DOT News

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Admiral Siler

Siler is Named Military Man Of the Year

Admiral Owen W. Siler, Commandant of the U.S. Coast Guard, has been named "Military Man of the Year" by the Department of New York, Reserve Officer's Association of the U.S.

The association said that Admiral Siler was selected for the award because of his inspired leadership, for maintaining the Coast Guard in a high state of readiness and proficiency to carry out the Service's ever-expanding humanitarian and national security

(See SILER, p. 2)

Coleman Urges Travel Agents to "Fly U.S. Flag"

In a letter to the nation's 11,500 travel agents, Transportation Secretary William T. Coleman, Jr., asked their active support of the "Fly U.S. Flag" program which encourages increased use of American air carriers by Americans traveling abroad.

In his letter, the Secretary noted that in 1975 some 3.8 million persons crossed the Atlantic on scheduled airlines.

"Of the Americans making the trip—and they constituted 63 per cent of the total traffic—fewer than half flew on U.S. carriers," he said.

This disparity, he said, brought about a loss in American jobs and had an adverse effect on our balance of payments.

"The share of international air traffic carried by U.S. flag carriers, which is continuing to decline, is a source of some concern to the Department of Transportation. I urge you to lend your support to the Administration's efforts to improve the situation," Secretary Coleman said.

Barnum: Aviation Act to Aid Growth of Commuter Airlines

The Administration's proposed Aviation Act will benefit commuter airlines by making them a more integral part of the nation's air transport system, Deputy Secretary of Transportation John W. Barnum said in an address before the Commuter Airline Association of America.

Mr. Barnum underscored the importance of commuter airlines by noting that commuter service, along with charter operations, are growing fastest and performing best in a market otherwise financially troubled.

The critics of the Aviation Act, Mr. Barnum said, contend that rural and small town America could be left without air transportation if the bill is enacted.

"I see the low and medium density communities in precisely the opposite light—as major growth markets," Mr. Barnum said.

He cited DOT studies that show that in the past 10 years only nine new locations have been added to the network of cities and communities served by certificated carriers. In that same time frame the certified carriers actually dropped service at 130 points.

Yet, he said, the total number of U.S. locations served by commercial air carriers has increased—due almost entirely to the initiative of the commuter air carriers.

"From 1965 to 1975, commuters replaced certificated carriers at 63 airports and introduced service at numerous other points so that today commuter airlines serve 400 U.S. cities and communities, and comprise the only commercial air transport available at some 200 airports," Mr. Barnum said.

For those who fear that this development is only a passing phenomenon, Mr. Barnum said the department does not see a reversal of the trend.

To the contrary, he said, the growth of the Interstate highway system and the transition to larger aircraft by the certificated local service carriers have made the smaller communities and airports the legitimate domain of the commuter airlines.

As the local service carriers move toward all-jet fleets, the cost of maintaining and operating smaller aircraft will become increasingly unattractive.

"Thus, the long-term trend which already has resulted in most smaller points being dropped by local service will continue, and pressures for further withdrawals seem certain to increase. Air service will be provided where there is a market, however—provided by commuter operations which are suitable to the market," Mr. Barnum said.

The present regulatory systems is not a guarantee of certificated commercial air service, Mr. Barnum noted. The statutory requirements for service at any community are

(See AIR, p. 2)

Eleanor D. Sugrue, deputy assistant secretary of transportation for Policy, Plans and International Affairs, speaking at the Transportation Systems Center at ceremonies marking the conclusion of International Women's Year.

Woman Power:

Sugrue: Nation Wastes Resource When Women Not Properly Employed

The entire American economy loses out when women are denied the right to compete for positions where they would be most productive, whether corporate president or assembly line worker.

This was the keynote struck by deputy assistant secretary of transportation Eleanor D. Sugrue in an address at the Transportation Systems Center marking the conclusion of International Women's Year.

Ms. Sugrue said that if all discrimination in hiring were discontinued it is not unreasonable to expect productivity to increase from an expected 2 to 3 per cent, to 4 per cent.

"This 1 per cent would translate to over $10 billion in additional production for the U.S. economy in a single year. How can we pass it up?" she said.

