



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, March 21, 1990

FRA 01-90
Contact: Claire Austin
Tel.: (202) 366-0881

FRA ANNOUNCES RESULTS OF POST-ACCIDENT DRUG TESTS

Federal Railroad Administrator Gil Carmichael today announced that mandatory post-accident drug tests for 1989 showed the lowest positive rate since the agency began testing in 1986. Only 3 percent of the employees tested showed positive for prohibited drug use, down from 5.6 percent in 1988.

"This is encouraging news," said Carmichael. "The industry's investment in prevention and testing is paying off. We expect that the addition of random testing will help us go even farther toward our goal -- a rail system that is free from potential danger and human tragedy caused by drug abuse."

Federal Railroad Administration (FRA) rules require the collection of blood and urine samples following certain major train accidents, collisions and employee fatalities. Samples are analyzed for alcohol and controlled substances at an FRA contract laboratory. The Supreme Court upheld post-accident testing of railroad employees in March of 1989.

FRA also requires pre-employment drug testing and authorizes the railroad to conduct reasonable cause drug and alcohol testing. The largest freight and passenger-carrying railroads were required to begin random drug testing on Jan. 16, 1990. Smaller railroads will begin random testing later this year.

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FEBRUARY 1990

SUMMARY OF RAILROAD MANDATORY POST-ACCIDENT TESTING EVENTS

(49 CFR PART 219, SUBPART C)

	1986	1987	1988	1989	CUMULATIVE
QUALIFYING EVENTS	170	179	178	161	688
Employees tested:	738(100%)	770(100%)	682(100%)	607(100%)	2797 (100%)
Positive findings:					
Alcohol	7(0.9%)	3(0.4%)	3(0.4%)	6(1.0%)	19(0.7%)
Controlled substances/ prohibited use	<u>27(3.7%)</u>	<u>39(5.1%)</u>	<u>38(5.6%)</u>	<u>18(3.0%)</u>	<u>122(4.4%)</u>
SUBTOTAL	34(4.6%)	42(5.5)	41(6.0%)	24(4.0%)	141(5.0%)
Controlled substances/medically authorized	<u>8(1.1%)</u>	<u>4(0.5%)</u>	<u>0(0.0%)</u>	<u>4(0.7%)</u>	<u>16(0.6%)</u>
TOTAL	42(5.7%)	46(6.0%)	41(6.0%)	28(4.7%)	157(5.6%)
Prohibited drug use by substance:					
Marijuana	16	30	25	9	80
Cocaine	5	6	8	8	28
Marijuana & cocaine	5	1	2	1	9
Other	0	2	3	0	5

Note: All numbers may not add exactly because of rounding

U.S. Department
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**Federal Railroad
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Moving America Into the 21st Century

NEWS RELEASE

FOR IMMEDIATE RELEASE

Thursday, April 12, 1990

FRA 02-90

Contact: Claire Austin

Tel.: (202) 366-0881

Ed Greene

Tel.: (202) 272-0011

**FEDERAL AGENCIES TO HOLD FORUM MAY 2-3
TO CONSIDER MAGLEV TRANSPORT R&D EFFORT**

The Department of Transportation, the Army Corps of Engineers, and the Department of Energy will sponsor a forum with industry next month to explore the U.S. research and development of magnetically levitated high-speed ground transportation (maglev) --high-tech transportation that can move America into the 21st century.

The forum will be held May 2-3, at the Embassy Row Hotel, 2015 Massachusetts Ave., N.W., Washington, D.C.

Maglev systems use magnetic forces to lift, propel and guide train-like vehicles on a fixed guideway at speeds that can exceed 300 mph. Such systems offer the potential of a clean, energy-efficient and environmentally sound option to meet existing and future transportation needs.

The United States pioneered much of the early maglev research and development through work funded by the Department of Transportation's Federal Railroad Administration in the 1960s and early 1970s. Since then, West Germany and Japan have applied this technology to working prototypes.

President Bush has asked Congress to fund renewed research into maglev to explore the possibility of stepped-up U.S. efforts in this important emerging technology. The goal of such an effort is to facilitate private development of an operational maglev system in the U.S. based on a domestically designed and manufactured technology.

