DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR A. M. RELEASE
Wednesday, May 1, 1968

DOT--3968
962-3928

The Department of Transportation today sent to Congress proposed legislation to establish a comprehensive Federal rail safety program.

The bill would give the Secretary of Transportation broad authority to promulgate safety regulations and standards affecting rail operation.

The measure would replace present piecemeal statutory regulations, some of which were enacted as long ago as 75 years.

Secretary of Transportation Alan S. Boyd, in his transmittal letter, said the "time has come to revise the outmoded legislative structure supporting rail safety.

"This bill would do this and place regulation of the Nation's railroads on substantially the same footing as aviation and highway safety regulations."

Boyd pointed out that current statutes are limited in scope, do not all reflect changes in rail technology, and cover only a few of the most obvious safety problems.

In the past seven years, he said, monthly average of train accidents has increased from 341 in 1961 to an estimated 590 in 1967.

Under the bill the Secretary of Transportation would have authority to:

* promulgate safety regulations relating to locomotives, rolling stock, trackage and roadbed, equipment, appliances and facilities used in railroad operation.

(more)

* prescribe standards for construction, use, design and performance of trackage, locomotives, rolling stock and facilities and manner and frequency of testing or inspection for compliance.

* regulate the qualifications of rail employees, and practices, methods and procedures of rail carriers, as required in the interests of safety. This would include all safety aspects of crew employment except hours of service.

* utilize services of state agencies in conducting inspection and surveillance activities necessary to enforcement of Federal regulations.

* require reports of the carriers necessary to discharge of his duties, including authority to investigate rail accidents. This would not conflict with present authority of the National Transportation Safety Board in determining cause or probable cause of rail accidents.

The bill would provide penalties for failure to comply with standards rules or regulations or failure to cooperate in record keeping and inspections. It also would provide for injunctive relief and civil and criminal penalties, the latter only for knowing and willful violation.

The Department, Boyd said, is "concerned with the increasing number and severity of railroad accidents attributable to causes beyond the reach of existing safety statutes.

"Derailment, for example, which is the most frequent type of accident, can often be attributed to car wheels, axles or track conditions over which there is no present Federal authority."

Boyd emphasized that he is not suggesting "that the railroad industry is insensitive to its responsibility for safety operations."

The bill would preempt state regulation of rail safety with some specific exceptions. Even in these excepted areas -- such as clearance requirements, grade crossing protection and speed and signaling in urban areas -- a state could not regulate in conflict with Federal regulations.

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DEPARTMENT OF TRANSPORTATION | NEWS

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WASHINGTON, D.C. 20590

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FOR IMMEDIATE RELEASE
May 1, 1968

DOT-4068 Hq 610A
DOT 962-3928
USCG WO 4-2993

Secretary of Transportation Alan S. Boyd today announced formation of a joint agency effort to develop a national air and maritime navigation plan to meet present and future demands of increasing long and short range air and sea travel.

The agencies, which include the Coast Guard and Federal Aviation Administration with participation by the Department of Defense, will examine the needs and determine solutions for establishing a uniform national navigation policy.

Prior to the creation of the Department of Transportation on April 1, 1967, there was no focal point for appropriate planning on a national scale. The phasing out of obsolete navigation systems was virtually non-existent causing a profusion of navigation systems. This resulted in duplication of user equipment, inefficient use of the radio spectrum and an inability to fully meet the needs of modern transportation.

In view of the significant amount of research to be accomplished and the complexity of the study it is anticipated that the plan will not be completed until early 1970 with implementation following its approval.

# # # #

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

FOR RELEASE FRIDAY
May 10, 1968

DOT - 4168
962 - 3928

The recent action on the Gas Pipeline Safety Bill by the House Commerce Committee has "repudiated what President Johnson has requested and what the Senate already had done" in establishing pipeline safety standards, Secretary of Transportation Alan S. Boyd said today.

Speaking in Denver, Colorado to a luncheon of the Denver Chamber of Commerce, Secretary Boyd said the House Committee's action was "worse than an empty gesture. It is a dangerous deception.

