of the rodeo city of Cheyenne, where you run into a seven mile gap. Take old U.S. 30 to the center of Cheyenne, where you again pick up I-80, and then continue to Laramie (and the University of Wyoming). From Laramie to Wolcott Junction there is an 80 mile gap that is due for completion in September, 1970, and in the meantime you can continue on U.S. 30. From Wolcott Junction I-80 stretches straight on through Rawlings and across the Continental Divide to Rock Springs and the Utah State line. It should be noted that while many smaller cities are not immediately on I-80, they are adjacent and you can drive into them via easy and safe interchanges, and then quickly and easily return to the Interstate route when you desire. This, of course, is true in every State.

UTAH: Still much work to be done here, with 60.94 miles out of an I-80 total of 194.15 currently open. There are frequent small gaps, and you will be on andoff I-80 several times both before and after you go through Salt Lake City (and its famous Mormon Tabernacle). Whenever you find it necessary to leave I-80, take U.S. 40; they run parallel. Many of Utah's gaps are due to be completed in 1970, 1971 and 1972, with the final stretches to be finished in 1974.

NEVADA: Still considerable mileage to be built here, too. Out of 410.78 I-80 miles, 274.78 are open to traffic. Coming across from Utah, you have to stay on U.S. 40 until you reach Oasis, Nevada, where I-80 picks up again. After that, you encounter gaps at Wendover, Wells, Elko, Battle Mountain, Winnemucca, Lovelock, and Reno. Wherever you have to detour, take U.S. 40. Nevada's missing

links are due to be closed in 1974.

CALIFORNIA: I-80 is in good shape here, with 191.20 miles open out of a total of 203.60. And actually, whether you stop off in Reno to test your luck at the gaming tables or have the will power to continue straight through (and past nearby Lake Tahoe and its similar attractions), once you cross the California line there is nothing to slow you down all the way to downtown San Francisco. I-80 is signed straight through. There are small gaps where I-80 is not yet complete, but in each instance there is an existing four lane freeway or better available, so you have no detours. So it's across the mountains to the State capital of Sacramento... Vallejo... El Cerrito... Richmond... Berkeley (and the University of California)... Oakland...and then across the Bay Bridge to San Francisco and Market Street -- journey's end!

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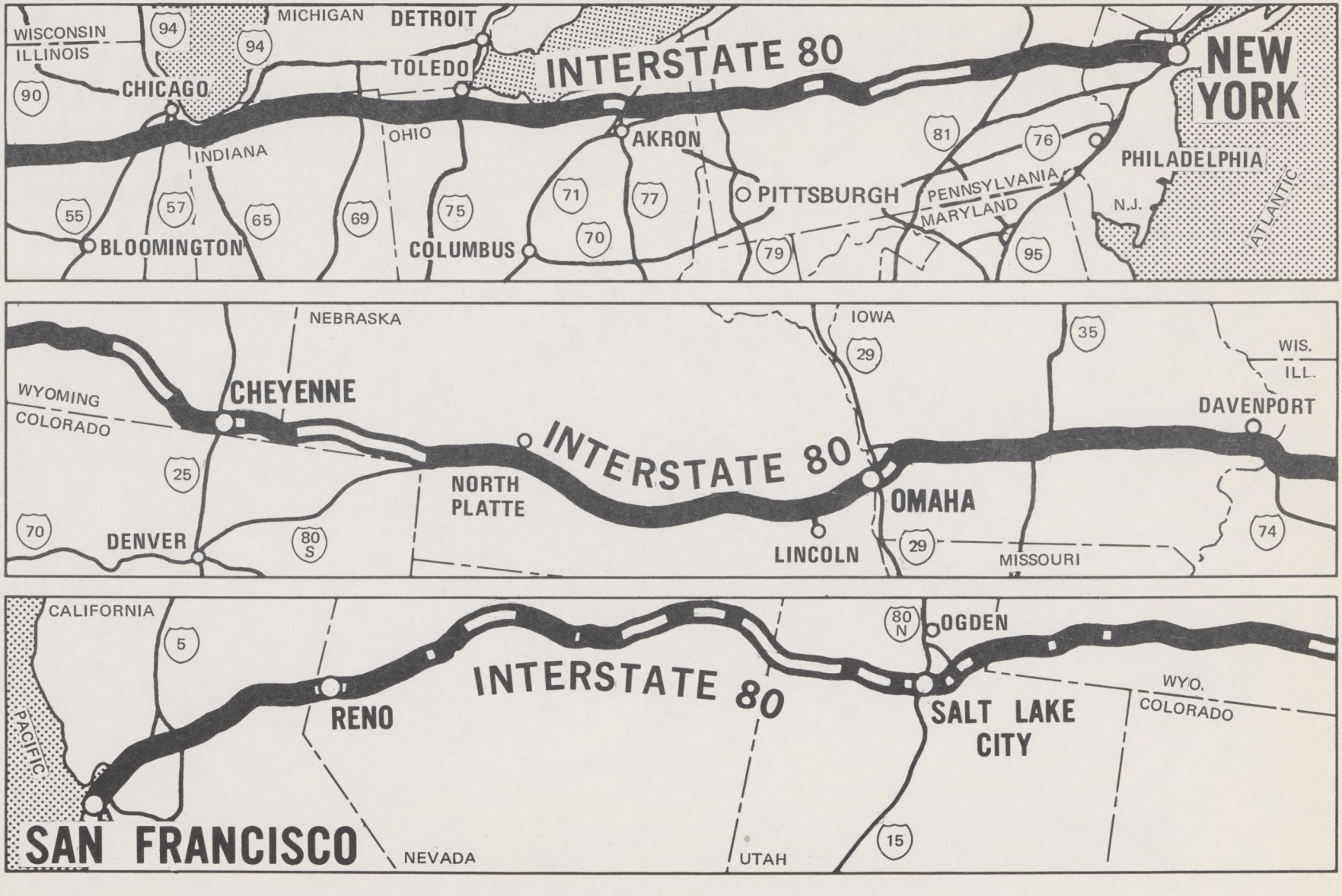
(Next: Interstate - 75, from Michigan to Florida)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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FHWA--428
(202) 962-8411

FOR IMMEDIATE RELEASE

The Department of Transportation announced today that the Mansfield Tire and Rubber Co. has agreed to recall approximately 500 tires.

The passenger car tires, Mansfield's Premium brand, size 8.85/9.00 x 15, were manufactured during the months of January, February, and March of 1969 by the Pennsylvania Tire and Rubber Co. of Mississippi, Inc., a wholly-owned subsidiary of Mansfield.

Tests conducted by independent laboratories for the National Highway Safety Bureau showed that nine of 50 such tires tested failed to pass the endurance test established by Federal Motor Vehicle Safety Standard 109.

The NHSB said test failures and other data indicate that the tires manufactured during the 3 month period in question do not have the minimum fatigue resistance required, and that continued use of such tires could be hazardous under certain conditions.

The tires in question are labeled with the symbol and code number DOT 168 and have serial numbers beginning with the letters FNR, INR or NNR.

Mansfield agreed to a recall campaign after conferences with NHSB officials. The Bureau is continuing its investigation into the case with a view toward possibly seeking civil penalties against the company for manufacturing and selling tires which failed to conform to the standard.

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021970

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FHWA--427

(202) 962-8411

FOR RELEASE FRIDAY
FEBRUARY 20, 1970

The Department of Transportation's Federal Highway Administration has invited comments on a petition calling for a ban on smoking by drivers and passengers on interstate buses.

The petition, filed by consumer advocate Ralph Nader, with the FHWA's Bureau of Motor Carrier Safety, asks that Motor Carrier Safety Regulations be amended to prohibit smoking by bus occupants.

FHWA Administrator Francis C. Turner has issued a Notice of Proposed Rule Making, inviting interested persons to submit their views, written data, and arguments as to the potential safety hazard created by the smoking of cigarettes, cigars, and pipes on buses.

In his petition, Mr. Nader contends that smoking on buses creates a fire hazard, interferes with a driver's ability to safely operate a bus by reducing his efficiency, and generates "Potentially dangerous concentrations of carbon monoxide in the interior of buses."

The Administrator particularly invites comments bearing on the possibility that buses could be involved in highway accidents as the result of smoking by drivers, passengers, or both.

Kenneth L. Pierson, Acting Director of the Bureau of Motor Carrier Safety, pointed out that at the present time the regulations prohibit drivers from engaging in unnecessary conversation or other activities tending to distract his attention from the operation of the vehicle.

All comments received before the close of business on April 17, 1970, will be considered.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE SUNDAY
February 22, 1970

FHWA--413
(202) 962-8411

Not too long ago an indigent family of 11 in the little town of Sundance, Wyoming, lived in a dilapidated shack and bunk house with no indoor plumbing. The water supply came from a cistern, there was an outdoor toilet, and the wiring for electricity was rudimentary and unsafe.

The family also lived on the right-of-way chosen for Interstate Route 90 through Sundance, and its bunk house-shack was condemned to make room for the highway.

Today that same family lives in an eight-room house which contains four bedrooms and a bathroom, and which has 1,069 square feet of habitable space.

It all came about because of the program of relocation payments to homeowners and tenants dispossessed by Federal-aid highways that was provided for in the Federal-Aid Highway Act of 1968.

Secretary of Transportation John A. Volpe recently broadened that policy by directing all units of the Department of Transportation to provide in advance for fair replacement housing for families displaced by federal and federally-assisted construction.

"The on-going program of the Federal Highway Administration was and is excellent," Secretary Volpe said, "but I took it one step further.

"I shall do everything I can to assure that the building of highways, airports, transit systems and the like will cause the least disruption of human and natural resources. This action will help make fair housing a reality and contribute to our efforts in reducing the economic hardship on private citizens as a result of construction activity."

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Homeowners whose properties were taken for highway rights-of-way used to receive only the fair market value for their homes. Under the 1968 Act, however, they may now receive up to $5,000 in additional payments to acquire comparable "decent, safe and sanitary" housing. Additionally, they may receive a scheduled moving expense allowance of up to $200 and a dislocation allowance of $100, or they can receive their actual moving expenses. Tenants can receive up to $1,500 to enable them to find comparable rental housing or to purchase replacement housing.

Federal Highway Administrator F. C. Turner says "most of the controversy attending highway construction stems from the housing problem. No one wants to be told he has to move. This far-reaching humane program is designed to make such upheavals more bearable, and at the same time assure that the housing is decent, safe and sanitary."

"When this program was first enacted, none of the States had legislative authority to fully comply with provisions of the Act. Since then, the great majority of the States have taken the necessary action so that they can now legally comply with the Act. The few remaining States are expected to obtain the necessary authority in 1970. This is a performance of which we can all be proud."

Under the provisions of the Federal-Aid Highway Act of 1968, the Secretary of Transportation sets the standards for, "decent, safe and sanitary" housing, (DSS). These standards require conformity with all local building and occupancy codes; an adequate supply of drinking water; adequate kitchen facilities, including refrigerator, hot and cold running water, and where customary, a sink and stove; a heating system adequate to provide 70 degree minimum temperature; toilet and bath facilities; artificial lighting for each room; a sound structure with at least two means of egress; a space allotment of 150 square feet for the first person and 100 square feet for each additional inhabitant; and other desirable elements.

Each State also is required to provide relocation advisory assistance programs to help meet the needs of those displaced.

(more)

Wherever possible, the Department of Transportation's Federal Highway Administration and the State Highway Departments try to improve the standard of living for poor people who have to be relocated.

And that is what they did in Sundance, Wyoming (as they have in many other localities).

When the Wyoming State Highway Department decided it was going to have to take the indigent family's property for the I-90 right-of-way, it began seeking DSS replacement housing. It began canvassing the entire town of Sundance (tucked away in the northeast corner of the State) for a house that would have a minimum of four bedrooms and 1,150 square feet of habitable living space, as required under the law. However, after conferring with welfare agency personnel, the highway authorities concluded that it would be impractical to move the family into that size house because its income was insufficient for the upkeep.

Instead, the space requirements were lowered, and the Highway Department found three houses that met all other DSS requirements. It also made an extensive investigation of the past fuel bills of each of the houses, and the family selected the one that was the least expensive to heat.

The market value of the replacement house was $6,000. The appraised value of the property taken was $1,720, so in addition to this amount, the dislocated family received $4,280 in supplemental payment.

But the State Highway Department didn't stop there. Through its joint efforts with the Crook County Welfare Agency and the Sundance State Bank, the family actually was able to purchase the house for $5,000. The remaining $1,000 was made available to the family to purchase sorely needed furniture, clothing and food. In addition, the family received $280 in moving and dislocation allowances. A bid of $150 was received to move them into their new quarters, but instead they purchased a small pickup truck for $150 and moved themselves.

The sequel to the story so far is a happy one. The mother now has a job in the local hospital and is working regularly. The children appear happier and have shown dramatic improvement in their school work.

