



Window washer Gary Bridgeforth, legs braced against the guardrail of his scaffold, and hanging on for dear life, awaits rescue eight stories above the sidewalk on the 6th Street side of the Nassif building. His partner, Michael Jenkins, had been brought down safely a few moments before by members of Truck 13, stationed directly across the scene of the mishap. The electric motor on the lower end of the scaffold, one of two, apparently failed and allowed the work platform to slowly tilt. Both men were back at work within an hour.

Flexitime Tests to Start Soon

If you don't like your working hours, or if you would rather work four, or even three days a week, stick around. Things could change. Yours is not an impossible dream.

DOT is expected to participate in a government-wide, three year field test of "flexitime" and "compressed work schedules" to start sometime between June 1 and October 1, 1979.

Under flexitime, offices or individuals will be allowed to establish work hours different from the usual 8:00 a.m. to 5 p.m. (the most commonly observed federal work day).

(In DOT the Coast Guard has, for years, worked from 7:30 a.m. to 4 p.m., the Transportation Systems Center, Cambridge, Mass., has been experimenting with flexitime since last March, and FHWA's Regions 5 and 10 have been conducting similar experiments.)

The new work schedule program is formalized under the Federal Employees Flexible and Compressed Work Schedules Act of 1978, signed by the President last September. What had been casual in-agency or in-shop arrangements

See FLEXITIME, p. 2

Secretary's Reasons for Recommending Amtrak Route Cut

Several months ago Secretary Adams announced his recommendation that passenger rail service be cut by 43 percent. This was the signal for lively comment, much of it in opposition to the Secretary's proposal. Here, then, is the reasoning behind his recommendation.

Nostalgia for the passenger train runs deep in America, but it is more shadow than substance.

In its prime, the passenger train was a choice way to travel. Today, it is one choice among many, and not a popular one at that. Even if Amtrak's ridership tripled overnight, it would still serve only one intercity traveler in a hundred.

Yet proponents of rail passenger service argue that larger Federal subsidies, reduced fares and an extended route system will build ridership and ease the nation's energy problems.

Some have argued that Amtrak's primary purpose should be to reduce energy consumption, regardless of the size of its deficit or the cost to the general taxpayer. They consider my recommendations for restructuring the Amtrak system "contradictory" to the President's energy plan.

Others cite evidence that trains may not be as energy efficient as they are reputed to be.

I share with all Americans an appreciation for the intercity train and its importance to our society. I grew up with trains and, as a Congressman, helped pass the legislation that created Amtrak.

My recommendations in January for slimming down the Amtrak system were based not on emotion or memories but on an objective, exhaustive analysis of

Coast Guard Ready for June Move To New Headquarters at Trans Point

The move of the Coast Guard's headquarters staff, in the planning stage for several months, is scheduled to begin in June.

The staff will be moved to the Trans Point Building from the Nassif Building. Simultaneously, the offices of other Department of Transportation operating elements currently located at Trans Point, will be shifted to Nassif.

Since both buildings are fully occupied, a space swap is needed to arrange the move.

It will take until October to complete the relocations. After that, a second phase of the operation will begin, lasting about 18 months. During that time renovations to some new offices will occur, including

the construction at Trans Point of Coast Guard medical clinic and communications center.

"For the Coast Guard, in particular, this move will relieve very serious overcrowding and it will also consolidate all Coast Guard headquarters staff elements in one location, significantly improving efficiency," said Adm. John B. Hayes, Coast Guard Commandant.

Since DOT officially began operations 12 years ago, space has been assigned wherever it was available. This has resulted in some separation of departmental elements between the Nassif and Trans Point buildings.

For the Coast Guard, it has meant relocation of the Offices of Boating Safety, and Research and Development,

Union Intervenes

Local 3313 of the A.F.G.E. has apparently asked the Federal Labor Relations Authority to block the move of the Coast Guard offices to Trans Point. The Union charges that the Coast Guard failed to fully consult the Union in planning the move. The Union charges that parking, public transportation service and the cafeteria are all inadequate at the new location.

