N E W S R E L E A S E

U.S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
APRIL 17, 1968

DOT - 3068
962 - 3928

The Department of Transportation today gave the go-ahead to the States of West Virginia and Ohio for replacing the Point Pleasant Bridge which collapsed into the Ohio River last December 15. A target date of September 1969 has been set for completing the bridge.

Secretary of Transportation Alan S. Boyd announced that the U.S. Coast Guard, following a public hearing in Huntington, West Virginia last week, has approved the navigational aspects of the location and design of the new span. This clears the way for actual work to begin. Construction is expected to start within 90 days.

Federal Highway Administrator Lowell K. Bridwell also announced that Logan L. Ratliff, bridge engineer from the FHWA's Region 15 office, has been named project manager with authority to make on-the-scene decisions. He will be headquartered in FHWA's divisional offices at Charleston, W. Va., during the project.

Bridwell said the 1969 target date "is about half the time usually required for a project of this magnitude."

The new bridge will be a 1,800-foot, three-span continuous through-truss steel structure, with a 900-foot span in the center. It will provide four-lane highway travel for U.S. Route 35. It will be located two miles down river from the former bridge, near the confluence of the Ohio and Kanawha Rivers.

The highway departments of both Ohio and West Virginia already are at work designing the approaches to the bridge. The Coast Guard approval paves the way for letting of design contracts. Bridwell said some of the substructures are expected to be completed in the current construction season.

The design and location of the new span also has been approved by Ohio and West Virginia following public hearings in the two States.

The cost of the bridge and its immediate approaches has been estimated at $10 million. It will be financed with money from the Federal Highway Trust Fund, the Appalachian Regional Commission and from the States of Ohio and West Virginia.

Collapse of the Point Pleasant bridge claimed the lives of 46 people.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
APRIL 17, 1968

DOT - 3168
962-3928

The Department of Transportation and four private corporations agreed today to establish a technical task group to review progress toward high-speed train service between New York and Washington and to recommend action for completing the program.

The task group was formed at a meeting called by Secretary of Transportation Alan S. Boyd which included representatives of the Penn Central, the Budd Company, General Electric and Westinghouse.

In a statement released after the meeting, the participants said:

"We have reviewed the status of the proposed demonstration of high-speed train service between New York and Washington.

"We find that substantial progress has been made in the design and construction of cars to serve this run; and that the work done so far represents the best capabilities available for the project.

"We find, further, that original estimates of the time required to get cars ready for the service were too optimistic.

"We have agreed to appoint representatives to serve on a technical task group under the direction of Dr. Larry Goldmuntz of the Department of Transportation's Office of Research and Technology. We expect the group to submit its first report in 30 days.

"We are taking this step because we believe the early establishment of high-speed rail passenger service is essential; because we are determined that this project shall succeed; and because we believe this is the most effective way to deal with the problems which must be solved before service can begin."

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
APRIL 19, 1968

DOT - 3268
962-3928

Measures to improve the existing maritime distress communication system emerged from the Fourth Session of the Inter-governmental Maritime Consultative Organization Sub-Committee on Radio-Communications.

The session, held in London recently was concerned with the following:

* Radio communications via satellites;

* Examining existing maritime radio distress signals and considering steps to improve them;

* Safety radio-communication requirements for oil drilling and/or other platforms;

* Direction-finding on radio-telephone distress frequency;

* Location of radio stations on big ships;

* Examination of the results of the World Administrative Radio Conference for the Maritime Mobile Service (Geneva 1967) and possible consequential amendments to the International Convention for the Safety of Life at Sea;

* Amendment procedures for the new International Code of Signals.

(more)

The session, attended by 43 representatives from 14 countries and 7 international organizations, reelected Capt. Charles Dorian, USCG of the Office of Telecommunications in the U.S. Department of Transportation, Chairman; and Y. S. Atzerov of the USSR, Chief, Department of Communication and Radio Navigation, Ministry of Merchant Marine, Vice-Chairman.

In a significant action the Sub-Committee established for consideration a list of measures to improve the present distress communications system.

They will be discussed at the next session, planned for early 1969, after IMCO members had the opportunity to consult national authorities.

The order in which the items are listed indicates the importance and urgency attached to them by the Sub-Committee.