And the residents of Sundance have been astonished to discover that the State highway department would -- could -- and did move and otherwise aid this and other families with no strings attached.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR IMMEDIATE RELEASE

FHWA -- 431
Phone: (202) 962-8411

So-called "Farm Use Only" tires may be dangerous for regular highway use, the Department of Transportation's National Highway Safety Bureau warned today.

"Motorists should know that those who buy such tires for normal highway use may be endangering their lives and the lives of their families and other members of the general motoring public," said Douglas Toms, National Highway Safety Bureau Director.

"Motorists also should be aware that some unscrupulous tire outlets have been known to buff off the restrictive language and sell the tires for regular passenger car use to unsuspecting buyers."

Toms warned that tires marked with the words "Farm Use Only," "Not for Highway Use," "For Non-Highway Use," or other such restrictive terms do not meet Federal safety standards for passenger car tires. Many such tires were actually manufactured for passenger car use, but have been reclassified and marked in this manner because of a manufacturing defect which adversely affects their performance. They should not be given normal highway use.

On December 31, 1969, the Bureau announced its increasing concern with the improper use of such tires, and disclosed that it was asking tire manufacturers to provide information about the sales volume of "Farm Use Only" tires. The investigation shows that some 185,000 tires were manufactured for normal highway use and were reclassified and labeled with restrictive language in 1969.

If manufactured after August 1, 1968, all passenger car tires must contain certain labeling information molded in the sidewall. This includes the symbol DOT, by which the manufacturer certifies that the tire complies with Federal Motor Vehicle Safety Standard 109. Passenger car tires without this symbol should not be purchased for regular highway use.

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Toms said the Bureau is taking additional steps to halt the practice of selling "Farm Use Only" tires for normal highway use. It is considering regulations under the National Traffic and Motor Vehicle Safety Act which would require such tires to be marked in a more permanent, prominent, and explicit manner, deep enough to leave a pronounced scar if buffed off; and which would require labeling warning that their sale for normal highway use is a violation of Federal law subject to civil penalties up to $1,000 per violation.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA-- 429
202-962-8411

FOR RELEASE MONDAY
FEBRUARY 23, 1970

Highway builders sometimes are pictured as people who bulldoze down every tree within sight.

You can't sell that to women members of the local garden club in Paintsville, Kentucky, however.

The park they help to maintain at Paintsville was established on excess highway right-of-way along U.S. Route 23, and some of the shrubs and trees in the park were gifts of the highway builders as well.

The shrubs and trees came from another highway project, 200 miles to the west near Louisville. This involved an outer-belt (Kentucky 841) being constructed around the city.

The Stan Humphries Nursery, stocked with some 4,800 trees and shrubs was in the path of the beltway and had to be condemned. State and Federal-aid highway funds were available for purchasing and removing the nursery stock which was distributed among the State's 12 highway districts.

But some of the oldest and prettiest trees were in the yard of the adjoining Humphries residence. State-Federal funds could not be used for removing these.

So officials of the Kentucky Highway Department's Roadside Development Division scouted around, found some State emergency funds and came up with enough money to find new "homes" for the older and bigger trees.

Two of these, 15-year-old Spruce trees, were moved to the State-owned park in Paintsville at a cost of $300. The others -- an assortment of Pine, Maple, Juniper, Dogwood, Holly, and Magnolia -- were moved four miles to the west to a new tourist and rest area being built on Interstate Route 71. The cost of moving these trees totaled $2,262.

Federal Highway Administrator F. C. Turner says this experience is typical of highway builders through the entire 50 States of the Union. "They're always looking for opportunities to create new parks and recreation areas, and to protect and enhance the ecology of the area.

(more)

"It's not unusual to find a highway engineer rerouting a road or redesigning a bridge these days just to save a rare or unusual tree," Turner added. "It has become routine for us to look for opportunities to make the highway serve as more than just arteries of transportation. Roadside embankments have often been used as dams to create lakes for fishing and recreation, and elevated highways have become shelters for recreational facilities all across the land."

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FHWA--430
(202) 962-8411

FOR IMMEDIATE RELEASE

The Department of Transportation's National Highway Safety Bureau announced today it will hold a public meeting April 2, 1970, to discuss motor vehicle bumpers and other aspects of both front and rear-end low speed collision protection.

NHSB Director Douglas Toms said information presented at the meeting, scheduled for 9:00 a.m. in the Department of Commerce Auditorium, 14th and E Streets NW, Washington, D.C., will aid in the development of vehicle safety standards.

The Bureau has drafted a discussion paper, representing its concept of the form and content of such a standard. Copies of the discussion paper may be obtained from Mr. Clue Ferguson, Director, Office of Standards on Crash-Injury Reduction, National Highway Safety Bureau, 400 7th Street SW, Washington, D.C. 20591, (A.C. 202- 963-5003).

Mr. Toms said an additional purpose of the meeting is to provide a forum to discuss the current level of development of bumpers and other forms of exterior protection. Comments are particularly invited from researchers, vehicle user groups, component and equipment manufacturers, insurers, consumers law enforcement agencies, and other knowledgeable parties.

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Comments should be organized to facilitate separate discussion, where necessary, of passenger cars, multipurpose passenger vehicles, trucks and buses. Of particular interest are comments concerning cost, lead time, and operational consequences of a regulation.

All persons desiring to be heard should submit an outline and time estimate not later than March 23, 1970. Written comments should be submitted to the NHSB no later than April 6, 1970.

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022670

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA--432

Phone: (202) 962-8411

FOR RELEASE FRIDAY
February 27, 1970

Secretary of Transportation John A. Volpe announced today that $903 million in Federal and State funds was obligated through December 31, 1969, for development highways and local access roads in the 13-state Appalachia Region.

The Federal share was $507 million.

As of the end of December, 920 miles of highways and roads were completed or under construction, an increase of 36 miles since the September 30, 1969 quarterly report. Of the total, 350 miles were completed and 570 miles were under construction. Engineering and right-of-way acquisition were underway on 1,205 miles.

The Appalachian Development Highway System was authorized by Congress in 1965 as part of the Appalachian Regional Development Act.

The status of development and the funds obligated for the Appalachian Highway Program, compiled by the Federal Highway Administration's Bureau of Public Roads, are given in table 1 for Appalachian development highways and in table 2 for local access roads.

As shown in table 1, 234-miles of the 2,557 miles of development highways being considered for improvement were completed and 422 miles were under construction. Preliminary engineering and right-of-way acquisition were underway or completed on 1,071 miles, centerline locations were approved on 189 miles, and route location studies were underway or completed on 557 miles. Work has not yet been started on the remaining 84 miles.

Table 2 shows that of the 520 miles of local access roads approved as of December 31, 116 miles were completed, and 148 miles were under construction. Preliminary engineering and right-of-way acquisition were underway or completed on 134 miles, centerline locations were approved on 25 miles, and route location studies were underway or completed on 21 miles. No work was started on the remaining 76 miles of approved access roads.

- more -

The Appalachian Regional Development Act authorized $840 million in Federal funds for a six-year period for the construction of 2,350 miles of development highways and 1,000 miles of local access roads. States initially included in the program were: Alabama, Georgia, Kentucky, Maryland, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia.

The Act as amended on October 11, 1967, authorized an additional $175 million in Federal funds for the construction of 350 more miles of development highways and 600 more miles of local access roads, and Mississippi became eligible for Appalachian funds.

The Act was further amended on November 25, 1969, by authorizing $175 million for the fiscal year ending June 30, 1970; $175 million for the fiscal year ending June 30, 1971; $175 million for the fiscal year ending June 30, 1972, and $170 million for fiscal year ending 1973 a total increase of $695 million. A total of $1,165 million has now been authorized for the Appalachian highway program.

This work is being done by the Appalachian States through the Appalachian Regional Commission and in cooperation with the Bureau of Public Roads. The Commission consists of Governors of the 13 States and a Federal Co-chairman appointed by the President. Its primary purpose is to conduct a coordinated attack on the region's most severe economic problems, one of which has long been transportation. The Appalachian development highway system has been designed to furnish improved access throughout Appalachia to open it up more fully to trade and commerce.

The traditional partnership arrangement between the Bureau of Public Roads and the State highway departments, under which all Federal-aid highway programs are carried out, is also employed in the Appalachian highway program. The highways are designed in accordance with standards developed by the various States through the American Association of State Highway Officials, and approved by the Bureau of Public Roads.

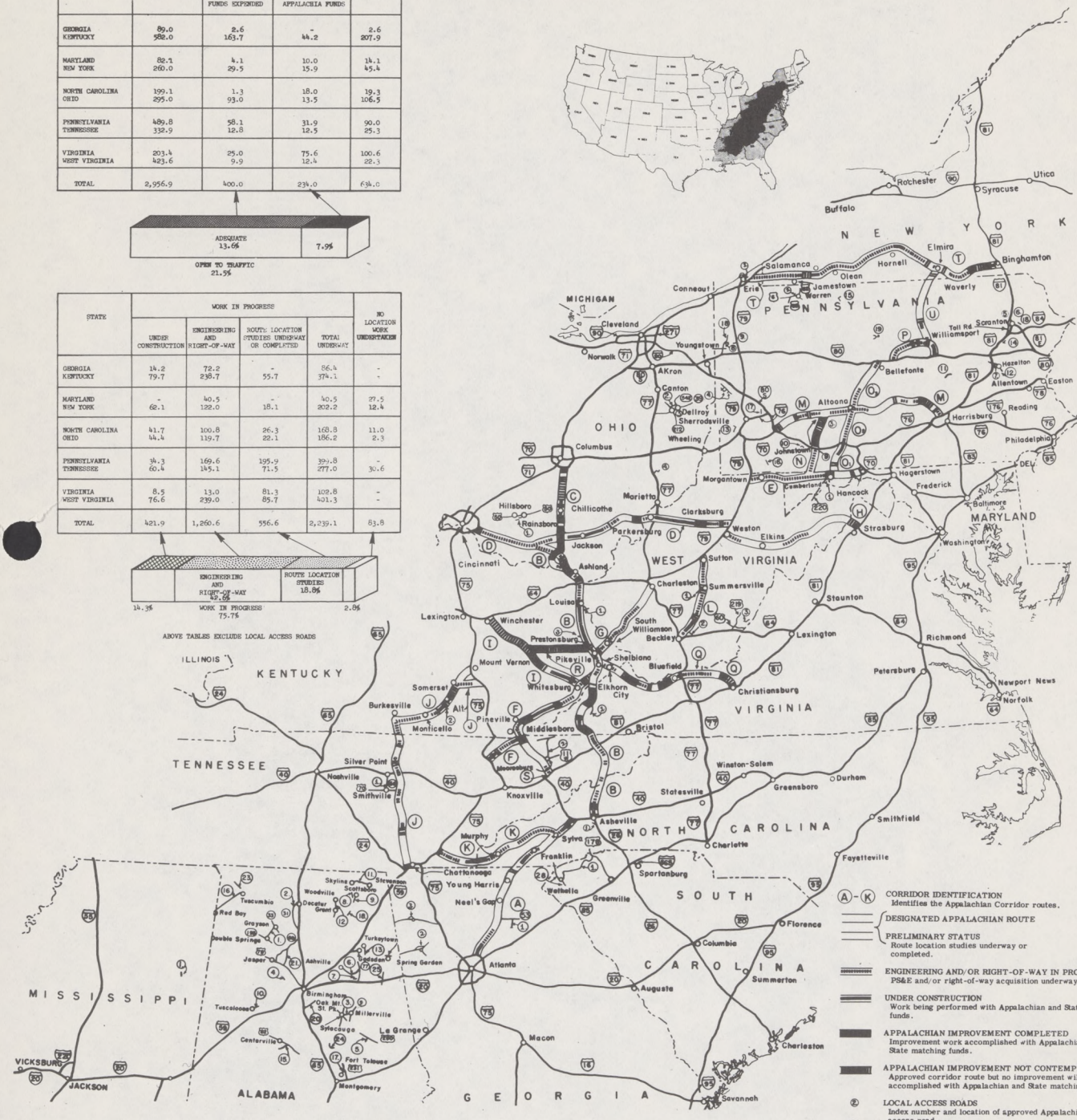
APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF DECEMBER 31, 1969

STATE	TOTAL DESIGNATED SYSTEM MILEAGE	OPEN TO TRAFFIC		
		ADEQUATE SEGMENTS-NO APPALACHIA FUNDS EXPENDED	INADEQUATE SEGMENTS-IMPROVED WITH APPALACHIA FUNDS	TOTAL
GEORGIA	89.0	2.6	-	2.6
KENTUCKY	582.0	163.7	44.2	207.9
MARYLAND	82.1	4.1	10.0	14.1
NEW YORK	260.0	29.5	15.9	45.4
NORTH CAROLINA	199.1	1.3	18.0	19.3
OHIO	295.0	93.0	13.5	106.5
PENNSYLVANIA	489.8	58.1	31.9	90.0
TENNESSEE	332.9	12.8	12.5	25.3
VIRGINIA	203.4	25.0	75.6	100.6
WEST VIRGINIA	423.6	9.9	12.4	22.3
TOTAL	2,956.9	400.0	234.0	634.0

STATE	WORK IN PROGRESS				NO LOCATION WORK UNDERTAKEN
	UNDER CONSTRUCTION	ENGINEERING AND RIGHT-OF-WAY	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY	
GEORGIA	14.2	72.2	-	86.4	-
KENTUCKY	79.7	238.7	55.7	374.1	-
MARYLAND	-	40.5	-	40.5	27.5
NEW YORK	62.1	122.0	18.1	202.2	12.4
NORTH CAROLINA	41.7	100.8	26.3	168.8	11.0
OHIO	44.4	119.7	22.1	186.2	2.3
PENNSYLVANIA	34.3	169.6	195.9	399.8	-
TENNESSEE	60.4	145.1	71.5	277.0	30.6
VIRGINIA	8.5	13.0	81.3	102.8	-
WEST VIRGINIA	76.6	239.0	85.7	401.3	-
TOTAL	421.9	1,260.6	556.6	2,239.1	83.8

ABOVE TABLES EXCLUDE LOCAL ACCESS ROADS



(A)-(K) CORRIDOR IDENTIFICATION
Identifies the Appalachian Corridor routes.

