

DOT News

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Acting FAA Administrator James Dow presented these certificates to FAA Headquarters' first crop of 12 Upward Mobility trainees who recently completed their first year of on-the-job development. Left to right: Judith Lott, ARD-103; Mary Powers, AMS-351; Catherine Maus, ABU-20; Jean Hansohn, APT-150; Veta Donock, ARD-56; Ola Melvin, AEM-12; Susan Dion, AAF-220; Mr. Dow; Constance Hansbrough, AAF-11; Don Lang, ALG-10; Catherine Bracy, APT-130; and Jane Mehrrens, AAS-12. The jobs they hold, including computer technician and management, program and personnel assistant, have promotion potential to GS-9.

Transit Marketing Course Offered

Beginning in November, the Urban Mass Transportation Administration (UMTA) will sponsor a two-week training program in transit marketing to enable individuals new to urban transit to quickly gain a working understanding of the field and current issues.

"We've found," said Bruce T. Barkley, Acting Director of UMTA's Office of Transit Management, "that many marketing personnel now entering the transit field need a crash course in what transit marketing can and cannot do, who's doing well and how they're doing it."

(See **MARKETING**, p. 2)

It's The Thought That Counts

DOT Seeks 'Better Ideas'

Have you had a letter from the President lately?

In a message to all Federal civilian and military personnel, President Ford asked for a total mobilization of America's greatest resources—the brains, the skills, and the willpower—in the campaign against the problems of recession and inflation.

He said that he has asked to be informed of all suggestions, inventions, and scientific and other contributions which result in first year measurable benefits to the Government of \$5,000 or more "so that I may add my

personal thanks and congratulations in addition to the cash awards available to participants."

A Presidential letter may be awaiting you.

All it takes to get one is a good idea, put it on paper, and start it through the mill.

In an accompanying memorandum to all DOT personnel, Secretary of Transportation William T. Coleman, Jr., emphasized the President's interest in the suggestion program, and said that cost reduction measures can take many forms.

(See **PRESIDENT**, p. 2)

Secretary Addresses NAACP

Department to Increase Minority Employment 3.5 Per Cent in Coming Year

Speaking in Washington to the delegates to the 66th annual convention of the NAACP, Secretary of Transportation William T. Coleman, Jr., announced his intention to increase minority employment in DOT by 3.5 per cent during the coming year.

Stating that the present level of minority employment in the department for which he assumed leadership in March is now 11.5 per cent, Secretary Coleman said, "I believe that by accelerating progress in hiring we can generate a momentum that will carry us to our interim goal of 20 per cent and beyond."

DOT projects approximately 7,300 vacancies during fiscal year 1976, the Secretary said. "That means, that allowing for a turnover rate that runs about 11 per cent, we will need to hire 3,400 minorities to meet my objective," he said.

"I don't consider that we've achieved a state of equal employment opportunity merely by placing minorities and women in jobs at the lower end of the salary scale," Secretary Coleman said. "We will not have achieved equal opportunity until we can run through the entire grade spectrum and

find minorities and women represented at levels commensurate with their members in the general work force.

"That is my definition of equal employment opportunity," Secretary Coleman said.

The Federal Government has an obligation to help minorities attain the training, education and recognition needed to reach positions of higher responsibility, the Secretary said.

As an example of successfully carrying out that responsibility he cited the Federal Aviation Administration's training program for air traffic controllers and electronic specialists. In the four years the program has been in existence more than 1,100 students have completed the apprentice program—74.4 per cent of them minorities, Secretary Coleman said.

"Beyond these technical opportunities, of course, we need to elevate more qualified, responsible members of the black community into policy-making positions," the Secretary said. "In saying this I want to make it clear that I am not talking about quotas, but equality. I want to see the day come when race will be eliminated as a practical job barrier as well as a legal one."

I-66: Pros and Cons Aired on Controversial Highway

It had mostly all been said before—but never quite like this.

