DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE
Friday, March 1, 1968

DOT--1868
962-3928
HUD
382-4433

The Departments of Transportation and of Housing and Urban Development will finance a "before and after" study of travel patterns relating to the opening of a four-mile rail extension to Hopkins International Airport at Cleveland, Ohio.

The Departments will share equally in the cost of a $197,000 study by the Regional Planning Commission of Cuyahoga County, Cleveland, Ohio, for the "before" phase of the project. The contract will be administered through the Office of Systems Analysis, DOT. Final arrangements for the "after" part of the study will be made at a later date.

The rapid rail extension to the Airport, which will be completed in late 1968 under earlier approved HUD grants totaling more than $9.3 million, is the first such direct connection of an urban rapid rail system to an airport terminal in the country. If the system meets comprehensive planning requirements as set forth in the Urban Mass Transportation Act, it qualifies for an additional $3 million from HUD. The four-mile extension of the publicly-owned system is being built from Cleveland's West Park Station along the right of way of the Penn Central Railroad and underneath the airport parking lot. Two intermediate stations with parking lots will be constructed along the extension. When the project is completed the twelve-mile trip to downtown Cleveland will take twenty-two minutes.

(more)

The collection of data on various trip, passenger and transportation system characteristics both before and after the opening of the extension will provide a better assessment of the potential of rapid rail as a solution for airport access and other transportation problems, DOT indicated.

The study will cover the Cleveland transit system (rapid rail and bus) west of Public Square, and Interstate 71 from the Ohio Turnpike to the Innerbelt Freeway. It will also analyze private automobile, limousine and taxi services from Hopkins Airport.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE
March 10, 1968

DOT - 1968
962-3928

The Department of Transportation today announced the appointment of Peter S. Douglas, Transportation Technical Director of the Chase Manhattan Bank of New York City, as chairman of the Task Force on Intermodal Documentation of the Transportation Facilitation Committee.

The appointment was announced by Donald G. Agger, Assistant Secretary of Transportation for International Affairs and Special Programs, who is chairman of the Department of Transportation Facilitation Committee.

The task force is the first of five task forces which will be organized under the Facilitation Committee. The Committee, established in December, is composed of government and transportation industry officials who will direct wide-ranging efforts to simplify the movement of people and goods.

"The Task Force on Intermodal Documentation will seek to simplify documentation requirements for cargoes, passengers, vessels and aircraft, and the crews of vessels and aircraft," Agger said.

"It is appropriate that a joint government-industry task force on intermodal documentation can begin work at this time -- when the nation is concerned about its balance-of-payments position," he said.

"Simplifying the paperwork involved in international cargo transportation will result in savings to U. S. shippers and make our goods more competitive in foreign markets. And simplifying the documentation requirements for international travelers should help us in the effort the nation has begun to encourage more foreign citizens to visit the United States."

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Other task force members from private organizations announced by Agger includes: James W. Bumbaugh of Koppers Company, Inc., Pittsburgh; Arthur E. Baylis, national director of the National Committee on International Trade Documentation, New York; Ralph E. Dewey, president of the Pacific American Steamship Association, San Francisco; Peter L. Conway, assistant vice president of the Association of American Railroads, Washington; Don Boyd, commerce counsel for E. I. duPont deNemours & Company, Inc., Wilmington, Delaware; Robert J. Langner, manager of Marine Exchange, Inc., San Francisco; and James E. Landry, vice president, international, of the Air Transport Association, Washington.

Task force members from government are Richard H. Ffrench, deputy assistant commissioner of the Immigration and Naturalization Service; Lawrence A. Fox, director of the Bureau of International Commerce, Department of Commerce; and Thomas J. Gorman, Jr., director of the Division of Inspection and Control, Bureau of Customs.

The Office of Facilitation in the Department of Transportation provides administrative support for the Transportation Facilitation Committee. Harold E. Harriman, chief of the documentation and procedures division in the office, will be adviser to the Task Force on Intermodal Documentation.

