

DOT TV Ad Urges Drivers Slow Down To Conserve Fuel

Television stations across the country will soon begin showing a new 30-second spot announcement urging motorists to observe the national 55 mile-per-hour speed limit.

The spot features stage and television personality Herschel Bernardi, known for his starring roles in "Fiddler on the Roof" and "Arnie," in an appeal for fuel conservation.

Produced by the OST Office of Public Affairs in association with Amram-Nowak Associates of New York City, the spot was distributed in mid-June to some 700 U.S. television stations for use on a public service basis.

The script, written by James Lamont (S-83), dramatizes the fuel savings possible by driving at slower speeds. In a close-up shot, Bernardi is seen holding a two-gallon gasoline can. "If we each save a little," he says, as the camera zooms back to show a train yard full of tank cars, "we'll all save a lot."

Distribution of the TV spot was timed to coincide with the start of the summer travel season with its traditionally higher volume of traffic.

Energy officials estimate that strict observance of the 55 mph speed limit would save nearly 200,000 barrels of oil a day, compared to consumption prior to establishment of the 55 mph limit. That speed limit was legislated as an emergency measure early in 1974, and



Herschel Bernardi

converted to permanent status through the Federal-Aid Highway Amendments late last year. A U.S. Department of Transportation regulation requiring the states to certify that they have adopted and are enforcing the 55 mph speed limit on all public highways was issued June 4.

Earlier this year Secretary of Transportation William T. Coleman, Jr., spoke of the importance of the lower speed limit. "We intend to enforce the 55 mph limit," he said, "in addition to pursuing better vehicle efficiencies, more interest in carpooling, a wider use of public transit and other energy-saving measures. Driving slow is something we can all do, and thousands of people will live longer."

Other television and radio spots citing the fuel-saving and life-saving benefits of lower highway speeds are being produced by OST for distribution later this summer.

Siler Announces Academy Application Dates

Admiral Owen W. Siler, U.S. Coast Guard Commandant, announced this week that the Coast Guard Academy will begin accepting applications for cadet appointments to the academy on Aug. 15, 1975, for the class of 1980.

He stressed that appointments to the Coast Guard Academy are tendered solely on the basis of an annual nationwide competition with no congressional appointments or geographical quotas involved.

Applications for appointment must be submitted to the Director of Admissions, U.S. Coast Guard Academy, prior to Dec. 15, 1975. Candidates must arrange to participate in either the College Board Scholastic Aptitude Test (SAT) or American College Testing Assessment (ACT) prior to or including the December submission.

The competition for appointment as cadet is based on the candidate's high school rank, performance on either the SAT or ACT and leadership potential as demonstrated by participation in high school extracurricular activities, community



Secretary of Transportation William T. Coleman, Jr., accompanied by Brigade Commander Harvey Jackson, reviews the Corps of Cadets at the U.S. Coast Guard's 90th graduation, June 4, at New London, Conn. Secretary Coleman commended the 178 members of the graduating class and cited the Coast Guard's importance in the "further development of our national transportation policies and capabilities." He is followed by Admiral Owen W. Siler, Commandant of the Coast Guard, and Admiral William A. Jenkins, Academy Commandant.

affairs or part-time employment.

Most successful candidates rank in the top quarter of their high school class and demonstrate proficiency in both the mathematical and applied science fields.

To qualify, an applicant must be unmarried and have reached his 17th, but not his 22nd, birthday by July 1, 1976. All applicants must have completed three units in English, and three in mathematics, including algebra and plane or coordinate (See ACADEMY, p. 2)

Rail Accidents Up

FRA Deploys Safety Teams to Halt Wrecks

The Federal Railroad Administration (FRA) has started an immediate safety improvement plan to reduce the increasing number of train accidents throughout the country, Acting FRA Administrator Asaph H. Hall has announced.

Because of the rising total of train accidents since 1972, the FRA will review the entire safety program being carried out under the Federal Railroad Safety Act of 1970 and, at the same time, begin immediate enforcement action to cut the accident rate.

"There were an estimated 10,419 train accidents in 1974," Hall says, "up 7.4 percent over the previous year. Preliminary figures for the first part of 1975 show the upward trend continuing."