NHTSA Poll on 55 mph Shows Most People Favor Keeping Lid On

If you think the 55 mph speed limit is unreasonable, you are out of step with the thinking of most American drivers.

This is what NHTSA found out when they asked 1,500 motorists the question "How do you feel about maintaining the present 55 mph speed limit on the nation's highways?"

- Strongly in favor—56 percent
- Somewhat in favor—21 percent
- Somewhat opposed—13 percent
- Strongly opposed—10 percent

But the respondents gave the drivers a little leeway—most said that speeds a little over 55 mph are okay but when you hit 60 mph you should get a ticket.

As for the occasionally made remark that drivers of buses and trucks are more conscientious in observing the national speed limit than are automobile drivers, 83 percent said positively not so.

The most common excuse for exceeding the 55 mph limit? "I was just keeping up with everyone else; and besides, I was probably within the tolerance range."

to Trans Point, and severe overcrowding of some staff personnel in both buildings.

With the move, the Coast Guard not only gets its own headquarters building, but also gains 30,000 square feet of much-needed additional space, Hayes said.

"If we had not decided to consolidate, more of our offices would have been required to move, further splitting the staff and impairing efficiency," Hayes noted.

Starting in mid-1978, discussions were held, involving all the operating elements, in an effort to increase the department's organization and effectiveness.

Last March 8, Secretary Brock Adams decided to consolidate the operating elements and reallocate space. He said

See MOVE, p. 4

Amtrak ridership, economics and the impact of various levels of rail service on energy use. The inescapable conclusion is that we need Amtrak, but that we cannot afford it in its present form.

The present system has gained ridership by adding routes and service, not by winning travelers away from the car, plane, or bus. Certain routes are poorly traveled, with trains carrying as few as 25 passengers. Amtrak costs have risen twice as fast as revenues, the Federally-funded deficit has tripled in six years, and the taxpayer is now putting up a dollar for every 59 cents the passenger pays toward operating costs.

The restructured system I have recommended would trim away the routes least used so that resources could be focused on the routes with the greatest ridership and the most promise. Trains would still

serve 22 of the nation's 25 major population centers, 40 of our 50 largest cities and a total of 40 states.

In its new form the Amtrak system will provide genuine energy savings. In its current form it wastes energy. Depending on the number of locomotives, an intercity passenger train uses four to six gallons of fuel a mile. It must therefore carry more than 140 people to compete with the automobile for intercity fuel efficiency and over 400 to compete with the bus. Yet the average Amtrak train last year carried 128 passengers.

The trains to be discontinued averaged only 78 passengers on any given day in 1978, a rate of use far below the level at which even the most modest train can be considered energy or cost efficient. The trains being retained or consolidated

See AMTRACK, p. 4



Wall-to-wall people go through an exercise drill in DOT's fitness training center while Rick Bradley (left standing) and Hy Levasseur supervise. The Gym, located in the "penthouse" above the 10th floor of the Nassif building, is open to all DOT employees.

Shape Up

Fitness Center Open to All

The DOT fitness training center in the "penthouse" above the 10th floor of the NASSIF building is open to all employees, regardless of grade.

This is not news to some 1,400 to 1,500 DOT people who use the compact but well equipped facility each week. About 25 percent of the users are women.

Hy Levasseur, supervisor of the gym and the various exercise programs, is assisted by Meg Greenleaf, Martha Hartman and Rick Bradley, all of whom are professionally trained in exercise physiology and cardiopulmonary resuscitation (CPR).

The fitness center is open from 7 a.m. to 7 p.m., Monday through Friday.

"Our heaviest patronage is between 11 a.m. and 1 p.m. every day, with Monday and Friday being relatively slow," says Levasseur.

The structured exercise programs offered include aerobic flexibility, beginners fitness, intermediate fitness, intermediate—advanced fitness and cardiovascular prescription exercises. A printed schedule is available at the gym.