"It would be bad enough if the bill simply failed to provide protection for the public. But it goes beyond failure to encouraging violation of the very standards we believe are essential for that protection.

"There are some 800,000 miles of gas pipeline of varying sizes and capacity already in the ground. And another 30,000 miles will be constructed this year. The net effect of the House Bill as it now stands, will prevent any effective regulation of the 800,000 miles already underground and allow only token regulation of what will be constructed this year.

"Potentially, the most dangerous transportation of natural gas is through the miles of pipe beneath our city streets. Some of that pipe has been in use for better than a century. Most of the pipe has been in the ground for at least a decade.

"Yet, state and municipal regulation of such pipeline is minimal. And what regulation there is does not utilize the latest technology in testing, maintenance and repair or replacement. Yet the House bill would prohibit any effective reform of such regulation.

(more)

"The bill calls for a system of enforcement which not only would be ineffective but would represent a continuing invitation to violate whatever standards that are imposed. Under the penalty section of this bill, a violator will first be given notice of his violation and then will be given an opportunity to come into compliance before any penalties can be levied.

"This system of enforcement would be unique in Federal regulation; and I believe would be almost unheard of in most state and municipal regulation.

"A man could know that he was deliberately not complying with a standard with the full knowledge that the only sanction he faced would be notice of violation and a demand that he come into compliance. Only after failing to observe that notice could he be fined for continued non-compliance.

"These are just two of the major deficiencies which are now present in the bill reported by the House Commerce Committee.

"Fortunately there were a sizeable number of members on the Committee who tried to undo the mischief that had been done. They have indicated their intent to carry those efforts to the floor of the full House. I have told them that I will do everything that is legally within my power to assist their efforts."

(Full Text Available)

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, May 10, 1968

DOT--4368
963-5154

The Department of Transportation today announced a proposed change in a Federal Aviation Administration rule to protect the quality of environment in the face of aircraft operations and airport construction.

The publication of the proposed change in the Federal Register deals with the protection of parks, wildlife refuges, recreation areas and historic sites.

The proposal, according to Secretary of Transportation Alan S. Boyd, is one in a series of steps taken by the Department of Transportation to implement President Johnson's message on conservation "To Renew a Nation."

Last month, DOT announced FAA's program to combat air pollution caused by jet engines.

The rule would apply to several types of airport assistance programs administered by FAA. Approval would require the following considerations:

1. The justification for the particular project and its site.

2. Safety and efficiency of aircraft operations.

3. Integration with the overall regional airport plan.

4. The absence or presence of other alternatives in addition to those considered by the person requesting approval, including alternative methods of transportation.

5. The effect of any incidental construction necessary for the proposed program or project, such as the construction of access roads or parking facilities.

(more)

6. Cost differential between the proposed site and alternative site.

7. The total effect of aircraft operations on any park, recreational area, refuge, or historic site.

8. Steps to be taken to minimize harm to the park, recreational area, refuge, or historic site involved.

All interested parties have 30 days to comment on the proposal after publication in the Federal Register.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
May 12, 1968

DOT--4268
963-5105

Secretary of Transportation Alan S. Boyd today announced the appointment of John F. Burby as special assistant for communications.

Burby, 43, joined the Department last year as director of the information staff in the office of public affairs.

He is a former press secretary to Governor Edmund G. Brown of California.

A native of Michigan, he was a transport pilot during World War II and attended the University of Hawaii after the war.

He worked as a newspaperman from 1948 to 1960, as a correspondent for United Press and Time-Life, and as a general assignment reporter for the Honolulu Advertiser and the San Francisco Chronicle.

He was a Nieman Fellow in Journalism in 1959.

Burby lives with his wife and four children in Arlington, Virginia.

# # # #

DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
May 14, 1968

DOT - 4468
963-5105

Secretary of Transportation Alan S. Boyd will begin a four-day tour of Eastern cities Wednesday to get a first hand impression of urban transportation problems.

Boyd will officially assume responsibility for Federal Urban Mass Transit programs July 1.

The tour will take Boyd and a small number of staff members to Baltimore, Philadelphia, New York, Boston and Montreal.