- more -



**U.S. Department of
Transportation**



**US Army Corps
of Engineers**

The Departments of Transportation and Energy, the Corps of Engineers, the Environmental Protection Agency and other federal agencies have joined in the Federal Maglev Initiative -- which is planned as a cooperative public/private research partnership to stimulate that development.

The forum in May will provide the first detailed explanation of the Federal Maglev Initiative including its proposed goals, activities, timetables and the opportunities for federally-funded research and development. The forum will also offer the U.S. industrial and academic communities an opportunity to participate in the planning of the Federal Maglev Initiative.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, April 23, 1990

FRA 03-90
Contact: Claire Austin
Tel.: (202) 366-0881

PERRY RIVKIND JOINS FRA AS DEPUTY ADMINISTRATOR

Perry A. Rivkind has joined the Bush Administration as Deputy Administrator of the Federal Railroad Administration (FRA). Rivkind was sworn in to his new position Friday by FRA Administrator Gil Carmichael.

Carmichael praised Rivkind's record saying, "Perry brings to the FRA over 30 years of experience during which time he enforced a variety of state and federal statutes. He also has gained vast managerial expertise while working in several federal agencies and departments in Washington."

Prior to joining FRA, Rivkind served for six years as Director of the U.S. Immigration and Naturalization Service (INS) in Miami, where he was also an Associate Commissioner. Rivkind served as Assistant Administrator of the U.S. Law Enforcement Assistance Administration from 1974 to 1980, and as Executive Assistant to the Director and Assistant Director of the Federal Bureau of Narcotics and Dangerous Drugs. He held those positions from 1968 to 1974.

During his career, Rivkind has had several important special assignments including Chairman of the Committee on Research and Development/Terrorism for the National Security Council from 1976 to 1980, Special Assistant in the U.S. Attorney General's Office, and Acting Deputy Assistant Secretary of Defense in 1983. He also was an Associate Professor of Law Enforcement at Penn State University and Director of the Department of Criminology at the Central Piedmont Community College in Charlotte, N.C. Immediately prior to his appointment at FRA, Rivkind was the Security and Safety Manager for the Miami Herald Publishing Co.

Rivkind earned his baccalaureate in criminology from Florida State University, a Master's in Education from Florida Atlantic University, and a diploma from the renowned National War College. He is the recipient of the highly coveted Attorney General's Exceptional Service Award and the National Training Conference Award for outstanding federal training programs. He received a national award presented by Barbara Bush for his INS record on hiring the handicapped, and also was honored by the Federal Women's Program for his efforts in the advancement of women in government.

Rivkind was recently married to the former Kathleen Lysher and lives in Alexandria. He has two children, Robert and Valerie.

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Perry A. Rivkind

Deputy Administrator

Federal Railroad Administration

Type Appointment: Senior Executive Service
Non Career



Education:

B.S., Florida State University (1965)
M.Ed., Florida Atlantic University (1966)
Diploma, National War College (1981)

Professional Experience:

1990 Consultant, Federal Railroad Administration

1989-1990 Security and Safety Manager, Miami Herald Publishing Company, Miami, Florida

1984-1989 District Director, U.S. Immigration and Naturalization Service, Miami, Florida

1981-1984 Executive Assistant to the Commissioner and Associate Commissioner for Management, U.S. Immigration and Naturalization Service, Washington, D.C.

1981 Special Assistant to the Assistant Attorney General for Administration, U.S. Department of Justice, Washington, D.C.

1974-1980 Assistant Director for Operations, Training and International Affairs, Law Enforcement Assistance Administration, Washington, D.C.