With regard to keeping radio watch on 2182 kc/s, the Sub-Committee reaffirmed its view expressed at its first session that it is desirable for ships to keep watch on 2182 kc/s when in an area of distress, and that ships be encouraged to maintain as far as possible watch on 2182 kc/s, even if this requirement does not apply to them. The list includes:

1. Improving the listening watch required on 2182 kc/s by the Safety Convention.

2. Improved control of unnecessary radiotelephone alarm signal emissions.

3. Watch by radiotelegraph ship stations on the radiotelephone distress frequency.

4. Carriage of a separate 2182 kc/s watch receiver on radiotelegraph and/or radiotelephone ships.

5. Mandatory carriage by all radiotelephone ships of the radiotelephone alarm signal generator.

6. Restricting calling of pilot or other similar service stations by ships on 2182 kc/s.

7. Restricting at a national level of ship-to-coast station calls on 2182 kc/s.

8. Utilization of 2182 kc/s solely for safety and urgency messages and for emergency purposes.

(more)

9. Whether or not all or certain ships should be required or encouraged to carry the emergency position-indicating radio beacons.

10. Restricting calling of individual ships by coast stations on 2182 kc/s.

11. Whether there is a need for a long-range distress frequency.

12. Listing watch on 500 kc/s.

13. The impact of introducing selective-calling.

14. Use of shore-based direction-finding station on 500 and 2182 kc/s.

In addition to this list, concerned with the existing distress system, the Sub-Committee agreed to examine measures to be considered in a long-range study for improvements to the maritime distress system.

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90.30

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE SUNDAY
April 21, 1968

DOT - 3368
962-3928

Secretary of Transportation Alan S. Boyd today announced that the Department will accelerate its program to provide summer jobs for disadvantaged young people.

Boyd, in a Departmental memorandum to the Federal Aviation Administration, Federal Highway Administration, Coast Guard, Federal Railroad Administration, and St. Lawrence Seaway, asked for increased hiring of needy youths. He also appealed to the entire transportation industry to support the objectives of the President's Council on Youth Opportunity.

The Secretary stated that the Department will make every effort to meet the goal of hiring one disadvantaged youth (between 16 and 21 years of age) for every 40 full-time employees. These appointments would be made in addition to the regular summer program of hiring young people through Civil Service examinations. The summer employment period will cover four and one-half months, from May 13 to September 30.

Boyd stressed the importance of the program and asked the wholehearted support of all elements of the Department, those who work with DOT, and the transportation industry.

"I am sure you share with me a very genuine concern for the plight of the disadvantaged young people in our society who have been deprived of the full opportunities generally available under our democratic system," Boyd said. "To help provide these opportunities, I ask each of you to commit your organizations to actions designed to provide economic, educational and cultural aid to disadvantaged youngsters in 1968. This will give real meaning to the National Policy and to our Departmental equal opportunity policy. I am asking for your wholehearted support of the President's Summer Youth Opportunity Campaign."

Boyd asked that transportation facilities of the Department, industry, and state and local governments be made available as appropriate so that needy youths may take advantage of the youth program. The Department will also make many of its facilities throughout the country available for recreational purposes as well as providing training and other orientation programs.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
APRIL 23, 1968

DOT--3468
962-3928

Rent-a-Train service for grain shippers is the "boldest step yet made" to stimulate the economy of inland agricultural regions, a Department of Transportation official said today.

The comment came from Dr. James R. Nelson, Director of the DOT Office of Economics, in a statement prepared for an Interstate Commerce Commission hearing in New Orleans, La.

The Department is convinced, Nelson said, that a modern, efficient, private-enterprise railroad system in the U.S. can only be achieved if every opportunity is taken both to relate railroad freight rates to railroad costs and to endeavor to use the rate structure itself as a means to assist in cost reduction.

The concept of providing cheap and efficient rail service for Eastern Illinois was first put forth over one hundred years ago. The area, inaccessible by river transport, "was considered so important by the Congress even as long ago as the 1850's that the first Federal land grants were given to the Illinois Central to encourage it to build through exactly the area now most affected by the Rent-a-Train tariff," Nelson stated.

The Illinois Central Railroad tariff offers shippers a train of 86 to 115 cars for a $1-million annual fee. If the shipper supplies his own rail cars, the cost is reduced to $700,000 per year. At present, the train will transport grains, including corn, oats and wheat, from central Illinois to Baton Rouge, Destrehan, New Orleans and Reserve, La., and Gulfport, Miss. The service may be extended at a later date.

In refuting arguments that the Rent-a-Train rate will tend to create monopoly buying, Nelson said that the quantity of grain to be shipped "is simply inadequate to produce much impact in a market which is already subject to every major economic force in international trade." The quantity of corn which can be hauled in a year by one train is well under 10% of the total production of the inland Illinois area, under 5% of total U.S. corn exports, and just over 2% of total world trade in corn.

