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Photo: Ross Hamilton, Oregon Journal
Newly appointed Secretary of Transportation Neil Goldschmidt grasps the hand of Oregon Supreme Court Justice Hans Linde who administered the oath of office. Mr. Goldschmidt's wife Margaret, and their children, Rebecca and Joshua, look on.

Goldschmidt is New DOT Chief; He's the Sixth to Hold Title

Neil Goldschmidt, the 39-year-old mayor of Portland, Ore., was sworn in as Secretary of Transportation on August 15 by Oregon Supreme Court Justice Hans Linde in the Pioneer Court House in Portland. He is the sixth to hold the office since DOT was established in 1967.

Goldschmidt, serving his second term as Portland mayor, took the oath of office under a "recess appointment." This enables the president to act during a congressional recess to fill a post that requires Senate confirmation.

The White House said that Goldschmidt "will go through the normal confirmation process when the Senate returns."

Succeeds Claytor

Goldschmidt takes over the reins from W. Graham Claytor, Jr., who served as interim DOT chief following the resignation of Brock Adams. Claytor, formerly Secretary of the Navy, has been designated Deputy Secretary of Defense.

Goldschmidt is widely known as a strong advocate of mass transit and urban revitalization.

Much of that reputation stems from the success of Portland's downtown transit mall, a \$16 million project which helped give new life to the city's center. Two streets were completely refurbished for bus and pedestrian use with limited auto access. Not only is bus passage through downtown much quicker, the mall is an attraction in its own right, with trees, shelters, art and cable-TV electronic bus schedules.

As a result of these and other policies instituted through cooperation between Goldschmidt and the transit operator, Tri-Met, one-third of all trips downtown are now made by transit, ridership has increased 110 percent since 1973, and traffic volumes in downtown have stabilized at the 1971 level despite a boom in downtown buildings.

But transit is only part of the transportation policy Goldschmidt pursued as Mayor of Portland. Downtown parking and circulation were restructured to support retailing. Withdrawal of two proposed freeways made available funds for a light-rail project combined with improvements to an existing freeway, redesign and capacity-improvements to major arterials, improved access to industrial areas, traffic management improvements and improvements to highways in the metropolitan region and throughout the state.

At the same time, another freeway project, disputed and threatened with legal action, was redesigned to reinforce its place in the total transportation plan of the region and is now under construction.

Goldschmidt has characterized his transportation policies in Portland as "coordinated to achieve the best balance and mix for the total transportation, development and quality-of-life requirements of the city and its neighboring areas."

In 1963, soon after earning his bachelor's degree in political science at the University of Oregon, Goldschmidt came to Washington as an intern in the office of Sen. Maurice Neuberger. In 1964 he left to join Charles Evers, the black activist, in Mississippi to assist in a mass voter registration drive.

Shortly thereafter, he entered the University of California's Boalt Law School in Berkeley, where he graduated in 1967.

In 1970, after serving as a lawyer in the Legal Aid Service for three years, he ran for Portland City Council and finished first among 16 contenders in the primary. He later was elected to the council with 60 percent of the vote.

Goldschmidt was elected mayor of Portland in 1972 with 58 percent of the vote. He was 32 when he took the oath of office. In May 1976, he was elected to a second four-year term.

While Mayor of Portland, Secretary Goldschmidt was a Trustee of the U.S. Conference of Mayors and Chairman of its Standing Committee on Housing and Community Development and its Ad Hoc Housing Task Force. He also served as Co-Chairman of the National League of Cities' Energy Task Force.

In 1976, Goldschmidt represented the United States as an alternate to the United Nations Economic Commission for Europe, and in 1977 was among a delegation of "U.S. Young Political Leaders" that visited the People's Republic of China.

The Portland Jaycees in 1972 selected Goldschmidt as Portland's Junior First Citizen, and in the same year he was chosen as one of the nation's Ten Outstanding Young Men by the National Jaycees. In 1974, he was recognized by Time Magazine as one of America's "200 Faces of the Future."



Newly appointed Secretary of Transportation Neil Goldschmidt had a full schedule on his last day in office as mayor of Portland, Ore. Sworn in at 5 p.m. August 15 as DOT chief, his final mayoral duties included inauguration of Bike Day in the city.

President Pledges \$16.5 Billion For 10-year Transportation Plan

At a "trackside" meeting on August 22 with transportation officials and community leaders from New York and New Jersey held at the Hoboken, N.J. railroad station, Vice President Walter Mondale and Assistant Secretary of Transportation Mortimer Downey outlined the highlights of the transportation initiative in President Carter's energy program.