Other task forces to be organized under the Transportation Facilitation Committee will be concerned with intermodal transport; international cargo terminal processing; international passenger terminal processing; and international transportation promotion.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY AM's
March 16, 1968

DOT--2168
962-3928

DOT AWARDS THREE
EXPERIMENTAL CAR CONTRACTS

Secretary of Transportation Alan S. Boyd today announced the awarding of three research contracts for the first phase of a program which will lead to the development of one or more experimental safety cars.

The contracts are being awarded to: The American Machine and Foundry Co. (AMF) of York, Pennsylvania; the Application Research Corporation (ARC) of Los Angeles, California; and the Republic Aviation Divison of Fairchild-Hiller Co. of Farmingdale, New York.

The broad program is to develop new designs for safety, and to test their practicability and effectiveness through the construction and operation of experimental vehicles. The specific objective of these contracts is to secure comprehensive plans for an experimental passenger car program.

Secretary Boyd announced the award of contracts for approximately $130,000 to AMF, $163,000 to ARC, and $70,000 to Fairchild-Hiller. The award to Fairchild-Hiller Co. took into consideration their current work on NHSB contracts dealing with related aspects of automobile safety design, as well as their pioneering work in the field of automotive safety.

(more)

Secretary Boyd said the proposals from the three contractors were exceptional, and that because of the importance of the program he has decided to fund all three, with the expectation that they will yield "a rich range of performance and design solutions to vehicle safety problems."

The National Traffic and Motor Vehicle Safety Act of 1966 directs the Secretary to conduct research and training to promote vehicle safety, including "...procuring (by negotiation or otherwise) experimental and other motor vehicles or motor vehicle equipment for research and testing purposes..."

The Department's National Highway Safety Bureau a year ago initiated the broad research program called for in the Act -- research designed to obtain information on what causes highway crashes, what injures people in such crashes, and what changes can be made to reduce injuries and fatalities.

The Director of the Bureau, Dr. William Haddon, Jr. said, "It is clear that certain types of needed safety improvements will not be accomplished as rapidly as necessary for the safety of the public, except by approaching the problem from the standpoint of the vehicle as a total, integrated system. This requires the development of full-sized experimental vehicles which can be freed from normal design and production constraints, and which therefore can demonstrate new ideas, technology, materials, and processes, not bound by the step-by-step evolution of traditional approaches to vehicle design and construction."

In August, 1967, the NHSB invited research centers and companies to submit proposals by November 1 for the first phase of this program. As a result of the request, eleven proposals were received, from which the three announced today were selected.

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(For further information, contact B. A. Boaz, FHWA Public Affairs Office, 962-8527).

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE
Sunday, March 17, 1968

DOT -- 2068
962-3928
Coast Guard
WO4-2993

Tapping the vast wealth of natural resources in Arctic Alaska can only be achieved through improved transportation, according to a group of polar experts participating in a Department of Transportation study.

The officials, who met recently to study ways of opening up the Arctic and Antarctic, also indicated that a good transportation system would greatly enhance the country's scientific aims in these areas.

In addition to aiding in polar exploration, a good transportation system could also help to open up Arctic Alaska, potentially the richest area in resources under the U.S. flag.

Transportation in these frigid areas has been limited by the rugged environment and relative distance from the continental 48 States. In addition, private industry has hesitated to expand in these areas because of the present high cost of exploration and development due to the lack of an adequate transportation system.

The overall polar study, ordered by Secretary of Transportation, Alan S. Boyd, will be conducted by the U.S. Coast Guard. Efforts will be centered on logistic and transportation problems in the marine and coastal areas of the Arctic and Antarctic.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR THURSDAY AM's
March 21, 1968

DOT--2368
962-3928

The Department of Transportation Wednesday asked the Interstate Commerce Commission to suspend and investigate general rate increases proposed by four motor carrier rate bureaus.

The Department, in a protest and petition filed with the ICC, asked for a thorough review of the carriers' needs for such increases.

The Department said that the proposed increases, which range from about 3 percent on truck load traffic to 4 or 5 percent on lesser quantities are not supported by the data presented to the ICC by the carriers.