The FRA actions, based largely on thorough analyses of accident statistics, will be directed toward improving the enforcement capabilities and efficiency of federal and state inspection personnel.

A major enforcement effort will be aimed at 10 railroads identified in the 1974 accident miles. (The national average statistics as exceeding a rate of 25 accidents per million train

is 12.5.) Special safety teams are investigating these lines—including the Pittsburgh and Lake Erie Railroad—with the worst rate of 51.9 accidents per million train miles.

The teams will establish the location of the accidents, cause, reason for failure—track, equipment or human—and work with the railroad to improve the situation. The teams also can recommend additional measures to reduce the accident total.

In addition, the FRA has taken steps to establish that all carriers are reporting accidents properly and operating in com-

pliance with federal safety regulations. Field personnel will investigate operating conditions and procedures of a few selected railroads with a low accident rate, for comparison, and check the condition of track and equipment of the high-rate carriers.

Later this year more sophisticated inspection equipment will be made available. A rail vehicle currently under test at the Transportation Systems Center in Cambridge, Mass., will be capable of measuring and recording track surface irregularities and rail flaws.

U.S. Experts to Aid Iran Road Program

The Federal Highway Administration (FHWA) has signed an agreement of cooperation with the Ministry of Roads and Transport of the Government of Iran to provide that country with advisory technical assistance service in such highway fields as construction, maintenance and planning.

The cooperative agreement resulted from a request by the Iranian government for U.S. technical assistance in completing an accelerated road construction program. The country

recently began a long-term program of internal development but progress has been hampered by insufficient capacity of transport networks and shortages of skilled engineers and technicians.

According to the Iranian Ministry of Roads and Transport, the long-term roadbuilding program requires completion of 3,500 miles of asphalt paved primary and secondary highways and 3,500 miles of gravel roads which are now under (See IRAN, p. 2)



Colene F. Giglio, chief flight instructor and operator of Eagle Aviation, Long Beach, Calif., accepts an engraved plaque naming her the nation's top flight instructor for 1974. Making the presentation is James F. Rudolph, FAA Associate Administrator for Aviation Safety. She will also receive a \$1,000 check from the Air Safety Foundation of the Aircraft and Pilots Association, co-sponsors of the annual program. Ms. Giglio who switched career goals from veterinary medicine to flying in 1959, has an Airline Transport Pilot Certificate, is a FAA Pilot Examiner, and has over 12,000 hours total flight time, with over 9,000 hours in flight instruction.

FAA Tightens Rules on Transporting Guns, Prisoners Aboard Aircraft

The Federal Aviation Administration will impose tighter regulations on the carrying of firearms on airplanes by law enforcement officers, or other authorized persons, and place new restrictions on the air transportation of prisoners in the custody of law officers and the shipping of weapons in checked baggage, effective June 20.

According to the new regulations, the only persons allowed to carry firearms on large airplanes are officials or employees of the U.S., a state or political subdivision of a state, a municipality, or persons authorized by the air carrier involved and the FAA Administrator.

The other new regulations require that:

- The air carrier be given at least one hour's notice that a prisoner is to be escorted on one of its aircraft and that a weapon will be carried aboard.
 - Only one dangerous prisoner be taken on a flight and adequate devices be available to restrain the prisoner if necessary.
 - No liquor be served to a prisoner, any of his escorts, or any other person authorized to carry a weapon.
 - Firearms cannot be transported in checked baggage unless they are unloaded, the baggage is locked, the carrier is notified in advance that it contains a weapon and the baggage is carried in an area that is inaccessible to passengers.
- In addition, before a law officer or any other authorized person can carry a weapon aboard an aircraft, he must show a need in connection with the performance of his duty to have a weapon available to him



Alert security personnel at Seattle-Takoma International harvested this lethal cargo from boarding passengers. Many airport security supervisors are trained at the Federal Aviation Administration's Aeronautical Center, Oklahoma City, Okla.

during the flight. He also must notify the carrier at least one hour in advance, or as soon as possible in an emergency.

The tighter regulations also require that any dangerous prisoner must be in the custody of at least two escorts, that he be taken aboard the aircraft before the other passengers and taken off after they have left, and that he be seated in the rearmost seat that is not near an exit or a lounge area.