1970-1974 Director, National Training Institute, U.S. Federal Bureau of Narcotics

1968-1970 Executive Assistant to the Director and Northwestern Regional Director, U.S. Federal Bureau of Narcotics

1967-1968 Assistant Professor, Penn State University, State College, Pennsylvania and Director, Department of Criminology, Central Piedmont College, Charlotte, North Carolina

1961-1967 Chief Investigator, Office of the State's Attorney, Miami, Florida

1958-1961 Police Officer, Dade County Police Department, Adjutant—Sheriffs Air Patrol, Miami, Florida

Awards and Honors:

Attorney General's Exceptional Service Award for Managerial Excellence—1972
U.S. Training Officer Conference Award for Outstanding National Training Programs—1977
Federal Women's Program EEO Award for Advancement of Women In Government—1983



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Wednesday, May 2, 1990

FRA 04-90

Contact: Claire Austin

Tel.: (202) 366-0881

Becky Sullivan

Tel.: (202) 366-4531

DEPUTY SECRETARY OF TRANSPORTATION
DELIVERS KEYNOTE ADDRESS AT MAGLEV FORUM

Deputy Secretary of Transportation Elaine L. Chao said today that magnetically levitated high-speed ground transportation (maglev) has the potential to play an important role in this nation's transportation system as we move America into the 21st century.

"Maglev offers the potential to dramatically improve surface transportation mobility with a system that is energy efficient and environmentally sound," Chao told a forum designed to explore the U.S. research and development of maglev.

The two-day forum, sponsored jointly by the Department of Transportation, the Army Corps of Engineers, and the Department of Energy, concludes May 3 with panel discussions on appropriate roles to be played by the public and private sectors in developing an advanced maglev system during this decade.

"The forum is about identifying this nation's transportation needs and identifying ways to meet those needs," Chao said. "The forum is the National Transportation Policy in action."

The DOT Deputy Secretary said, "The nations that lead the pack in the 21st century will be the nations with the safest and most efficient transportation systems. . . . those that are the most innovative . . . most creative in their transportation ventures. They will be the countries that capture the future, because they best planned for the future."

Chao said the Department asked Congress for a 17 percent increase in its budget for "an array of important, innovative transportation technologies . . . the most exciting being maglev."

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US Army Corps
of Engineers



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, June 8, 1990

FRA 05-90
Contact: Steven Borows
Tel.: (202) 366-0881

FRA SUPPORTS SALE OF D&H RAIL

The Department of Transportation today said it supports the sale of the Delaware & Hudson (D&H) Railroad to the Canadian Pacific (CP), a transaction approved June 7 by the U.S. Bankruptcy Court for the District of Delaware.

Administrator Gil Carmichael of the Department's Federal Railroad Administration (FRA) said, "The taxpayers made a substantial investment in the Delaware & Hudson to preserve competitive rail service in the Northeast. The sale of the D&H to the Canadian Pacific promises to deliver a financially sound, truly competitive D&H system for the first time in recent history. The taxpayers will get what they paid for and essential rail service will not only be preserved, but also enhanced, for many shippers and communities in New York and Pennsylvania."

The court approved the proposal of Canadian Pacific Limited on its own behalf or through one or more of its subsidiaries (CP) to purchase all of the assets of the Delaware and Hudson Railway Company and the stock or assets of its designated subsidiaries (D&H).

While there remain significant contingencies in the agreements between the Trustee and CP, particularly with respect to Labor and Interstate Commerce Commission approval, the Department is confident that these will be resolved consistent with providing the Northeast with a competitive rail system. To assure this once the CP acquisition has been consummated, the FRA has obtained from CP a contingent note tantamount to a 10-year performance bond in the amount of \$35 million, to be paid by CP to FRA if CP ceases to provide rail service over substantially all of the current D&H service territory or if CP seeks to sell significant D&H assets.

The FRA will offer its assistance to the Trustee to facilitate the consummation of the transaction and intends to be a forceful advocate before the Commission in favor of the transaction when a processing is initiated in July.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
July 11, 1990

FRA 09-90
Contact: Claire H. Austin
Tel.: (202) 366-0881

FRA SELECTS BUDGET DIRECTOR

Administrator Gil Carmichael of the Federal Railroad Administration (FRA) today announced that Kathy Murphy, whose career in the federal government spans nearly 17 years in financial management positions, has been appointed Director of the FRA's Office of Budget.

"I am proud to have Kathy as a member of the FRA team," Carmichael said. "In her new position, she will be responsible for the policy, formulation and execution of FRA's annual budget."