Quoting the President's economic report, the Department stated that: "We must do what we can to minimize price increases in 1968." The Department said that "motor freight is significant to the entire economy, and that economy in turn influences the carrier cost and revenue pattern. The public interest in appropriate rate adjustment is therefore very large."

The Department said the ICC should require the motor carriers to justify the proposed increases with carefully documented data, reflecting rational economic considerations. The Department asked that the Commission include in its evaluation "a broader range of economic considerations than the carriers themselves have submitted."

The Department said this should include: "Impact of increases on general level of prices; a comparison of trucking industry revenue and cost experience with other economic sectors; relationships of rate and revenue proposals to actual economic conditions in the trucking industry; and improved analytical procedures to assess the economic characteristics of the industry."

(more)

The Department made the following additional points:

* Available evidence points to increases in trucking productivity, including heavier loadings, more states allowing double and triple bottoms, and a tendency for investment per ton mile to gain on the rate of wage payments per ton mile.

* Trucking shows a rate of return far higher than many other industries and in excess of reasonable rates of return established by most state public utility commissions.

* The rate of return of trucking measured in a number of alternative ways shows an upward trend over the past decade, especially during the last few years.

The four rate bureaus are The Pacific Inland Tariff Bureau; The Middle Atlantic Conference; The New England Motor Rate Bureau, Inc.; and The Middlewest Motor Freight Bureau.

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90-25

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY AM's
March 23, 1968

DOT--2468
962-3928

The Department of Transportation said today that no final decision has been made to relocate the time zone boundary in Indiana.

In response to many inquiries regarding Indiana's dual time zones, the Department made the following points:

* An investigation, begun last summer, is still being conducted in an effort to determine whether relocation of the boundary is necessary. While a good deal of material has been received for the Department's official docket, the record is still not sufficiently conclusive to permit the Department to make a decision at this time.

* The time zone boundary line established in 1961 by the Interstate Commerce Commission is still in effect. (The line runs to the west of the following counties: Elkhart, Kosciusco, Wabash, Grant, Madison, Hamilton, Boone, Hendricks, Morgan, Johnson, Shelby, Decatur, Jennings, Scott, Clark, Floyd and Harrison. All of these counties, and everything to the east of them, are in the Eastern Time Zone. All territory to the west of these counties is in the Central Time Zone.)

* The Indiana legislature did not act to exempt the state from provisions of the Uniform Time Act of 1966 requiring observance of daylight saving time throughout the state from the last Sunday in April to the last Sunday in October. Therefore, those portions of Indiana which are in the Eastern Time Zone observe eastern daylight time for this period, and the rest of the state observes central daylight time. The Department has no authority with respect to the question of daylight versus standard time.

The results of automatic application of the Uniform Time Act and the 1961 time zone boundary lines established by the ICC have created the time problem in Indiana, not any action on the part of the Department, the Department's General Counsel John Robson, explained.

"The Department wishes to make the most considered decision possible in this important matter," he said, "and we want to have as much evidence before us as we can get before a final determination is made."

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
March 25, 1968

DOT - 2268
962-3928

NAME FRED BURKE
TO DOT POST

Fred B. Burke, former Alternate Federal Cochairman of the Appalachian Regional Commission, has been appointed Deputy Assistant Secretary for Public Affairs of the Department of Transportation.

The announcement was made by Secretary of Transportation Alan S. Boyd today.

Burke, a native of Lansing, Michigan, will be deputy to John Sweeney, Assistant Secretary for Public Affairs. His principal assignment will be congressional relations.

Burke joins the Department after serving three years with the Appalachian Commission. From 1958 to 1964, he was Executive Secretary to Senator Philip Hart (D., Mich.).

A graduate of Syracuse University, Burke holds a master's degree from Yale University in economics. He is 38, married, and resides with his wife and three children at 8929 Cherbourg Drive, Potomac, Maryland.