Moreover, the carrier must be notified of the flight on which the prisoner will be escorted and advised by the governmental unit involved whether it considers him dangerous.

The new rules apply to all operations of large passenger aircraft including those used by air travel clubs and air taxi operators.



Secretary of Transportation William T. Coleman, Jr., presents John C. Davis (left), vice president of the Atchison, Topeka and Santa Fe Railway, with the Gold Medal Award for "outstanding achievement in employee safety." Looking on is W. Averill Harriman, former ambassador at large and governor of New York. The award was made in DOT headquarters. This is the third consecutive year in which the Atchison, Topeka and Santa Fe won the safety award, which was established in 1913 by the late Mrs. Mary W. Harriman in memory of her husband, a railroad pioneer.

Transcontinental Bike Route Marker Approved by FHWA

The Federal Highway Administration (FHWA) has approved a special route marker design for a transcontinental bike route now being established for the Bicentennial.

The new experimental sign, which has white reflecting symbols on a green background, is designed for optional use by states on the Bicentennial National Bicycle Route that stretches from Virginia to Oregon.

The route has a special historical significance because it will run parallel to or cross many of the early pioneer trails used for exploration and settlement. These include the routes of the Lewis and Clark Expedition, Santa Fe Trail, Oregon Trail and Chisholm Trail.

The experimental status of the marker will expire on December 31, 1976. At that time an approved national trail blazer sign will replace the experimental sign to mark this and other interstate bike routes.

In announcing the approval of the new route marker, Federal Highway Administrator Norbert T. Tiemann stated that "the FHWA is particularly proud to be able to approve this special sign for it serves the dual purpose of commemorating our nation's Bicentennial and promoting the use of cycling as an energy-efficient transportation and recreational mode."



Payroll 'Banks' for You

Tired of waiting forever in line to cash your pay check? Then afraid to carry that much money around? So you go short of funds for several days because you can't get to the bank to deposit it, or are just plain leery about having that much negotiable paper on your person or premises. If so, your payroll office has the answer.

It's called the Composite Check Program. It provides for paychecks to be forwarded directly to your bank or credit union and guarantees a deposit to your account on time.

There is no charge or cost for this service and it is quick and easy to enroll. All you have to do is fill out an SF 1189 "Request by Employee for Payment of Salaries or Wages by Credit to Account at a Financial Organization."

Have your bank sign it and then send it to your payroll office. They'll take it from there and your worries are over.



VW AUTOMATIC SEAT BELT

The National Highway Traffic Safety Administration and Volkswagen have entered upon a one-year, 2,400,000-mile road test of this new automatic seat belt to be installed on 200 VW Rabbit models. The system consists of an over-the-shoulder torso belt and an energy-absorbing knee bar just below the dashboard. It requires no action on the part of the user. One end of the torso belt is fastened to the door and the other end to a retractor anchored to the seat frame. The knee bar prevents the occupant from sliding under the shoulder belt and eliminates the need for a lap belt.

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geometry or their equivalents and must fulfill the basic physical and moral requirements.

Admiral Siler emphasized that cadets obtain an excellent undergraduate education at no personal cost. In addition, they receive pay and allowances fully adequate to fulfill their ordinary living expenses. The constantly upgraded academy curriculum offers nine majors which include: electrical, civil, ocean and marine engineering; marine science; mathematical sciences; physical sciences; management; and government.

Graduates are awarded a Bachelor of Science degree and are commissioned as Ensigns in the U.S. Coast Guard. Selected officers may pursue further postgraduate education and specialized training at many leading civilian and military graduate or professional schools

in such fields as aviation, business administration, electronics, engineering, law and oceanography.

Under the auspices of the U.S. Department of Transportation, the Coast Guard establishes and coordinates search and rescue operations by ship and plane, maintains advanced electronic and allied navigational aids about the globe, operates icebreakers to clear the way for all polar expeditions and enforces marine law and all aspects of merchant marine safety. The Coast Guard also has responsibility for boating safety and marine environmental protection.

Applications and additional information may be obtained by writing to: Director of Admissions, U.S. Coast Guard Academy, New London, Conn., 06320.