Cardiovascular participants are required to have written permission from a physician before undertaking the program. Complete details relating to this program are available from Levasseur (x64819).

Equipment is gradually being added to the gym but available now are a rowing machine, five heavy-duty stationary bikes with speedometers and odometers, conventional weights and a universal gym

with 10 exercise positions. An adjunct to this machine has three more positions.

A banked outdoor track with a non-skid surface completes the facility.

Other services provided by the fitness training center include motivational and instructional films, library of fitness literature, fitness counseling and CPR training and cardiovascular testing.

The only identification required is a DOT ID card.

What's Your Gripe?

How Bureaucracy Stymied Would-be Gas-saving Cyclist

If you have a gripe about the way things work here in DOT and want to air it, send it to: Editor, DOT News, 1-30.

There is an energy crisis and the President is talking about eliminating cheap parking for government employees and it is Spring so I thought I would ride my bicycle to work.

I enjoyed the the patriotic thought that I was doing my bit for America as I turned out of the sunshine and coasted down the ramp into the darkness of the basement parking garage of the DOT building. I quickly learned that the shift from light to dark was more than symbolic.

There, in plain view through the gloom was a bike rack; but could I, a DOT employee, use it? The garage staff politely but firmly assured me that I would have to have a permit. How do I get permit? I get a letter from my boss to some other office, then I go to that office and fill out some forms and, if all goes well, several days later, I might have a permit. I decided to take my chances with the rack on the street outside.

I, of course, realize that paperwork is the lifeblood of the bureaucracy, but is all of this really necessary just to add one bike to an empty rack? I thought we were trying to encourage energy conservation.

Rebuttals or explanations of DOT policies or procedures criticized in this column are welcome and will be printed. Letters to the editor are invited.

Time Choice is Yours

Some to Pick Own Hours

(FLEXITIME, from page 1)

in the past must now conform to specific rules.

Two key phrases regulate the flexitime plan—eight hours of work per day to constitute a 40-hour week, and "core time" when all employees must be at work.

In the basic flexitime plan, employees may start as early as 6 a.m. and quit at 3 p.m., or start as late as 9 a.m. with quitting time at 6 p.m. However, all of the staff must be present during a core time established by management, such as from 9 a.m. to 3 p.m.

Under the compressed schedule, the 40-hour workweek is packed into less than five working days per week, or less than 10 working days in a two-week period.

Under the new law, the most common compressed work schedules will probably be the four-day week, the three-day week and the 5-4-9 plan. Under the latter arrangement, an employee would work slightly less than 9 hours per day over 9 out of the 10 days of the bi-weekly pay period in order to gain an additional day off every other week.

At the present time, the Office of Personnel Management is preparing preliminary plans for the experiments. Included in the make-ready is a series of seminars in cities with large numbers of federal employees to explain the new law and to encourage participation.

50-50 Chance

Car Repair Can be Rip-off

"When we took test cars into repair shops at random, we found we had only about a 50-50 chance of getting a car fixed right and for the right price," Secretary Adams said when he released the results of an undercover study conducted by OST's Consumer Affairs Office.

Assistant Director for Consumer Affairs John Reistrup contracted with the University of Alabama's Johnson Environmental and Energy Center to conduct the study. A team from the university obtained typical used cars and took them into randomly selected repair shops in Atlanta, Philadelphia, Miami, Nashville, Houston, Brooklyn and White Plains, N.Y. The cars were checked out before and after each visit to a repair shop.

In the most revealing check, five test cars, each in perfect condition except for one defective spark plug, were taken into five repair shops. As the chart indicates, not one of the shops settled for replacing the one spark plug. Unnecessary costs ranged from \$42 to \$121.

"We will turn over the results of this survey to the co-operating law enforcement agencies for their possible use in future investigation. But outright criminal fraud is only a small part of the problem," Adams said.