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DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR WEDNESDAY RELEASE - AM's
March 27, 1968

DOT - 2568
962-3928

Secretary of Transportation Alan S. Boyd today announced appointment of 11 new members to the National Motor Vehicle Safety Advisory Council. The appointments will fill six expired terms on the Council and expand its membership from 17 to 22.

The Advisory Council was created by the National Motor Vehicle and Traffic Safety Act of 1966 to work with the Secretary on development of automobile safety standards.

The new members of the Council are: Ralph Isbrandt, Vice President, Automotive Engineering Staff, American Motors Corp., William Raftery, Executive Vice President of the Motor and Equipment Manufacturers Association; J. L. McGovern, Sales Manager of the Raybestos-Manhattan, Inc., and member and former director of the Automotive Service Industries Association; Charles J. Whittey, Corwin-Churchill Motors, Inc., and member of the Board of Directors, National Automobile Dealers Association; Walker Sandbach, Executive Director of the Consumers Union;

The Rev. Robert J. McEwen, S.J., Chairman of the Economics Department, Boston College; June Strelecki, Director, Division of Motor Vehicles, New Jersey; Dr. Alan Nahum, Associate Professor of Surgery and Director, Vehicular Trauma Research Group, UCLA Center for Health Sciences; Dr. Arthur Kenney, President, American Association for Automotive Medicine; Dr. Allen Astin, Director, National Bureau of Standards; and John P. Doyle, MacDonald Professor of Transportation, College of Engineering, Texas A & M.

The new Council members, who are appointed for three-year terms, represent both industry and the public. Enlargement of the advisory group will give it a greater opportunity to make real progress on a growing list of topics with which they will be concerned, Boyd said.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE
Noon, March 27, 1968

DOT--2668
962-3928

DALLAS, TEXAS -- Secretary of Transportation Alan S. Boyd today announced a new program to combat air pollution caused by jet engines.

Boyd, in a speech to the Greater Dallas Planning Council, said: "We hope that this program will do a great deal to clear the air in and around airports."

The anti-air pollution program to be directed by the Federal Aviation Administration involves:

- The production of aircraft engines that will cause less smoke and pollution problems.

- The research of anti-smoke additives that will reduce the exhaust smoke.

- The development of a measurement of exhaust smoke and invisible pollutants acceptable to various agencies dealing with the problem such as the Department of Health, Education and Welfare, National Bureau of Standards, and the National Center for Air Pollution Control.

- The proposal of regulatory action for aircraft when smokeless additives and engines are produced to meet the acceptable pollution level.

The program will cost $250,000 and take three years to accomplish its objectives, Boyd said.

Official surveys have shown that aircraft contribute only about one percent of total air pollution.

(more)

Nevertheless, the visible trails of smoke that issue from the jet aircraft during takeoff can sometimes create safety hazards by impairing pilot visibility, and in areas of heavy aircraft operation, often fill the air with an unsightly pall.

Jet pollution can also, if concentrated enough, soil the surrounding physical environment and constitute a possible health hazard, the reports indicate.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE
March 28, 1968

DOT -2768
962-3928

The Department of Transportation today announced the appointment of Frank A. Smith of Washington as chairman of the Task Force on Intermodal Transport of the Transportation Facilitation Committee. Smith is Vice-President for Research of the Transportation Association of America.

The appointment was announced by Donald G. Agger, Assistant Secretary of Transportation for International Affairs and Special Programs. Agger is chairman of the Transportation Facilitation Committee.

The Committee, established in December, is composed of government and transportation industry officials who will direct wide-ranging efforts to simplify the movement of people and goods and foster the development of coordinated transportation service. The Task Force on Intermodal Transport is the second of five task forces to be formed under the Committee. The establishment of a Task Force on Intermodal Documentation was announced earlier this month.

"The Task Force on Intermodal Transport will be involved in the overall development of intermodal systems," Agger said.

- more -

"Modern transportation technology gives us the opportunity to link the various modes of transportation into a single system which can operate efficiently and economically to the benefit of shippers, carriers, and consumers," he said.

"But a great deal of work needs to be done to make the transportation environment compatible with the technological advances in transportation -- for example, the developments in containerization."