The initiative would provide \$16.5 billion over 10 years for federal transportation programs, over and above projected funding for existing programs, in these categories:

\$13 billion for investment in rail and bus mass transit projects.

\$2.5 billion to make better use of automobiles including carpooling, van-pooling and other energy-saving projects.

\$200 million for efforts to improve automotive fuel economy in the years beyond 1985.

\$800 million for basic research to develop more fuel efficient and socially acceptable automobiles during and beyond the 1990's.

WINDFALL PROFIT TAX

Vice President Mondale stressed that the transportation initiative and the proposed larger programs for conserving energy and developing alternatives to petroleum are contingent upon Congress' meeting the President's request to pass a windfall profits tax on petroleum and to enact the proposed Energy Security Fund legislation.

"Without this tax, the oil companies will reap the largest, unearned profit ever amassed in history," the Vice President warned.

Criticizing the oil companies for efforts to affix exemptions and loopholes to the windfall tax legislation, Mondale pointed out that even under the full tax the companies will make \$100 billion in new profits during the 1980's.

"We must stop shipping dollars overseas," the Vice President said. "We

must begin to invest in America again, in our own energy sources—new and old—in mass transportation and in our people."

At the Hoboken meeting, Assistant Secretary Downey flashed a clear signal to state and local transportation officials that DOT is ready to move.

"We want to start this money flowing as soon as Congress has finished its work on the windfall profits tax and the enabling legislation," Downey said.

"We don't want to finance dreams," he said. "We're looking for projects that are ready to go."

MASS TRANSIT

The additional \$13 billion investment in mass transit systems is projected to increase their capacity nationwide by up to 50 percent.

Under existing programs, the Administration estimates federal grants of \$27.5 billion will go to urban transit systems through 1990.

The new money from the windfall profits tax would increase the federal funding to \$40.5 billion, which combined with a \$9.5 billion local share would raise total capital investment in mass transit to \$50 billion in the decade of the 80's.

In projecting the expenditure of the additional \$13 billion in mass transit funds, the Administration has earmarked \$5.6 billion for bus systems, \$5.7 billion for the modernization and extension of existing rail mass transit systems and \$900 million to accelerate the completion of rail transit systems and other fixed guideway projects now under construction.

AUTO USE MANAGEMENT

A primary objective of this program is to demonstrate the wastefulness of and dispel the "one car-one driver" syndrome. Over 10 years, \$2.5 billion would be spent on programs to encourage carpooling and van-

(See PLAN, p. 2)



The Secretary of Transportation Brock Adams announcing his resignation on July 20. He told a packed crowd of DOT employees that he wanted to thank them for their support "and for the many hours of work that they put in far beyond what they were required to do."

Adams' Farewell Press Conference Draws Throng of Well Wishers

Flanked by his family and members of both his senior and personal staffs, Secretary Brock Adams received a resounding and emotional farewell on July 20 from a large contingent of DOT employees.

Although billed as a news conference, the 2 p.m. event took on the atmosphere of a DOT family ceremony as hundreds of employees jammed the lower end of the conference room behind a phalanx of TV cameras.

Upon entering the second floor conference room through an overflow crowd that filled the corridors, Secretary Adams was greeted by sustained applause, to which he responded emotionally in his opening remarks.

"I care for you all," Adams said. "This is a great department and I wish you well."

"I want to thank all of the people in DOT for their support and for the many hours of work that they put in far beyond what they were required to do."

"I know about it, I'm grateful, the nation is grateful," Adams said.

Stating his intention to cooperate fully in the transition to his successor, the former Secretary said, "I urge all of you

to help the people who come in, in every way you can.

"Maintain your integrity and fight for your causes," was the Secretary's parting advice.

Adams responded candidly to numerous questions from reporters concerning the events that led to his leaving the Cabinet. He emphasized there had been no personal acrimony between himself and President Carter. In commenting on the White House administrative reorganization, Adams said, "I just didn't fit."

In addition to his own, the Secretary announced the resignations of Deputy Secretary Alan Butchman and Assistant Secretary Terrence Bracy.

When questioned about his future plans, Adams said events had occurred so rapidly that there had been no time for personal planning.

"I'm going out and look for a job, go back into private life and do the things that everyone else does to earn a living," he said.

The Secretary denied any immediate plans to seek political office and inferred he may reenter the practice of law wherever the best opportunity is presented.