In the past 50 years the proportion of women in the work force has doubled, from one out of five to almost two out of five, she said. But in spite of these advances women are still undercompensated and underutilized.

Women are still confined largely to traditional jobs and industries and continue to earn significantly less than men, Ms. Sugrue said. To illustrate her point she said:

- Women account for 49 per cent of white collar workers but they average only 17 per cent of blue-collar jobs.
- Nearly 25 per cent of all women are still employed in the service sector of the economy — education, medical health, and personal services.
- Within the professional and technical ranks, women are concentrated in the lower paying fields, such as teaching and nursing. More men are found in the higher paying professions such as law, medicine, and engineering.
- Next to blue-collar jobs, women have the lowest participation in the management and administrative fields.

Pointing to this marked imbalance in job distribution, Ms. Sugrue said that women should be as objective as men in viewing themselves as "input to production."

"They should not assume that current social and political pressures necessarily mean they

(See WOMEN, p. 4)

Secretary of Transportation William T. Coleman, Jr., watches as the President signs the 1976 Federal-Aid Highway Act. The act provides for the authorization of $17.600 billion over a two-year period for highway construction, maintenance and safety.


Leon Daugherty


John Shaw


Duane Freer


William E. Morgan

104 Years of Experience

FAA Reassigns Four in Executive Shift

Federal Aviation Administrator John L. McLucas has announced the shift of four top career executives to new positions in the agency.

William E. Morgan is being promoted from chief of the air traffic division in the Southwest Region in Fort Worth, to director of the Eastern Region in New York City. He replaces Duane Freer who is moving to FAA headquarters in Washington to become director of the Office of Aviation Policy.

John Shaw will become deputy director of the Central Region, Kansas City, Mo. and Leon Daugherty, deputy director of the Great Lakes Region in Chicago.

Shaw previously was chief of the navaids / communications engineering division in the airways facilities service in Washington. Daugherty was superintendent of the FAA Academy in Oklahoma City.

Morgan began his FAA career in 1946 as an air traffic controller and later served as an instructor at the FAA Academy. He then held a series of supervisory posts in the regional headquarters in Fort Worth and Atlanta.

He became manager of FAA's Memphis Area Office in August 1965, and deputy director of the air traffic service in Washington the following year. He became chief of the air traffic division in the Central Region in February 1968 and was given the same post in the Southwest Region in December 1969.

Freer, who has 19 years with the FAA, also began his career as an air traffic controller. In 1964 he transferred from the control tower at Chicago's O'Hare International Airport to the office of public affairs in Washington.

In 1967 he was appointed special assistant to the associate administrator for operations, and two years later was named chief of the evaluation staff of the air traffic service. In 1971 he became deputy director of the Southern Region, and director of the Eastern Region in March 1975.

Shaw has served in the airway facilities service in Washington since March 1972, first as chief of the maintenance engineering division and then as chief of the navaids/communications engineering division. Before that he held a series of supervisory positions in the Central Region, culminating in his appointment as chief of that region's airways facilities division in November 1971. He has been with the agency since 1950.

Daugherty's appointment follows a five-year assignment as superintendent at the FAA Academy in Oklahoma City, the agency's primary training facility. An electronics specialist, he has held a variety of technical and administrative positions in Washington and in the field during his 29 years with the FAA.

He is a graduate of Oklahoma City University and in 1971 earned an MA in political science while attending Syracuse University as a participant in the mid-career administrative management development program.

SILER—*from page one*

missions and for his contributions to the strengthening of the Reserve "Minute Man" concept.

Admiral Siler is the third recipient of this award. In 1974 the award was made to Gen. Jack J. Catton, Commander, Air Force Logistics Command. In 1975 it was given to Gen. Walter T. Kerwin, Jr., Vice Chief of Staff, U.S. Army.

Capt. Mary Bachand, USCGR, President, Department of New York, ROA, made the presentation at the association's convention May 1, at Saratoga Springs, N. Y.

The award consists of a plaque bearing the ROA seal and an inscription identifying the award and recipient. There is no accompanying citation.

