

Ford Selects Four Captains For Star Rank

President Ford has nominated Capt. Anthony F. Fugaro, deputy chief of staff, Coast Guard Headquarters, Washington, for promotion to rear admiral. Two other captains who served in Washington are also on the list of four admiral nominees.



Capt. Anthony Fugaro

Captain Fugaro, 48, a 1949 graduate of the Coast Guard Academy, has extensive shipboard experience including tours of duty as commanding officer of the buoy tender *Woodbine* and executive officer of the buoy tenders *Conifer* and *Bramble*. He has served as Captain of the Port in Jacksonville and Tampa, Fla.

From 1971 until 1972 he was Captain of the Port and Group Commander at Sault Ste. Marie, Mich. Before assuming his present duties in July 1975, he was Deputy Chief, Office of Boating Safety, Coast Guard Headquarters.

For meritorious service in that post, he was awarded a Gold Star in lieu of his third Coast Guard Commendation medal. A distinguished graduate of the Industrial College of the Armed Forces, Captain Fugaro also holds a master's degree from George Washington University.

The other nominees are:

Capt. Charles E. Larkin, 48, chief of staff, Seventh Coast Guard District, Miami. A member of the Coast Guard Academy's Class of 1949, Captain Larkin has held a wide variety of aviation assignments since graduating from flight school at the Naval Air Facility at Pensacola, Fla. and Corpus Christi, Tex.

He was executive officer of the Aviation Training Center, Mobile, Ala. and was commander of the Coast Guard Air Station in San Francisco from 1970 until 1973.

(See ADMIRALS, p. 2)



Reckless operation, overconfidence, exceeding the design limits of the boat, and poor seamanship, singularly or in combination, added up to more than 1,500 boating deaths in 1975.

Coast Guard Urges Boaters To Inspect Craft, Update Skills

The Coast Guard is urging the nine million pleasure boat skippers in the U.S. to take a close look at both their craft and seamanship before the boating season starts.

Because of failure in the boat mechanism, or mishandling, about 1,500 people lost their lives in boat accidents last year. Many more were injured.

In a continuing series of safety bulletins the Coast Guard's office of boating safety calls attention to hazardous mechanical conditions and deficiencies in boat handling.

Even though the quality of equipment aboard recreational vessels improves each year, the Coast Guard continues to re-

(See BOATS, p. 2)

The Ducece You Say!

\$2 Bill Makes a Reappearance \$2

The \$2 bill is back and all four branches of the Transportation Federal Credit Union will have ample supplies on hand when the bill goes into circulation April 13, according to credit union manager William Derry.

The most recent issue of the \$2 bill was the 1963A series U.S. Note featuring Thomas Jefferson on the face and Monticello on the back. It was last printed in May 1965 and officially discontinued in August 1966.

The new \$2 Federal Reserve

Note will feature an engraving of Thomas Jefferson on the front and a rendition of the John Trumbull painting, the "Signing of the Declaration of Independence" on the back.

The "new" denomination, withdrawn from circulation in 1966, was first issued as U.S. currency in 1862. Treasury officials said that 225 million of the new \$2 bills will be available for issue on April 13 (Thomas Jefferson's birthdate was April 13, 1743), with an annual order of 400 million by July 4.



When is a "cuppla bucks" only one? On April 13, 1976, the \$2 bill will be back again in circulation, after an absence of 10 years. The Treasury Department says the new denomination will provide users with greater flexibility in change making, and save the Federal Reserve System about \$27 million over the next five years.

Metro Support

Coleman Asks Area Aid

"The federal government wants to see the METRO system built," Secretary of Transportation William T. Coleman, Jr., said in a January 21 address to the Federal City Council.

He urged the cooperation of Maryland, Virginia and the Washington community of governments to assure the continuation of METRO construction.

The Secretary pointed out that President Ford's budget recommends \$475 million in interstate highway transfer funds be set aside in Fiscal Year 1976, and \$400 million in FY 1977, solely for METRO construction.

The levels of assistance available "clearly signal a federal green light for the continuation of METRO construction," he said.

