

On The Hill

Coleman Pushing Rail, Air Motor Vehicle Law Reform

Regulatory reform for all modes of transportation is the central focus of this year's Departmental efforts in Congress. Transportation Secretary William T. Coleman, Jr., has sent to Congress a comprehensive rail legislation package designed to strengthen the nation's railroads by eliminating excessive regulatory restrictions and providing critically needed financial assistance.

Expected to follow the rail bill are proposals to overhaul current regulations governing the air and trucking industries.

"We need to allow the competitive forces in the free market system to regain a leading role in all transportation industry sectors," Secretary Coleman said. Too much regulation over the years has created transportation industry sectors in which competition is stifled, and needed changes are per-

mitted too slowly for today's fast changing world.

While centering its efforts on regulatory reform, the Department has initiated legislation in several areas of transportation interest including:

- Airport and Airway Development Act of 1975 which provides for expansion and improvement of the nation's airport and airway system, for delegation of certain airport development functions to states and airport sponsors, and permits financing of airway facilities maintenance from the Airport and Airway Trust Fund; and

- The Motor Vehicle Information and Cost Savings Act amendments which authorize additional appropriations to, among other things, establish fuel efficiency demonstration projects and provide additional enforcement authority for the odometer antitampering provisions.



The L'Enfant Plaza Metro Station serving DOT headquarters will look like this one at Judiciary Square. Cars travel east-west in center lanes and passengers enter and leave via broad walks on both sides. Trains running north-south under 7th Street pass through the station along both sides of the tunnel, with the passenger walk in the center.

Could Anything be Finer?

DOT HQ to Have its Own METRO Station

For the 6,000 DOT employees working in the Nassif Building, the L'Enfant Plaza Metro station could very well be the answer to a commuter's most fervent prayers. A station right at the building, protected from the wind, rain, snow, cold and heat.

Scheduled to open in May, 1976, the L'Enfant station will provide access from the train platform to the Nassif building

by an escalator which ascends through the three levels of the garage to the arcade on the D Street side of the building.

There will also be an entrance to the station on the southeast corner of Maryland Ave. and Seventh St., S.W., to serve the National Aeronautics and Space Administration, the Department of Health, Education and Welfare, and the Federal Aviation Administration.

A third entrance, on the south side of D Street, at the promenade level of L'Enfant Plaza, will give easy access to the L'Enfant complex of hotels and offices, and to the Department of Housing and Urban Development.

Approximately 23,000 federal workers are employed in the immediate Plaza vicinity.

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Allison K. Brannon of Houston, Cystic Fibrosis Foundation poster girl for 1975 drops in for a chat with Secretary of Transportation William T. Coleman, Jr. Allison, who is four, pinned a "CF" button on his lapel and enlisted his support in the foundation's annual campaign which runs through September. Born with the disease, the pert blonde is being treated at the Cystic Fibrosis Center in the Texas Institute for Rehabilitation and Research in Houston.

Spirit of '76

Transportation Department Readies Bicentennial Plan

From sea to shining sea—and on out to the territorial limits—is the scope of the U.S. Department of Transportation's participation in the Nation's bicentennial celebration.

The Department is planning a broad range of activities for the historic 1975-76 year, both in Washington and in the federal regions.

Paul Rasmussen, coordinator of the Department's bicentennial activities, said the overall project is backed by approximately \$126 million in budgetary appropriations to DOT for 41 commemorative and permanent improvement projects.

These projects, Rasmussen said, will involve the U.S. Coast Guard and its square-rigged sailing ship—the EAGLE; the

Federal Highway Administration, the Federal Aviation Administration, the Urban Mass Transportation Administration, the St. Lawrence Seaway Development Corp., the Federal Railroad Administration, and the National Highway Traffic Safety Administration, as well as the Office of the Secretary.

Some of the DOT bicentennial activities are still in the planning stages, such as participation in the Smithsonian's 1976 Mall Folk Life Festival, designed to showcase America's colorful past.