He will visit Midwestern and Western cities on dates to be announced later.

The schedule follows:

FOR 10 A. M. RELEASE
MONDAY, MAY 20, 1968

DOT - 4568
963-5105

Secretary of Transportation Alan S. Boyd today outlined the Administration's Merchant Marine program, proposing extensive reforms in the concepts and content of the present Federal ship subsidy program.

"It is deeply in the national interest that we revitalize our Merchant Marine and make it both effective and competitive ... not just barely kept alive by Government subsidies and Government cargoes," Boyd said.

The Secretary presented the Administration program in testimony prepared for the Merchant Marine and Fisheries Subcommittee of the Senate Commerce Committee.

"The Administration has thoroughly considered the possible alternatives," he said. "Now more than ever we are convinced that the future of our Merchant Marine demands a shift from past policies to provide the streamlining and flexibility that is needed to enable it to cope with the competitive world of today and the future."

Policy reform is needed in the following key areas, Boyd said:

* Subsidy support should be provided only to meet this Nation's security needs. Ship operating support should be clearly distinguished from ship construction support.

(more)

* Although Federal support must continue, Federal dollars alone will not solve the problems of the maritime industries.

* The genius of the free enterprise system -- of skilled labor and profit motivated businessmen, stimulated by competition -- must be called into full play if the industries are again to prosper.

Our present subsidy systems do not provide incentives to use fully the resources and talents of American industry, he said.

The Administration program, Boyd said, calls for reforms of both ship construction and operating subsidies; review of tax law affecting the shipping industry; authorization for American merchant shipowners to purchase ships built in foreign yards; and transfer of the Maritime Administration from the Department of Commerce to the Department of Transportation.

Boyd at the same time warned that spiraling employment costs within the industry threaten it with economic ruin and imperil the American public as well.

The Secretary detailed the historic involvement of the Federal government in subsidizing and protecting the U. S. Merchant Marine. This involvement has grown to such an extent, he said, that the maritime industry has become less and less involved in actual competitive commercial trade. "Because of outmoded and uneconomical practices, capital and operating costs have skyrocketed," Boyd said.

"Lower construction costs in foreign shipyards, and lower operating costs of foreign vessels, have made it difficult for the Merchant Marine to compete with ships of other nations to carry our foreign trade.

"We believe that America's maritime industries can reestablish their position of importance in the commercial life of this Nation, if they are

-- revitalized through the application of advanced industrial technology and sound business practices.

-- incorporated into an integrated transportation system."

The Administration program proposes five major steps for reform and modernization:

-- Expand the scope and improve the system of ship operating subsidies, and establish the amount of subsidies according to the size of the fleet necessary for national security.

-- Reform the construction subsidy system and relate this subsidy to the Nation's need for an adequate shipyard capacity for national security.

(more)

-- Remove restraints on the freedom of shipowners to purchase ships in the world market -- treating shipowners like other American purchasers of transportation equipment and subject to the same restrictions on foreign investments and expenditures.

-- Expand maritime transportation research.

-- Transfer the Maritime Administration to the Department of Transportation.

Legislation recommended by Boyd would:

* Authorize a system of innovative operating subsidies for new bulk carriers.

* Maintain present ship construction subsidy at about its current level of $110 million.

* Authorize $30 million for Fiscal 1970 for revitalizing the National Defense Reserve Fleet.

* Authorize a five-year research program of $25 million annually, beginning in Fiscal 1970.

In addition, Boyd also proposed legislation which would authorize the Secretary of Defense to join with the Secretary of Transportation for joint recommendations to the President of level and character of ship construction subsidies.

This would include a joint determination of national emergency needs and necessary Federal support to maintain emergency capability for ship construction and repair.

The Administration proposal also includes authorization of $184 million to fund the fast deployment logistic ships program to meet military needs for rapid response sea lift.

The Secretary pointed out that basic policy under which the Merchant Marine program operates today was established 32 years ago -- in the Merchant Marine Act of 1936.

"Now it is time to take another thorough and searching look at the Merchant Marine and the subsidy program that sustains it," he said.