DESIGNATED APPALACHIAN ROUTE

PRELIMINARY STATUS
Route location studies underway or completed.

ENGINEERING AND/OR RIGHT-OF-WAY IN PROGRESS
PS&E and/or right-of-way acquisition underway or complete

UNDER CONSTRUCTION
Work being performed with Appalachian and State matching funds.

APPALACHIAN IMPROVEMENT COMPLETED
Improvement work accomplished with Appalachian and State matching funds.

APPALACHIAN IMPROVEMENT NOT CONTEMPLATED
Approved corridor route but no improvement will be accomplished with Appalachian and State matching funds.

(2) LOCAL ACCESS ROADS
Index number and location of approved Appalachian local access road.

(95) INTERSTATE HIGHWAY

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE
AS OF DECEMBER 31, 1969

TABLE 1

STATE	APPALACHIAN IMPROVEMENT COMPLETED	WORK IN PROGRESS					ROUTE LOCATION WORK NOT STARTED	CORRIDOR MILEAGE BEING CONSIDERED FOR APPALACHIAN IMPROVEMENT 1/	TOTAL APPALACHIAN CORRIDOR MILEAGE	FUNDS OBLIGATED UNDER APPALACHIAN PROGRAM	
		UNDER CONSTRUCTION	ENGINEERING AND RIGHT-OF-WAY	CENTER-LINE LOCATION APPROVED	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY				TOTAL COST	FEDERAL FUNDS
Alabama	-	-	-	-	-	-	-	-	-	-	-
Georgia	-	14.2	15.4	56.8	-	86.4	-	86.4	89.0	$18,855,240	$10,343,420
Kentucky	44.2	79.7	232.5	6.2	55.7	374.1	-	418.3	582.0	129,831,692	85,938,554
Maryland	10.0	-	37.5	3.0	-	40.5	27.5	78.0	82.1	29,889,327	16,407,332
Mississippi	-	-	-	-	-	-	-	-	-	-	-
New York	15.9	62.1	122.0	-	18.1	202.2	12.4	230.5	260.0	149,863,623	66,349,000
North Carolina	18.0	41.7	91.9	8.9	26.3	168.8	11.0	197.8	199.1	45,467,794	26,743,726
Ohio	13.5	44.4	113.2	6.5	22.1	186.2	2.3	202.0	295.0	52,433,564	29,618,654
Pennsylvania	31.9	34.3	169.6	-	195.9	399.8	-	431.7	489.8	106,758,259	52,973,211
South Carolina	-	-	-	-	-	-	-	-	-	-	-
Tennessee	12.5	60.4	93.0	52.1	71.5	277.0	30.6	320.1	332.9	58,806,528	36,296,207
Virginia	75.6	8.5	13.0	-	81.3	102.8	-	178.4	203.4	63,370,904	38,580,368
West Virginia	12.4	76.6	183.2	55.8	85.7	401.3	-	413.7	423.6	196,756,481	112,635,787
Total	234.0	421.9	1,071.3	189.3	556.6	2,239.1	83.8	2,556.9	2,956.9	852,033,412	475,886,259
Percent of Total Under Consideration	9	17	42	7	22	88	3	100			

1/ From which not to exceed 2700 miles is to be designated for construction under the Appalachian program.

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE
AS OF DECEMBER 31, 1969

TABLE 2

STATE	APPALACHIAN IMPROVEMENT COMPLETED	WORK IN PROGRESS					ROUTE LOCATION WORK NOT STARTED	TOTAL MILEAGE	FUNDS OBLIGATED UNDER APPALACHIAN PROGRAM	
		UNDER CONSTRUCTION	ENGINEERING AND RIGHT-OF-WAY	CENTER-LINE LOCATION APPROVED	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY			TOTAL COST	FEDERAL FUNDS
Alabama	69.0	46.9	45.8	-	15.9	108.6	12.0	189.6	$15,568,774	$10,151,798
Georgia	2.0	-	9.9	-	-	9.9	-	11.9	271,497	176,576
Kentucky	0.4	8.7	20.5	-	-	29.2	-	29.6	1,291,726	735,837
Maryland	2.5	-	-	0.4	-	0.4	-	2.9	872,519	385,694
Mississippi	-	6.7	-	-	-	6.7	30.2	36.9	4,317,531	2,755,830
New York	1.9	-	-	-	-	-	-	1.9	508,932	238,748
North Carolina	0.2	2.9	10.2	-	4.1	17.2	-	17.4	1,496,684	955,501
Ohio	13.4	8.1	5.0	-	-	13.1	-	26.5	4,220,111	1,629,991
Pennsylvania	3.5	5.7	10.6	18.6	0.9	35.8	27.1	66.4	5,750,374	2,768,372
South Carolina	7.7	36.4	16.2	-	-	52.6	6.4	66.7	9,358,334	6,433,000
Tennessee	2.0	23.0	16.0	4.8	-	43.8	-	45.8	5,302,138	3,711,494
Virginia	1.3	8.3	-	-	-	8.3	-	9.6	966,188	646,175
West Virginia	12.0	1.3	-	1.0	-	2.3	-	14.3	1,143,944	671,155
Total	115.9	148.0	134.2	24.8	20.9	327.9	75.7	519.5	51,068,752	31,260,171
Percent of Total Mileage	22	28	26	5	4	63	15	100		

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA--436

FOR IMMEDIATE RELEASE (202) 962-8411

The Department of Transportation's Federal Highway Administration says it is time to consider removing from Federal Motor Vehicle Safety Standards the general exemption currently provided to manufacturers of vehicles weighing 1,000 pounds or less.

The FHWA wants to amend the applicability section of the safety standards so that they will apply to all passenger motor vehicles, irrespective of their weight.

FHWA Administrator F. C. Turner has issued a Notice of Proposed Rule Making which would make such an amendment effective January 1, 1971. He said that by that date, manufacturers of lightweight vehicles will have had nearly four years to develop the tooling and other technology needed to conform to the standards.

The Director of the National Highway Safety Bureau, Douglas W. Toms, agrees that further delay in achieving compliance with the Federal safety standards may create an unreasonable and intolerable risk to the motoring public.

Toms pointed out that vehicles with a curb weight of 1,000 pounds or less were given a general exemption from the initial Federal

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Motor Vehicle Safety Standards issued on January 30, 1967. It was believed at that time that manufacturers of these smaller vehicles would face especially difficult problems in conforming with the standards.

Then, on October 14, 1967, the NHSB published an Advance Notice of Proposed Rule Making, stating that consideration was being given to revising certain existing standards to extend their applicability to such vehicles, or to adding new safety standards applicable to such vehicles. The decision has been made in favor of extending the existing standards insofar as possible.

On May 29, 1969, a discussion paper on this subject was circulated to interested persons, and on July 16, 1969, a public meeting on the proposal was held in Washington, D. C.

In addition to revoking the exemption, the proposal would amend provisions of several existing standards which establish performance requirements for passenger cars while they are travelling at speeds higher than the maximum speed many of these smaller vehicles can attain.

The proposed amendments would provide for testing the light-weight vehicles at speeds which are related to their maximum speed capabilities over a distance of one mile.

All interested persons are invited to submit written data, views, or arguments pertaining to the proposed amendments by the close of business April 24, 1970.

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030270

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR RELEASE THRUSDAY,
March 5, 1970

FHWA-437
(202-962-8411)

The Department of Transportation's Federal Highway Administration is setting a goal of at least 50,000 jobs for its 1970 Summer Youth Opportunity Campaign, Federal Highway Administrator F. C. Turner announced today.

And FHWA anticipates that more than half of the youths hired (ages 16 to 21) will be from ghetto areas.

In response to an appeal by Secretary of Transportation John A. Volpe that every effort be made to increase the number of jobs made available to ghetto area youths, the 1969 program showed a 127.4 per cent increase over 1968 in the number of disadvantaged youths employed on Federal-State highway projects. A total of 44,596 youths were hired across the nation last year, a 45 per cent increase over the 30,573 hired in 1968. Of these, 27,260 were disadvantaged youths.

Now in its fifth year, the Federal Highway Administration program is designed to obtain summer employment for youths with both State highway departments and private contractors working on Federal-aid road projects. The program runs from the the middle of May until the end of September.

In 1969, the District of Columbia ranked highest in providing jobs to members of minority groups, hiring 4,700 ghetto youths.

The types of jobs provided under the program to disadvantaged youths include rest area construction, landscape work, site clearing for scenic vistas, location and construction surveys, testing laboratories, construction inspection activities, road inventories, and clerical work. FHWA officials point out these type of jobs are particularly suitable for the Summer Youth Opportunity Program because they can be performed with very little advance training or preparation. On the other hand, for many youths it will be experience that can lead later to permanent jobs in the highway construction field.

In addition to working closely with the the State highway departments, the Associated General Contractors of America, Inc., and the American Road Builders Association in setting up the 1970 program, FHWA also is contacting directly some 300 contractors holding Federal-aid contracts to seek their cooperation.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR SUNDAY RELEASE

FHWA - 438

INTERSTATE 75, FROM MICHIGAN TO FLORIDA, IS NEARING COMPLETION

(202) 962-8411

(Second of a Series on Interstate Highways)

What does Sault Ste. Marie, Michigan, one of the northenmost cities in the United States, have in common with Miami, Florida, one of the southernmost communities?

It certainly isn't size (metropolitan Miami, 1.2 million population; Sault Ste. Marie, 18,722), and it obviously isn't climate. Additionally, Sault Ste. Marie, a busy lake port, has little of the glitter of resort-oriented Miami.

Yet these two extremeties do share one important asset -- Interstate Highway 75, which stretches 1,752 miles between them.

And in five years -- and perhaps sooner -- it will be possible to travel from the shores of Lake Superior to Biscayne Bay in 29 hours and 12 minutes driving time, at an average speed of 60 mph. Even now, you can make a major portion of this journey in excellent time.

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Interstate 75, of course, is but one of several nonstop routes that will crisscross the country from coast to coast and from border to border when the 42,500-mile Interstate System is completed. On these divided highways you will never find a traffic light, never a grade intersection.

Officials of the Federal Highway Administration's Bureau of Public Roads say they cannot predict at this point which Interstate route will be the first to be completed from the Atlantic to the Pacific or from Canada to Mexico or the Gulf. Obviously, though, I-75 has a good chance at the honor.

Secretary of Transportation John A. Volpe says: "The Interstate System will provide the Nation's motorists with the most efficient, and the safest highways the world has ever known. It will enable you to cover great distances in a minimum of time.

"But it does something else, too. It connects and pulls together many diverse sections of the country. On a given day, for instance, people in convertibles may have their tops down in Florida while others with heaters and defrosters on in Michigan are driving on the same highway -- I-75.

"In between, I-75 provides a look at life in Georgia, Tennessee, Kentucky, and Ohio."

Presently, I-75 has 73 percent of its mileage open and in use. When completed, it will stretch 1,752 miles; currently, 1,302 miles are in use. Another 99 miles are under construction; 123 miles are in the design and right-of-way acquisition stage; and 257 miles are still in a preliminary status (the route location has not yet been determined).

Federal Highway Administrator F. C. Turner notes that in addition to dramatically cutting your travel time across the Nation, Interstate 75, "will provide several bonuses. The vacationer, in the same amount of time he has taken previously, will be able to see much more of the country. Travel will be considerably safer, and there will be less strain on the driver. And many local traffic problems will have been solved by the new routes, not to mention accompanying improvements in the commercial movement of goods that the system makes possible."