Other projects tied to the bicentennial—such as the permanent DOT information center on the ground floor of the Department's headquarters build-

(See BICENTENNIAL, p. 2)

Hello!

DOT NEWS will be published biweekly to inform you about the activities of the Department and its component agencies. Special interest will be given the people who make DOT function. We want to hear from you—the readers. So pass along your ideas. Provide us with tips you think might make DOT NEWS more interesting. Steer us toward people and events that are newsworthy. Bombard us with questions. We'll print those with the broadest interest. If possible, we'll fire along answers to the others. So give us a call on 426-4321, or drop in for a personal visit in Room 9430, DOT Headquarters Building.

METRO

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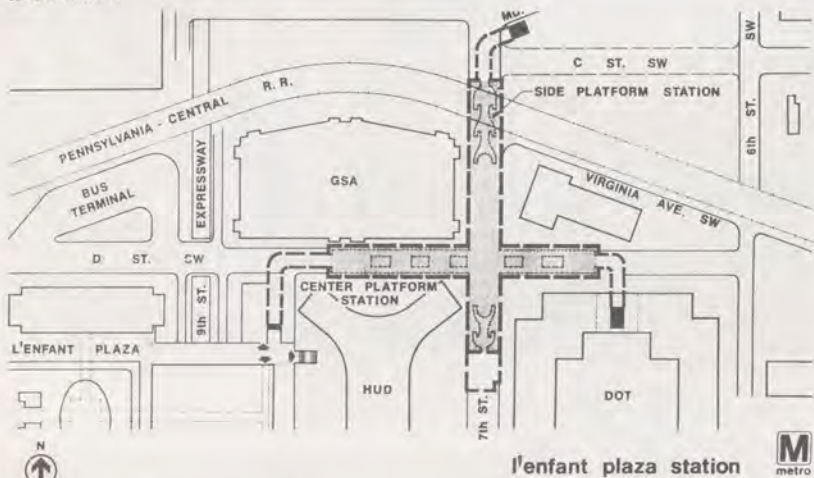
The station will have two train platform levels, the upper one for the Seventh Street alignment, and the lower one for the D street alignment. The station will also feature three mezzanines, one for each of the entrances. The D Street station will have a center platform (between the tracks) and the Seventh Street station will have side platforms (on either side of the tracks).

The L'Enfant station will be the cross-over point for two Metro lines. The first route, expected to open in May of next year, will run between RFK stadium and Washington National Airport, via a central city route which crosses the river in a tunnel just north of Roosevelt Island.

The second route, tentatively scheduled to open in July 1978,

connects the Gallery Place station underneath Seventh and G Streets, N. W., with the Navy Yard along one branch and with the Pentagon along the other branch.

From the L'Enfant station travelers will be within a half-hour ride of such points as Rockville, Glenmont, College Park, and New Carrollton in Maryland, and Springfield and Vienna in Virginia.



BICENTENNIAL

(Continued from p. 1)

ing—are just about ready to move from drawing board to reality.

One of the most popular projects backed by DOT during the 1975-76 bicentennial observance is expected to be the Coast Guard's EAGLE. Although plans for the training ship's use are still being developed, the EAGLE will probably become a familiar sight along the Eastern seaboard during the spring and summer months of 1976.

Rasmussen said a series of books, paintings and films on various aspects of transportation in America are also being prepared as permanent contributions of the Department to the bicentennial celebration.

Featured will be a "History of the Nation's Highways," a "History of Public Works," a book and film dealing with the government's 50-year involvement in aviation and the "History of the FAA." The highway story is to be presented in three different modes—film, book and the restoration and display of the Rakeman series of paintings on the history of highway construction.

DOT's regional offices will also be participating in the bicentennial activities through use of exhibits and poster displays locally.

Three cities—Washington, Boston and Philadelphia—are slated to receive a total of more than \$109 million among them for DOT-funded bicentennial improvements and programs.