"What we have instead is a variety of wasteful practices including habitual overrepair or 'package deals,' such as replacing points, condensers and spark plug wires when only one spark plug is needed; replacing parts until the problem goes away—even though only one part may have been needed, you wind up having to pay for the whole batch—and finally just plain old lack of competence to do the job right," Adams concluded.

A three-day conference on the auto repair problem will be held in Washington in late May, under the

A similar instruction program, on a smaller scale, has been underway within the operating administrations of DOT.

The broad program allows all agencies to conduct as many experiments with flexitime and compressed work schedules as they wish under a program coordinated by OPM.

Agencies will be required to supply the OPM with data about the work force, functional work group and the outcome of the experiments. It is estimated that at least 240 experiments in a wide variety of agencies are necessary to produce valid test results.

The OPM notes that only organizations within agencies that are conducting formal experiments may make use of the scheduling, overtime, compensatory time off and other premium pay waivers provided by the Act.

The Act, however, does not eliminate overtime, which will continue to be paid when management orders overtime hours in advance. It will not be paid when an employee, on his own initiative and because of personal preference, chooses to work longer hours one day in order to shorten the length of a subsequent work day.

Participation by individual employees will not be mandatory in either the experimental phase or later, if flexitime and the compressed work schedule becomes standard for an agency.

auspices of NHTSA and the Transportation Research Board, to develop solutions to the problems exposed by the study.

NHTSA Administrator Joan Claybrook says that an estimated \$50 billion is spent on repairs and maintenance annually in the United States. A significant portion of this huge bill is spent on repairs that are performed inadequately, needlessly, or not at all. DOT is doing something about it.

DOT Consolidates Water Transportation Activities Into One

The Office of Marine Transportation, the newest unit in OST, brings together the various water transportation related activities of the DOT.

The new office, which is part of the Office of Policy and International Affairs, is being managed by acting director Richard F. Walsh, who is director of the Office of Transportation Economic Analysis.

The new office has three divisions:

- International—which deals with international deepdraft shipping;
- Domestic—which deals with inland waterways and coastal, intercoastal and non-contiguous deepdraft shipping; (Alaska, Puerto Rico and Hawaii);
- Ports—which deals with deepwater and on-shore ports.

The staff is largely drawn from the former DOT Office of Deepwater Ports and other DOT policy offices having water transportation responsibilities. In addition there are, six Coast Guard officers assigned. The staff is expected to eventually number 18 to 20.

To Your Good Health

On Thursday, May 31, the DOT employee fitness center will feature a movie entitled "The Fun of Your Life" at 11 a.m. in room 10330 of the Nassif building.

Narrated by Charlton Heston, the film emphasizes the importance of physical activity throughout your entire lifetime.

The film will run for 19 minutes and is the latest in a continuing series sponsored by the fitness center. All are invited.

The Most Unforgettable Character I Ever Met

By LCDR Frank E. Couper,
U.S. Coast Guard

That was the name of a popular series of articles in Reader's Digest years ago. In fact former Coast Guard Chief Journalist Alex Haley used to write some of the stories.

Today, such an article could be written about him. His years as a steward and journalist in the Coast Guard, his best selling autobiography of Malcolm X, his experiences as the chief interviewer of Playboy and his personal adventure in tracing his ancestry seven generations back to a small village in Gambia, Africa, provide a wealth of material for unforgettable Alex Haley, master story teller.

Mr. Haley speaks with pride of his twenty years in the Coast Guard. "You don't spend twenty years of your life in the service and not have a warm, nostalgic feeling left in you. It's a small service, the Coast Guard, and there is a lot of esprit de corps."

Mr. Haley entered the Coast Guard in 1939 as a steward. "There was only one way for a black to go in those days," he remembers. "That system was unfair, very unfair, as I look back on it now, but I didn't see it as unfair then because that was the way things were on the outside at the time."

Coast Guard's First Journalist

Author Haley spent about 10 years as a steward before he became the Coast Guard's first journalist. He tells how he made the transition: while serving coffee to Admiral Edward "Iceberg" Smith at 3rd Coast Guard headquarters, Smith remarked that an article he was reading in Atlantic Monthly was written by a "colored fellow."