Departmental public affairs staffers at the wind-up session of a 10-week course in newswriting and reporting. Standing are: Robert Britt; Mario Toscano; Romeo Guba; Rod Kirby, all of the Coast Guard; and Philip Robbins, George Washington University, who taught the course. Others, from left: Gerald Lavey, FAA; William E. Johnson, FHWA; Paul Frankurt, NHTSA; Barbara Danahy, OST; Kenneth Vest, OST; Minerva Figueroa, UMTA; Thomas R. Hyland, FHWA; Lucille R. Wendt, OST; Joseph Marshall, UMTA; Beverly Silverberg, FRA; and Linda O'Connor, NHTSA.

One for the Road

NHTSA Booklet is Lifesaver

The throttle sticks in an open position and your car is moving too fast—You're driving along at the speed limit but you must slow down, but the brakes don't work—Your lights go out while driving at night—Your steering locks or the wheels won't turn when you turn the steering wheel and you can't control the direction of car movement—A fire breaks out under the hood of your car.

This is the opening paragraph of "How to Deal with Motor Vehicle Emergencies," a free booklet published by the National Highway Traffic Safety Administration.

The 23 "chapters" in the booklet never exceed a page in length but the information given is adequate to alert the driver on safety precautions to take before starting a trip, during the trip, and after completion of the trip.

As the booklet points out, it takes no mechanical skill to check the tires, lights and fluid levels in the radiator, battery, and engine. A squealing sound from under the hood when the engine is raced could be the tip-off that a fan belt is loose.

The wise owner, the booklet says, will also check the location and condition of his fire extinguisher, auto jack, spare tire, warning devices or flares, and flashlight. He also knows the location of his fuse panel and he will carry spare fuses.

Getting off a busy highway and on to the road shoulder is a hazardous maneuver but the booklet gives tips on how to minimize the danger.

One important point made is that the hazard (emergency) lights on most cars will not operate when the brakes are applied. Therefore, once you are off the road (or stranded on the road), the engine should be shut off, the car put in "park" the parking brake applied, and "*take your foot off the brake.*"

The booklet tells drivers what to do when the throttle sticks, brakes fail, steering is lost, loss of power-assisted braking and steering, and fires occur under the hood, the dash, or in the rear of the car.

Great attention is paid to engine overheating, and what to do about it. The subject has special importance now that vacation season is underway.

A "don't" emphasized in the booklet in capital letters set in bold face type: **DON'T REMOVE THE RADIATOR CAP** (of an overheated engine). If the cap is removed before the engine has cooled, the steam or liquid emissions will be forcibly released and can cause severe burns.

Other subjects covered in the booklet are: loss of oil pressure; alternator/generator failure; windshield wiper failure; dropped driveshaft; hood pop-up; submersion of the car; loss of lug nuts on the wheels; flat tires and blowouts; and driving through water or in heavy rain or snow.

Single copies of "How to Deal with Motor Vehicle Emergencies" may be obtained by writing to the General Services Division/Distribution, National Highway Traffic Safety Administration, 400 Seventh St., S.W., Washington, D.C. 20590.

AIR—*from page one*

minimal and air carriers have considerable discretion in choosing the level of service to perform.

"For example, the carriers today use their best available authority in only 12 per cent of the markets for which single plane service is authorized," Mr. Barnum said.

The Federal Aviation Act requires carriers to provide adequate service, but the term "adequate has never been defined and air service is determined largely by market demand and management decision, not by the protective provisions of the present regulatory system, Mr. Barnum said.

"The air commuters know this and have proven themselves to be able competitors and successful innovators. We expect commuters to play an increasingly important role in the nation's total air transportation system," Mr. Barnum said. "This role will be fostered by the reformed system of economic regulation that we have proposed."

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Assistant to the Secretary and Director of Public Affairs ---------- C. Ramon Greenwood
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Editor ---------- Frank J. Clifford

DOT cyclists converge on departmental headquarters each morning from all points of the compass, some from as far away as 10 miles. From the left: Russell Scoville, Wilbur Smith, Roger Mingo, Juan Ramirez (hidden behind Mingo), John Heimann, and Thomas (Tad) Herlihy.

'Way to Go

Traffic Jams? Not for DOT Cyclists

John J. Heimann likes bikes.