Agger said that the proposed Trade Simplification Act of 1968 is an example of the kind of action that is needed if the benefits of intermodal transportation are to be realized. The bill would authorize the establishment of through rates for international shipments of goods and would permit different kinds of carriers to interchange equipment.

Other task force members from private organizations announced by Agger are Norman J. Philion, vice president, traffic, Air Transport Association, Washington; R. R. Manion, vice-president, operations and maintenance, Association of American Railroads, Washington; Norman Scott, executive vice president of Matson Navigation Company, San Francisco; A. J. Montgomery, executive assistant to the president of U. S. Lines, Inc., New York; Vincent G. Grey, engineering manager, Truck Trailer Manufacturers Association, Washington; Carl E. McDowell, executive vice president of the American Institute of Marine Underwriters,New York, and Allan C. Flott, director of the Department of Research and Transport Economics, American Trucking Associations, Inc., Washington.

Task Force members from government are Edward Schmeltzer, managing director, Federal Maritime Commission; Bernard F. Schmid, managing director, Interstate Commerce Commission, and W. Fletcher Lutz, deputy director of the Bureau of Economics, Civil Aeronautics Board.

The activities of the Transportation Facilitation Committee are coordinated through the Office of Facilitation in the Department of Transportation. Armour S. Armstrong, chief of the transport systems division in the office, will be adviser to the Task Force on Intermodal Transport.

Other task forces to be formed under the Transportation Facilitation Committee will be concerned with international cargo terminal processing, international passenger terminal processing, and international transportation promotion.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

ROADS
APR 5 1968

FOR SUNDAY RELEASE
March 31, 1968

DOT - 2868
962-3928

Secretary of Transportation Alan S. Boyd today announced winners in 12 project areas in the first annual Highway Beauty Awards competition.

The winning projects, selected from 227 competitors, represent six state entries, five civic organizations and one city. Selections were made in each area of competition on the basis of excellence of project development, highway beauty value, general highway interest, and pictorial quality and composition.

The 12 winning entries are: the New York State Department of Transportation in two categories - Rural Highway and Safety Rest Areas - for excellence in retaining the existing beauty of the roadside, and for excellence in major safety rest area development;

the North Dakota State Highway Department in the Rural Highway Category for excellence in blending the highway into its surroundings;

the State Highway Department of Oregon in the Rural Highway Category for excellence in restoring the roadside to its natural setting;

the Illinois Division of Highways in the Safety Rest Areas Category for excellence in minor safety rest area development;

the City of South El Monte, California, in the category, Screening of Junkyards, for its outstanding action program;

the Maryland State Roads Commission, Scenic Overlooks Category, for its outstanding action program.

The Central Assocation of Seattle, Los Angeles Beautiful, Inc., and the Garden Club of Cedar Grove, New Jersey, were selected in the Public Participation Cateqory for their highway oriented action programs by civil organizations;

the Mobil Oil Corporation of New York and the Dan Davis Corporation of Portland, Oregon, were winners in the Public Participation Category for highway oriented action programs by business and industry.

The competition, initiated by the Department of Transportation last year, will be held annually for highway beauty work performed by state, county, and local highway departments, freeway or toll authorities, civic organizations, and business and industry. The judging is made in two general categories, for highway oriented action programs by civic organizations and for highway oriented action programs by business or industry, and in two specific cateogries, for screening junkyards and development of scenic overlooks.

Boyd will present awards to each of the winners at a later date.

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FOR IMMEDIATE RELEASE
MARCH 31, 1968

DOT - 2968
962 - 3928

BOYD TO RAISE DOT FLAG

Secretary of Transportation Alan S. Boyd will take part in a ceremony, 9 a.m. Monday, in which the Department of Transportation flag will be hoisted for the first time.

The flag carries the Department seal, a white triskelion, symbolizing motion and progress, set against a deep red background.

The ceremony marking the first anniversary of the Department will be on the lawn in front of the DOT building, 7th and Independence Ave., SW.

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