Haley replied, "Yes sir, I wrote it." A few months later the Coast Guard established the rating of journalist and steward first class. Haley became journalist first class Haley. A few years later he became the Coast Guard's first chief journalist.

"I never really intended to stay in the Coast Guard, but the war came, and then I just kept reenlisting, really without rhyme or reason." But Haley emphasizes that many of the things he has done since depended on experience he gained writing love letters for his shipmates on a Coast Guard ship in the South Pacific.

"Some of the guys on the ship asked me to write letters to their girlfriends. I soon had 3x5 cards for fifty guys and their loves and that's about all I did, just pound out love letters. Of course, I would read the girls' replies and I wrote a few true confessions stories which mercifully were never published."

As a chief journalist during his last three or four years of Coast Guard service Haley often made more writing for publications than he made in the Coast Guard. "I could make a month's pay with one article," he recalled. But constant writing and research into the annals of the Coast Guard's predecessors, the Revenue Cutter Service and the Life Saving Service, honed his skills as a researcher and writer. "Some people like to talk about the talent required to be a writer. What is really required is self-discipline—talent is secondary," Haley maintains. Haley worked for Reader's Digest after his Coast Guard career, drawing not only on the skills he had worked hard



"Roots" author Alex Haley (second from right, middle row) with fellow Coast Guard journalists at a meeting in Washington in 1950. Haley was later to become the Coast Guard's first chief journalist. These few men represent the entire Coast Guard public affairs staff at that time.

to gain in the service, but on the interesting characters he had met. "One of the most successful articles in terms of reader reaction was an 'unforgettable character' piece I wrote about Coast Guard steward Percival Scott, a man who gave me a lot of encouragement and helped me make something of myself."

Was Writer for Playboy, Too

His next jump was to Playboy magazine, where he originated the interview portion of the slick, high-circulation magazine. With some understatement, Haley describes the change from Reader's Digest to Playboy as "quite a switch." While with Playboy, Haley was assigned to interview Malcolm X, then a rising figure in the new Black Muslim movement. "I wasn't too impressed with him initially," Haley recalls. His contacts in the Muslim movement eventually provided the opportunity to write the biography of Malcolm X. During this period, "I immersed myself in the man. By the time I wrote the final draft in upstate New York, I actually had become Malcolm." When Malcolm was assassinated, Mr. Haley spent days over the typewriter producing a "torrent of emotion" which has sold over 4 million copies, along with "producing a major change in my life style."

Haley's present book, to be published by Doubleday next September 1971, is entitled "Before This Anger." (The title was changed to "Roots.")

From stories told him by his maternal grandmother, he knew of the existence of "The African"—his ancestor who first arrived on North American shores in chains. The African called himself *Kinte*, and he had told his daughter, Kizzy, how he had been captured when he left his African village to gather wood. Kizzy told her son George, and the story reached Alex Haley generations later. He traveled to Gambia. On one trip a village *greo*, or story teller, mentioned a man named "Kinte" who had left to gather wood and had never been seen again.

Haley combed archives in Lloyds of London for the exact movements of ships that left Africa for Annapolis, and found the ship that carried *Kinte*. And finally he searched tax and sales records in Maryland and Virginia to confirm that *Kinte* had been sold to a Spotsylvania County, Virginia, slave owner and begat a child, who was Haley's forbear.

"This is the story of every black American in the United States. Our heritage is rich, and is there to be found," Haley says.

Haley Interviewer Now Cutter "Vigorous" Exec

Lt. Commander Frank E. Couper, now executive officer of the cutter "Vigorous", was a lieutenant in the public information office at 5th Coast Guard District Headquarters at Portsmouth, Va. when he interviewed Alex Haley in 1971 when Haley was on a lecture tour.

Haley, the Coast Guard's first chief journalist, had by this time retired after 20 years of service. He had already earned a national reputation as author of the best-selling biography of Malcolm X.