This \$109 million expenditure is part of the total \$126 million bicentennial allotment. These three cities are expected to be the focus of most of the public interest in the bicentennial observance, and the DOT programs there are aimed at easing traffic, providing parking and mass transit facilities and helping these areas cope with the tourist onslaught.

Rasmussen said Philadelphia has obtained support for nine major improvements to its mass transit system, with a total estimated DOT funding commitment of about \$62.3 million.

Washington is receiving assistance for eight separate projects totaling \$45.5 million. Two of the most significant undertakings are the proposed comprehensive special bus service fringe parking program being funded from the Urban Mass Transportation Administration's fiscal 1976 demonstration budget, and the various road and parking garage ramp improvements at the National Visitors Center in Union Station.

Boston is receiving assistance to improve the street, pedestrian and park system in the Government Center Complex for 1976, including the removal of traffic islands and streets in front of historic Faneuil Hall and the conversion of that area into a park.

DOT is also assisting New York City and the States of Vermont and Michigan in various specialized bicentennial projects involving improvements to transportation systems in those areas.

Coleman: Rail Reform Overdue

U.S. Secretary of Transportation William T. Coleman, Jr., at a White House press briefing May 19, released what he termed a "long overdue" plan to reform and restructure the nation's railroads.

The Railroad Revitalization Act, sent to Congress by President Ford, will provide railroads with up to \$2 billion in Federal low-interest loan guarantees and will also reduce the Interstate Commerce Commission's control over the setting of rail freight rates, within certain limits.

The Secretary said he feels the Act will lead to the restructuring and streamlining of the railroads based on the competitive market. He reemphasized the Administration's and the Department's opposition to nationalization of the railroads, and called for prompt Congressional action on the measure.

Retirees to Get Own ID Cards

The Department of Transportation will begin issuing special identification cards to retiring employees as soon as the cards become available, which is expected to be about July 1.

The card will include the bearer's photo and signature and will indicate the total years of Federal service.

Its purpose is to assist retirees to confirm their identity as former Federal employees. Details are contained in DOT Order 1680.2, March 13, 1975.

'74 Auto Recalls Top 2.8 Million; Down 4 Million from '73 Total

Domestic and foreign manufacturers recalled approximately 2.8 million motor vehicles in 1974, the U.S. Department of Transportation says in its annual report of motor vehicle defect campaigns. However, this number was more than 4 million below the 1973 total.

During 1974 2,345,469 domestic vehicles and 531,745 foreign vehicles were recalled. Safety defect and standards enforcement investigations conducted by the National Highway Traffic Safety Administration (NHTSA) directly influenced the recall of more than 206,000 vehicles.

The report also lists the recall of more than 1.7 million items of motor vehicle equipment, such as tires, jacks and child seats.

Since passage of the National Traffic and Motor Vehicle Safety Act in September 1966, 46.7 million vehicles have been recalled. Under this act, vehicle manufacturers must notify owners of any safety-related defect found in their vehicles. Late in 1974, the act was amended to require the vehicle manufacturer to correct these defects at no cost to the owner.

NHTSA officials emphasize that recall totals are always substantially higher than the total number of vehicles which actually contain defects. The entire production of a certain vehicle may have to be recalled to inspect and identify the portion which actually carries the defect.

Q and A

\$25,000 For Your Thoughts

Got a question relating to DOT or Civil Service regulations, services or programs? DOT NEWS will answer those with the broadest interest in this column and provide answers by mail to those of a limited or personal nature. Letters must be signed and addressed to: EDITOR, DOT NEWS, U. S. Department of Transportation (S-81), 400 Seventh St., S. W. Washington, D. C. 20590.

A. If you are separated because of reduction in force, or if your appointment terminates, you may be entitled to unemployment compensation while you are looking for another job. If you are discharged for misconduct, quit voluntarily without good cause, or refuse a suitable job without good cause, there is a period of disqualification during which unemployment compensation cannot be paid. Check with your personnel office for specific details.