"We are not calling for any slowdown on METRO," Secretary Coleman said. "The transfer funds, together with the regular federal contribution and local matching funds, will enable the Washington Metropolitan Area Transit Authority to continue METRO construction at the present rate."

In his address, he stressed the importance of state and local participation. He indicated federal help to the localities in meeting the costs of METRO bond redemptions might depend "on the willingness of the state and local governments to move



Secretary Coleman

forward with determination to meet METRO costs through the use of interstate transfer funds."

Secretary Coleman volunteered the technical and financial assistance of the Department's Urban Mass Transportation Administration in determining the priorities for transfer funds. By law, transfer funds must be used for specific transit projects that can be completed and put into operation within the limit of the transferred amount.

"We are prepared to make study funds available," the Secretary said, "to help in the analysis of construction properties."

State and local governments must stand by their commitments to METRO, Secretary

(See METRO, p. 2)

Cycle Safety

Lack of Training Increases Chances of Motorcycle Mishaps

Motorcycle riding a gamble? Consider the odds.

Figures published by the Department of Defense and verified by the National Highway Traffic Safety Administration show that motorcyclists are eight times more likely to be hurt in an accident than are persons in a car.

Here are some numbers to consider:

- Young Americans (60 per cent under 20 years of age) on motorcycles are more often hurt (360,000 in the nation), generally have no formal cycle operation schooling, die of head injuries (3,160 in 1974).

- A motorcyclist wearing a helmet is three times less likely to suffer a serious or fatal head

injury in a spill or crash.

- Most cycle accidents involve car drivers who do not see the motorcycle.

- Most accidents involving another motor vehicle (66 per cent) occur within 15 miles of the rider's home (79 per cent). Bikers are most often hurt between 3-7 p.m. on weekends on dry roads.

That's not all. Hitting things fast with your body results in the same impact as falling.

If you hit something at 30 mph it is the same as falling three stories. If you hit at 50 mph it is equivalent to a fall of 84 feet.

At 70 mph the impact to your body is the same as falling more than 16 stories, 164 feet.

Costantino: New TSC Director

Dr. James Costantino has been appointed director of the Transportation Systems Center, Cambridge, Mass. He comes to the post from Washington where he had been executive assistant to the Deputy Secretary of Transportation for the past two years.

From 1971 to 1973 he was the department's secretarial representative in Federal Region III, with headquarters in Philadelphia.

Before joining DOT Costantino served for nine years with the National Aeronautics and Space Administration. From 1958 to 1963 he was a mechanical engineer with the Federal Aviation Administration.

Costantino has a B.S. in mechanical engineering from the University of Massachusetts, a master's in engineering ad-



Dr. James Costantino

ministration from George Washington University, and a Ph.D. in transportation policy and economics from American University.

He was awarded the Secretary's Meritorious Achievement Medal in 1974 and holds the Apollo Achievement Award.

He was born in Braintree, Mass.

Goodwin Named Chief Counsel For the FAA

Bert Z. Goodwin has been appointed chief counsel for the Federal Aviation Administration, succeeding Gerard J. Turner, who served as chief counsel since September 1973.



Bert Z. Goodwin

Prior to joining FAA, Goodwin was deputy general counsel for the Department of the Air Force since October 1972.

He received the Air Force Exceptional Civilian Service Medal for his work on numerous special projects, including major contributions in such FAA-related fields as aircraft procurement, pilot training and flight safety.

From 1969 to 1970, he was a Sloan Fellow at the Sloan School of Management at the Massachusetts Institute of Technology where he earned a Master of Science degree.

A native of Chicago, Goodwin received his Bachelor of Arts degree from the University of Chicago in 1954 and a law degree cum laude from the university's law school in 1957.

After a year in private law practice, he was commissioned a lieutenant in the Air Force, serving for three years in the Office of General Counsel. He remained in that office in a civilian capacity after receiving his discharge.

Goodwin, who is 40, resides in Alexandria, Va.



Dr. Arthur E. Ferdinand

IBM Executive On DOT Tour

Dr. Arthur E. Ferdinand, an International Business Machines Corp. executive, is serving a one-year tour of duty with the Department of Transportation under the President's Executive Interchange Program.