At exactly 9:31 a.m. on Saturday, June 21, the U.S. Secretary of Transportation mounted the platform in the cavernous Departmental Auditorium on Constitution Avenue. At 9:32 a.m., the gavel fell and the hearing—an experiment in open governmental decision-making—began.

At issue was construction of the controversial span of Interstate 66, a nine-mile stretch from the Capital Beltway to Rosslyn, Va. And in the audience were those who have been supporting and those who have been opposing the I-66 construction for more than four years.

Secretary William T. Coleman Jr. spent more than five hours listening to elected public officials and citizens, representa-

tives on both sides of the issue, and announced he would make a final determination on whether to build the highway by Aug. 1. The Secretary later amended that date to early September.

The Secretary frequently interrupted speakers to ask ques-

tions on specific geographical or legal points raised. Several times, he asked for additional information to be mailed to him at his DOT office so that it might be considered in making his final decision.

It was the first formal public

hearing of its kind chaired personally by the Secretary of Transportation. Secretary Coleman emphasized that this format was experimental, and that other controversies in the future will not necessarily be handled in the same way.

Proponents of I-66 argued that the highway is needed to provide access to Dulles Airport, and to handle increasing volumes of commuter traffic into and out of Washington.

Opponents argued that the highway would be environmentally damaging to the Northern Virginia area, that it is unnecessary now that Metro is being constructed to lighten the commuter traffic, and that it is not required for access to Dulles.

Virginia Governor Miles E. Godwin and Senator Harry F. Byrd, of Virginia, were among the primary speakers in favor of the highway.

Congressman Joseph F. Fisher, Virginia, and Emilia Govan, of the Northern Virginia Conservation Council, led the force opposed to the construction.

The hearing was orderly, and concluded about 3:30 p.m.



Secretary of Transportation William T. Coleman, Jr., listens to a petitioner during I-66 hearings. The forum was the first public hearing of its kind chaired personally by a Secretary of Transportation.

Our Man On The Hill

Warner Gets Key Congressional Job

Secretary of Transportation William T. Coleman, Jr., has appointed Ernest Ray Warner, Jr., Director of the Office of Congressional Affairs. The appointment became effective early in June.



Ernest R. Warner

Warner joined the Department of Transportation in February 1970 as Special Assistant to the Director of Intergovernmental Affairs, after having served as a consultant to the Department.

Marketing—*from page one*

The two-week course will be conducted through the University of Southern California's continuing education program at off-campus locations. UMTA's Office of Transit Management is working closely with transit operators on course development.

The course will offer a thorough examination of marketing's applicability to transit, a comprehensive review of marketing techniques used by successful transit systems, and instruction to help marketing people apply the discussed techniques and methods at the local level.

A national conference on transit marketing held in June

In April 1971, he was appointed congressional liaison officer for the department's urban mass transportation programs, a position he held until his appointment as director. In December 1974 he was commended by then-Secretary of Transportation Claude S. Brinegar for the key role he played in the passage of the National Mass Transportation Assistance Act of 1974. Recently, he has also been serving as acting director of the Office of Intergovernmental Affairs.

Born in July 1941 in Alexandria, Va., he was graduated from William and Mary College in 1963 with a bachelor of arts degree in economics. He served in the Army's Medical Corps from March 1964 to March 1966.

Warner studied at the Brookings Institution Center for Advanced Study as a Fellow in the Intergovernmental Affairs Fellowship Program during 1970.

Warner resides with his wife, the former Susan Hall Roche of Washington, D. C., and their two children in Oakton, Va.

in Arlington provided the first training opportunity in transit marketing. Sponsored by UMTA in conjunction with the American Public Transit Association, that conference helped determine course content for the training sessions.

The course is intended for persons with no previous transit marketing experience or education and who have recently assumed marketing duties for a public or privately owned urban transit system, or are employed by state DOTs in marketing positions.