So do Tad W. Herlihy, Russell Scoville, Maureen Kavanagh, Juan Ramirez, and Marie Birnbaum.

These are but a few of the dozens of Department of Transportation employees who prefer two wheels to four for commuting to and from work. The number is growing.

Heimann, who is assistant to the deputy under secretary for budget and program review, makes a daily 12½-mile round trip bike ride from his home in Arlington. Only snow or heavy rain persuades him to take an alternate mode of transportation.

Is bicycling a dependable way to go? Heimann recently logged his 10,000th commuting mile, 7,000 of which he pedaled on his 10-year-old, three-speed English *Hercules*. He doesn't bother tallying his recreational bike riding.

"Actually, it's all recreational, and very good exercise," he says. Seeing is believing. A self-admitted non-athlete, Heimann is a picture of physical fitness.

He is quick to point out, as are others, that cycle commuting saves time, particularly in congested urban areas. Bumper-to-bumper traffic is no impediment to him, and he has no engine to boil over while motor traffic inches ahead on torrid days.

Maureen Kavanagh, an Urban Mass Transportation Administration environmental programs employee, bikes seven miles each way to and from work daily, weather permitting. She averages 200 miles a month and credits cycling for her excellent health and lack of a weight problem.

Her well-being is enhanced by savvy cycling, with headwork combined with footwork.

"Stay out of traffic as much as possible. Go a roundabout way if necessary and don't pick a fight with a Cadillac," says Maureen.

Cars are the obvious and ever-present danger to bicyclists but, says Maureen, other dangers lurk waiting to bring down the unwary wheelman. There are unthinking motorists who open a car door into oncoming traffic, causing an immediate accident, or forcing the bike rider to swerve into a busy lane of traffic.

"You've really got to be careful going downhill at a high rate of speed. One little pothole, which would be a small matter for a car, can throw you," she says.

Tad W. Herlihy, an attorney in the National Highway Traffic Safety Administration, also bicycles to work. To him cycling is an "eminently reasonable kind of transportation." He likes the independence, the maneuverability of his Fuji 10-speed special road racer in tight traffic situations. And, he says, cycling is easy and not at all strenuous.

The bicycle as a serious form of transportation occurred to UMTA's Russ Scoville when he was in the Peace Corps in Ethiopia. "My bike was my primary means of transportation then—and it still remains an important part of my mobility," he says.

His daily commuting run is about eight miles—sometimes 10 miles, depending on the route he takes.

Juan Ramirez, Departmental Civil Rights coordinator, likes the feeling of freedom that comes with cycling. "You can go practically anywhere, and when you get there it's not likely that you'll be confronted with a parking problem," he says.

Marie Birnbaum, the department's staunchest advocate of bicycle commuting, and bike riding in general, is also a practicing environmentalist.

"Once, I saw somebody throw some stuff out of a passing automobile. I stopped my bike, picked up the trash, overtook the car, and tossed it back inside. You can't imagine the reaction of the people inside the car," she said.

The environment, which for many years had taken all sorts of abuse had suddenly fought back.

"Humorous things sometimes happen when you're on a bike," she said, recalling the time while cycling along the C. & O. canal towpath a bit of underbrush knocked the chain off its sprockets.

"There I was, sitting and wondering how long it was going to take me to walk home when a troop of uniformed boy scouts appeared and repaired my bicycle," she said.

Bike models used by DOT commuters run the gamut, from inexpensive single-speed, through three-speed, and on up to 10- or even 15-speed models. Included is a tandem "bicycle-built-for-two." Not a commuting vehicle is an adult "trike," a three-wheeler owned by Jeanne E. Smith of the office of environment, safety and consumer affairs, who uses it around her home.

Bike prices run all the way from a few dollars for a used one up to deluxe models costing as much as $650. A bicycle in such a high-priced category uses space-age chrome molybdenum steel alloy and hand-crafted imported components.

But, there are still more expensive models that cost more than many used cars. A $1,000 price tag is not unheard of.

Cyclists tend to be enthusiasts—but they are also realists. As pleased as they are with cycling, they are also aware of its shortcomings. On the negative side are weather, hostile or thoughtless motorists and lack of bikeways, to name the most obvious. These obstacles will be difficult to surmount.