Almost ready for publication in 1971 was a novel with the working title "Before This Anger." When it did appear in bookstores it was called "Roots", which became a stunning success.

Couper, a native of Kensington, Md., is a 1968 graduate of Dartmouth College, and, in 1976, of the Georgetown University Law Center. Following his graduation from Dartmouth, he entered officer training in the Coast Guard and was commissioned in 1969.

His first assignment was aboard the buoy tender "Mallow", based at Guam. While in Guam he met the young woman, the daughter of a naval officer, who became his wife.

After a tour of duty at 5th Coast Guard Headquarters, and then as operations officer aboard the cutter "Chautauqua", he entered law school. His

present ship, the "Vigorous", is currently undergoing major overhaul at the Coast Guard Yard in Baltimore.

(Commander Couper's article, which appeared originally in the 5th Coast Guard Headquarters newsletter, in 1971, has been shortened by about one-half for space reasons.)



LCDR Frank E. Couper



Before Debbie Meehan closes up shop for the day she will have sold at least 100 cases of eggs—that's 2,500 dozen—which is average for each of the three days the vendor works in front of DOT headquarters. Farm fresh, the eggs are packed 30 to a pulpboard tray and have attracted not only DOT employees but many from other neighborhood government agencies.

Sunny Side Up

Country Eggs for City Slickers

From time to time Gail Conly asks herself, "What's a city kid like me doing selling eggs in front of a government building on a Washington street?"

To all appearances, the answer could be making money and filling an apparent demand for farm-fresh eggs.

Gail and her partner, John Lender, are doing both, much to their delight and the obvious satisfaction of their customers who wait patiently in line three days a week for the egg "man" to show up.

On Monday, Wednesday and Friday the lines start forming at about 11 a.m. and have numbered as many as 66 persons—with an extra two dozen on the Friday before Easter. Many show up with shopping carts and one woman bought six cases—that's 25 dozen to a case. An exception, to be sure, but people commonly buy two or three "trays" of 30 eggs each.

"On an average day we sell about 100 cases," says Gail, a slender, pigtailed woman who looks every bit the farmer's daughter with faded jeans and a man's plaid shirt.

Looks are deceiving. Gail was born and raised in Washington and had only a layman's comprehension of the relation of farms and food. Up until a year and a half ago, she had no strong urge to expand this knowledge.

Instead, Gail earned her degree in sociology from St. Mary's College (same campus as Notre Dame). After a brief career in sociology she entered the landscaping business with Lender. Charles Merrill joined them in that enterprise, went with them when they left landscaping to own and operate a janitorial firm, and is still with them vending eggs.

Gail and Lender keep about 12,000 chickens on a farm near Waterford, Va., about 60 miles from Washington. The feed bill, she says, runs from \$6,000 to \$8,000 a month, and adds the obligatory, "That ain't chicken feed."

The clientele is not only loyal, but growing, she says.

"I guess one of the reasons is the freshness of our eggs," she says. "Ours are from 24 to 48 hours old when we bring them to town, compared to five or six weeks from the usual markets."

Adams Acts to Cut Amtrak's Lines

(AMTRAK, from page 1)

represent the most widely-used, with the best prospects for increased investment in Northeast Corridor rail improvement, where most rail passenger service today is concentrated.

Since 1971 the Federal government—the American taxpayers—has invested more than \$3 billion in new equipment and better rail passenger service. During that time ridership has increased by 4.5 percent annually. Still, 99.7 percent of America's intercity travelers choose not to ride the train. We must question whether an expenditure of nearly \$6 billion over the next five years, which is what we estimate continued operation of the present energy-inefficient Amtrak system will cost the taxpayers, represents the wisest possible investment of public monies.

Given the proven public preference for the automobile, it seems more likely that the biggest payoff in energy conservation

can be gained by making the motor vehicle more efficient. That is why we are working to increase ride-sharing, support enforcement of the 55 mph speed limit and redesign the post-1985 car to get mileage in the 40 to 50 mpg range.