He is assigned to the Office of R&D Policy where he pro-

vides technical input to policies dealing with the long-range evolution of transportation systems.

Under the exchange program federal executives and private sector executives have the opportunity to work temporarily in the other sector in order to broaden their perspective and to bring effective management practices from one sector to the other.

Dr. Ferdinand holds a B.S. in mathematics with first-class honors from the University of the West Indies, and a Ph.D. in mathematical physics from King's College, London University.

He was assistant lecturer in mathematics at the University of The West Indies, and a post-doctoral fellow at Cornell University.

In 1968 he joined IBM where he has held various technical and management positions. At IBM he has been advanced systems project office manager, systems design and plan development manager, and product announcement manager.

Admirals—*from page one*

Captain Larkin is a 1968 distinguished graduate of the Air War College, Maxwell AFB, Ala., and was awarded a master's degree by George Washington University in 1968.

His medals and awards include the Silver Life Saving Medal, the Air Medal, the Coast Guard Commendation Medal and the Meritorious Service Medal. Prior to reporting to his present duties, Captain Larkin was chief of the aviation branch, Coast Guard Headquarters.

Capt. Wayne E. Caldwell, 52, assistant superintendent, U.S. Coast Guard Academy. A member of the Coast Guard Academy's Class of 1948 and a graduate of the Navy Post Graduate School, Captain Caldwell was commander of the USCGC *Chase* from 1969 until 1971. He was awarded the Bronze Star Medal for meritorious service in Southeast Asia during this period.

Earlier he was executive officer and later commander of the buoy tender USCGC *Hemlock*. He also was executive officer of the tender USCGC *Balsam*. A graduate of the National War College, Captain Caldwell was deputy chief, Office of Marine Environment and Systems, Coast Guard Headquarters in Washington, D.C.

before being named to his present academy post.

Capt. Norman C. Venzke, 48, commanding officer, USCGC *Polar Star*. After graduating from the Coast Guard Academy in 1950, Captain Venzke served on board the cutters *Ingham*, *Chincoteague* and *Pandora*.

From 1955 until 1957, he was a student at the U.S. Naval Post-graduate School, Monterey, Calif., where he earned a bachelor's degree in electronics engineering.

Before assuming command of the *Polar Star*, the Coast Guard's newest class of icebreaker, Captain Venzke served on three other Coast Guard icebreakers. He was operations officer on the *Westwind* in 1957-1958, executive officer of the *Edisto* from 1965 until 1967, and command officer of the *Northwind* from 1971 until 1973.

Captain Venzke served in South Vietnam in 1967 and 1968 as Commander, Coast Guard Division Eleven, during which period he was awarded the Legion of Merit with the Combat "V" device for meritorious service. Prior to assuming his present duties, Captain Venzke was a student at the Industrial College of the Armed Forces, Washington, D.C.

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Secretary of Transportation William T. Coleman, Jr.
Assistant to the Secretary C. Ramon Greenwood
and Director of Public Affairs
Assistant Director of Public Affairs,
News and Information Services James L. Stafford
Editor Frank J. Clifford
Staff Writer Howard Coan

Boats—*from page one*

ceive reports of fire and explosions that could have been avoided.

And there are reports of boats being anchored at the stern, a bad practice which invites swamping or capsizing. Tie-up or anchor the boat by the bow, the Coast Guard says.

The pull of the anchor from the bow will counterbalance the weight of the engine and passengers. Bow anchoring also permits the boat to ride the waves in the manner for which it was designed.

The Coast Guard has evidence that even something seemingly as safe as a steering wheel can be lethal.

Among recent accidents reported are several caused by broken plastic steering wheels. In one mishap the boat swerved and hit a seawall. In another, the operator was thrown from the boat and drowned.

Some types of fire-resistant rubber composition fuel hoses in inboard boats may be affected by certain kinds of gasoline, particularly the new lead-free variety.

The hoses affected, which usually run from the tank to the engine, or overboard from the vent line, swell at the fitting connections. It also appears that fuel seeps through these hoses.