Not so difficult, in the view of cyclists, are the mechanical problems.

(See BIKES, p. 4)

Russell Scoville "preflights" his bike before setting off on his eight-mile trip home. Careful inspection of bicycles before each use not only is a safety measure but also helps to detect minor defects before they become serious maintenance problems.

Roger Mingo and John Heimann check one of several outside bike racks at DOT headquarters. Inside bike parking is provided for $1.65 a month, and parking permits are usually issued immediately.

It's early in the morning as some of the contingent of DOT's bike-borne commuters arrive at the south parking entrance. From the left: Russ Scoville, Wilbur Smith, and John Heimann.

Please Remain Seated

Car Seat Belts are Life Belts

Fred W. Vetter, Jr. was appointed Associate Administrator for Traffic Safety Programs in the U.S. Department of Transportation's National Highway Traffic Safety Administration in December 1974. He is responsible for highway safety programs involving technical and financial assistance to states and communities, and the promotion of comprehensive national safety programs. He believes that safety belts are the single most effective safety device found in the automobile today.

Mr. Vetter, how many persons operating or riding in automobiles are killed in accidents each year in the United States?

An estimated 27,000 drivers and passengers were killed in 1975. Another 19,000 were traffic victims in truck, bus, motorcycle, bicycle and pedestrian accidents.

Do automotive safety belts really work? Are they effective in saving lives and reducing the severity of injuries?

A recent study indicates that lap belts alone may be about 30 to 40 percent effective in preventing deaths and severe injuries, while lap and shoulder belts together are about 57 percent effective when used. It is difficult to measure effectiveness accurately, and experts disagree on the numbers. But it is clear that belts are very effective when properly used.

How many people in this country wear the belts available in their cars?

Based on our latest surveys, no more than 20 percent.

If they work, what are some of the major objections to wearing them?

The reasons are varied and often rather personal. Some people say they are uncomfortable and inconvenient. Others say belts aren't necessary, they're too much trouble or too confining. However, our research has found that once people get used to wearing belts—acquire the habit—most of their objections disappear.

Are belt systems getting better—that is, are they easier to wear and more comfortable?

Since the 1974 models, which began using the combination lap and shoulder belt with inertia reels, the systems have been considerably improved, thus encouraging driver usage. In some 1976 models, we see further improvements such as the Volkswagen *Rabbit* passive belt system. At the same time some systems aren't as convenient, as far as accessibility and fastening are concerned, and that's disappointing. It appears the industry is capable of doing much more in the way of comfort and convenience.

Can safety belts keep accidents from happening?

It very well could—by keeping the driver in place and in control of his car, especially during secondary collisions, a safety belt might well help him steer his way out of a more serious collision.

Are safety belts of any use in crashes other than head-on collisions?

Yes. Belts are effective in all types of accidents. They are especially effective in rollover accidents because they hold the occupant in place and prevent him from being bounced around inside the vehicle or thrown from the vehicle.

Some people say they would rather risk being thrown clear in an accident than being held in the vehicle by their belts. Does this make any sense?

None at all. The probability of death is almost 25 times greater when the motorist is thrown from the car. There is virtually no situation in which a person is not better off inside the vehicle. Ejection from a vehicle usually results in contact with hard pavement, cement curbs, or other cars.

What about a belted driver or passenger being trapped in a burning car, or one that has plunged into water?

Without a belt, the motorist or vehicle occupant might be stunned or knocked unconscious by the crash. This would considerably lessen his chances of getting out of the car alive. A person using a belt is more likely to be unhurt, alert, and capable of escaping quickly.

Would state safety belt usage laws reduce car collision fatalities?

Usage laws enacted by the states and effectively carried out have a great potential for saving lives on the highway. If such laws could increase usage to 70 percent, we could expect to save 7,000 to 9,000 lives each year—that's in addition to the approximately 3,000 lives that we now credit belts for saving annually. Add to that the thousands of disfiguring injuries that could be prevented.

Can you name some countries that have laws requiring the use of safety belts?