Prior to joining the FRA, Murphy started her career with the National Institute of Health in 1973 and was employed for 14 years as an accountant and budget analyst. Murphy was the budget officer of the U.S. Department of Transportation Working Capital Fund, a position she held from July 1988. From October 1987 to June 1988, she was a senior budget analyst at the National Drug Policy Board, a cabinet-level position chaired by the Attorney General.

Murphy is active in several professional organizations, including the Association of Government Accountants, where she recently served as Regional Vice President for the Capital Region. She has also served as Chapter President and is a past member of the Association's National Executive Committee. Murphy is active in the American Society for Public Administration and the American Association of Budget and Program Analysis.

Murphy received her B.S. degree in accounting from American University. She is married to Gerald Murphy and resides in Silver Spring, Md.

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FOR IMMEDIATE RELEASE
Wednesday, July 11, 1990

FRA 10-90
Contact: Claire Austin
Tel.: (202) 366-0881

FRA ADMINISTRATOR PRAISES RAILROAD'S COMMITMENT TO RAIL CROSSING SAFETY

Federal Railroad Administrator Gil Carmichael today commended Burlington Northern (BN) Railroad for its initiatives to improve highway-rail crossing safety.

BN established an internal "crossing accident task force" to enhance the established Operation Lifesaver program and asked its own management, staff and crews for ideas to help bring down the continuing toll of crossing accidents and casualties. The result was a five-faceted approach to improving public awareness and the conspicuity of trains and crossings.

Under the program, BN is actively developing a video monitoring system which will photograph drivers and license plates of vehicles who go around lowered gates at highway-rail crossings.

After extensive hardware development and testing, BN is equipping all of its road locomotives with two strobe lights which will be interconnected and normally activated with the locomotive's horn.

In addition to BN's large white logo, all other front facing panels on all locomotives are being painted white.

BN has announced a commitment to either have double-sided crossbucks at all crossings or to have a reflectorized strip on the back of all single-sided crossbucks. BN also is now placing retro-reflective delineators on the sides of all rolling stock and locomotives.

Carmichael said, "Burlington Northern should be commended for its commitment to reducing highway-rail grade crossing accidents and the leadership role it has played in implementing innovative safety initiatives."

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Moving America Into the 21st Century

NEWS RELEASE

FOR IMMEDIATE RELEASE

Thursday, June 21, 1990

FRA 06-90

Contact: **FRA** Claire Austin

Tel.: (202) 366-0881

MARAD Walter Oates

Tel.: (202) 366-5807

FRA AND MARITIME COMPLETE JOINT STUDY ON DOUBLE-STACK CONTAINER SYSTEMS

Federal Railroad Administrator Gil Carmichael and Maritime Administrator Capt. Warren G. Leback today announced the publication of a jointly-sponsored Department of Transportation report: Double-Stack Container Systems: Implications for U.S. Railroads and Ports.

Undertaken by the Federal Railroad Administration (FRA) and the Maritime Administration (MARAD), the study addresses the conditions under which double-stack container systems can be cost and service competitive with trucks for domestic traffic, and the form a potential double-stack network might take. The study reflects the goals of the National Transportation Policy, announced by the President and Secretary of Transportation Samuel K. Skinner in March, by emphasizing the intermodal nature of water and rail transportation.

Double-stack cars use a depressed well or platform to stack containers two-high that allows them to stay within most railroad clearance limits. Compared to other intermodal rail technologies, double-stack cars are lighter, consume less fuel and save an estimated 20-40 percent in cost on the line-haul.

To realize the potential of double-stack container carriage in domestic markets, railroads may have to increase their marketing, sales and customer service efforts, the study suggests. The alternative would be to rely on third parties or ocean carriers for such services.

- more -



U.S. Department of
Transportation

For ports and ocean carriers, the results of the study are mixed. Ports must continue to deal with the growth of double-stack carriage of international cargoes. However, because a small proportion of domestic commerce is handled at the ports, ports will not be directly affected by the containerization of domestic cargoes. Intermodal affiliates of ocean carriers are expected to continue to be leaders in the containerization of domestic cargoes, while the ocean carriers will continue to concentrate on international markets.