Waiting for a fuel leak to occur is not the best way to find out how long the fuel system in a boat will last. All boat owners, especially those with older craft, are encouraged to inspect the entire fuel system regularly.

The Coast Guard recommends exposing a "foamed-in-place" fuel tank, or removal of a portion of the inner liner if that is what is required to get to the source of a suspected leak. Expensive, they acknowledge, but consider the consequences.

The smell of gasoline from a leaky fuel line, or traces of fuel in the bilges, are warnings of a serious fuel system problem. Repairs should only be done by a competent marine repair station, the Coast Guard notes.

Metro—*from page one*

Coleman emphasized, and demonstrate a willingness to supply the required matching funds and otherwise support the construction program.

"If construction costs can be kept to the \$4.6 billion now estimated, the states and the Washington community of governments can—through the intelligent use of Federal Interstate transfer and local matching funds—resolve all the cost problems," Secretary Coleman said.

"There are no problems," he concluded, "that cannot be surmounted."



The numbers in the corners are the same but the back of the \$2 bill, due for reissue on April 13, 1976, is a vignette of the "Signing of the Declaration of Independence." Though out of circulation for 10 years, Treasury estimates there is approximately \$135,288,000 in \$2 bills outstanding from all previous issues.

The Printed Word

DOT Printing Branch Is Professional Operation

Looking for action?

Try the printing branch of the Department of Transportation's publishing and graphics division where deadlines are constant and the presses run 16 hours a day. And sometimes 24 hours a day.

This is the place where Frank Gerardi and his staff of 114 moves more than 20,000 jobs a year from author to printed page. The jobs range from single-page news releases, orders and directives to three-volume publications complete with pull-out gatefolds, charts, technical drawings and photographs.

Most of the publications produced in the printing plant on the P-2 level of the garage are in black-and-white but a few are done in two-colors. If necessary, the printing branch's planning section can draw up instructions for 10-color jobs.

"We've written specifications for all kinds of printing, from coasters to posters," says Jack Pope, planning section chief. Included in the list are billboard segments, recruiting signs for the Coast Guard and maps, some of which measure 60 inches in width.

Drawing up the specifications for the billboard segments, which were printed on weather-proof paper in 40" by 60" sheets, demanded the strictest adherence to exact measurement.

"There has to be absolute accuracy or the whole job will be unusable. A letter in the text, or a part of a person's face being out of line and the job is unacceptable," says Pope.

Working on the Railroad

One of the biggest jobs ever undertaken by the printing branch was the production of the three-volume "Rail Service in the Mid-West and the North East Region." Together the books totaled 900 pages, plus more than 800 maps, most of which were done in three or four colors. Ten thousand copies were printed. The typesetting of the 100-page volume I was done in the P-2 level shop. In order to meet pressing deadlines, 2,000 copies of volume I were reproduced in the P-2 plant.

Following specifications laid down by the printing branch, volumes two and three were produced by the Government Printing Office and private contractors.

Every effort is made to purchase printing, when the sched-

ule allows, from the Government Printing Office. However, many jobs are received by the printing branch with short deadlines. These jobs are processed through the DOT printing plant.

The DOT printing operation is considered one of the most productive of any of the Government's departmental plants.

Mainstays of the mechanical side are two 15-year-old Harris presses which are kept busy two shifts a day. On many occasions they run 24 hours a day.

Four Davidson presses, which can print on both sides of a sheet of paper at the same time, handle jobs up through 8½-inch by 14-inch jobs.

"Press maintenance cost was insignificant last year," Gerardi says. "We have craftsmen who perform daily preventive maintenance on their equipment."

The printing plant has its own camera unit which converts photographs and other art work into halftone negatives suitable for printing.

Complete Shop

There is a modern bindery where the printed sheets are cut into pages, trimmed and bound by a single double staple or saddle stitching.

Holes for binder use of printed material are made on a machine that can drill up to 500 pages swiftly. The bindery's four collators, which assemble pages in proper sequence, are so sensitive they will automatically stop if they detect an error as small as one page too many or too few.