Tell Me a War Story

WW II Gas Rationing Wasn't Tough; Speed Limit Was Set at 35 m.p.h.

Gasoline rationing in the U.S. ended with the surrender of Japan in August 1945—34 years ago this month.

What was it like? Old timers are hazy on the details but most are agreed on one point: rationing was not very stringent or tightly controlled. Gas stamps had a way of turning up if you shook the bushes diligently. And cheated.

Rationing went into effect in May 1942, within six months of the attack on Pearl Harbor in December 1941. Before the war ended the military demands of the U.S. and its allies consumed seven billion barrels of gasoline, four-fifths provided by the United States.

(The military services are still the largest single consumer of petroleum products in the nation, using 413,000 barrels a day. This amounts to 2.5 percent of the national total.)

The demand for gasoline has increased tremendously since the end of WWII. When gasoline rationing was imposed in WWII there were only 27 million cars, trucks and buses in the U.S. Now, the number has swollen to some 117 million cars and 32 million trucks and buses, or about 5.5 times as many. Last year, drivers in the U.S. covered 1.3 trillion miles on the nation's highways, or about 2.5 times the distance the earth travels in its yearly swing around the sun.

A national speed limit was established in WWII, along with gas rationing, but this was intended primarily to reduce the wear and tear on tires. By the time the U.S. entered the war, Japan had seized control of 92 percent of America's normal crude rubber sources.

Today, tires are about 75 percent man-made rubber, with the synthetic manufactured, ironically, from crude oil.

Least there be too much emphasis on today's "gas guzzlers," the typical passenger car in the '40s got about 14-16 miles to the gallon—and this without such options as air conditioning, power brakes

and steering, and automatic transmissions.

Your place in the gas line was determined by your occupation and the use for which the car was employed.

Every car rated the basic "A" windshield sticker, indicating that the car was eligible for the minimum amount of gas, from six gallons a month in the eastern third of the country in 1943, to 12 as victory neared. The lowest minimum in the other areas of the country was eight gallons a month in the spring of 1944.

About a third of the people relied on "A" stickers, 60 percent rated a "B" for driving to their jobs, "C" stickers went to salesmen whose chief form of locomotion was the automobile.

"D" stickers were for those with special needs, such as driving to the family victory garden on the outskirts of town or even traveling to a nearby military post to be a volunteer chaperon at USO dances.

From the above, it can be seen that there was opportunity for a great deal of leakage in the gasoline rationing scheme.

Top of the line stickers were the "E" and "X", which assured an unlimited supply of ration stamps. Military personnel, defense workers, police, firemen, clergymen, reporters, doctors, and morticians were among the gas sticker elite.

Special certificates were issued for trucks operated by farmers.

Police reports of the time indicate that there was 10 times less counterfeit money printed during WWII while attention was switched to the easier-to-fake gas coupons.

Then as now, carpooling increased and highway fatalities decreased with reduction in speed and the number of cars on the road.

And people are once again beginning to ask the WWII fuel saving slogan—"Is this trip really necessary?"

\$16.5 Billion for Transportation

(PLAN, from page 1)
pooling and a variety of other energy saving projects including improved facilities for pedestrians and bicyclists.

FUEL ECONOMY TECHNOLOGY ASSESSMENT

This program will provide \$200 million over 10 years to build on the technology being developed under the existing automotive fuel economy standards program which requires the industry to produce cars achieving an average fuel consumption of 27.5 mpg in 1985.

A research program would be directed toward producing even more fuel efficient cars in the 1985-1995 time frame and would concentrate on improved engines and drive trains, structural design improvements and fuel efficient prototype vehicles.

BASIC AUTOMOTIVE RESEARCH

The Energy Security Fund would provide \$800 million over 10 years for basic research. The domestic auto industry is expected to contribute at least \$50 million annually.

The objectives of the program are to replenish the basic science and engineering foundation of automotive technology and to develop more fuel efficient and socially acceptable automobiles during and beyond the 1990s.

The major research areas so far identified are:

- Thermal and fluid sciences
- Structural mechanics
- Electrochemistry
- Aerodynamics
- Materials science and processing
- Control systems
- Friction and wear
- Acoustics and vibration

Definitive planning for the research program is expected to be completed by Sept. 15 and the program plan and budget requirements by Dec. 1.

PRESIDENT'S GOAL

In 1990, the combination of the programs contained in the President's transportation energy initiative can meet the goal of saving 250,000 barrels of oil per day in the transportation sector and has the potential for doubling that saving.