(more)

The concept of providing a more economical type of movement would help to reduce the hardships of inland corn growers and put them in a more competitive position with growers able to reach river transport more easily.

The Rent-a-Train rate also represents a means of returning to the farmer some of the low-price windfall which technical progress has given to inland processors, Nelson added.

Regarding the contention that the Rent-a-Train tariff will harm the state of Illinois by offering processors an inducement to shift their operations from the Illinois production area to major consuming areas, Nelson said that "technical progress in corn production combined with growth in barge shipment would have the effect of concentrating the processing of corn in the inland area" rather than moving it out.

Moreover, he said, the Rent-a-Train rate applies to ports whose business is importing and exporting, not to processing centers. It just does not follow that the Rent-a-Train rate would cause the processing industry to desert Illinois, Nelson stated.

The ICC, which allowed the tariff to go into effect late last year, is holding hearings to investigate protests against the reasonableness of the tariff.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, April 24, 1968

DOT - 3668
962-3928

Secretary of Transportation Alan S. Boyd today announced a revision of the Federal-aid highway fund obligation schedule. The new formula employs an alternative schedule which would permit approximately one-half of the states to increase their obligational levels for calendar year 1968.

Boyd said the new schedule was worked out to correct inequities which threatened to penalize states where highway construction levels were relatively low in 1967.

Under the previous schedule, announced in January, Federal-aid highway obligational levels during calendar 1968 were frozen to approximately five per cent below 1967 levels.

Tying the five per cent cutback to last year's levels, Boyd said, created problems for several states. These states had hoped to catch up in the current year and would not have that opportunity under our first schedule, he said. The new schedule will allow increases in obligational levels in these states.

He emphasized that total Federal-aid obligational authority for this calendar year remains limited at $4.115 billion, the ceiling imposed by the five percent January cutback.

Under the new formula, states can obligate to the highest amount, under either the new or old schedule. It is anticipated that many states will not use their total obligational apportionment, thus making it possible to absorb individual state increases within the $4.115 billion ceiling.

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U. S. Department of Transportation
Federal Highway Administration

Table I

Comparison of $4,115 Million Obligation Limitation per IM 30-2-68 with Distribution of $4,115 Million Based on 1969 Apportionment
(Thousands of dollars)

State	CY 1968 Obligation Limitation	
	Per IM 30-2-68 ($4,115,000)	Based on FY - 1969 Apportionment ($4,115,000)
Alabama	$ 75,544	$ 85,874
Alaska	34,261	34,493
Arizona	60,576	60,293
Arkansas	37,141	36,586
California	359,258	364,271
Colorado	74,335	51,703
Connecticut	58,449	76,482
Delaware	7,034	9,431
Florida	62,417	88,933
Georgia	66,245	65,483
Hawaii	32,737	31,613
Idaho	33,686	26,691
Illinois	212,907	219,814
Indiana	107,594	89,692
Iowa	50,837	56,562
Kansas	49,954	40,900
Kentucky	102,498	80,911
Louisiana	96,894	94,817
Maine	16,405	20,020
Maryland	37,282	62,080
Massachusetts	122,411	83,908
Michigan	126,656	124,355
Minnesota	103,358	94,976
Mississippi	49,519	47,907
Missouri	110,247	100,617
Montana	45,506	45,071
Nebraska	27,969	31,069
Nevada	19,848	27,626
New Hampshire	21,707	19,259
New Jersey	107,606	101,112
New Mexico	40,234	49,384
New York	245,611	213,005
North Carolina	54,861	49,511

State	CY 1968 Obligation Limitation	
	Per IM 30-2-68 ($4,115,000)	Based on FY - 1969 Apportionment ($4,115,000)
North Dakota	$ 24,116	$ 24,003
Ohio	206,594	231,313
Oklahoma	48,680	49,487
Oregon	63,238	68,333
Pennsylvania	193,847	191,566
Rhode Island	21,844	22,353
South Carolina	28,392	31,433
South Dakota	39,815	38,738
Tennessee	88,456	87,014
Texas	202,899	211,604
Utah	53,863	56,779
Vermont	34,575	26,363
Virginia	112,751	116,288
Washington	103,803	91,325
West Virginia	71,470	82,245
Wisconsin	53,107	46,195
Wyoming	33,566	39,298
Dist. of Col.	15,878	47,430
Puerto Rico	3,393	5,658
Total	$4,051,874	$4,051,874

90.35

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE A.M.'s
April 25, 1968

DOT - 3568
962-3928

TUCKERTON, N. J. -- A Department of Transportation official said Wednesday night that proposed joint-rates legislation now before Congress would enable the transportation industry to remove serious obstacles to international trade.