Where, and how far, can you travel on I-75? A quick tour of the States provides the answers.

MICHIGAN: Of a total of 393 miles of I-75, 345 miles are now open. You drive onto I-75 at Sault Ste. Marie on Lake Superior in Michigan's Upper Peninsula. Driving straight south, you cross the famed Mackinac Bridge, where Lake Huron and Lake Michigan come together. This is one of the longest suspension bridges in the world.

Continuing straight down through the center of Michigan's Lower Peninsula, you drive 142 miles from the bridge until you reach the first gap in the route (a 42 mile one from south of Grayling to Alger). However, you continue uninterruptedly on U.S. 27 and 10 (divided highway and signed as temporary I-75) through Midland until you again pick up I-75 at Bay City. Then it is straight ahead... through Saginaw...the heavily industrial city of Flint...Pontiac... and then the motor capital of the world, Detroit. In the Motor City there is a two mile gap at an interchange, and you detour to the four lane Mound Road until you get back on the freeway.

OHIO: It is all clear sailing here, with the entire 211 miles open and in use. Crossing from Michigan you speed through Toledo...then Findlay...Lima...Dayton (birthplace of the Wright brothers and home of the Air Force Museum)... and on until you approach the skyscrapers of Cincinnati (home of the first professional baseball team).

KENTUCKY: Good news here -- it is nonstop from border to border with all 184 miles open. Crossing the Ohio River, you flash by Newport and Covington, and then it is straight through to Lexington and the Blue Grass Country -- (and the University of Kentucky)...continuing, you proceed through Richmond, Mount Vernon and Williamsburg to the Tennessee line.

TENNESSEE: There are a couple of sizeable gaps in this State, with 79 miles open out of a total of 156. Crossing over from Kentucky, you continue 34 miles on I-75, before you have to exit at Lake City. Here take U.S. 25W (mostly divided highway) into Knoxville (and the University of Tennessee). From Knoxville, you continue on I-75 and I-40 to Lenoir City, where you have to make another hiatus, this time on U.S. 11 for 58 miles to Cleveland, where you regain I-75 and continue to the border (this final gap is due for completion in 1974).

GEORGIA: Out of 351 miles of I-75, 305 miles are now in use. Continuing from Tennessee, you drive to Adairsville, where you have to detour for 40 miles on U.S. 41 to Marietta. Then it is just a short jaunt on I-75 into "the Chicago of the South," Atlanta (with its soaring new buildings and mushrooming population). From Atlanta, there is nothing to delay you as you glide past Macon... Cordele... Tifton... Valdosta... to the Florida line. (Actually, there is a short gap in I-75 at Macon, but since through travelers will use I-475 in this area, anyway, you will never realize it.)

FLORIDA: The Sunshine State has a total of 469 miles, of which 212 miles are open. However, these figures really are somewhat misleading, and I-75 really is in much better shape here than it might appear. From the Georgia line you can go straight through to Tampa

and St. Petersburg -- through Gainesville (and the University of Florida)...through the center of the State and the lakes country... and then Tampa and across the bay to St. Petersburg on the west coast. The 257 mile segment from St. Petersburg was only recently designated as part of the route, so consequently will will not be open until about the end of the Interstate System program. When it is you will continue from St. Petersburg past Bradenton, Sarasota and Fort Meyer, and then cut straight across the Everglades to the palm trees of Miami -- conclusion of an epic journey that began on the shores of the Great Lakes, traveled along the Gulf of Mexico, and ended at the sands of the Atlantic Ocean.

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(Next: Interstate 35 from Duluth to Laredo)

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR IMMEDIATE RELEASE

FHWA -- 439
(202) 962-8411

Retreaded tires for passenger cars would be required to meet the same level of safety performance as newly-manufactured tires, under a proposal announced today by the Department of Transportation.

A Notice of Proposed Rule-Making, issued by Federal Highway Administrator, F. C. Turner, seeks data and comments from industry and all interested parties on proposed requirements for a new Federal Motor Vehicle Safety Standard 117. It would be effective August 1, 1971.

"It is important that we make travel as safe as possible and reduce the terrible accident toll on our highways," said Douglas Toms, Director of the Department of Transportation's National Highway Safety Bureau. "Retreaded tires are exposed to the same road conditions as new tires and should meet the same Federal standards. This will contribute to greater highway safety."

The National Traffic and Motor Vehicle Safety Act of 1966 calls for the issuance of Federal safety performance standards for both new and retreaded tires. Safety standards for new passenger car tires were developed by the National Highway Safety Bureau, and became effective January 1, 1968.

On October 14, 1967, the Bureau issued an initial Notice asking for comments and information relative to a prospective standard on retreaded tires. On April 10, 1969, a technical conference was held in Washington, D.C. A technical paper was prepared for comment by all interested parties and discussed at length.

Turner points out that several comments submitted including those from two associations representing both new tire and retreading companies, stated that retreaded passenger car tires can perform as well as new tires, and recommended adoption of performance requirements similar to those in the existing Federal standard for new passenger car tires.

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After considering all the information before him, the Administrator concludes that when in use retreaded tires are exposed to the same road conditions as new tires and that in the interests of safety they should comply with the same performance requirements as new tires.

The proposed standard also asks comments on a requirement that would prohibit the retreading of tire casings with cord or bead wire exposed, on labeling requirements which would identify the retreader, and on record-keeping requirements.

All comments received within 60 days from publication of the official Notice in the Federal Register of March 4, 1970, will be considered.

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030470

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR IMMEDIATE RELEASE

FHWA--440
(202) 962-8411

Proposed rules dealing with new tires and rims for use on multipurpose passenger vehicles, trucks, trailers, buses and motorcycles will be discussed at a public meeting next month, the Department of Transportation's National Highway Safety Bureau announced today.

NHSB Director Douglas Toms said information presented at the April 7 and 8 meeting, scheduled for 9:00 a.m. in the Department of Commerce Auditorium, 14th and E Streets, NW, Washington, D.C., will aid in the development of additional tire safety standards.

The Bureau has drafted a discussion paper, representing its concept of the form and content of such a standard. Copies of the discussion paper may be obtained from Mr. Roger Compton, Director, Office of Standards on Accident Avoidance, National Highway Safety Bureau, Room 5301C, 400 7th Street SW, Washington, D.C. 20591, (a.c. 202- 962-4285).

Interested persons are invited to attend the meeting and present oral and written comments on the contents of the discussion paper.

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030670

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE SUNDAY
March 8, 1970

FHWA--415
Phone: (202) 962-8411

In many State highway departments these days, relocation housing assistance officers are beginning to act like social workers.

This is a direct result of one recent decision reached by Secretary of Transportation John A. Volpe and a not-so-recent decision of Congress.

Secretary Volpe's decision makes it mandatory for all elements of the Department of Transportation to ensure that adequate, fair housing is provided for all people displaced by Federal or Federally-assisted construction.

"This housing must be provided--built if necessary--before approval will be given for any construction project," Secretary Volpe said.

"Construction of transportation projects can have long-lasting environmental and other impacts on our way of life," he said, "I am determined that the great demand for construction capacity that faces this nation will be met, but only after full consideration is given to the environment and housing."

Secretary Volpe said the new policy which he announced February 16 would receive high priority. He noted such a policy had been evolving in the Department of Transportation's Federal Highway Administration since Congress enacted far-reaching legislation in 1968 to help people and businesses forced to move because of highway construction.

"Each year, Department of Transportation projects displace 70,000 persons, some 50,000 by Federal highway construction alone," Secretary Volpe said. "Therefore, the importance of this new replacement housing policy and the relocation housing legislation can't be over-emphasized."

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Before enactment of the relocation housing legislation, right-of-way officers in State highway departments were primarily interested in establishing the fair market value of properties being taken.

The 1968 Federal-Aid Highway Act changed all that, however. It provided that homeowners could receive as much as $5,000 above the fair market value, if needed, to find a decent, safe, sanitary and comparable home.

The States also were required to set up advisory assistance programs to help meet the needs of those displaced. And in so doing, many assistance officers found themselves straying far afield from the strict requirements of the law in their efforts to get people resettled comfortably.

Take Stanley Novis, relocation officer in Michigan's Oakland County, for example. Construction of Interstate Route 696 in the metropolitan Detroit area required that a home occupied by a war veteran and heart patient be condemned. Because of his heart condition, the man needed a ramp for access to his house. Novis located a suitable DSS (decent, safe, sanitary) replacement house, but of course it had no ramp. Since the law made no provision for this particular type of expenditure, Novis got in touch with the Veterans of Foreign Wars' Post in suburban Royal Oak, and explained the problem. The VFW was sympathetic, and members of the Post volunteered to build the ramp.

Or take another Michigan relocation officer, Elliott Billingsley. When he had to relocate a badly disabled Detroit man, he first found a satisfactory DSS apartment in a public housing project. Next, he arranged to have a wheelchair donated to the disabled man, and then he discussed the situation with an AFL-CIO Carpenters' Union Local. As a result, the carpenters built an entrance ramp to the apartment at no charge.

Commenting on his department's approach to the problem of relocation, Michigan State Highway Director Henrik E. Stafseth said:

"The department is making every effort, often beyond the requirements of the law, to minimize inconvenience or hardship to persons displaced by highway construction.

"We offer financial compensation, our own service and referral to those of many other public agencies. Every qualified occupant of properties located in the path of new highways, whether owner or tenant, is eligible."

The same sort of assistance is being provided by highway department personnel in every part of the nation.

In Las Cruces, New Mexico, for instance, an elderly woman, in poor health and on welfare, deposited in a bank the money she received from the State for her property on an Interstate system right-of-way until suitable DSS replacement housing could be found. Discovering this, the welfare

agency informed the woman that her new financial status made her ineligible for further welfare assistance. However, the highway department relocation officer explained to the welfare agency that the deposited right-of-way payment, along with the relocation payment she was to receive, would be used to buy a replacement house. As a result of this intervention, her welfare payments were resumed. He also learned that the woman had been incurring medical expenses but hadn't sought welfare assistance because she didn't know that she was eligible. The relocation officer arranged for a welfare case worker to discuss the situation with the woman, with the result that she is now compensated for her medical expenses.

In Reno, Nevada, a young woman who was supporting her widowed mother and her two small children was nearly destitute. The family was living in a dilapidated shack with no furniture of any kind, and everyone having to sleep on the bare floor. When the property was condemned for an Interstate system project, two State highway department relocation officers went to work. First they persuaded a charitable man with a rundown but basically sound rental unit to rehabilitate the property so that it could pass a DSS inspection. The landlord also agreed to waive the first month's rent. The agents then contacted a local furniture company and arranged to have inexpensive but serviceable used furniture delivered to the apartment. Arrangement was made with the highway department's accounting division to have the replacement housing payment available at the time of the move, and the furniture company was paid in full and the landlord was paid the second month's rent. Three months later, the unfortunate family not only had a much more hopeful outlook but had attractively decorated the apartment with odds and ends salvaged by the family members.

Another elderly Reno woman, who was an owner-occupant of a property having two rental units suffered a severe heart attack. Upon recovery, her physician ordered that she cease her property management duties, stop all vigorous physical activities such as heavy housework, and not climb stairs. The property was not scheduled for taking by the highway department for a period of two to three years, but permission for advance acquisition was obtained from the Federal Highway Administration's Bureau of Public Roads. The relocation agent made all arrangements for relocation of the ailing woman. All she had to do was sign the necessary forms.

Just now getting into full swing, the program is slightly more than a year old. During Fiscal 1968, the Federal Government paid out $5.5 million in relocation assistance, but that relatively low figure is only because the Federal-Aid Highway Act of 1968 was not signed into law until August 23, 1968. It is estimated that the figure would be $90 million for a full year's operation.

In addition to being eligible to receive the fair market value for their property, plus the supplemental allowance up to $5,000 to obtain comparable "decent, safe, and sanitary"(DSS) housing, homeowners also can receive a scheduled moving expense allowance of up to $200 and a dislocation allowance of $100, or they can receive their actual moving expenses. Tenants can receive up to $1,500 to enable them to find comparable rental housing or to purchase replacement housing.

"No one likes to be told they have to move," observed Federal Highway Administrator F. C. Turner, "and this is easily understandable. However, the provisions of the 1968 Act do make such necessary relocations as humane and just as possible."

He added:

"When this program was started, none of the States had legislative authority to fully comply with provisions of the Act. Now the great majority of them do, and the few remaining States are expected to obtain the necessary authority during 1970. I believe this is a performance in which we all can take pride."

Under the provisions of the Federal-Aid Highway Act of 1968, standards for "decent, safe, and sanitary" housing are set by the Secretary of Transportation. They must conform with all local building and occupancy codes; provide for an adequate supply of drinking water; adequate kitchen facilities, including refrigerator; hot and cold running water, and where customary, a sink and stove; a heating system adequate to provide 70 degree minimum temperature; toilet and bath facilities; artificial lighting for each room; a sound structure with at least two means of egress; a space allotment of 150 square feet for each additional inhabitant, and other desirable elements.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR RELEASE MONDAY
MARCH 9, 1970

FHWA--434

(202) 962-8411

Thousands of ducks and birds have found a quiet nesting place in the rolling countryside of New York State's southern tier -- right in the middle of a highway.