For information and application forms call Nick Bade, x69274.

Ferrarese, Lockett Move Up in FAA

Two key appointments have been announced in the Federal Aviation Administration (FAA).

Joseph A. Ferrarese has been named Deputy Director of the Flight Standards Service, and



Joseph A. Ferrarese

Bascom N. Lockett, Jr., of the Airports Service.

Both men have long careers with the FAA. Ferrarese joined as a flight operations inspector back in 1947, subsequently serving in Lima, Peru; Miami, Florida; and San Francisco, Calif. He was only sixteen years old when he first flew an airplane, a Taylor Cub off a field on Long Island.

"I find this new job exciting," he says. "It's rewarding in that there are things you can always do in a dynamic industry like ours to improve safety."

Lockett joined the agency in 1953 and has since been involved in flight safety, high altitude navigational aid inspection, and SST development.

"This is a very interesting and appreciated assignment," he says of his new post. "Even



Two members of the TSC Society of Model Engineers, Tom Sullivan (left) and Bill Litant, plan additions to their right-of-way.

On the Right Track

Everyone is a V. President On this New England Railroad

A group at the Transportation Systems Center (TSC) has built a new railroad, the New England and Atlantic Railroad Company, which carries no passengers or freight but still provides many hours of enjoyment to the train operators.

The NE&ARR is a sophisticated model railroad constructed with great care by eight members of the TSC Society of Model Engineers at the TSC facility in Cambridge, Mass. The club was started last year to encourage interest in model railroading at TSC. Shortly after the club began, a twin-tracked main line for NE&ARR was finished, with one classification yard under construction and another in preparation.

The area around the main line already includes a quarry and trolley lines with tracks running through the streets of a town.

Presently, train operations are limited to work and inspection trains, although a few long freight trains have been run.

Eventually, the club hopes to simulate a complete model railroad, including scheduled pas-

senger trains, loading and shipping model freight, and moving cars around a yard by miniature switch locomotives.

The track is made by members in a multi-layered operation that requires setting down a sub-roadbed, roadbed, and individual wooden ties, spiking in rails, and for the switches and crossings, doing the necessary cutting, filing and soldering. Club members want to construct future buildings, railroad cars, bridges and scenery.

The NE&ARR simulates many of the problem areas that TSC is working on in its formal program, such as grade crossing protection, and the model equipment has been loaned to program managers as a visual aid.

President—*from page one*

"Some suggestions may involve only small savings, but the cumulative savings to the Federal service and the American taxpayer can be significant," Secretary Coleman said in his memorandum. "I urge each of you to utilize already proven methods of reducing costs and energy usage, and to seek out and propose new and creative ways of performing the Department's programs more effectively and economically."

Mr. Coleman said that because he knew that he could count on the wholehearted commitment of DOT employees he has assured the President of total support in the suggestion program.

In fiscal year 1974 DOT employees made 3,978 suggestions,

DOT Bronze Medal Won by 11 in UMTA

Eleven top Urban Mass Transportation Administration (UMTA) staff members were awarded the Department of Transportation's Bronze Medal, DOT's third highest employee award, at UMTA's headquarters, June 27.

Honored for their exceptional achievements in contributing to the Department's programs were: William H. Boswell, Associate Administrator for Administration; Judith T. Connor, Special Assistant to the Administrator; John E. Hirten, Deputy Administrator; Ronald C. Kane, Public Affairs Director; Stephen G. McConeahy, Section 5 Task Force Director; Robert H. McManus, Associate Administrator for Transit Planning; C. Kenneth Orski, Associate Administrator for Policy and Program Development; George J. Pastor, Associate Administrator for Research and Development; Sallyanne Payton, Chief Counsel; Jerome C. Premo, Associate Administrator for Capital Assistance; and Harold B. Williams, Civil Rights Director.