No opportunity to save time and motion is overlooked in the P-2 production section. The machinery includes a "Cheshire", which cuts, glues and attaches labels at a rate of 2,000 per hour. There is a Xerox labeler, an inserter for "stuffing" envelopes with enclosures, and a floor-to-ceiling "Lektriever."

The Lektrievers are automated pigeonholes for materials going to the department's regional offices and headquarters elsewhere in the world. When each of the pigeon holes is filled, the shipment is manually packed and sent on its way.

"We would like to accommodate everyone who's interested in viewing our printing, binding and distribution section down on P-2," says production section chief Art Young. "But because of the highspeed machinery, the shifting of heavy paper stocks, and government safety regulations, we must restrict visitors."



Don Lester at the keyboard of the Intertype slug casting machine. The machine converts molten lead into a wide variety of type faces and sizes. These words you are reading, for example, were cast on this machine.



Neal Law keeps a vigilant eye on a big Harris 17x22 offset press. The P-2 plant has two of these presses which can handle jobs ranging from 8 inches by 10½ inches to 17 inches by 22 inches, producing up to four 8½ inch by 11 inch units with each pass through the press.



John D. Butler operating an Itek electrostatic plate maker in the P-2 level print shop. The plates will then be used on the small offset presses. Dorothy Jenkins is stripping "flats", which contain photo negatives, in preparation for using them to make metal printing plates for the Harris press.



Art Young, production section chief, is the man who sees to it that printing orders are turned into printed pages, pamphlets and books.



Cargo Security

DOT Seeks Ways to Halt Cargo Theft

Daniel A. Ward is director of the Office of Transportation Security in the Office of the Secretary. He began his federal career 34 years ago in Seattle as an air traffic controller for the Civil Aeronautics Administration and has worked continuously for the government in a variety of positions. He became deputy director for transportation security when that office was formed in 1971 and was named director in 1974.

Ward was interviewed by DOT News Staff Writer Howard Coan.

What is the role of the Office of Transportation Security?

We have a total staff of 11 including eight professionals and three secretaries. Most of the people in the office are involved in cargo security.

We are also involved in passenger security in all modes. We have been the policy setting and lead office in preventing airline hijackings.

How much cargo is stolen each year?

Nobody knows the precise size of the national loss. A Senate study set the figure at \$1.5 billion in 1970. DOT conducted studies and found the numbers were about \$400 million less.

The Department of Commerce has undertaken recent studies which placed crimes against business in 1975 at \$23.6 billion, up 50 per cent from the \$15.7 billion estimated in 1970.

Cargo losses are imbedded in that figure so you can say it probably increased at about the same rate.

How much does this loss add to the price of consumer goods?

The Department of Commerce report for 1975 says that each taxpayer pays approximately \$130 each year for losses due



to the thefts of commodities and goods from all types of businesses.

How does DOT get involved in cargo security?

DOT's statutory responsibility is to maintain a safe, economical and efficient transportation system with assurance the goods will be delivered on time.

How does the department promote the cargo security program?

We believe in prevention and the voluntary actions by industry to do it. The department believes the best prevention of theft is preventive action by transportation management, which includes the shippers and receivers, not just the carriers.

Our main mission is to motivate management that it's a management problem first and

a law enforcement problem second. It's really up to top management to do something about it. We want top managers to work to prevent thefts.

What types of thefts are we discussing?

There are three kinds of thefts in the transportation industry. Hijackings amount to less than 10 per cent of national cargo thefts. They make headlines because they are a catastrophe to a company. The average truck hijacking nets about \$50,000 while the average bank robbery nets about \$5,000.

Burglary is less than 5 per cent. The remaining 85 per cent occurs during normal working hours. The goods flow out the front gates on persons or in vehicles of people authorized to be there.

What can management do?

They can control the 85 per cent loss. People steal because they have the inclination and the opportunity. The prime mission is to help management remove the opportunity throughout the transportation industry.

What does DOT do to help safeguard cargo?

We provide technical assistance through demonstration projects, technical publications, seminars and national conferences. Our best-selling publication is a guideline for physical security which provides technical information to plant managers on how to protect their plants.

DOT also publishes cargo security advisory standards.

Airlines have reduced losses from cargo thefts. Why are they doing so well?