Q. What is the maximum amount that may be paid to Federal employees under the Incentive Awards Program?

A. A timely question! A recent amendment of DOT Order 3450.1 increased the size of awards. While each agency and administration has its own formula for computing awards, within DOT \$1,200 may be paid for suggestions resulting in a saving to the government of \$100,000. An additional \$5.00 can be paid for each additional \$5,000 saved. The maximum under the program is \$25,000.

Q. Can my wages as a Federal employee be garnished for non-payment of debt?

A. Generally speaking, no. However, Sect. 459 of Public Law 93-647, effective January 1, 1975, provides for garnishment of the wages or retired pay of Federal workers and military personnel, retired or on active duty, for enforcement of alimony and child support obligations. While other debts are exempt from garnishment, you are expected to meet your obligations in a proper and timely manner so as not to bring discredit on the Government. Failure to do so can result in disciplinary action, possibly even removal.

Q. If I lose my job through no fault of my own am I entitled to unemployment compensation? I was told that, as a Federal employee, I am not eligible.

DOT NEWS, the official employee publication of the U.S. Department of Transportation, is prepared by the Publications Division, Office of Public Affairs, DOT. Articles of general interest should be submitted directly to: The Editor, DOT NEWS, U.S. Department of Transportation (S-81), 400 Seventh Street, SW, Washington, D.C. 20590. Phone 202-426-4321. Unsolicited manuscripts, photos, or art work will not be returned unless specifically requested.

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Ladies in Waiting

DOT Nominates Five Women For Prestigious Federal Honor

Five women, representing various professional and technical areas of the U.S. Department of Transportation (DOT) have been nominated for this year's Federal Woman's Award (FWA).

The U.S. Civil Service Commission will select the FWA recipient from women nominated by all participating federal departments and agencies. The final selection will be made sometime in early October.

The annual award is particularly significant this year, as 1975 has been designated "International Women's Year" (IWY) by the United Nations, and in this country, by proclamation of the President.

Its purpose is to focus on the accomplishments and talents of women in all professional and career areas, to ensure equality between women and men, and to promote the full integration of women in employee utilization, development and advancement.

Much of the IWY effort within DOT overlaps the Federal Women's Program emphasis on sexual equality as part of the Department's total civil rights mission.

The five women nominated for the Civil Service distinction have a combined total of more than 90 years of government service, and represent fulfillment of both IWY and Federal Women's Program objectives on the individual level.

The DOT nominees are:

- Sue F. Silverman, chief of the Federal Aviation Administration's Plans and Programs Division in the Office of Information Services. She was the youngest division chief ever appointed by the FAA and is the only FAA woman to currently hold such a position. Ms. Silverman's work in getting the FAA story to the public has earned numerous departmental, industry and White House commendations.

- Ethel P. Cohen, assistant chief of the FAA's personnel programs division. She is responsible for the conception and implementation of creative automation systems for FAA manpower management and is known throughout the FAA as a management catalyst behind various personnel programs and policies. She has received numerous Outstanding Performance Awards and the FAA Sustained Superior Performance Award.

- Elizabeth Samson, economist in the Federal Highway Administration's program and policy planning office. For the past two years, she has been editor of the magazine "Highway and Urban Mass Transportation." Ms. Samson has edited and designed several other FHWA reports, one of which earned her a Superior Accomplishment Award in 1967.

- Nancy T. Ebersole, program analyst in the Office of Transportation Energy Policy, Office of the Assistant Secretary for Policy, Plans and International Affairs. She served as the departmental director of the study mandated by Congress on the effects of a two-year experiment in year-round daylight savings time. Ms. Ebersole has earned an Outstanding Performance Award and an Exceptional Service Citation during her nine years with DOT.

- Vivian J. Hobbs, computer specialist with the Transportation Systems Center in Cambridge, Mass. She is currently assigned to the Morgantown (W. Va.) Personal Rapid Transit project of the U.S. Urban Mass Transportation Administration, providing technical expertise in identifying and solving technical and management problems. Ms. Hobbs has also done program and evaluation work for various FAA projects in air traffic control.