Although about 83 percent of intercity truck traffic moves in hauls of under 500 miles, the study suggests that double-stack services can be fully competitive with trucks in dense traffic corridors of 725 miles or more. There are ways to substantially increase double-stack service in existing corridors, introduce service into secondary corridors and in outlying areas near major hubs, and to transport refrigerated commodities.

Double-stack container systems have grown rapidly since their introduction as an inland expansion of international service. These systems offer an efficient, competitive, and potentially profitable means of carrying large volumes of domestic traffic. In 1989, double-stack container service was available on most main line rail routes serving major cities. The fleet of double-stack cars now accounts for about 25 percent of total intermodal capacity.

The study concludes that existing market forces can bring about the development of an efficient double-stack network to serve both domestic and international traffic. There are some areas -- notably problems with height restrictions and highway/rail access to ports -- where public sector involvement could make a contribution to overall transportation efficiency.

The study was performed by Manalytics, Inc. and subcontractors ALK Associates, Transportation Research and Marketing, and TF Transportation Consultants.

Copies of the Executive Summary and the final report will be available from the National Technical Information Service, Springfield, Va. 22161. For additional information concerning the study, contact Marilyn Klein, Office of Policy, FRA, 202/366-0358, or Andrew Reed, Office of Port and Intermodal Development, MARAD, 202/366-4357.

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Moving America Into the 21st Century

NEWS RELEASE

FOR IMMEDIATE RELEASE
Monday, July 16, 1990

FRA 08-90
Contact: Claire H. Austin
Tel.: 202/366-0881

FRA RELEASES PRELIMINARY ASSESSMENT OF MAGLEV POTENTIAL IN THE UNITED STATES

The Federal Railroad Administration (FRA), in a preliminary report issued today, concludes that magnetically-levitated [maglev] transportation systems are technically feasible in the United States. The agency also found that maglev systems may be economically feasible in a limited number of domestic transportation markets.

FRA Administrator Gil Carmichael said, "Most major industrialized nations are engaged in a race for leadership in high speed ground transportation technology. A major transportation policy issue facing us today is whether we should join this race or be content with being a consumer for transportation technology developed and manufactured overseas."

The preliminary findings are based on a review of existing information and general assumptions about maglev costs, potential ridership, right-of-way availability, and other factors. There appear to be opportunities for the United States to assert leadership in this technology and its applications, the report said.

The study reflects the National Transportation Policy, announced by the President and Secretary of Transportation Samuel K. Skinner last March, which states that DOT will foster research and evaluation of new technologies to carry travelers in high density intercity corridors.

- more -



U.S. Department of
Transportation

Suspended by magnetic fields above guideways, maglev trains can operate at speeds up to 300 miles per hour. Maglev is considered a potential alternative to aircraft or high-speed trains in city pairs 100-600 miles apart. Maglev projects are under study in several regions of the country, including Florida, California-Nevada, Pennsylvania and Ohio.

The report notes that private industry is not prepared at this time to commit its own resources to the significant funding necessary for the U.S. to develop its own maglev technology. Carmichael said, "The U.S. has three choices: to develop its own technology; to collaborate with other countries in refining technology that has been developed; or to verify important technology developed overseas.

"Additional research and evaluation are required before definitive recommendations can be made as to the proper role for the federal government in maglev technology development," he said.

An interagency group known as the Federal Maglev Executive Committee was formed last year as a mechanism to coordinate the efforts of federal agencies with interests in maglev. The Executive Committee, chaired by Carmichael and co-chaired by Maj. Gen. Pat Kelly of the Army Corps of Engineers, includes representatives of the Department of Energy, Environmental Protection Agency, NASA, and the Department of Commerce.

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FOR IMMEDIATE RELEASE
Monday, August 20, 1990

FRA 11-90
Contact: Claire Austin
Tel.: (202) 366-0881

FRA RELEASES STUDY ON THE BAN OF TRAIN WHISTLES IN FLORIDA

A study, recently completed by the Federal Railroad Administration (FRA), indicates that a sharp rise in nighttime accidents at Florida highway-rail crossings may be the result of local ordinances that ban the sounding of train whistles during night hours.

The FRA report, entitled, "Florida's Train Whistle Ban," details a review and analysis of the Florida East Coast Railway Company's (FEC) experience since the first nighttime whistle ban ordinance went into effect along its mainline operating corridor more than five years ago.