These eight FAA employees met recently at NAFEC to celebrate their common heritage and common careers in aviation. All are from Norristown, Pa., are graduates of Norristown high schools and work for FAA in the Eastern Region. From left: Robert Testa, who hosted the reunion, is tower chief at NAFEC-Atlantic City airport; his brother Charles, an air traffic controller at Philadelphia airport; John Greenwalt, an air traffic controller at Atlantic City; John Cianci, an air traffic control supervisor at Reading (Pa.) airport; John DiNofrio, Denjamin Calamia and Alfred Weidner, all computer programmers at NAFEC.

Metro Rail System Reaches Out to the Suburbs

DOT employees who commute from western Fairfax County and parts of North Arlington will find their enroute time cut considerably after mid-November when METRO extends its Orange line from Rosslyn to Ballston station at the junction of Glebe Road and N. Fairfax Drive.

The new line, which extends from Rosslyn station through the Wilson Boulevard-Fairfax Drive corridor in North Arlington, includes stations at Arlington County Court House, Clarendon, Virginia Square and Ballston. With this addition, METRO will be 33.63 miles long with 38 operating stations.

The system opened with a short downtown stretch, which included the DOT stop, in 1976.

Opening of the Ballston station will mean that many Virginia commuters will have shorter bus trips because Metrobuses which formerly terminated at the Rosslyn station will terminate at the Ballston station.

At about the same time the new stations open, the transit authority will again adjust bus service to coordinate with the new rail stations. Many of the new bus routes associated with the Orange line will also have the advantage of running in the time-saving express bus lanes when I-66 is completed.

Riders on the Orange line to Ballston will be able to reach Farragut West (18th and I N.W.) in 13 minutes; Metro Center (12th and C) in 15 minutes; Capitol South

(3rd and D) in 24 minutes; DOT headquarters at L'Enfant Plaza in 20 minutes; and New Carrollton in 43 minutes.

Via a convenient transfer at Metro Center, Silver Spring, Md. is 38 minutes away.

Besides the advantage of helping clear up some of the passenger traffic jams at Rosslyn station during rush hour, the opening of the Orange line to Ballston will also allow the transit authority to shorten the waiting time between trains for persons who travel between Rosslyn station and the Stadium-Armory station. When the Orange line is extended to Ballston, headways (times between trains) on the new segment will be every six minutes during rush hour and every 10 minutes during non-rush hours. Headways will also be every six minutes for

Blue line trains from National Airport to New Carrollton, and the alternate service by Blue and Orange line trains on the trunk line will provide a train every three minutes in much of the downtown area, including L'Enfant Plaza station.

Opening of the Orange line through Clarendon is expected to revitalize the historic commercial area of the community. These are the street locations of the new stations:

- COURT HOUSE—Wilson Boulevard and N. Uhle Street
- CLARENDON—Wilson Boulevard at Herndon Street
- VIRGINIA SQUARE—Fairfax Drive and Monroe Street
- BALLSTON—Fairfax Drive and Stuart Street

Allen Long, deputy director of the Metro office of community service, said that the Yellow line, which runs underneath Seventh Street, 90 feet below DOT, will open early in 1982. Riders headed for the Pentagon, Pentagon City, National Airport (and later on, at a date not yet established), Braddock Road and King Street in Alexandria, and Eisenhower Avenue and Huntington station further south, will be spared the present lengthy round-about route through Rosslyn.

Going north, on the Yellow line, riders will be able to go to the Archives, Gallery Place, Federal City College, Shaw, U Street (between 10th and 11th Streets), Columbia Heights, Georgia Avenue (at Varnum Street) and Fort Totten, all in northwest Washington. This line will eventually terminate at Greenbelt. For planning purposes, completion is set for mid-1987.

DOT headquarters is extraordinarily well situated for commuters. Already travelers can come to the L'Enfant Plaza station from National Airport in Virginia and from Silver Spring and New Carrollton in Maryland. Both of these routes pass through the heaviest concentration of federal and municipal office buildings, a large part of the downtown D.C. business area and they reach out into the densely populated close-in apartment residence areas.

The Red line, which is the longest in the system, is actually a "U", extending southward from Glenmont in Montgomery County to Gallery Place and then again northward to Shady Grove, above Rockville, Md. "Big Red" is scheduled for completion in early 1986.

Coming in from Glenmont, Red route commuters will pass stations in Wheaton, Forest Glen and Silver Spring, which has been in service for more than a year.