IRAN—*from page one*

construction. During the next 10 years, plans also call for the construction of new expressways and major improvements to hundreds of miles of national and regional feeder roads.

The agreement provides for development of a maintenance structure and the procurement of equipment to adequately maintain these roads. Establishment of road construction and research laboratory facilities and a comprehensive highway safety program are major additional program priorities.

Terms call for FHWA to establish a small mission in Iran's capital of Tehran. The mission will be staffed by FHWA and private staff engineers and technicians who will provide technical advice and assistance to Iranian engineers and administrators charged with supervision of the road construction program.

Relocation of the FHWA technical advisory staff to Iran will take place during the next several months. FHWA will be reimbursed for costs of all services provided to Iran.

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Secretary of Transportation	William T. Coleman, Jr.
Assistant to the Secretary and Director of Public Affairs	H. David Crowther
Assistant Director of Public Affairs, News and Information Services	James L. Stafford
Chief, Publications Division	Edward O'Hara
Editor	Frank J. Clifford
Art Director	Abner B. Cohen
Production	Barbara Danahy

The Department's
Own 'Health Spa'
Helps You

take off^{the} fat tune up^{the} muscles

Out of shape, or want to stay in shape? Anchored to a desk and yearn to get away from it all, to break into a run in the fresh air? To loft weights, or flail away at a punching bag?

No problem.

The exercise facility in the penthouse of the DOT building headquarters has everything you need to take off what you don't want, or to tune up what you have left.

Operated by the Coast Guard's Medical Services Branch and managed by John P. Schiller, the gym is open from 7 a.m. to 7 p.m., Monday through Friday. Ladies' days are Tuesday and Thursday, from 11 a.m. to 1 p.m.

With the exception of a swimming pool, the roof-top gym has all the exercising and body-building gear and paraphernalia found in a high-priced health spa. And the price is right—there is no charge.

In an average month, 1,100 men and 500 women patronize the facility, and the number is growing, according to Schiller. Schiller is a Coast Guard medi-

cal corpsman with training in physical education.

The outdoor track, overlooking the inner court, on the roof of the headquarters building provides an all-weather running surface. Run around it 17 times and you have covered a mile.

The brightly lighted gym has parallel bars, jump ropes, medicine balls, bar bells, a heavy punching bag and for those who want to do their mileage in one place, there are two treadmills and two stationary bikes.

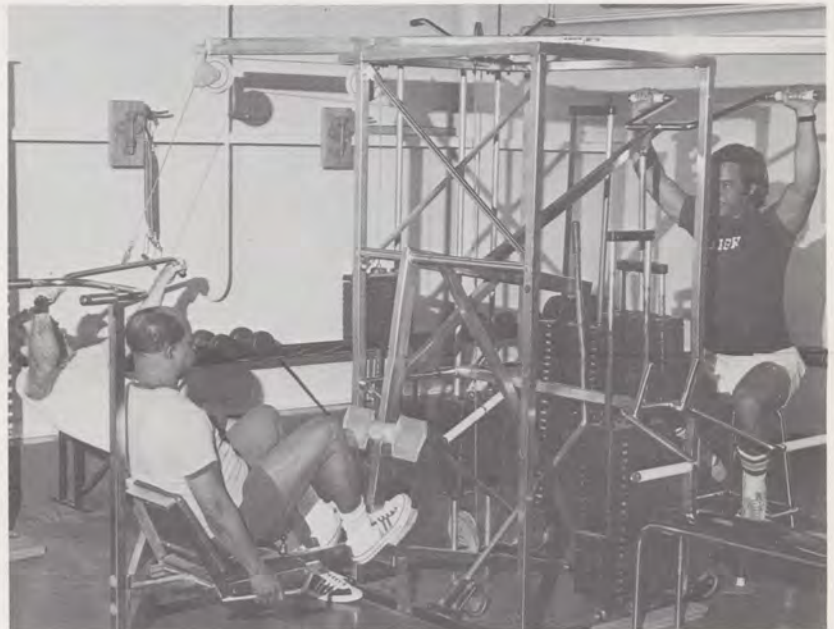
The facility also has a "universal gym," a scientifically designed exercise machine with stations for systematic body building. It is equipped for bench and military press, arm curs, push-ups and has a high lateral bar. Remote location of the adjustable weights permits safe, unsupervised exercise.