Former Administrator Frank C. Herringer presented each recipient with a medal and an individual citation outlining their particular contributions to UMTA during his administration. The Bronze Medal is the highest departmental award that can be bestowed by an agency administrator.

863 of which were adopted for a total saving to the government of \$409,915. Awards paid out that year to Departmental personnel came to \$58,478 in all, with \$82.13 being the average check.

Top DOT suggester that year was FAA electronics expert Harold Owens of the National Communications Defense Center (NATCOM), Airways Facilities Sector, Kansas City, Mo., who collected a check for \$1,090. His bright idea was estimated as saving the government \$78,000.

In fiscal year 1973 DOT employees made 2,975 suggestions, of which 759 were adopted, saving the taxpayer an estimated \$658,982. For this they were paid a total of \$54,672, with \$81.84 being the average amount paid out.

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Bascom N. Lockett, Jr.

FAA Making the Skies Friendlier For Handicapped Persons

Tests at the Federal Aviation Administration's Civil Aeromedical Institute located at Oklahoma City's Aeronautical Center, may soon help handicapped people have more freedom of travel, especially aboard scheduled airlines. J. D. Garner of the Protection and Survival Laboratory, CAMI, said the tests are designed to show just how much mobility a handicapped person has and what he can do.

The tests began in September 1973 after a ruckus was raised in Congress and public opinion built after several handicapped people were stranded because airlines wouldn't allow them on planes. "Each airline has its own policy toward accepting handicapped people," Garner said. "Maybe a person can get a flight on one leg of his journey, but at the half-way point he may be stranded if he has to change airlines. This whole thing stemmed from individual problems which surfaced at about the same time."

When the tests have been completed in June 1976, results and findings will be forwarded to the FAA headquarters in Washington for a decision on whether new regulations should be issued. In the meantime, partial results, films and videotapes of the tests will be sent to airlines to make them more aware of the problem. "We hope the airlines will be able to incorporate this into the training for the aircraft crews, especially the cabin attendants," Garner said.

Versatile C-124

The fuselage of a C-124 Globemaster has been converted into an escape simulator where the tests are conducted. Mounted on a platform connected to four hydraulic lifts, the simulator can be moved into any position to simulate a crashed airplane. Handicapped people are placed in the simulator in different patterns of an airplane seating arrangement to determine the best place for them to sit in case of emergency. With the simulator in a straight and level attitude, handicapped people are tested on how fast they can operate seat belt buckles and how long it takes them to get out of a seat. After completing three tests of getting out of different types of seats and with different types of belts, the handicapped people are then asked to get to the door, the best way possible.

Throughout the tests, cameras and videotape equipment record each movement. Clocks which record hundredths of a second are used to time the ac-

tivities. "This tells us exactly how fast a person with a particular handicap can get out of the aircraft in case of an emergency," Garner said.

"What we have been going through so far has been a learning phase, to learn just how much a handicapped person can take and just how we can handle them," Garner said. "We want to know how to hold a paraplegic so a small person can pull a heavy person from a burning aircraft."

New Designs Needed

Before long, hardware to help the handicapped will be tested aboard the simulator, but Garner said there is a problem with that now. "No manufacturer makes anything especially for the handicapped," he said. "We've got to dream up ideas, then test them before trying to get the hardware on the market." About the only piece of equipment now made is a stretcher used by one airline which was devised when it started carrying passengers to the Mayo Clinic in Rochester, Minn. The airline invented and makes that stretcher for its own passengers.

In addition to specific hardware for handicapped passengers, tests are being conducted on various other types of equipment which may one day become standard on all airplanes.

The front part of the simulator has been converted into a "double-decker" with a spiral staircase like those in Boeing 747s and a straight staircase like those in Lockheed L-1011 Tristars. "We will test going up and down these staircases because the L-1011 has a lounge below the main deck instead of above like the 747," said Oscar Ball, an aerospace engineer with FAA's Flight Standards. Ball and Garner are co-directors of the escape research.