Approximately 100 acres of swamp land were set aside by the New York State Department of Transportation a year ago and preserved as a bird sanctuary. The wildlife area is located in the median of the Southern Tier Expressway (New York Route 17) in Tioga County, about two miles west of the hamlet of Apalachin.

Enclosed by a stock fence, the sanctuary extends along the median about one mile and reaches more than 1,000 feet at its widest point. The New York State Department of Conservation, which maintains the sanctuary, also has preserved a large number of swamp plants, enhancing the environs of the wildlife area as a natural habitat.

Conservationists say traffic on the busy four-lane Expressway does not disturb the birds. And highway officials have made it easy for motorists to view the area. They built a gravel path off of old route 17 and a pedestrian underpass leading to the sanctuary.

The Federal Highway Administration and the New York State Department of Transportation shared the cost of the project, estimated at $20,000.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. 20591

FOR RELEASE TUESDAY
March 10, 1970

FHWA--441
(202) 962-8411

The Department of Transportation today announced publication of the second supplement to a continuous "Handbook of Highway Safety Design and Operating Practices."

Federal Highway Administrator F. C. Turner said the Handbook, which was published in May, 1968, is intended to serve all jurisdictions of government and should be of interest to everyone connected with the field of highway transportation. It is designed for those making administrative and technical decisions that bear on the safety of street and highway design.

The basic Handbook is a loose-leaf publication which uses graphics and text to present the latest in safety ideas and practices. It covers such areas as bridge design, signing, barriers and guardrails, drainage, and railroad crossings. New sections provided by the second supplement include crash barriers and their applications; the design and placement of lighting supports related to highway safety; the design of pavement transitions, and improvements in roadside design.

The supplement is being distributed to FHWA field offices, State highway departments, and other local and regional highway officials through their national organizations.

The Handbook of Highway Safety Design and Operating Practices and Supplement No. 2 may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D. C. 20402. The price is 40 cents. The price of the original Handbook and Supplement No. 1 is 75 cents.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE FRIDAY
MARCH 13, 1970

FHWA--433
(202) 962-8411

The Federal Highway Administration is considering changes in present Motor Carrier Safety regulations designed to reduce the severity and number of fires involving large commercial motor vehicles.

FHWA Administrator F. C. Turner has issued a Notice of Proposed Rule Making that would strengthen the requirements of regulations dealing with gasoline, diesel and liquefied petroleum gas fuel systems.

The "1968 Analysis of Accident Reports Involving Fires," compiled by the FHWA's Bureau of Motor Carrier Safety, points up the seriousness of commercial vehicle accidents involving fire.

Although only 1.69 percent of the accidents reported to the Bureau involved fire, these accidents claimed 157 lives and caused the loss of nearly eight million dollars in property.

In many of the accidents reported, the fire either began somewhere in the fuel system or was fed by leaking fuel after the accident.

Written data, views or arguments concerning the proposed rule making, which has a proposed effective date of January 1, 1972, should be submitted to the Bureau of Motor Carrier Safety before the close of business on June 22, 1970.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[49 CFR Part 371]

[Docket No. 70-7; Notice No. 1]

DIRECT FIELDS OF VIEW

Advance Notice of Proposed Rule Making

The Federal Highway Administrator is considering the issuance of a Federal motor vehicle safety standard that would specify performance requirements for the direct fields of view for drivers of passenger cars, multipurpose passenger vehicles, trucks, and buses. The standard may also include new requirements for shade band boundaries and maximum levels of tinting (light transmission levels) of glazing materials for use in those vehicles and in motorcycles, which would supersede the provisions regarding shade band boundaries and tinting in Motor Vehicle Safety Standard No. 205.

Specifically, the Administrator is considering the establishment of performance requirements for (1) direct fields of view outside the vehicle in all directions to provide adequate visibility for the driver from specified eye reference loci; (2) light transmission characteristics (including maximum

levels of tinting) of vehicle glazing materials; and (3) shade band boundaries of vehicle glazing materials. Test procedures to ascertain whether vehicles and glazing materials comply with those requirements are also under consideration.

The direct field of view requirements may be expressed in terms of solid angles of unobstructed visibility or their mathematical equivalents. The eye reference loci may be based upon seating conditions, driver size variations, and other factors. Consideration will be given to the relative importance of the direct fields of view of various locations outside the vehicle. For example, the driver's forward view is expected to be more important from a safety standpoint than his view to the side or the rear.

The new standard will not cover indirect fields of view. Performance requirements for indirect fields of view are included in Federal Motor Vehicle Safety Standard No. 111 (Rear-view Mirrors). However, the Administrator will consider the quality of the indirect fields of view when he considers establishing requirements for direct visibility to the rear and sides of the vehicles.

It is anticipated that the standard under consideration will have an effective date of January 1, 1973.

Interested persons are invited to submit written data, views, or arguments pertaining to this Advance Notice. Information and

recommendations are particularly invited on:

1. Techniques for describing and measuring direct fields of view.

2. Methods of describing eye reference loci.

3. The possibility of different field of view requirements for passenger cars, multipurpose passenger vehicles, trucks, and buses.

4. Particular visibility problems experienced in different types of vehicles because of vehicular design and styling and techniques that could be used to mitigate or eliminate those problems.

5. Performance criteria with which manufacturers can practicably be required to comply by the anticipated effective date of the standard.

6. Test procedures for measuring performance.

Comments should identify the docket number and must be submitted to the Docket Section, Federal Highway Administration, Room 4223, 400 7th Street, S.W., Washington, D.C. 20591. All comments received before the close of business on JUL 6 1970 will be considered by the Administrator. All comments will be available in the docket for examination both before and after the closing date for comments.

This Advance Notice of Proposed Rule Making is issued under the authority of sections 103 and 119 of the National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C. 1392, 1407) and the delegation of authority from the Secretary of Transportation to the Federal Highway Administrator at 49 CFR 1.4(c).

Issued on FEB 25, 1970

F. C. Turner
Federal Highway Administrator

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA--444

INTERSTATE 35, LINKING DULUTH AND LAREDO, NEARING COMPLETION

FOR SUNDAY RELEASE

(202) 962-8411

(Third of a Series on Interstate Highways)

There really has never been any particular reason to equate Duluth, Minnesota, a busy Great Lakes port, with Laredo, Texas, a bustling border town where people enter and leave Mexico.

Their cultures, climates, topographies, and industries are vastly different. They are located in widely separated areas of the United States. There has been nothing to link them.

But that has all changed. Now there is a definite connection -- Interstate Route 35.

And within five years or sooner, it will be possible to drive the 1,429 miles between the shores of Lake Superior and the banks of Rio Grande in 23 hours and 50 minutes, at an average speed of 60 mph. There will not be a single traffic light or grade intersection, and it will be divided highway all the way. Even now, you can make a major portion

-more-

of this journey in excellent time.

Interstate 35, of course, is but one of several routes that will extend nonstop from coast to coast and from border to border when the 42,500-mile Interstate System is completed in 1974. With 70 per cent of its mileage already open and in use, it has a chance to be the first Interstate freeway to be fully completed between the Atlantic and Pacific, or between Canada and Mexico or the Gulf.

Secretary of Transportation John A. Volpe, who in 1956 as the first Federal Highway Administrator helped to launch the building of the Interstate System, describes it as:

"The safest and most efficient the world has ever known. For every five miles of Interstate highways we build, we save one life a year. The Interstate's fatality rate is about half that of other highways with unlimited access -- cross roads, side roads, grade crossings, railroad crossings, etc."

"The Interstate system links up all our major cities and pulls together diverse sections of the Nation as well. Interstate 35, for example, runs from frigid Minnesota to sunny Texas, traversing as it goes the great plain states of Iowa, Missouri, Kansas and Oklahoma."

Presently, I-35 has 1,010.22 miles open and in use out of a total of 1,429.69. Another 191.93 miles are under construction; 236.54 miles are in a stage where engineering plans are being drawn and right-of-way acquired, and only 0.53 of a mile is still in a preliminary stage where the route location has not yet been determined.

Federal Highway Administrator F. C. Turner pointed out that, when completed, routes such as I-35, in addition to dramatically cutting your travel time across the nation, will provide several bonuses. "The vacationer, in the same amount of time he has taken previously, will be able to see much more of the country," he said. "Travel will be considerably safer, and there will be less strain on the driver. And many local traffic problems will have been solved by the new routes."

But where, and how far, can you travel on I-35 at the present time? A quick State-by-State tour provides the answers.

MINNESOTA: Out of a total of 219.03 miles on I-35, 183.70 miles are now open. You drive onto I-35 in downtown Duluth, where an existing gap will be closed by 1971. Outside Duluth, a short section of completed I-35 leads directly into U.S. 61, a four lane, divided highway, which after 16 miles leads you back into another short stretch of open I-35. Then from Atkinson to Moose Lake, one two lane roadway of I-35 is open for the next 22 miles. However, parallel U.S. 61 is used for the opposing lanes, so for parctical purposes, there is no interruption at all here for the traveler. Then it is straight ahead all the way into the Twin Cities metropolitan area, where the freeway splits into I-35E and I-35W depending on whether you want to go into St. Paul or Minneapolis. There are several gaps here, particularly in I-35E, which

are due for completion in 1970, 1971 and 1972. When you have to detour, you will use existing streets that are marked to return you to I-35 in the cities on both sides of the Mississippi. (While here, you might want to visit the State Capitol or the University of Minnesota.) Back on I-35 you continue straight south for 35 miles through Owatonna to Clark's Grove, where there is a 25 mile gap to the State line (due for completion in autumn of 1971). Here detour on U.S. 65 to Albert Lea, then swtich to U.S. 69.

IOWA: There are two sizable gaps here, and out of a total of 218.51 I-35 miles, 131.42 are now in use. A long gap exists from the Minnesota border to the intersection of U.S. 20, 27 miles north of Ames, so continue on U.S. 69 from Minnesota. Regaining I-35 near the small town of Williams, it is straight ahead through Ames (and Iowa State University) to the State capital of Des Monies (with Drake University). It is nonstop, too, the next 58 miles before a hiatus occurs at Decatur. Here take State Route 2 to U.S. 69 and continue into Missouri. This gap is to be completed in the autumn of 1970.

MISSOURI: I-35 has total mileage of 113.80 here, of which 72.50 miles are open. There is a gap in the northern part of the State from the Iowa border to Weatherby (except for a short stretch at Bethany where one of the divided roadways has been built). So stay on U.S. 79, until you return to I-35 at Weatherby. Then it is nonstop into Kansas City (from where it is but a short side trip to Independence if you want to visit the Truman Library). There is a two mile gap in I-35 in Kansas City,

but you will use existing streets there until you get back on the freeway.

KANSAS: 185.30 miles out of an I-35 total of 235.60 are open here, but actually things are even better than they sound for the I-35 traveler. There is a 50 mile gap between Ottawa and Emporia, and you can detour on U.S. 50 (which has many curves and lacks many safety features). A better way, though -- and one most travelers use -- is to take the Kansas Turnpike out of Kansas City to Emporia -- where the Turnpike becomes I-35. Continuing on it, you proceed through Wichita to the Oklahoma border. So in fact, it is nonstop even at the present time through Kansas from Missouri to Oklahoma.

OKLAHOMA: I-35 is in pretty good shape here, with 180.42 miles open out of a total of 235.96. From the Kansas line, there are no interruptions as you flash by Blackwell, Ponca City, Guthrie, on in to Oklahoma City, where you will see a lot of oil well riggings and derricks located close in to the downtown skyscrapers. There is a five mile gap in Oklahoma City where U.S. 66, a divided highway with partial control of access, is being upgraded to complete control of access for I-35 designation. In the meantime, though, the through traveler can continue without having to detour. You continue on I-35 south to Purcell, where you encounter a 50-mile to Ardmore that is due for completion next summer (1970). Meanwhile, take parallel U.S. 77. Returning to I-35 at Ardmore, you continue nonstop to the Texas border.

TEXAS: Pretty good news here, too. Out of 406.79 miles, 343.18

are now open. Continuing on I-35 from Oklahoma, you go through Gainesville to Denton, where the route splits -- I-35E leading to Dallas and I-35W taking you to Fort Worth. So whichever of the rival cities you prefer -- Fort Worth (Texas Christian University), the old "cow town" that is fast changing its skyline and image, or "Big D" (Southern Methodist, Rice Universities) with its "Wall Street of the South" -- you continue on until the two branches come together again some 50 miles south at Hillsboro. You encounter about a six mile gap just outside Waco, so switch to U.S. 81. Regaining I-35 in Waco, you continue through Temple to Austin (the State capital and home of the University of Texas). It continues to be nonstop on to San Antonio (home of The Alamo and Venice-like downtown canals). From San Antonio, you move southwest to Devine, where you encounter a gap that stretches to Encinal. However, I-35 connects directly with U.S. 81, so simply follow it straight in to Encinal, where you again pick up I-35 for the remainder of the trip (37 miles) into Laredo.