Many nations now have safety belt usage laws. Australia, of course, was the first. Others include New Zealand, Belgium, Czechoslovakia, Finland, France, West Germany, Japan, Luxembourg, The Netherlands, Norway, Spain and Sweden. In this country, the Commonwealth of Puerto Rico, and in Canada, the province of Ontario have usage laws. Others are actively considering usage laws including Great Britain and the Soviet Union.

Has enforcement of usage laws become a public issue in foreign countries?

Despite the fact that enforcement is always the primary concern, reports from countries with usage laws demonstrate that it has really not been a problem. True, there was early opposition in some nations, but in each case the public accepted usage laws once they began to see a reduction in deaths and injuries.

How have usage laws affected deaths and injuries in other countries?

The most reliable information is from Australia where there were 27 per cent fewer occupant fatalities in 1974 than had been predicted without a usage law. New Zealand has had a similar experience, and in Sweden, traffic injuries declined as much as 30 per cent in some areas. It is too early to give definitive estimates of the effect of Ontario's usage law, but usage has already risen to between 70 and 80 per cent and preliminary injury and fatality figures are very encouraging.

Are belt usage laws likely in the United States?

In most countries, traffic laws are enacted by the national government. In the United States, just as in Australia and Canada, the individual states must decide whether to enact usage laws. The federal government can provide encouragement and help in informing the public, but the final decision rests with each state legislature. It is my personal belief that as the encouraging news of the effectiveness of belt usage laws continues to filter back to the American public from overseas—and the apparent lack of any real problem in administering them—that a supportive constituency could be developed at the right time and place with sufficient strength to make a breakthrough here in the U.S.

Is the Department of Transportation taking steps to encourage state usage laws?

We certainly are. At least some of our efforts account for the fact that belt usage legislation has been introduced in 44 states in the last three years, but to our great disappointment, not a single law has been enacted. Obviously, we are actively encouraging a wide variety of safety belt usage activities within the states, and are offering our help in whatever efforts they undertake to educate, design programs, and to evaluate results. The matter of improving vehicle occupant protection may be one of the last really big payoff items in highway safety, and it has to be addressed.

WOMEN—*from page one*

will, or should, enter the work force at the upper levels. We need assembly line workers, farm workers, and clerical workers at least as much as we need computer specialists and transportation economists," Ms. Sugrue said.

Speaking of utilization of female talent within the DOT, secretary Sugrue said the department "doesn't look so good." She said ". . . we are below the national female participation figures, have a grade gap of 5½ between men and women, and women hold only 2 per cent of the department's supergrade positions."

However, she said, Secretary Coleman is emphatic in his intentions to correct these imbalances that exist for women and minority groups within DOT. To make the Secretary's position plain, Ms. Sugrue quoted Secretary Coleman:

"It is vital to this Department and the nation that women and minorities be represented in policy-making positions. They have the ability to make a significant contribution toward solving the nation's overall transportation problems. We should not attempt to set policy until all groups in society are assured of the opportunity to participate."

BIKES—*from page three*

John Heimann would like the engineers to do something about the gear-changing mechanism now in use. Called *derailleurs*, these devices tend to get out of adjustment and break down too easily. Getting the weight out of bikes at no sacrifice of strength should get high priority with the designers, he said.

But, as the weight goes down, the price goes up because of the lightweight alloys used. Cost-per-pound figures show that a racing bike costs more than a Rolls-Royce automobile.

The Consumer Products Safety Commission is looking into ways to make bicycling less hazardous. Among items being reviewed are exposed parts of the bike that may injure the rider in the event of a spill.

Another pressing safety problem is bike lighting at night. Generator-powered headlights dim or go out when a cyclist slows for an intersection. Flashlight - battery - powered headlights are too weak and prone to failure caused by run-down batteries and corrosion caused by damp, rainy weather or humidity.

Regardless of the problems—natural forces, motorist insensitivity, and mechanical—the bicycle is not only back as a means of transportation, but more and more people are finding them the modern way to go in urban/suburban commuting.

But best of all, the price is right. Not only is the initial investment and upkeep low, but the problem of parking is nonexistent. Indoor bike parking is available to DOT employees at the Nassif Building, FOB–10A, and Trans-Point for $1.65 a month. Permits are issued immediately.