FRA Administrator Gil Carmichael said, "Since the bans were imposed in July 1984, the FEC has experienced an alarming increase in accidents at the 511 highway-rail crossings that are subject to Florida's nighttime whistle ban."

Nighttime accidents at the affected crossings have increased 195 percent since the statutory bans were enacted. During that period, 19 fatalities and 59 injuries occurred at those crossings.

At 89 similar FEC crossings, where the bans have not been imposed, nighttime accidents increased 23 percent.

Carmichael said, "The FRA report suggests that FEC compliance with the ordinances remains the only apparent explanation for the abrupt tripling in the nighttime accident rate at the impacted crossings."

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
August 21, 1990

FRA 12-90
Contact: Claire H. Austin
Tel.: (202) 366-0881

FRA NAMES TWO SAFETY OFFICIALS FOR CAMBRIDGE REGION

Gil Carmichael, administrator of the Federal Railroad Administration (FRA), today announced the appointment of Mark H. McKeon as regional director and Patrick Reilly as deputy regional director for Region 1 in Cambridge, Mass.

"I am pleased that these well qualified individuals have agreed to join the safety leadership team of the Federal Railroad Administration in its Cambridge office," Carmichael said. "These appointments are another step in FRA's push to complete its safety realignment as it aggressively endeavors to reach its goal of a full complement of safety personnel."

McKeon's career in the railroad industry began in 1969. He has been employed by several railroads and was regional director for the FRA in Chicago. He also served as a regional specialist for operating practices and hazardous materials in the Boston region.

McKeon has a degree in sociology from Belmont Abbey in Belmont, N.C. He resides in Boston with his wife and three children.

Reilly was district chief in Newark, N.J. for the FRA and, prior to that, he was an operating practices inspector. He began his career as an accident investigator with the National Transportation Safety Board in Atlanta.

Reilly and his wife, Patricia, have three children.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
August 21, 1990

FRA 13-90
Contact: Claire H. Austin
Tel.: (202) 366-0881

DR. SHARON STENSON TO HEAD FRA SAFETY INSPECTORS TRAINING PROGRAM

Administrator Gil Carmichael today named Dr. Sharon H. Stenson as Director of Communications and Training for the Federal Railroad Administration's (FRA) safety inspectors training program.

Carmichael said, "The safety inspectors training program is one of FRA's top priorities. Dr. Stenson's extensive background in instructional system development will be a strong asset to the agency. She will serve as my point person to design and implement the inspectors training program, a three week course that will be the most comprehensive in railroad history."

Prior to her FRA appointment, Dr. Stenson served as an education adviser and consultant to all training facilities for the Immigration and Naturalization Services. She also served as an education specialist for the Department of Defense in training and doctrine command.

Dr. Stenson is a graduate of Miami (Ohio) University and holds a masters degree from the University of Tennessee. She earned her Doctor of Education degree in curriculum design and evaluation from the University of Tennessee. Dr. Stenson was chosen Who's Who in American Education in 1989-1990.

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Moving America Into the 21st Century

NEWS RELEASE

FOR IMMEDIATE RELEASE

Tuesday, August 21, 1990

FRA 14-90

Contact: Claire H. Austin

Tel.: (202) 366-0881

FRA ADMINISTRATOR AWARDS STUDY GRANT TO MEMPHIS FOR INTERMODAL TERMINAL

Federal Railroad Administrator Gil Carmichael presented a \$50,000 Special Studies Grant today to the mayor of Memphis, Tenn., Richard C. Hackett, and the Memphis Area Transit Authority. The grant funds will be used to study the feasibility of using Illinois Central Railroad's historic Central Station in downtown Memphis as a city center intermodal passenger terminal.

The station could accommodate a variety of transportation facilities, including headquarters for Amtrak, a new trolley system for Memphis, city and intercity buses, taxis, airport limousines, airline ticket sales and baggage checking. The Central Station will also be studied for its potential to attract private developers for retail shops.

Administrator Carmichael said, "This grant is a first step for Memphis, to help the city develop the public and private sector cooperation required for the success of such a project, as called for by the National Transportation Policy (NTP)."