Ball said a staircase from a 747 was donated by American Airlines and carpenter crews are building a straight staircase like the L-1011. An industrial spiral staircase has already been installed. Garner said the spiraling staircases turn in different directions so they can find which way is best.

The idea of testing the staircase is not just for the permanently handicapped, but to test evacuation of injured persons from the lounges. "Also, maybe a handicapped person could be helped into the lounges during a non-stress situation, but when a plane crashes, the help may not be there," said Garner.



An "unconscious" dummy is carried toward the exit hatch during a drill in the evacuation simulator at the Federal Aviation Administration's Civil Aeromedical Institute (CAMI), Oklahoma City, Okla.



A researcher plays the role of a disabled passenger in a carefully set-up "crash" test. The simulator used in the project is a cast-off C-124 fuselage with an interior that can be modified to accommodate various air emergency scenarios. A discarded spiral staircase from a Boeing 747 is one of the test devices used.

Researchers handle "handicapped" dummies being evacuated from a simulator as part of the test program. A wide variety of "disabilities" are studied so as to develop a broad range of experience.



Sea Siphon

Coast Guard's Oil Salvage Rig Gets High Marks

One of the most frustrating problems in controlling the devastation created by oil spills is the inability to transport the machinery necessary to sop up the oil out of the contaminated waters quickly enough to prevent massive damage.

Oil seeping from a torn tanker hull can spread to colossal proportions covering hundreds of square miles in a matter of days while heavy ship-borne scavenging equipment slowly struggles towards the scene over thousands of miles.

The Coast Guard is hopeful it has the solution to the problem. It is an odd-looking contraption called the High Seas Oil Recovery Device (HSORD). Despite its unusual appearance it has proved its capabilities in extensive testing which ended last November.

Unlike other equipment of its kind, the HSORD, for all of its six-ton weight, is air transportable, a feature that enables it to span continents and oceans in a matter of hours. Heart of the device is a paddle-wheel disc-drum, mounted crosswise between four inflatable pontoons that form a catamaran and support the aluminum hull. As the drum revolves in the



The Coast Guard's High Seas Oil Recovery System (HSORD) machine being readied for tests on San Francisco Bay with Coast Guard small boats in the background. The air-transportable machine has joined the Coast Guard's Atlantic Area Pollution Strike Team at Elizabeth City, N. C. Capable of recovering up to 1,000 gallons of oil a minute under certain conditions, the machine is derived from the CLEAN SWEEP, Lockheed's patented commercial oil-water separator which is being used in many parts of the world in oil-spill recovery, in refineries, petro-chemical plants and railroad maintenance facilities.

oil-water mix, the oil adheres to the disks and is carried past wipers that direct the oil to the hollow axle. The oil is then pumped to storage, at the rate of up to 1,000 gallons a minute under some circumstances.

According to Ensign H. D. O'Neal of the Coast Guard's Environment Protection Division, the next problem facing the oil pollution cleanup crews is how to most quickly move the HSORD from the dock to the spill site. For this transfer they have turned to a Navy-designed water sled upon which the machine can be towed like a water skier. This Fast Sur-

face Delivery Sled is now being refined in Panama City, Fla., and will be tested this summer.

"This should fit very well into our larger pollution control efforts," says LtCmdr. Donald Jensen, also of the Environmental Protection Division. "The name of the game is fast deployment and flexibility."

The HSORD and the sled are expected to be in operation within two years.

Ely is New DOT General Counsel

John Hart Ely, 37, a former professor at Harvard Law School, was sworn in as general counsel of the U.S. Department of Transportation June 30, by Judge James Skelly Wright of the U.S. Court of Appeals for the District of Columbia Circuit.

Ely succeeds Rodney Eugene Eyster, who resigned.

President Ford nominated the Brookline, Mass., native to the post on May 8.