Vivian J. Hobbs



Ethel P. Cohen



Nancy T. Ebersole



Elizabeth Samson

Sue F. Silverman





An air traffic controller since 1973, Tove Lund directs aircraft arrivals and departures at Renton Tower, near Seattle, Washington. She is one of a growing number of women who have entered the air traffic control field in recent years.

She Did it Her Way

The Sky's the Limit for Tove Who's Eyeing Supervisor Role

Tove Lund has come a long way—from a clerk-typist to an air traffic controller in 14 years—but she's not where she wants to be yet.

Ms. Lund, 33, is stationed in Renton Tower, near Seattle, Washington. She has been with the Federal Aviation Administration in the Northwest Region since starting her government service in 1967.

The decision to move into the air traffic control field was made entirely on her own.

"That was back in the days before Program 150 (FAA's successful effort to get women and minorities into air traffic control)," she explained. "I just decided I wasn't going anywhere. I was an administrative assistant at the time. So I made up my mind to go and take the (air traffic control) test—and I did. There wasn't any encouragement at all."

She made her own encouragement, challenging a profession which, at the time she entered in 1973, "was still pretty much a man's field."

DC 'Licensing' Non-drivers

The non-drivers "driving license" has finally wheeled into the District of Columbia after many a detour and breakdown along the way. Virginia and Maryland have long had similar cards.

As anyone who has tried to cash a check knows, a drivers' license is the first thing asked for as identification. No license, no check cashed, in most cases.

The way is now made much easier for District residents. Now any D. C. resident 16 years of age or older can obtain a non-drivers' license simply by paying a \$3 fee. Those 65 or older pay no fee. Applicants must supply proof of birth and a social security card. The ID cards are issued while-you-wait at the D. C. Motor Vehicle

Bureau, 301 C St., N. W., (rm: 1000) on Monday from 8 am to 4:30 pm, on Tuesday through Friday from 8:15 am to 7:45 pm, and on Saturday from 8:30 am to 4:30 pm.

Non-drivers' ID cards may be obtained in Virginia from any Motor Vehicle Bureau office. Applicants must be 18 and not hold a valid motor vehicle operator's license from any other state. They must also furnish a birth certificate and social security card, before paying a \$5 fee.

In Maryland the minimum age is 15 and a \$2 fee is required, except for those over 65. A birth certificate and a social security card are also required. Cards can be obtained from any Maryland Motor Vehicle Bureau office from Monday through Friday, 8:30 am to 4:30 pm.

In early May, Ms. Lund was promoted to GS-10, a journeyman air traffic controller. "I'd like to go on to a terminal radar facility," she said, calling it a "natural progression." But her ultimate aim is to be a supervisor—"if there are enough years left" before she retires and takes full-time interest in a broad range of activities that include skiing, snowshoeing and gourmet cooking.

Her name—Tove—is Norwegian. She says it is a gift of her mother's that has nothing to do with her national origin, regardless of her blond Scandinavian looks and her love of the northern outdoors.

But Ms. Lund's success, though personal, is more than just that. "I'm doing my bit for women," she said. "I like to think that when I go out to speak to groups and schools that there may be just one woman out there who might be encouraged to do something more with her life, and who might turn to air traffic controlling. It's a great profession."

Smith had been acting Deputy Associate Administrator for Administration after serving as Deputy Director of FAA's Office of Management Systems since October 1973. In his new position, Smith assists the Associate Administrator for Administration in directing and coordinating plans and programs for such areas as budget, personnel, training and labor relations.

Payroll Offices Advise Double Check on Withholding

Watch it! Your tax money, that is—because with the 1975 Federal income tax changes, you may find yourself owing a large sum to the Internal Revenue people next April.

Under previous tax withholding laws, in many cases more tax money was being withheld from paychecks than was actually necessary to cover the tax due. People would get refunds after filing their taxes; and some would add an extra exemption on their W-4 withholding form to bring tax payments withheld from their salary into line with what they actually owed the IRS.