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(Next: Interstate 90, Boston to Seattle)

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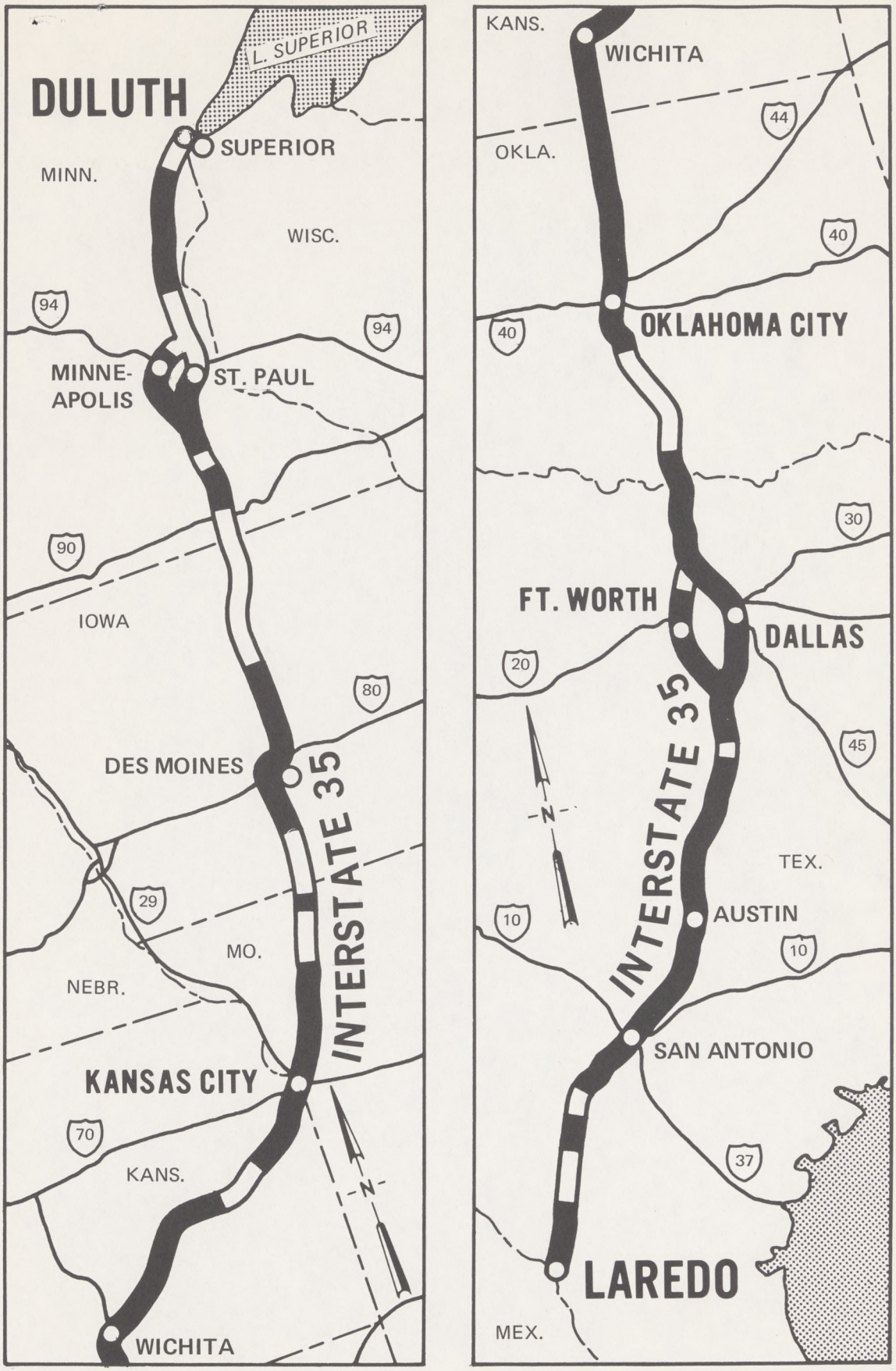
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LAREDO
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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR SUNDAY RELEASE
March 15, 1970

FHWA--435
(202-962-8411)

The American Motorist spends more on parking and toll road fees than he does for taxes to build and maintain the highways over which he drives.

An analysis of automobile operating costs by the Federal Highway Administration of the Department of Transportation shows that the average motorists spend 11.9 cents a mile to own and operate an automobile.

Of this 11.9 cents, 1.8 cents goes for garage, parking and toll fees; 1.4 cents goes for State, Federal and local taxes.

This Bureau of Public Roads study covers the cost of a typical $3,185 car driven 100,000 miles over a 10-year period. It assumes that although few motorists drive the same car for 10 years, the average auto, sold or traded three or more times, is on the road that long.

The study shows the biggest expense to be depreciation, which accounts for 3.2 cents of the 11.9 cents a mile. Maintenance, accessories, parts and tires cost 1.9 cents; gas and oil 1.9 cents, and insurance 1.7 cents.

The study involved a 1970, four-door sedan owned by a Baltimore, Maryland, family. The analysts noted that the cost figures would vary in different regions of the country. Motorists living in Boston, Washington, New York or San Francisco probably would pay more, while those in Atlanta, Jacksonville or Fort Worth would pay less because of such differences as garaging, parking and toll charges.

Bad driving habits, tire-screeching stops and starts, etc., also hike the cost of gasoline and maintenance and eventually affect insurance rates.

The study assumed that the average auto would be kept in good operating condition. It figured in normal maintenance expenses such as lubrication, wheel alignment, tire and battery replacements, brake linings, etc. Other repairs and replacements which must be made more than once during the life of the car include such items as carburetor overhaul, radiator hoses, mufflers, tail pipes, etc.

(more)

The cost per mile is higher in the earlier years of ownership primarily because of depreciation. The per-mile cost remains fairly constant over the 10-year period, however, because rising maintenance costs in the later years tend to offset the diminishing depreciation figure.

The cost of driving 100,000 miles over the 10-year period totals slightly over $11,890. This breaks down thusly:

--$3,185 original cost of car;

--$1,733 for 7,200 gallons of gasoline;

--$543 for replacement tires, and oil;

--$1,722 for insurance;

--$1,521 for maintenance and repairs;

--$1,805 for parking and tolls;

--$1,353 for State and Federal automotive taxes

In most States, the automotive taxes are used entirely for highways. About 59 percent of the total comes from gasoline taxes, with the remaining 41 percent made up of registration fees, tire taxes, new car taxes, and miscellaneous other charges.

(A table showing year-by-year costs and a pic-to-gram illustrating the various charges are attached. A detailed summary of the study may be obtained from the Office of Public Affairs, Federal Highway Administration, Washington, D. C. 20591.)

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TABLE 1 - ESTIMATED COST OF OPERATING AN AUTOMOBILE 1/

Bureau of Public Roads
Office of Planning
Highway Statistics Division

(Total costs in dollars, costs per mile in cents)

ITEM	FIRST YEAR (14,500 miles)		SECOND YEAR (13,000 miles)		THIRD YEAR (11,500 miles)		FOURTH YEAR (10,000 miles)		FIFTH YEAR (9,900 miles)	
	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
Costs Excluding Taxes:										
Depreciation	955.00	6.59	558.00	4.29	451.00	3.92	366.00	3.66	257.00	2.60
Repairs and Maintenance	72.51	.50	94.58	.73	182.94	1.59	166.62	1.67	172.54	1.74
Replacement Tires	17.23	.12	15.45	.12	13.66	.12	38.61	.39	38.22	.39
Accessories	1.19	.01	1.06	.01	.94	.01	.82	.01	.81	.01
Gasoline	251.43	1.73	225.38	1.73	199.33	1.73	173.27	1.73	171.60	1.73
Oil	15.40	.11	15.40	.12	15.40	.13	15.40	.15	16.10	.16
Insurance	208.95	1.44	198.58	1.53	198.58	1.73	185.36	1.85	185.36	1.87
Garaging, Parking, Tolls, etc.	207.73	1.43	198.65	1.53	189.58	1.65	180.50	1.81	179.89	1.82
Total	1,729.44	11.93	1,307.10	10.06	1,251.43	10.88	1,126.58	11.27	1,021.52	10.32
Taxes and Fees:										
State:										
Gasoline	73.64	.51	66.01	.51	58.38	.51	50.75	.51	50.26	.51
Registration	20.00	.14	20.00	.15	20.00	.17	20.00	.20	20.00	.20
Titling	136.97	.94	-	-	-	-	-	-	-	-
Subtotal	230.61	1.59	86.01	.66	78.38	.68	70.75	.71	70.26	.71
Federal:										
Gasoline	42.08	.29	37.72	.29	33.36	.29	29.00	.29	28.72	.29
Oil 2/	.33	-	.33	-	.33	-	.33	-	.35	-
Automobile and Tires 3/	57.97	.40	34.22	.26	27.73	.25	24.37	.24	17.86	.18
Subtotal	100.38	.69	72.27	.55	61.42	.54	53.70	.53	46.93	.47
Total Taxes	330.99	2.28	158.28	1.21	139.80	1.22	124.45	1.24	117.19	1.18
Total of All Costs	2,060.43	14.21	1,465.38	11.27	1,391.23	12.10	1,251.03	12.51	1,138.71	11.50

ITEM	SIXTH YEAR (9,900 miles)		SEVENTH YEAR (9,500 miles)		EIGHTH YEAR (8,500 miles)		NINTH YEAR (7,500 miles)		TENTH YEAR (5,700 miles)		TOTALS AND AVERAGES FOR TEN YEARS (100,000 miles)	
	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
Costs Excluding Taxes:												
Depreciation	191.00	1.93	155.00	1.63	123.00	1.45	79.00	1.05	50.00	.88	3,185.00	3.19
Repairs and Maintenance	259.56	2.62	322.66	3.40	130.30	1.53	88.69	1.18	30.38	.53	1,520.78	1.52
Replacement Tires	43.31	.44	41.56	.44	69.32	.82	61.15	.82	46.49	.82	385.00	.39
Accessories	5.62	.06	5.39	.05	4.83	.05	4.24	.06	3.23	.06	28.13	.03
Gasoline	171.60	1.73	164.67	1.73	147.22	1.73	130.02	1.73	98.71	1.73	1,733.23	1.73
Oil	18.20	.18	18.20	.19	15.40	.18	15.40	.21	12.60	.22	157.50	.16
Insurance	149.08	1.50	149.08	1.57	149.08	1.75	149.08	1.99	149.08	2.61	1,722.23	1.72
Garaging, Parking, Tolls, etc.	179.89	1.82	177.48	1.87	171.42	2.02	165.38	2.20	154.48	2.71	1,805.00	1.80
Total	1,018.26	10.28	1,034.04	10.88	810.57	9.53	692.96	9.24	544.97	9.56	10,536.87	10.54
Taxes and Fees:												
State:												
Gasoline	50.26	.51	48.23	.51	43.12	.51	38.08	.51	28.91	.51	507.64	.51
Registration	20.00	.20	20.00	.21	20.00	.24	20.00	.27	20.00	.35	200.00	.20
Titling	-	-	-	-	-	-	-	-	-	-	136.97	.13
Subtotal	70.26	.71	68.23	.72	63.12	.75	58.08	.78	48.91	.86	844.61	.84
Federal:												
Gasoline	28.72	.29	27.56	.29	24.64	.29	21.76	.29	16.52	.29	290.08	.29
Oil 2/	.39	-	.39	-	.33	-	.33	-	.27	-	3.38	-
Automobile and Tires 3/	14.26	.15	12.00	.13	11.99	.14	8.82	.12	6.10	.11	215.32	.22
Subtotal	43.37	.44	39.95	.42	36.96	.43	30.91	.41	22.89	.40	508.78	.51
Total Taxes	113.63	1.15	108.18	1.14	100.08	1.18	88.99	1.19	71.80	1.26	1,353.39	1.35
Total of All Costs	1,131.89	11.43	1,142.22	12.02	910.65	10.71	781.95	10.43	616.77	10.82	11,890.26	11.89

1/ This estimate covers the total costs of a medium priced 4-door sedan purchased for $3,185 ($3,374 if the Federal excise tax of $189 is included), operated 100,000 miles over a 10-year period, then scrapped. Baltimore prices, considered to be in the middle range, were used.