Ely had been a member of the Harvard Law School faculty since 1973. From 1971 to 1973, he was a professor of law at Yale Law School and an associate professor of law there since 1968.

Ely was graduated summa cum laude in 1960 from Princeton University, where he was a member of Phi Beta Kappa. He received his LL.B. degree magna cum laude in 1963 from Yale Law School. He was staff attorney for the President's Commission on the Assassination of President John F. Kennedy during 1964, and then served as law clerk to Chief Justice Earl Warren from 1964 to 1965.

He assumed his new duties as DOT's chief legal advisor immediately. Ely and his wife, the former Nancy Halliday, have two children.

She Demanded Challenge

Woman Air Traffic Controller Directs Her Own Successful Career

by Bernice Campbell

I am an air traffic control specialist, and a good one at that. I haven't always been a controller. In fact, I spent the first 17 years of my life in Atlanta, Ga. At the age of 17, I gave up the Georgia peaches and moved to New York City where I attended New York University for two and one-half years and worked five years as a postal clerk in the New York post office. After five and one-half years in the crowded city I headed for sunny California.



Bernice Campbell

I was reinstated with the post office and worked four and one-half years as a postal clerk, letter carrier, letter sorting machine operator, and spent some time as a scheme (systematic plan for distributing mail) instructor.

However, after 10 years as a postal employee, I felt that there was something missing in my life. I wanted a job that would present more of a challenge. Upon passing a non-competitive examination, an interview and a rigorous physical examination, I transferred to the Federal Aviation Administration in June, 1972. This began my career as an air traffic control specialist.

I was assigned to Fullerton Tower, Fullerton, Calif., 30 miles southeast of Los Angeles and soon learned Fullerton Airport is one the busiest for its

size on the west coast. I had only viewed air traffic control towers from a distance and the only aircraft I could recognize was Cessna. Little did I know just how many shapes and sizes of aircraft there were, including those made by Cessna. As I stood in the middle of the glass enclosure called a "tower cab", I told myself, "now this is a challenge!"

My initial training began with 17 and one-half weeks at the FAA Academy in Oklahoma City, Oklahoma. I received academic training in the history of FAA, communications, written and oral, aerodynamics, air traffic control procedures, Federal air regulations, weather, aircraft recognition, and computer theory.

After successfully completing the FAA Academy training, I returned to Fullerton Tower to begin my on-the-job training. This afforded me the opportunity to put to work all that I had learned.

I earned a limited aviation weather reporting specialist certificate from the National Weather Service. This was closely followed by hours and hours of training on the operational positions within the tower. The little bits and pieces began to come together. My knowledge of aircraft types expanded to include Beechcraft, Piper, Douglas, and many others. Single engine, twin engine, wake turbulence, flight level, etc. have become a part of my vocabulary. I was certified as an air traffic controller in April, 1974 and was permanently assigned to Fullerton Tower.

The ever-changing picture of aviation and its control presents the challenge I was searching for. I find my job an exciting and most rewarding experience.



While it probably won't put the Post Office out of business, the new Rapifax machine at Trans Point makes the transmission of written material a lot quicker. It will take the United States Railway Association's Diane Valentine only 35 seconds after connecting her call to transmit a page of material to a similar machine at the Transportation Systems Center in Cambridge, Massachusetts or elsewhere. Doris Jones of DOT's Office of Systems Development and Technology waits with additional material. The machine is now ready for use by DOT offices. For details call Richard Evans, x69109.



Officers of the DOT chapter of Toastmasters International are (l. to r.) Joyce E. Martin, FRA; Lt. Harry H. Dudley, USCG; Debbie Parker, UMTA; Norbert Y. Zucker (president of the local chapter), FRA; and Bradley L. Clark, III, USCG. The 40-member DOT club meets on Wednesdays at noon in a private dining room in the Nassif cafeteria. For additional information call Zucker, x61568. Absent are Flynn M. Wells, FHWA, and Robin M. Gaither, USCG.