The NTP is a comprehensive plan to maintain, modernize and expand the nation's infrastructure by investing in research and development to produce new technologies that will advance transportation into the 21st century.

Pointing to the success of a similar project at Washington's Union Station, Carmichael said, "After years of neglect, the 1907 Washington landmark is back in the limelight, with all the grandeur and promise that was its birthright and some of the highest retail sales per square foot in the United States. It is a shining example of urban revitalization."

The study grant is being made under Section 8 of the Urban Mass Transportation Act of 1964, as amended, and will be matched by \$6,250 each from the Tennessee Department of Transportation and the Memphis Area Transit Authority. The study includes conceptual planning and construction cost estimates, as well as architectural, engineering, economic and financial analyses. It is scheduled for completion in November 1990.



**U.S. Department of
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Dale

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Moving America Into the 21st Century

NEWS RELEASE

FOR IMMEDIATE RELEASE

Tuesday, August 21, 1990

FRA 14-90

Contact: Claire H. Austin

Tel.: (202) 366-0881

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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
September 17, 1990

FRA 15-90
Contact: Claire H. Austin
Tel.: (202) 366-0881

FRA ANNOUNCES PROPOSAL FOR RAILROADS TO REPORT FAILURES OF CROSSING SIGNALS

The Federal Railroad Administration (FRA) has issued a notice of proposed rulemaking that would require railroads to report failures of grade crossing signal system devices.

Congress asked the FRA to consider whether federal rules are necessary to govern the inspection, testing and maintenance of crossing warning devices.

An earlier public hearing, at which representatives of industry, labor and rail suppliers testified, failed to generate enough substantive information for the agency to initiate rulemaking.

Federal Railroad Administrator Gil Carmichael said that "information available to the FRA, some of it from the previous hearing, was either anecdotal or contradictory, and was not sufficient for the agency to justify federal intervention."

Carmichael noted that the National Transportation Policy (NTP), a comprehensive strategy to maintain, modernize and expand the nation's infrastructure and advance transportation into the 21st century, is committed to improving safety in public transportation and encourages development of effective monitoring and safety enforcement of railroad track, equipment, and operations.

The proposal would provide information that will help the FRA determine whether additional federal regulation is needed to assure proper operation of warning devices.

A second public hearing, at which industry, labor and state officials and the public may present their views, will be held on Nov. 7, 1990, in room 2230 of the Nassif Building, 400 Seventh St., S.W., Washington, D.C. at 10:00 a.m. Persons who would like to make oral statements at the hearing should write to the Docket Clerk, Office of Chief Counsel, FRA, 400 Seventh St., S.W., Washington, D.C. 20590, or call 202/366-0628.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
October 29, 1990

FRA 16-90
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

THREE DOT AGENCIES HELP FUND TRAINING FILMS ON HIGHWAY/RAIL CROSSING SAFETY

Three Department of Transportation agencies are providing funding assistance to the Law Enforcement Television Network (LETN) for the development of a video training course to help improve enforcement of highway/rail crossing laws.

The Federal Railroad Administration (FRA), the Federal Highway Administration (FHWA) and the Urban Mass Transportation Administration (UMTA) recently signed an agreement that will assist the network in developing educational training films. The Atchinson, Topeka and Santa Fe Railway Co. and the Burlington Northern Railroad are also co-sponsors of the project.

The training films will stress the proper enforcement of highway/rail safety procedures and the prevention of trespassing and highway/rail crossing accidents. The segments will be aired on LETN via satellite from Carrollton, Texas, to more than 1,800 police stations and 50 federal law enforcement and training facilities nationwide.

FRA Administrator Gil Carmichael said, "We know that where communities have strict enforcement of local laws, grade crossing accidents and fatalities are reduced significantly. This project is an effective way for the department to reach and train the nation's law enforcement officers."

"This is precisely the kind of intermodal cooperation the department is encouraging," UMTA Administrator Bryan W. Clymer said. "The agreement is a fine example of how the private sector and the government at all levels can work together in creative ways to solve important problems."