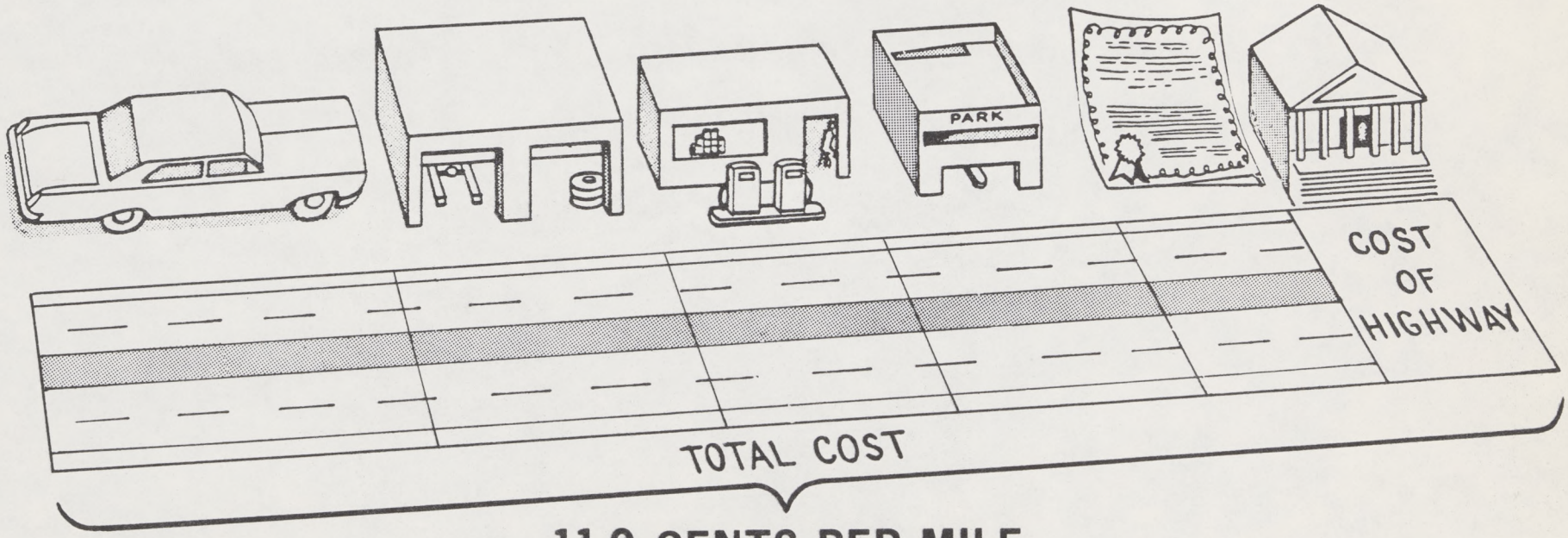
2/ Where costs per mile were computed to be less than 1/20 cent, a dash (-) appears in the column.

3/ Includes $189 Federal Manufacturers Excise Tax.

COST OF OPERATING AN AUTOMOBILE

CENTS PER MILE

3.2 CENTS	1.9 CENTS	1.9 CENTS	1.8 CENTS	1.7 CENTS	1.4 CENTS
VEHICLE COST DEPRECIATED	MAINTENANCE, ACCESSORIES, PARTS & TIRES	GAS & OIL (excluding taxes)	GARAGE, PARKING & TOLLS	INSURANCE	STATE & FEDERAL TAXES



11.9 CENTS PER MILE

An analysis of automobile operating costs by the Federal Highway Administration's Bureau of Public Roads shows that the cost of highways (taxes) is only 1.4 cents of the total 11.9 cents per mile it costs to own and operate an automobile. The analysis is based on a $3,185 car driven 100,000 miles over a 10-year life span.

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA--443

FOR IMMEDIATE RELEASE

(202) 962-8411

The Department of Transportation's Federal Highway Administration wants to improve motorists' visibility by reducing so-called "blind spots" in the driver's field of view.

FHWA Administrator F. C. Turner is considering a Federal Motor Vehicle Safety Standard that would specify performance requirements for the direct fields of view for drivers of passenger cars, multipurpose passenger vehicles, truck and buses.

Also under consideration are new requirements for shade band boundaries and maximum levels of tinting (light tansmission levels) of glazing materials for vehicles and motorcycles. Such requirements would supersede the provisions regarding shade band boundaries and tinting in Federal Motor Vehicle Safety Standard No. 205.

"We are concerned with adequate visibility for the driver in all directions outside the vehicle," said Douglas Toms, Director of the National Highway Safety Bureau. "Good visibility should be a primary design criteria of the manufacturer."

The new Standard will not cover indirect fields of view. Performance requirements for indirect fields of view (rear-view mirrors) are included in Federal Motor Vehicle Safety Standard No. 111.

Interested persons are asked to submit written data, views or arguments pertaining to the Advanced Notice of Proposed Rule Making by the close of business July 6, 1970.

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Recommendations are invited on particular visibility problems experienced in different types of vehicles because of vehicular design and styling and techniques that could be used to mitigate or eliminate those problems.

It is expected that the Standard under consideration will have an effective date of January 1, 1973.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA--447
(202) 962-8411

FOR SUNDAY RELEASE

(Fourth of a Series on Interstate Highways)

Of all the Interstate System routes, which will be the most scenic?

The question is debatable, but certainly a strong case can be made for Interstate Route 90, which stretches 2,817.75 miles between Boston and Seattle -- and passes through beautiful landscape most of the way.

And in about five years it will be possible to make this trip between Massachusetts Bay and Puget Sound in 46 hours and 54 minutes driving time, at an average speed of 60 mph. Even now, you can make a major portion of this journey in excellent time.

Interstate 90, of course, is but one of several nonstop routes that will crisscross the country from coast

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to coast and from border to border when the 42,500-mile Interstate System is completed in 1974. On these high-speed, divided highways you will never find a traffic light, never a grade intersection.

Officials of the Federal Highway Administration say they cannot predict at this point which Interstate route will be the first completed from the Atlantic to the Pacific, or from Canada to Mexico or the Gulf. However, with 72 per cent of its mileage already completed and open to traffic, I-90 obviously has a good chance at the honor.

Secretary of Transportation John A. Volpe, who in 1956 was the first Federal Highway Administrator, observed:

"The Interstate System will provide the nation's motorists with the most efficient, and the safest highways the world has ever known. It will enable them to cover great distances in a minimum of time.

"But it does something else, too. It connects and pulls together diverse sections of the nation. It also provides a fascinating panorama of beauty and Americana as seen in New York, Pennsylvania, Ohio, Indiana, Illinois, Wisconsin, Minnesota, South Dakota, Wyoming, Montana, and Idaho."

Presently, I-90 has 2,028.20 miles open and in use out of its total of 2,817.75; it is the second longest Interstate route, only 81.64 miles shorter than I-80, which stretches from New York City to San Francisco. In addition, 314.08 miles are under construction; 491.27 miles are in a stage where engineering plans are being drawn and right-of-way is being acquired; and only 21.80 miles are still in a preliminary status where the route location has not yet been determined.

Federal Highway Administrator F. C. Turner pointed out that, when completed, routes such as I-90, in addition to dramatically cutting your travel time across the nation, will provide several bonuses. "The vacationer, in the same amount of time he has taken previously, will be able to see much more of the country," he said. "Travel will be considerably safer, and there will be less strain on the driver. And many local traffic problems will have been solved by the new routes."

But where, and how far, can you travel on I-90 at the present time (and what can you see)? A quick Boston-to-Seattle tour provides the answers.

MASSACHUSETTS: No problems at all here, with only two-tenths of a mile (at an interchange) out of a total of 131.50 miles not open. You get on I-90 in historic Boston and head west . . . past Worcester (and Holy Cross College) . . . past Old Sturbridge Village with its recreation of life in colonial times . . . through Springfield . . . and on through the Berkshires to the New York line.

NEW YORK: I-90 is in fine shape, here, too, with 370.06 miles open out of a total of 386.77. And actually the missing link causes the through traveler no delay or inconvenience whatever. After you cross the State line, I-90 becomes the Berkshire Section of the New York Thruway. At the interchange with State Route 9, I-90 will branch off and run northwesterly through Rensselaer to Albany; this segment is due for completion in 1971. In the meantime, though, you simply remain on the Thruway, cross the Hudson River, and continue to Albany (the State Capital), where the Thruway again becomes I-90. Continue westward past Schenectady (and Union College) and soon you are in the beautiful Mohawk Valley, where the fierce Mohawk Indians of the Iroquois Confederation once silently stalked

their enemies. (You can view Indian artifacts at the Shrine of the North American Martyrs at Auriesville, just off I-90 near Amsterdam.) As you speed through the valley, you will find that I-90 is often side-by-side with the famous Erie Canal (now known as the Barge Canal), which enables ships to go from New York City to the Great Lakes. (The canal has one of the world's highest lift-locks at Little Falls, just off I-90.) You drive on through Utica . . . then Syracuse (home of Syracuse University) . . . on to skirt the northern end of the Finger Lakes . . . past Rochester . . . and then to the State's second city, Buffalo, and Lake Erie, before plunging southerly toward the Pennsylvania line.

PENNSYLVANIA: I-90 has only 46.33 miles here -- and they are all open. Crossing from New York, you swiftly pass near Erie, and in about three-quarters of an hour you are in Ohio.

OHIO: I-90 is in good shape here, too, with 80.36 miles open out of a total of 101.33. Crossing from Pennsylvania near Conneaut, you whiz by Ashtabula and head straight on in to Cleveland (and, again, Lake Erie). In Cleveland, there is a missing gap (which won't be

completed until late in the Interstate System program), so switch to U.S. 20, which will bring you back into I-90 at Ridgeville. From there to the Indiana border I-90 and I-80 run concurrently, so it is on across the State, through Toledo (and the University of Toledo) to the State line.

INDIANA: Good news here, too, with I-90 completely open. (From the Ohio border to Gary, I-90 and I-80 run together.) So there is nothing to stop you as you speed quickly across the flatlands of northern Indiana, past Elkhart and South Bend (and the University of Notre Dame) to the Steel City of Gary, and then finally across the border into America's second largest city, Chicago.

ILLINOIS: You are still moving full speed ahead here, with only 12.30 miles out of 105.69 not yet open. The missing miles are in Chicago, and are due for completion in late 1971. When you reach the gap (after perhaps detouring to take in some of the Windy City's numerous attractions), switch to I-294, which will bring you directly back into I-90 -- so that you actually encounter no delay at all. After leaving the Chicago metropolitan area, you head northwesterly past Elgin and

Belvedere, then turn due north near Rockford and head straight for Wisconsin and Beloit.

WISCONSIN: Everything is "go" here, too, with all 187.17 miles open and in use. You've come a long way from Boston already, and you are still moving freely. From the State border you drive north past Beloit and Janesville, into the State Capital of Madison (home of the University of Wisconsin). You are in attractive wooded, lake country now, and you continue northwesterly through the scenic countryside until you reach Tomah, where I-90 turns due west, and you speed on to La Crosse and the Mississippi River.

MINNESOTA: There are a couple of sizable gaps here, with 102.11 miles open out of a total of 276.14. Crossing the "Father of the Waters" from Wisconsin, you remain on I-90 for only about five miles before you encounter a 50-mile gap from Dakota to Stewartville (due to be completed in 1971).

So your best bet here is to switch to U.S. 16 in LaCrosse before you cross the river. Continue on Route 16 to Dexter, where you rejoin I-90. From Dexter you move on through Austin to just west of Albert Lea, where a 124-mile gap begins. Return to U.S. 16 and drive westward through scenic lake country to Worthington, where

I-90 once again resumes. (This gap is due for completion in 1974). It is clear sailing from Worthington the rest of the way to the South Dakota line.

SOUTH DAKOTA: Of the 413.84 miles of I-90 here, 286.08 miles are now open. And they go through some tremendous scenery. Crossing the boundary from Minnesota, you drive on for 148 miles through Sioux Falls and Mitchell to Chamberlain, at the Missouri River, where a long gap begins. There are plans to build a rest area and scenic overlook on the bluffs on the east side of the Missouri near the Creek Crow Indian Reservation, which will provide travelers with an excellent view of the river. From Chamberlain, take U.S. 16 to the intersection of State Route 63, where I-90 picks up again for several miles as a two-lane road (the other two lanes will be added by 1974 to provide the required divided highway). Along this stretch you will have a good view of the Badlands, and you can take a particularly good look at them from a scenic overlook west of Kadoka. With I-90 again becoming four-lane, divided highway, you continue through Rapid City (where you might want to make a 22 mile detour on four-lane, divided freeway to see Mount Rushmore). I-90 continues northwesterly from Rapid City to within 19

miles of the Wyoming line, before again coming to a temporary halt. This final gap in the State will be closed in 1973 or 1974. Switch to U.S. 14 to take you into Wyoming.