Entrance to the gym is by the elevator in the southwest corner of the headquarters building. A building pass and a current medical evaluation are required.



Going no place in a hurry. Treadmills and stationary bicycles are good substitutes for racking up the mileage when inclement weather bars the use of the outdoor track.

The universal gym packs a lot of muscle-building action into a small space. Adjustable weights are located in the center well, a design feature which reduces the possibility of injury. Several people can work out simultaneously without inconveniencing or endangering other participants.



One more time—17 laps around the roof-top track adds up to one mile. Track is slip proof and banked at each end. DOT personnel participate in monthly interagency jogging competitions over a 1.8-mile course around the Tidal Basin, starting and finishing at the Jefferson Memorial.



Wall weights, an old favorite, prove to be one of the gym's most popular features.

FHWA Launches Campaign to Enlist Employer's Aid in Car Pool Programs

The Federal Highway Administration (FHWA) has launched a national promotional campaign aimed at persuading employers to become more involved in productive ride-sharing programs for their employees.

More than 60,000 companies employing 100 persons or more will receive direct mailings of promotional materials that focus on the benefits of ride-sharing and tell employers how to institute such a program.

The campaign is being jointly sponsored by the FHWA and the Highway Users Federation for Safety and Mobility. It is being coordinated with the U.S. Department of Transportation's

"Double up, America" campaign, sponsored by the Office of the Secretary through the Advertising Council.

The three items being sent to each company include "Pool It NEWS," a bi-monthly ride-sharing newsletter for employers; a letter on the advantages of carpooling, signed by the president of the 3M Company; and "How To Pool It," a manual giving employers tips to implement and maintain ride-sharing programs.

The primary emphasis of the campaign is to stimulate interest and action among employers who have been bypassed with prior carpool appeals.



If you drive to work by yourself, you're spending twice as much money on commuting as you should. That's too much. Double up.

Flying Colors

FAA: Paint Aircraft Hazards Brighter

If the Federal Aviation Administration (FAA) has its way, fixed and movable objects on airports, TV broadcast antennas, water towers and other structures that pose a hazard to aircraft, will not only be brightly painted, but the colors will have greater fade resistance.

This is the major point made in a report issued by the FAA.

The report also recommends that color charts used by inspectors to check such obstructions should be refined to the point where visual observation could determine accurately whether the painted surfaces meet specifications.

The report is a result of ground and air observations of towers and other structures in

Washington, D.C., Virginia, Maryland, New Jersey and Pennsylvania on three separate occasions under different weather conditions from November 1973 to June 1974. The 10-person observation team was made up of personnel from the FAA, Federal Communications Commission and the National Bureau of Standards.

FAA says it already requires all ground obstructions that pose a potential hazard to be marked in alternating bands of white and orange—the combination of which, when fresh, are the most conspicuous. However, the current standards apply only to freshly painted surfaces and do not take into sufficient account the deteriorating effects of time, atmosphere, pollutants, and other factors.



Crewmembers of the stricken tanker SPARTAN LADY wave from the stern section at the first Coast Guard helicopter to arrive at the scene. Rescue crews earned Coast Guard's "Well Done" salute.

Ship Breaks in Half

Coast Guard 'Copters Brave 20-Foot High Waves, Rescue 36 Seamen

Coast Guard helicopters plucked 36 crewmen from the pitching decks of the 557-foot tanker SPARTAN LADY after the oil-laden vessel broke up in 20-foot seas April 4, some 165 miles southeast of New York.

Two helicopters from Cape Cod and two from Brooklyn responded within minutes after the SOS was received shortly after 8:00 a.m. Battling snow, sleet and winds the aircraft flew to the tanker and hoisted the crew on board and brought them to Governors Island, N. Y., and the Barnstable, Mass., Municipal Airport.

Coast Guard Commandant Admiral O. W. Siler said, "It is a tribute to the crews of the aircraft involved that the 36 seamen were rescued and brought to safety despite extraordinary high winds and raging seas. 'Well Done!'" (In Coast Guard parlance "Well Done" is an accolade reserved for outstanding performance.)