Riders on the other leg of the Red line, from Shady Grove, will have stations at Rockville, Twinbrook, Nicholson Lane, Grosvenor, Naval Medical Center, Bethesda, Friendship Heights, Tenley Circle, Van Ness, Cleveland Park, Zoo and Dupont Circle, which also has been in service almost three years.

DOT workers who live out in the vicinity of Benning Road, Capitol Heights and Addison Road will be able to ride Metrorail to and from work sometime in early 1980 when the eastern end of the Blue line (which already is in service from the Stadium to L'Enfant Plaza) is completed.

Those living in the Anacostia, Southern and Rosecroft areas have the longest wait—that end of the Green line is not expected to be finished until 1987.





When Linda Teixeira "looks-up" a phone number in her rotary file her nimble fingers decode the information from the braille dots that she herself had earlier embossed on the cards. Entirely self-sufficient, even though she is blind, she does her own typing and telephone dialing as well as the full range of information specialist duties.

Women on the Move

Blindness No Bar to UMTA Editor

Linda Teixeira is a young woman without pity—self-pity, that is. She refuses to feel sorry for herself even though she has been totally blind since she was 12.

Linda, a public information specialist in UMTA's office of public affairs, is the editor and chief writer of "Transcripts," the mass transit agency's employee publication. Despite her blindness, she decides what photos and other illustrative material will go in each issue.

"I'm a 'visual' person, which sounds odd, I know, coming from someone who can't see," says Linda, whose hands are never still, moving constantly across the cover of a braille book on her desk. "Remember, I had limited sight until I was 12."

Her color perception is entirely mental, stored in her memory since childhood. "For instance, if I am offered jelly beans, I will ask 'Which ones are black—I don't like those. But I'll take yellow or white,'" she says.

Has Help in Layout

Assisting her in layout, general design and headline writing is Walter Bacak, a summer employee who is studying journalism in college.

Linda and her twin sister, Lucinda, who is also blind, were placed in an incubator at birth. Both had congenital glaucoma. Perhaps, she speculates, her vision and that of her sister, was damaged by the oxygen-rich atmosphere of the incubator. This, she thinks, led to the complete deterioration of the vision of both of them.

The possibility of blindness was anticipated, however, and at age 5, both girls were placed in the Perkins School for the Blind in Watertown, a few hours drive from their home in Harwich, Mass. There they remained until their high school graduation.

Linda later earned her bachelor's degree in literature at Clark University, Worcester, Mass. Soon after graduation, she joined the Department of Housing and Urban Development in 1968 as a writer. She remained in HUD until 1972 when she became a legislative assistant on the Hill with the Senate Committee on Human Resources, then called the Committee on Labor and Public Assistance.

She left in 1974 to become a self-employed writer and media consultant,

returning briefly for a few months to work on a special project for Speaker of the House, Tip O'Neill.

Linda came to UMTA in 1977. With the exception of jobs demanding sight, she performs the full range of writing and editorial duties of an information specialist. She writes news releases, features and speeches, and even photo captions, taking notes on a braille slate.

The slate, which has no resemblance to a stone slate, is an ingenious aluminum device which enables the user to emboss braille dots on paper.

With a skill born of long practice, Linda can transcribe speech into braille as rapidly as a fast writer with normal sight can take notes in longhand. She also has access to a tape recorder for later transcription into braille.

This, plus a remarkably retentive memory, endless energy and a polished writing skill are Linda's chief professional assets. One thing more, equal to the above, is her self-confident determination to succeed, to be her own person, dependent on no one.

Independent she is. She lives alone, doing her own cooking and housework, including shopping. She commutes to her job from her apartment in northwest Washington on either the "L" bus line or by cab, whichever suits her convenience. The only concession to her lack of sight is that she comes and goes during non-rush hour periods.

Linda is very much an active part of UMTA and the Washington scene.

DOT Blood Pressure Check Surprises Some

How's your blood pressure? Okay? How do you know, have you had it checked lately?

During the recent annual Washington Metropolitan High Blood Pressure Month Campaign, 65 of the 644 DOT employees tested showed evidence of having elevated blood pressure.

"Almost no one suspects they have high blood pressure," said Marie C. Walsh, chief nurse in DOT's civilian health clinic, who supervised the testing program. "In addition, many people think that elevated blood pressure is an ailment of the old."

In analyzing the findings by age group it was discovered that of those tested in

Great Balls of Fire

FAA Tracked Skylab Reentry

During the reentry of Skylab, the FAA created, in effect, a moving block of empty airspace below and ahead of the giant satellite as it sped through its final orbits.