"The Merchant Marine -- like any other program requiring Government support -- should be subsidized only to the extent necessary to meet a compelling national need," Boyd said.

(more)

"That need can be clearly identified: We must have adequate shipping to meet our military requirements and those urgent non-military demands that would prevail in time of emergency.

"It is only to this extent that our maritime fleet should be subsidized. Beyond this level, the fleet should meet the tests of the free market.

"The subsidy system itself is in clear need of reform. Instead of encouraging innovation and productivity, the system focuses attention on the subsidy dollar as a source of income.

"A new system must be found that will induce the industry to take full advantage of advancing technology, management ingenuity, and the resources of a skilled labor force."

Boyd said the current practice of subsidizing the ship operator to make up for differences between elements of his operation and those of his foreign competitor is "inadequate and unsound."

It imposes a network of government auditors, cumbersome administrative procedures and prevents flexibility of ship operators' market planning, he said.

"And it gives the operator little incentive to hold down costs, since increases are borne by the Government."

To correct these deficiencies -- and at the same time to assure operators a reasonable rate of return on their investments -- the present system must be restructured to promote business judgment and operational flexibility, and minimize Federal involvement and intervention, he said.

"The Administration recommends legislation to encourage the shipyard to design and develop ships which can be built with the modern production techniques that have made our aircraft industry predominant in the world today," he said.

On the issue of foreign construction, the Secretary said merchant shipowners are still under almost the same constraints of two centuries ago when Americans could buy only American built ships.

"To engage in domestic trade, or to be eligible for a subsidy, they must buy only in U. S. shipyards."

"Since merchant ship work under Government subsidy amounts to less than 10 percent of the shipbuilding industry's business, this

(more)

restriction cannot be justified as essential to the industry's health.

"An American operator should not have to base his plans for purchases of new ships on the amount of construction subsidies available."

Under the Administration proposal, after the necessary level of ship construction in U. S. shipyards has been assured, American ship operators would be permitted to purchase vessels in the world shipbuilding market without subsidy.

On other points, the Secretary:

* Questioned continued subsidizing of passenger ships and said operators will be encouraged to terminate subsidy contracts. He said some $50 million annually goes to support 13 ships, equivalent to $275 for every passenger carried.

* Raised "serious doubt" over wisdom of going ahead with a broader nuclear ship program. He said the power reactors presently appear non-competitive with oil in the forseeable future.

* Proposed that the Secretary of the Treasury review shipping industry tax law to remove inequities. He also recommended ending tax exemption on reserve ship construction funds, given to certain ship operators.

Boyd, in support of the proposed transfer of Maritime to the Department of Transportation, said:

"The Department of Transportation was created to promote a more efficient national transportation system. This cannot be fully accomplished so long as the maritime component of the transportation system remains outside the Department's jurisdiction.

# # #

FOR RELEASE FRIDAY
May 24, 1968

DOT - 4668
962 - 3928

Secretary of Transportation Alan S. Boyd announced today the appointment of Richard L. Beam, a former electronics industry executive, as a special consultant on telecommunications.

Beam will work with Donald G. Agger, Assistant Secretary for International Affairs and Special Programs. The Office of Telecommunications in the Department of Transportation operates under Agger's direction.

Beam, 49, has been associated with the Hazeltine Corporation of Little Neck, N.Y. since 1948. He was president of the corporation from 1962 until 1966. Hazeltine develops and manufactures complex electronic equipment and systems.

Beam graduated from Pennsylvania State University in 1939 and worked for two years as a chemist in Florida. He received special electronics training at Harvard and the Massachusetts Institute of Technology while serving in the Army during World War II as a Signal Corps officer.

From 1945 until 1948 Beam was a product design engineer for Radio Inventions, Inc. of New York City. He served in various engineering and administrative positions at Hazeltine. He was a director of Hazeltine from 1957 until 1967, and he has been a consultant to the corporation for the last year.