Recipients of the "Well Done!" are LCDRs J. Crowe and D. G. McDaniel; LTs D. G. Barfield, E. C. Brown, T. Burshaw, M. F. Hoppe, T. Preston,

and V. Primeaux. Others are AM2 Blue, AT3 Girardin, AT3 Hibbard, AD2 Ireland, A2 Liedig, ATC Perry, HM3 Williams, and AE3 Zaragoza.

The SPARTAN LADY's chief officer, Kostas Danoxas, was on the bridge when he received word of the approaching hurricane. Danoxas said, "With that kind of weather, I knew we were in trouble." Danoxas has been at sea for 10 years but had never seen such rough weather, he said. After reaching shore he told reporters "The waves were at least 20 feet and were coming hard over the ship."

Most of the men were treated at a hospital in Massachusetts and at the Coast Guard medical facility on Governors Island and then released. One seaman died of a heart attack during the rescue.

Three cutters, ALERT, FIREBUSH, and TAMAROA, kept the two sections of the ship under surveillance for several days. The stern section sank three days after the incident, and the TAMAROA, using her guns, sank the bow section, the same day.

New Standards Due To Upgrade Truck Driver Training

The quality of instruction offered by truck driver training schools varies considerably throughout the country, according to a study done for the Federal Highway Administration (FHWA).

The study, which was authorized by FHWA's Bureau of Motor Carrier Safety, developed current information regarding curriculum content, resource materials and the time needed to master the basic skills required to become a safe commercial truck driver. Because of the findings, the Bureau will gradually develop a standard for commercial driver training courses.

At first the Bureau will recommend content and duration for the course based on research data, current industry practices and the latest training methods.

New Standards

After a study is completed of the new training course's value—and any necessary changes are made—the Bureau will issue the new standard, which allows schools or motor carriers to upgrade their programs to ensure uniform training quality.

Robert A. Kaye, the Bureau's Director, says in the past trucking companies have recruited drivers largely from rural areas, where the young people developed a high degree of driving skills from the operation of farm vehicles.

"But with increased urbanization and congestion on the nation's highways," Kaye adds, "motor carriers can no longer depend on this group as a source of new drivers."

"Future commercial vehicle drivers must be recruited from urban areas where young people lack experience in the operation of anything but passenger cars."

Drivers With Hearing Problems Are Safer Road Risks, DOT Records Show

Considering the fatality rate for the normal American driver, what would you say if somebody asked you to ride with a driver who was deaf?

If you were smart, you would hop right into the car. Chances are that you would stand a much better probability of arriving at your destination safely.

Many Americans are not aware that hundreds of thousands of motorists who share the roads with them each day cannot hear. Fewer still know that the safe driving record of

these deaf drivers is significantly better than that of the general public.

How can this be?

For one thing, almost all decisions at the wheel are made on the basis of sight, not sound. Deaf people, with their highly developed sense of sight, thus respond to most road conditions more quickly. Nor are they distracted by chatter within the car or lulled by the rhythmic sounds of a long drive. And many normal motorists never really stop to consider when their windows are rolled up and

the air conditioner and radio are blasting, they, too, are essentially deaf to outside noise but nonetheless manage to drive effectively.

Despite the consistent statistical excellence of the nation's deaf drivers, they still have certain special problems. These have long tended to be overlooked or ignored by driver training manuals. It is to address these problems that the National Highway Traffic Safety Administration (NHTSA) has now prepared a special, illustrated booklet.

The booklet provides deaf drivers with tips on tire care and safety. It tells the deaf driver how to detect existing and potential car problems by use of his sight and extreme sensitivity to vibrations. Special highway problems that require communication between deaf drivers and hearing persons are also discussed. The booklet will be distributed through schools and agencies for the deaf when it is released this summer.

The man behind the project is Bernard M. Ames, Consumer

Affairs Specialist at NHTSA. The father of two deaf sons, Ames based much of the booklet's material on his own experience in helping to teach them to drive.

"We have an obligation in the department to provide our services to all types of people, handicapped as well as others," he says. "This publication is intended to help the young or newly licensed deaf driver handle some of the situations that he might run into on the highway."