WYOMING: I-90 is in pretty good shape here, with 179.07 miles open out of a total of 228.81. Crossing from South Dakota, stay on U.S. 14 until you reach Sundance, where I-90 picks up and continues for 33 miles to Moorcroft, where there is a 29-mile gap to Gillette. Use U.S. 14-16. Then it is straight ahead 71 miles to Buffalo and another 34 miles to Sheridan. Between Buffalo and Sheridan you'll get a good view of the Black Hills country, and you can stop off and visit historical Fort Phil Kearney. Ten miles north of Sheridan, I-90 again temporarily ends, so switch to U.S. 87 to take you into Montana. Incidentally, the alternate routes you take in Wyoming are in excellent shape.

MONTANA: A lot of work to be done here yet, with 273.70 miles still to be built out of a total of 541. When you cross the Wyoming border you find yourself in Indian territory -- the Crow Reservation. Continue on U.S. 87 to Garryowen, where you regain I-90 for a

short stretch. You probably will want to stop and see the Reno, Benteen Battlefield Memorial, and a short distance away the Custer Battlefield National Monument, which commemorates the famous battle of the Little Big Horn, where Col. George Custer and his troops were annihilated by the Sioux under Sitting Bull and Crazy Horse. At Harden there is another gap, and you take U.S. 87-12 into Billings. From Billings northwestward there are frequent gaps, and whenever you have to leave I-90 you take U.S. 10; the two routes are directly connected all the way across the State. From Billings to Livingston you more or less follow the Yellowstone River; from Livingston west through Bozeman to Butte you drive through forested countryside as you enter the Rocky Mountain range. Just east of Butte you cross the Continental Divide, and then you continue through the mountainous terrain through Missoula and on to the Idaho line.

IDAHO: Of the 81.25 miles of I-90 here, 54.22 are open. When you come in from Montana you are in the Idaho panhandle -- and in the midst of some spectacular scenery. Six miles inside the State line I-90 resumes, and except for one

small gap where you return to U.S. 10, you can continue almost to Coeur D'Alene. This is the richest region in the country for silver, zinc and lead mining, and you may want to visit a mine, along with some of the numerous authentic ghost towns that dot the region. The colorful Nez Perce Indians are also to be found in this area, and there is the historic Cataldo Mission, built in 1853. Numerous mountain streams and lakes are to be found here, too, the largest of which is 30-mile long Coeur D'Alene Lake, considered to be one of the five most beautiful lakes in the world. The City of Coeur D'Alene is a popular resort for vacationers. There is an 11-mile gap in I-90 from Coeur D'Alene to the Washington State line, so you again return to U.S. 10.

WASHINGTON: Not too much to be done here, with 237.81 miles completed and in use out of a total of 296.72. A few miles after crossing from Idaho you pick up I-90 and follow it into Spokane (Gonzaga University). As in Idaho, whenever you encounter a gap in I-90 in crossing Washington you take U.S. 10; the two routes merge. From Spokane you proceed southwesterly, before heading due west at Ritzville. Then it is on across Moses Lake to

Vantage, where there is a spectacular crossing of the Columbia River. You may want to pause here and visit the Ginkgo Petrified Forest. You drive on through Ellensburg and then head northwesterly through the Snoqualmie Pass, the summit of the Cascade Mountain range and a colorful ski and recreation area. As you drive through here, there are mountain peaks all around you. Then it is straight ahead across Lake Washington's famous Floating Bridge into the booming port city of Seattle on Puget Sound -- the end of a long, beautiful -- but safe and quick -- drive from one coast to the other.

It was never like this in the days of the wagon trains!

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(Next: Interstate 95, Maine to Florida)

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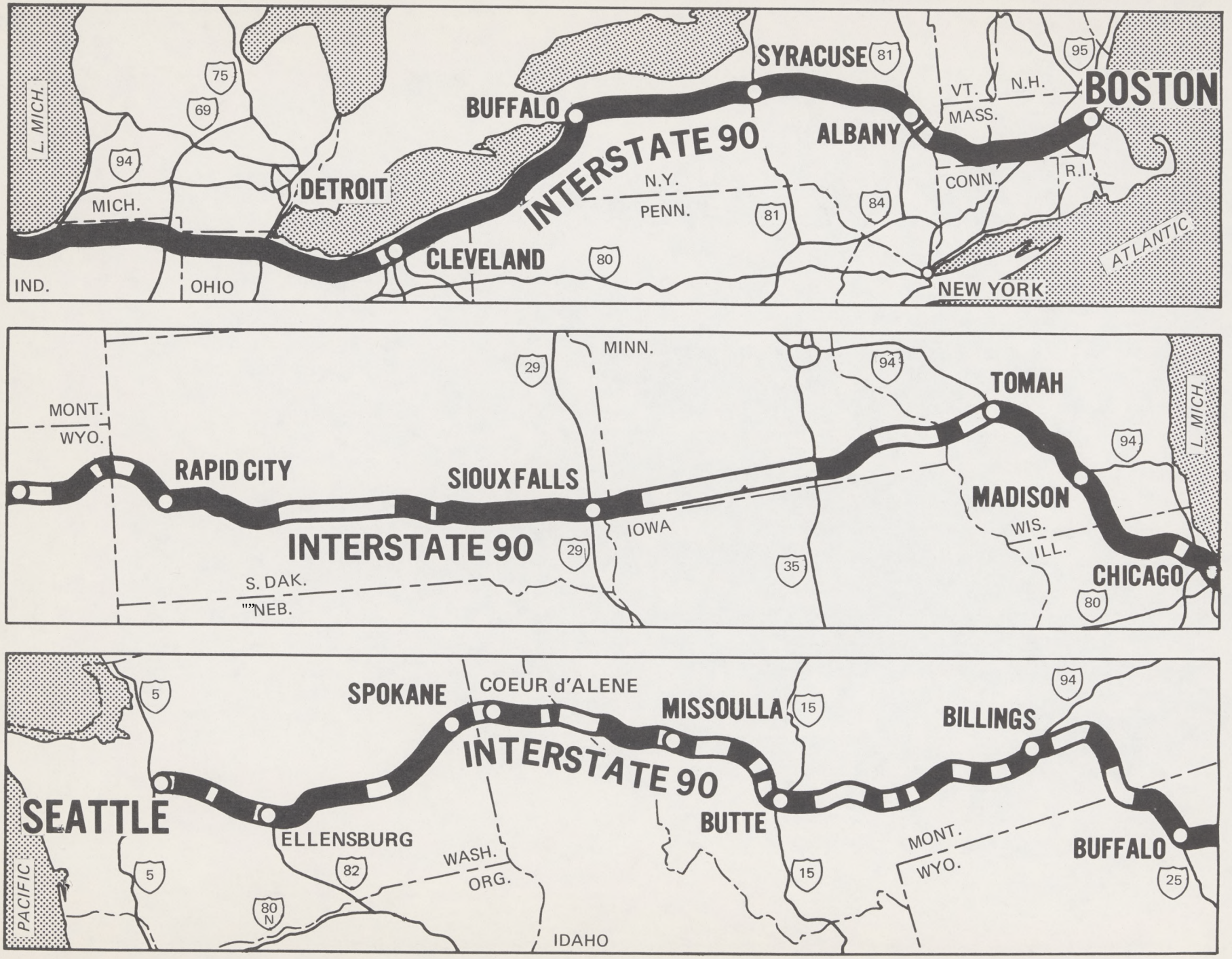
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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE MONDAY,
MARCH 23, 1970

FHWA-446
(202) 962-8411

Automobiles that have been damaged in collisions should be "delicensed" until adequate repairs have been made and the cars have been certified as safe again, a report to the National Highway Safety Bureau has recommended.

The recommendation, based on examination of collision-damaged vehicles, was made by the Southwest Research Institute of San Antonio, Texas, which found:

"To insure an improved level of vehicle safety... it is apparent that it is necessary to assure, within practical limits, that all drivers are operating vehicles that are structurally and functionally sound."

The report listed six States (Indiana, Louisiana, Missouri, New Jersey, New Mexico, and Texas) with provisions for reinspection.

National Highway Safety Bureau Director Douglas Toms noted:

"This study is one of the many practical, down-to-earth research projects which the Bureau is currently carrying forward to advance its basic purpose: to identify the many factors that may jeopardize highway safety and to seek out means of correcting them."

By the terms of the recommendations in the report, here is what would happen when a car is involved in a collision:

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First - The investigating officer at the scene would determine whether the vehicle can be safely driven from the scene, or should be towed.

Second - If the officer decided that safety-related items had been damaged, the car would have to be repaired.

Third -- The repair shop would certify that the required repairs had been made.

Fourth - After repairs had been made, a state-operated or state-licensed inspection station would reinspect the vehicle.

The car would then be eligible for relicensing.

As guides to investigating officers, the report includes lists of vehicle components that are most likely to be damaged in various types of collisions. These are the ones which are "damaged with great frequency:"

Steering - Tie rod.

Suspension - Wheel alignment, front and rear.

Visual - Windshield; side windows.

Structural - Body; frame; hood; doors.

Propulsion - Radiator; fan and clutch; engine mounts; transmission linkage.

Electrical - Headlights; parking, turn, rear lights; battery.

Wheels - Tires; rims.

Recognizing that the traffic officer at the collision site has multiple responsibilities (aid to the injured; traffic control; accident reporting), the report has developed a checklist, based on the zone of impact, to help him to locate damage and decide whether the car can be safely driven away.

Noting, however, that the force of the collision is frequently transmitted beyond the impact zone and that appearance, alone, is

not enough for deciding whether the vehicle is safe to drive from the scene, the report implies a need for specially trained officers:

"There is no reliable substitute," it comments, "for the investigator's judgement and knowledge of automotive mechanics."

While the report mentions that "items normally damaged in various types of collisions are well known by the competent repair shops," it emphasizes the need for thoroughness by the mechanics. This need is underscored, the researchers pointed out, by the possibility that parts which show no damage in a cursory examination may, in fact, have cracks or other damage which would later lead to fatigue failure.

The two volume report, "Alternative Inspection Policies for Collision Damaged Vehicles and Inspection of Special Purpose Vehicles," is available from the Clearinghouse for Federal Scientific and Technical Information, Springfield, Virginia, 22151, for $3.00 per copy. Copies of the report should be order under the above title and the following PB numbers: Volume I PB 185 452, Volume II PB 185 453.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA--445

FOR IMMEDIATE RELEASE

(202) 962-8411

A Department of Transportation survey shows that most of the nation's automobile dealers are complying with a new Federal Motor Vehicle Safety Regulation on Consumer Information.

A spot check in 43 States and the District of Columbia disclosed that more than 85 percent of the 1,486 new car dealerships visited made consumer data available to the public.

Of this total, however, only 1.8 percent had consumer information on display. Consumer data was available on request at 83.4 percent of the dealerships.

DOT's National Highway Safety Bureau, late last January, asked Regional Federal Highway Administrators and State Governors' Safety Representatives to conduct the survey of a cross-section of automobile dealers in their areas to determine the extent of compliance.

The Safety Bureau wanted to know if automobile dealers received consumer information materials from the manufacturer and whether they were given any instructions for dissemination of the materials to prospective buyers.

The regulation, effective January 1, 1970, requires auto manufacturers to provide a prospective buyer with safety information on Stopping Distance, Acceleration and Passing Ability, and Tire Reserve Loads for new automobiles. The idea is to enable shoppers to compare cars on a safety basis.

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At 6 percent of the dealerships surveyed, consumer data was not available but the dealer had knowledge of requirements to disseminate such information.

Consumer data was not available to the public and the dealer had no knowledge of requirements in 131 cases, or 8.8 percent of the total checked.

There was no response from Delaware, Illinois, Iowa, New Mexico, South Dakota, Montana and Texas.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE MONDAY
March 30, 1970

FHWA -- 449
(202) 962-8411

A Department of Transportation study focusing on accidents causing death or serious injury to commercial truck drivers points up the life-saving benefits of seat belts.

The study, done by the Department's Bureau of Motor Carrier Safety, shows that ejection of the truck occupant or occupants was involved in one-third of the accidents and resulted in nearly two-thirds of the fatalities.

The BMCS study covered 211 of the more serious accidents reported to the Bureau between April 1968 and February 1969 in which the driver and/or relief driver were killed or seriously injured.

Of 231 truck drivers involved in the study, only nine, or 3.9 percent, were wearing seat belts. None of those nine drivers was ejected or suffered a fatal injury. More than 35 percent of the drivers who were not wearing seat belts were ejected from their cabs or sleeper berths and 143 drivers, or 64.4 percent, were injured by impact with interior objects. Twenty-eight of the 44 deaths tabulated resulted from injuries following ejection.

Kenneth L. Pierson, Acting Director of the BMCS, said the study "is one of the few concerned with the experience of heavy-duty commercial vehicles, and correlates favorably with other studies supporting the safety benefits of seat belts."

A copy of the report, entitled "Crash/Injury-Ejection Study" may be obtained from the Bureau of Motor Carrier Safety, 400 7th Street, S.W., Washington, D.C. 20591.

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