This year, there is a potential "under-withholding" built into the revised tax formula, according to the IRS, and as a result, less money is being taken out of your paycheck each pay period. So—that extra exemption you claimed with your employer a couple of years ago could cause you some grief in '76.

If in doubt, find out! Visit your payroll office now, to find out how the new tax formula affects you.

Koreltz is FAA First

New Cabin Safety Chief

Jeanne Marie Koreltz, a Hughes Airwest stewardess from San Mateo, Calif., has been selected to fill the newly created position of Air Carrier Cabin Safety Specialist in the Federal Aviation Administration (FAA).



Jeanne M. Koreltz

The position was established with the airline industry in developing and enhancing the safety role of the flight attendant in areas of crashworthiness and survivability.

She will deal primarily with regulations concerning flight attendant safety responsibilities and will also assist in the analysis of accidents where the safety of cabin equipment or other safety considerations are factors.

During her seven year career with Airwest, she served as the airline's central air safety chairman for all flight attendants, with the primary objective of upgrading flight attendant cabin safety. She had previously served as check hostess for the 80 Hughes Airwest flight attendants based in Las Vegas.

Her responsibilities covered administration of the hostess office, coordination with management personnel, flight attendant discipline, indoctrinating new employees and performing check rides.

A native of Virginia, Minn., she graduated from high school in Phoenix and attended Arizona State University. Later work in airline cabin safety earned her the 1971 Annual Air Safety Award from the Air Line Pilots Association's Stewards and Stewardesses Division.

Smith, Blank Named to High FAA Posts

Acting Federal Aviation Administrator James E. Dow has appointed two career officials, who have worked a total of 32 years for the FAA, to high executive positions in the agency.

Murray E. Smith is the new Deputy Associate Administrator for Administration and Joseph K. Blank has become Deputy Director of the Civil Aviation Security Service.

Smith had been acting Deputy Associate Administrator for Administration after serving as Deputy Director of FAA's Office of Management Systems since October 1973. In his new position, Smith assists the Associate Administrator for Administration in directing and coordinating plans and programs for such areas as budget, personnel, training and labor relations.

Blank's new duties include direction of the agency's pro-

gram to prevent aircraft hijacking and sabotage and for the maintenance of airport and air cargo security. Before his new appointment, he was chief of the Ground Operations Security Division of the Civil Aviation Security Service.

He held several positions in the Office of Headquarters Operations and the Office of Air Transportation Security, and also served on the FAA Task Force on Deterrence of Air Piracy, the first organized Federal attempt to eliminate aircraft hijacking. Later he helped to establish an aviation security training program at the Transportation Safety Institute in Oklahoma City, Okla.

Blank received a Special Achievement Award in 1972 and has been nominated for the Secretary's Award for Superior Achievement.

Before joining FAA in 1961, Blank was an investigator for several Federal agencies. A native of Pennsylvania, Blank holds a B.A. degree from Duquesne University and served in the Army Air Corps during World War II. He is married and lives in Centreville, Va.

Smith joined the Civil Aeronautics Administration, FAA's predecessor agency, in 1957 as a civil engineer in the Kansas City, Mo., office. In 1959, he moved to FAA Headquarters in Washington, D.C. and during the next decade held several supervisory positions.

In 1970, Smith became chief of the Facilities Systems Division in the former National Airspace System Program Office, serving in that position until his appointment as Deputy Director, Office of Management Systems. He spent the 1972-73 academic year at Princeton University's Woodrow Wilson School of Public and International Affairs as a Princeton Fellow.

His Federal career began as an installation engineer with the Air Force in Newfoundland. A native of Kansas, he received bachelor's and master's degrees in civil engineering, the first from Kansas State College in 1952 and the advanced degree from Purdue University in 1954. Smith is married and has three children. They reside in Arlington, Va.



Murray E. Smith



Joseph K. Blank