This was done as part of a unique and highly accurate program to protect air travelers from the small risk of being hit by debris.

Nothing quite like it had ever been done before.

FAA ordered its air traffic controllers to close 150-mile wide blocks of airspace in those areas under U.S. control. It also advised 50 other countries of airspace blocks around the world that Skylab was expected to pass over and the times when the airspace should be closed. (Airspace under FAA's control extends from the Marshall Islands in the Pacific, across the U.S., to a point halfway across the Atlantic.)

Between 10:12 a.m. and 1:13 p.m. on July 11, FAA ordered the closing of twenty-two blocks of airspace, including those over the northwestern and northeastern corners of the U.S. It advised other countries of twenty-eight similar blocks of airspace that Skylab was to pass over.

What if it Had "Skipped?"

If the giant space station had "skipped" after entering the earth's heavy atmosphere and stayed in orbit for another 40 minutes, it would have passed over or near U.S. cities, including Minneapolis, Milwaukee, Detroit, and the Baltimore-Washington area. Airports in this path were closed for a time in anticipation of a possible overflight.

While the closing of airspace resulted in delays of some 238 U.S. flights at 36 airports, it was carefully designed to avert an accident, such as a hot chunk of debris traveling at 600 miles an hour hitting an aircraft.

The FAA program was part of an overall DOT effort in cooperation with the Federal Preparedness Agency and NASA.

DOT's Office of Emergency Transportation, in cooperation with the Coast Guard and the regional emergency transportation coordinators, was prepared to report sightings and impacts of Skylab debris. It was also prepared to dispatch teams to the scene of impacts and to assist in damage assessment and the movement of impact debris, if needed. The Coast Guard was prepared to report sightings and impacts from its ships at sea.

After the reentry, Skylab flight data confirmed the accuracy of the FAA risk avoidance information. As the satellite hurtled toward the earth over Australia, it entered a block of airspace at 12:37 a.m., local time, that the FAA had advised to be closed at 12:36.

"We couldn't have hit it any closer," said Bill Smith, manager of laboratory measurements in FAA's Office of Environment and Energy.

Right on the Money

"The location of our ground track was right on the money," he said, explaining that Skylab was right in the center of the 150-mile track FAA had plotted and transmitted to other countries.

The idea for the Skylab plan started with Tony Broderick, a physicist and technical assistant to Charles Foster, FAA's associate administrator for aviation standards.

After discussions with NASA officials, Broderick wondered how much danger to aviation would be created by Skylab.

Broderick asked Bill Smith to conduct an analysis of the potential risk to aviation from the reentry. Smith and Jim Rogers, manager of high altitude measurement programs in the environment and energy office, developed the Skylab avoidance program under Broderick's direction.

"While our analysis found the risk was very small, the risk was nevertheless an avoidable one," Broderick said.

"Imagine a 10-pound chunk of Skylab debris hitting an airliner traveling at 250 miles an hour," Broderick said. "Think of an airliner as a flying gas tank."

At first some officials doubted the need for a Skylab avoidance program. But Broderick marshalled his data and assessed the risk factors and won the approval of Administrator Langhorne Bond and NASA officials.

Bowling, Anyone?

The Maryland Men's Coast Guard Tenpin Bowling League will begin its 1979-1980 league season on September 13 at the Walter Reed Medical Center Annex at Forest Glen, Silver Spring, Md. League bowling begins at 8:30 p.m.

The league is open to active duty and retired Coast Guard, Coast Guard Reserve and Coast Guard and DOT civilian employees. Anyone interested should contact Mark Tilyou, x-61190, Nassif Building, rm: 6429.

Although persistent headaches, dizziness, fatigue, tension, and shortness of breath sometimes go with high blood pressure, they are also common in many people and may result from a variety of causes.

The only way to find out whether you have high blood pressure is to have it checked by a qualified person using good equipment.

This is very convenient to do at any of the five DOT clinics—Dulles International Airport, Washington National Airport, FAA (FOB-10A), Nassif Building and Trans Point. No appointment is necessary. Phone and room numbers are listed in the inside front cover of the DOT phone book.

Has No Symptoms

Health authorities caution that in most cases, high blood pressure, or hypertension as it is also called, has no overt symptoms. Rarely is there a flushing of the face, a "pounding" headache, etc.

Health authorities caution that in most cases, people with high blood pressure usually have no symptoms at all. There are no specific warning signs.