(more)

The Office of Telecommunications in the Department of Transportation is concerned with the many kinds of communications associated with transportation, including the use of satellites. The office will develop and coordinate long-range telecommunications plans and will participate in communications research and development programs which relate to transportation. Among government agencies, the Department of Transportation is second only to the Department of Defense as a user of the radio spectrum.

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
May 24, 1968

DOT--4768
963-5105

The report, "The Freeway in the City," released for publication today by the Department of Transportation's Federal Highway Administration, contains more than 170 specific "principles of urban freeway planning and design."

The major recommendations, which the report says should have the "highest priority for action," follow:

-- Expand application of techniques of Systems Analysis and Operations Research to problems of planning, locating and designing urban freeways.

-- Adopt Systems Concept of an interdisciplinary team approach to urban freeway planning on every level -- Federal, state, regional and local. (This design team approach already is underway in Baltimore, Maryland, and Chicago, Illinois, and under consideration by several other metropolitan areas.)

-- Appoint an independent review board of qualified professionals to serve the Federal Highway Administrator, the Director of Public Roads, the State Highway Engineer, or the City Public Works Chief in an advisory capacity.

-- Encourage and aid formal education in urban transportation and highway planning and design.

-- Establish a system of regional Urban Design Institutes for advanced research in all related disciplines, sponsored jointly by the Department of Housing and Urban Development and the Department of Transportation.

-- Encourage formulation in each state of a total environmental planning commission to represent the legislature, the governor, and those agencies primarily responsible for physical planning in the state.

-- Coordinate freeway considerations with the comprehensive planning of every affected community, city and region. Throughout the planning process, information should be made available to government agencies, civic and other organizations to develop public understanding and support. "It has been well said that every freeway is a political statement."

-- Promote the integration of freeways with all other elements of the urban transportation system. These include arterial streets, vehicular parking areas, other transit systems, trains, subways, etc.

-- Stimulate more research on better ways of moving people and goods.

-- Investigate possibility of giving highway departments authority to condemn and purchase lands adjacent to proposed freeways or interchanges. The states or cities could then sell or lease the excess property as "improved land." The income benefits resulting would help defray, or perhaps even cover, the cost of the new highway development, offering relief to taxpayers.

-- Encourage the multiple utilization of urban rights-of-way. This concept sees the highway as but one occupant of the right-of-way. The use of space beside, below and above the freeway should be planned and designed along with the highway, itself. Its planning, if related to urban renewal, can help restructure the city in a more efficient and orderly way.

-- Encourage State and City Highway Departments to purchase and develop freeway-recreation corridors. Freeways should not only provide access to, but should be considered in themselves as major recreation facilities. These multiple-use corridors would provide, besides the roadway, such desirable features as fishing and boating lakes and streams, golf courses, game courts, riding trails, wildlife sanctuaries and conservation lands.

-- Develop and promote the passage by states and Federal Government of advanced highway-related enabling legislation. It suggests creation of a legislative task force to analyze current laws, needs and possibilities.

-- Encourage a high level of visual quality in every proposed freeway. Urban freeways should contribute to the beauty of regions through which they pass, from the standpoint of both the users and viewers of the facility. The highway beautification program of the Federal Highway Administration is a very good beginning, the report adds.

The report's other recommendations and suggestions are divided into seven categories -- 1. Comprehensive Planning and Community Values, 2. The View from the Freeway, 3. Location, 4. The Roadway, 5. Highway Structures, 6. Multiple Use of Corridor, and 7. Systems Analysis.

The report, "The Freeway in the City," may be obtained from the Superintendent of Documents, Washington, D. C. 20402. The price is $3 per copy.

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DEPARTMENT OF TRANSPORTATION | NEWS

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FOR RELEASE FRIDAY
May 24, 1968

DOT--4868
963-5105

Two years ago, a group of outstanding engineers, architects, landscape architects and planners agreed to draw up "a set of guidelines for planning and design of urban expressways" in the United States.

Secretary of Transportation Alan S. Boyd today received first copies of the recently completed report from members of the committee and group chairman Michael Rapuano. The completed report was published today by the Department's Federal Highway Administration.