One reason they are doing well is they are relatively small. They only carry 3 per cent of the total national gross freight revenues. It is a sophisticated industry. Airports are more secure to start with and have outstanding communications.

From shipper to receiver is a very compressed time span unlike ocean shipping which may take months. There are only about 20 to 22 airlines carrying cargo compared to 300,000 motor carriers.

We can keep in touch with the airlines and get out information that may be useful to them.

What about new electronic devices developed by DOT that help to locate hijacked or stolen trucks?

It's part of research and development. We're not looking for a magic bug to track down criminals. We are looking to

assist in the development of a system that can be used on a day-to-day basis.

Management will know where their vehicles are, and if they are in trouble, they can take appropriate action. Hopefully, it's useful as a management tool first and a law enforcement aid secondly.

Can these devices be frustrated?

Even the most sophisticated devices can be defeated. What you are buying is time. If a thief has to defeat an electronic tag he will probably look for a place that doesn't have one.

What type of merchandise is the favorite target of thieves?

Basically clothing is number one in all four modes. Others in the top five are food products, liquor, electronics equipment and high-value shipments such as gold coins, weapons, ammunition and explosives.

What happens to the goods after they are stolen?

On the eastern seaboard there is no problem disposing of a load of beef in a few minutes.

Some stores in Washington unknowingly may be buying stolen goods from a legitimate source who obtained them from an illegal source.

Clothing, for example, has no serial numbers so it's virtually impossible to prove it's stolen.

What is the role of organized crime in cargo thefts?

We think it's relatively insignificant except in major hijackings.

With whom does DOT work to stop cargo thievery?

It's a voluntary program. We work with a number of government agencies and industry associations.

In January 1975 President Ford signed an executive order formalizing the cargo security program. DOT is responsible for coordinating the activities of the federal agencies relating to cargo security.

Secretary Coleman must submit a report to President Ford on March 31 evaluating the effectiveness of the voluntary cargo security program.

Is there a great variation in cargo security from one company to another?

Yes, there is. A DOT survey in 1974 showed 12 airlines with a cargo loss ranging from 20 cents per thousand ton mile up to \$7.50. The average was about one dollar.

The important factor is to have a guy at the top who wants to improve his company's cargo security.

Information Supermarket: Where it is Show and Tell

Did you ever wonder what it's like to ride a 41-foot Coast Guard rescue boat? Or to land a wide-bodied jet airliner? What it's like to sit inside a personal rapid transit car—the kind that's in service at Morgantown?

Have you ever wanted to meet Oscar, the National Highway Traffic Safety Administration's auto crash dummy? Know what the interstate highway system will look like when it's finished? Get a closeup view of how the Saint Lawrence Seaway system operates?

You can do all these things—and more—in the Department of Transportation's Information and Exhibit Center, due to open soon on the ground floor of department headquarters.

At the information center you will be able to get copies of the latest news releases and a variety of other publications from

each of the DOT administrations. There will be a docket examining room where you will be able to see and comment on proposed changes in transportation devices and methods that affect you.

The new information center, first of its kind in the department, will not only serve employees of DOT but the public at large.

All of the DOT's administrations are represented in the exhibits. The Federal Railroad Administration exhibit has, in addition to an actual working railroad semaphore, a running scale model of a linear induction motor experimental high-speed train. There is also a working model of a rail defect sensor. It shows how train-wrecking rail defects can be spotted before they cause accidents.

At the Federal Highway Administration area you will see

an impact attenuator, which acts as a powerful highway shock absorber to protect motorists from serious injury or death when cars strike objects such as bridge abutments. Attenuators also are placed at dangerous areas such as "Y" road forks or splits and some turnoff areas where motorists might hesitate—and crash.

National Highway Traffic Safety Administration's exhibit, which includes Oscar, the not-so-dumb dummy, also features a sampling of auto safety features that have been incorporated into today's safer cars.

The Urban Mass Transportation Administration's exhibit, besides the PRT vehicle, also has a sampling of what cities and communities have done with UMTA capital grant money. And it shows what new technology can do, with an exhibit of pictures of the Transbus prototypes.