Donald G. Agger, Assistant Secretary for International Affairs and Special Programs, said: "The proposed Trade Simplification Act is a shipper's bill -- a bill to authorize and encourage the transportation industry to give its customers the kind of international service which they want and need."

Agger spoke at the Atlantis Country Club, Tuckerton, N. J., before the spring meeting of the Export Traffic Committee of the Commerce and Industry Association of New York.

The Trade Simplification Act would authorize land, sea, and air carriers to publish joint rates for transporting freight from inland points in the United States to inland points abroad and to issue a single bill of lading for the entire journey.

Under the Act, each U. S. carrier participating in a joint-rates agreement would file the proposed rate with its respective regulatory agency. The approval of all the regulatory agencies that might become involved would be required.

"We do not propose any cumbersome new regulatory structures. We do not propose to withdraw any of the authority which the three regulatory agencies now possess," Agger said.

The proposed legislation is designed to stimulate international trade and favorably influence the nation's balance of payments position by simplifying many of the paperwork and regulatory complexities now discouraging the American exporter.

Agger pointed out that the full utilization of new transportation developments, including containerization, has been hampered by the existing regulatory environment.

"Containers know no national boundaries," he said. "They are undisturbed by the transfer from land to sea. Transportation was the cord which bound together the regions of the North American continent, and in this generation -- the oceans notwithstanding -- it can be the cord which ties us more closely to the nations of the world."

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE
April 28, 1968

DOT - 3868
962-3928

John Y. Yoshino, Assistant Chief of the Equal Opportunity Division, Federal Highway Administration, has been named Executive Secretary of the Department of Transportation's Summer Youth Opportunity Campaign Committee.

In announcing the appointment, J. Oliva Huot, Director of DOT's Local Liaison Office and Chairman of the Committee, said that Yoshino "has had considerable experience in working with Federal and State officials and business and industry leaders throughout the country in stimulating interest and support for programs in behalf of disadvantaged youths. I think that he will be of great assistance to the Department in carrying out this year's campaign."

The DOT is planning to accelerate its program to provide summer jobs for disadvantaged young people. Every effort will be made to meet a goal of hiring one such youngster (between 16 and 21 years of age) for every 40 full-time employees.

These appointments would be made in addition to the regular summer program of hiring young people through Civil Service examinations. The summer employment period will cover four and one-half months, from May 13 to September 30.

The Department is also urging the support of all groups working with DOT and all elements of the transportation industry.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
April 30, 1968

DOT--3768
962-3928

Secretary of Transportation Alan S. Boyd announced today the award of a contract to the ABT Associates of Cambridge, Massachusetts, for a one-year research study of the transportation needs of the physically-handicapped.

The $94,000 study on how to make travel easier, safer and more comfortable for the handicapped has a three-fold objective:

1. The adoption of a set of guidelines for transportation planners and operators on the needs of the handicapped;

2. The identification of a technique to use locally to analyze the social and economic benefits of the guidelines;

3. The preparation of a general assessment nationally of the social and the economic impact resulting from the adoption of such guidelines.

Boyd pointed out that 30-million Americans are hindered in travel because of physical handicaps or advancing age. He noted that 3-million persons are limited in mobility by a fracture, sprain or other limb injuries or dislocation. In addition, the Secretary reported, some 14-million persons over 65 are impeded by one or more chronic ailments.

Boyd, a member of the President's Committee on the Employment of the Handicapped, said:

"Concern over the various problems of mobility helped to create the Department of Transportation, and this freedom of mobility certainly applies to our handicapped Americans to whom transportation is a day-to-day and hour-to-hour problem.

(more)

"This project," the Secretary continued, "reflects a continuing effort of the Department of Transportation to search and to identify certain barriers within the transportation system and take the appropriate action to eliminate them."

An example, cited by Boyd, was the appeal of a bus driver who had suffered a leg amputation. He successfully appealed to the Department for suspension of the application of a rule pending administrative review of a driver qualification rule on the grounds that the rule's inflexibility caused great and apparently unjust hardship on the driver.

Boyd stated that the effect of automotive insurance standards upon handicapped individuals would be carefully examined in the Department's pending automotive insurance study.

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