Of course, any significant changes in the availability and price of gasoline could produce a shift in ridership. But because they serve such a small percentage of the intercity passenger market, trains could only play a minor role in an energy emergency.

The restructuring will not leave a "bleeding stump" of a system. In pruning, the removal of unhealthy or redundant branches strengthens the tree and improves its chance of survival.

So it is with Amtrak. Our restructuring proposal is a life-saving operation. It is designed to preserve a national resource at a cost we can live with today and afford tomorrow.

It's a Fact

Carpooling Saves Money—Lots of It

Is there anything to this carpooling stuff DOT is pushing—do you really save any money? Is it worth the hassle?

Well, let's look at the figures! Say you live 20 miles from DOT headquarters—40 miles roundtrip. Your standard sized car averages 16 miles to the gallon, so you burn up 12.5 gallons a week running to and from work. Multiply this by 80 cents a gallon and it appears that your commuting bill for five working days is \$10. A bargain, especially when you consider the privacy and convenience of coming and going when you want.

But the \$10 is not your commuting bill; it is your fuel cost, which is only part of the tab. It does not include maintenance, insurance and depreciation.

Figures developed by the Federal Highway Administration indicate that the total annual cost in the above example is more like \$1,300. This boils down to \$25 a week, figured on a 52 weeks-per-year basis.

Actually the cost is higher, since the \$1,300 doesn't take into account time off for vacations, sick leave or working temporarily at another site.

The above figures were developed by FHWA and are published in the free pamphlet "Rideshare and Save—A cost Comparison." An easy-to-understand chart on the inside front page depicts costs for one-way commuting distances of 10-20-40 miles, compact and standard

size cars, and "car crew"—driver alone, 2- and 4 persons.

While the cost data is applicable anywhere in the U.S., the figures have special meaning to local area drivers since they are based on road and traffic commuting conditions in the Baltimore/Washington-area.

The \$1,300 cost cited earlier does not include cost of parking (scheduled to rise drastically in October for all persons parking on federal lots or in government garages) or an extra vehicle at home. Moreover this cost was calculated when hi-test sold for about 61 cents a gallon.

Two persons carpooling in a standard-size car on a 40-mile roundtrip save \$557 each from the \$1,300 per person annual cost. If four persons share the riding, the saving would be \$976 each. This amounts to a pay raise, but without the upward move to a higher tax bracket.

Subcompact cars, in addition to their lower purchase, insurance and operating cost, also produce considerable savings when the ride is shared. The FHWA pamphlet estimates the cost of running a subcompact alone on the 40-mile roundtrip at \$858 a year. Add a rider and this drops to \$494 per person. With 4 persons, it goes to \$276 per person.

Single copies of the pamphlet may be obtained from the Office of Public Affairs, Room 4208, Federal Highway Administration, 400 Independence Ave., S.W., Washington, D.C. 20390.

Coast Guard Gets Own Headquarters

(MOVE, from page 1)

the increased productivity among the operating elements and the improved allocation of space would more than justify the cost related to the move.

For the Coast Guard, extensive changes to the current communications center at Nassif were needed, anyway, to accom-

modate new systems. "The cost of making these changes in the Trans Point Building is not significantly different from renovation at the present location," Hayes said.

All telephone numbers at the new Coast Guard headquarters will remain the same as they are at present.



Brock's Bombers, the OST softball team, pause for a cool one after winning their second game. The team plays every Tuesday evening, at 6, on the Ellipse. For details call Carol Ann Ziemer, x64563. Standing, from left: Mark Brand, John Gaughan, Robin Rhodes, Thomas Dawson, Thomas Kobus, David Joyner, Dennis Kedzior, Kenneth Birnbaum, Chip Bishop and Cleveland Montgomery. Kneeling: Al Linhares, Stevenson Mellvaine, James Brown, Carol Ann Ziemer, Gail Boyle.