FHWA Administrator Thomas D. Larson said, "FHWA is pleased to support this program. It is estimated that the series will be seen by more than 75,000 law enforcement officers. Our commitment is a direct response to suggestions put forward at the department's Traffic Safety Summit last year and recommendations made in the National Transportation Policy."

The National Transportation Policy is a planning strategy designed to help the nation's transportation system meet the needs of the 21st century.

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Moving America

Into the 21st Century

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NEWS RELEASE
FOR RELEASE FRIDAY
November 2, 1990

FRA 17-90
FRA Contact: Claire H. Austin
Tel.: (202) 366-0881
UMTA Contact: Nancy Butler
Tel.: (202) 366-4319

UMTA PLEDGES \$12.5 MILLION TO MEMPHIS TROLLEY PROJECT

Administrators Brian W. Clymer of the Urban Mass Transportation Administration (UMTA) and Gil Carmichael of the Federal Railroad Administration (FRA) today toured the city of Memphis for an overview of downtown renovation and construction projects that have received Department of Transportation funding.

Meeting with city officials and Rep. Don Sundquist, Clymer announced that UMTA is granting a \$12.5 million advanced construction authority to the Memphis Area Transit Authority (MATA). The pledge will allow MATA to proceed with planning and construction of the transit-related elements of an electric trolley system, a transit/pedestrian mall and a trolley maintenance and storage facility.

Clymer said, "The trolley line will serve as the catalyst in the overall program to revitalize the Memphis downtown historic area. This UMTA pledge will enable MATA to award contracts to meet a December 1991 deadline that will coincide with the construction of several other projects."

UMTA has already approved \$11.7 million in federal funds for the trolley project. Local funds of about \$4.5 million also have been committed to this effort, as well as \$3 million from private donors for the purchase of the trolleys. In addition, FRA previously awarded \$50,000 to MATA to study the feasibility of using Illinois Central's historic Central Station as a city center intermodal passenger terminal.

The officials were given an overview tour of the city by helicopter, after which they inspected the Central Station, viewed the proposed trolley route and visited the site of the Pyramid, a multipurpose sports/entertainment complex now under construction.

The mix of intermodal DOT funding, along with municipal and private funds used to build transit projects, is one of the stated goals of the National Transportation Policy, a planning strategy to modernize and expand the nation's transportation systems.

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Moving America Into the 21st Century

NEWS RELEASE
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**U.S. Department of
Transportation**



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Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

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FOR IMMEDIATE RELEASE
Wednesday, December 12, 1990

FRA 19-90
FRA: Claire Austin
(202) 366-0881
NHTSA: Skipp Calvert
(202) 366-9550

FRA, NHTSA ADMINISTRATORS
"TIE ONE ON FOR SAFETY"

The administrators of the Federal Railroad Administration (FRA) and the National Highway Traffic Safety Administration (NHTSA) today highlighted rail-highway grade crossing safety as they tied a red ribbon on a Norfolk Southern locomotive at Union Station as part of the "National Tie One on for Safety" campaign.

The "Tie One On For Safety" uses red ribbons in a public anti-drunk driving awareness campaign sponsored nationally by MADD (Mothers Against Drunk Driving). It traditionally takes place during the holiday season, in connection with National Drunk and Drugged Driving Awareness Week. (Dec. 9-15). Micky Sadoff, MADD national president, joined FRA Administrator Gil Carmichael and NHTSA Administrator Jerry Ralph Curry at the ceremony.

The Norfolk Southern Railroad is taking the lead in the "Tie One on for Safety" effort, and will place red ribbons on more than 2,000 locomotives this year.

Curry asked "How many car drivers who make the foolish attempt to 'beat the train' are influenced by alcohol or drugs? Putting a red ribbon on a railroad engine is the perfect exclamation mark for the holiday safety message. Impaired drivers invite tragedy in every highway situation -- including crossing railroad tracks."

Carmichael said, "The number of highway accidents that occur at grade crossings is alarming. In 1989, according to DOT statistics, 35 percent of highway deaths at grade crossings were alcohol related. The FRA is constantly working to reduce these accidents. FRA and Operation Lifesaver, Inc. appreciates the support of MADD and Norfolk Southern in the rail-highway grade crossing program."

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