Entitled, "The Freeway in the City," the 140-page document offers more than 170 specific recommendations for planning, locating, designing and building urban highways to provide the required mobility of people and goods and at the same time serve and enhance the total environment of the city, itself.

Secretary Boyd described the two-year study as "a valuable contribution to our continuing effort to improve the quality of the highway transportation environment and, in doing so, to make highways serve society as fully as possible."

"It has developed new and refreshing thinking on the principles and potentials of highway planning and design," he added, "It can be for highway planners, designers, and builders a guideline which will help them seize the opportunity for social good which is implicit in the highway program."

The study sees freeways as "part of the machinery of a city -- but perhaps at times too defiantly so." While there has been concern for human and cultural values in highway location-design, too often in the past, it added, the choice was made with attention to the transportation needs and cost from the point of view of the motorist, with the city's overall interest under-emphasized.

A major premise of the report is "that the urban freeway of the future cannot function only as a transport facility but must become an essential element in the redesign of old cities and the establishment of new ones."

The primary purpose of the report the authors say, "is to present a basic statement on the urban highway -- its problems and its possibilities." And it offers, they say, "a technique by which all critical highway design problems should be approached."

Many of the proposals are not original, the report admits. Some were gleaned from early studies and practices of the Bureau of Public Roads, the American Association of State Highway Officials, the Highway Research Board and others.

It recommends, for example, "an interdisciplinary team approach" to the problem of freeway planning. Federal Highway Administrator Lowell K. Bridwell said, "Concept design teams, involving planners, engineers and architects, already are at work in Baltimore, Phoenix, and Chicago, and other cities such as New York, Boston, and Washington are considering this same type of approach."

The report urges the expansion of the techniques of Systems Anaylsis and Operations Research to the city-highway problem. "Expressway development, with all its social, political, economic and physical ramifications, is so complex that it can only be effectively attacked by improved or new study procedures," it adds.

It recommends that a System group should be initiated within the Departments of Transportation, Health, Education and Welfare, and Housing and Urban Development. A primary responsibility of such a group would be to develop techniques for rating the many values involved in urban transportation and freeway planning.

It suggests, too, creation of an independent review board of qualified experts who should serve the Federal Highway Administrator, the Director of Public Roads, the State Highway Engineer, or the City Public Works Chief as advisors on urban highway problems.

The report calls for more encouragement of the multiple utilization of urban right-of-way, a concept which the Bureau of Public Roads has been emphasizing in recent years. This concept sees the highway as but one occupant of the right-of-way. The use of space beside, below and above the freeway should be planned and designed along with the highway itself the report says. Its planning, if related to urban renewal, can help restructure the city in a more efficient and orderly way.

The group of urban advisors who produced the report was chaired by Michael Rapuano of New York City, a landscape architect and engineer, and former member of the National Commission of Fine Arts. Other members of the advisory group are:

Lawrence Halprin of San Francisco, a landscape architect who has served as a consultant to the California State Division of Highways and currently is a landscape consultant for two new towns being developed in the West.

Dr. Thomas C. Kavanaugh of New York City, a structural and highway engineer and former chairman of the Department of Civil Engineering at New York University.

Mathew L. Rockwell of Chicago, an architect and city planner, who currently is serving as Executive Director of the Northeastern Illinois Planning Commission.

John O. Simonds of Pittsburgh, a landscape architect and planner who assisted in the development of the Allegheny Center Redevelopment in Pittsburgh and currently is a consultant for the Chicago Botanic Gardens and the Virginia Outdoor Recreation Study.

Marvin R. Springer of Dallas, head of an urban planning and development consultant firm which currently is serving some 40 cities in Texas and railroads and utilities in other southwestern states.

Harry B. Powell of Seattle, a structural engineer whose firm, Harry B. Powell & Associates, has received nine national awards for bridge designs.

Kevin Roche of Hamden, Connecticut, an architect and partner in the firm of Roche, Dinkeloo and Associates (formerly Eero Saarinen & Associates) which designed the Dulles International Airport near Washington, D. C. He also helped design the Oakland Museum Complex in California and the Ford Foundation headquarters in New York City.

The report, "The Freeway in the City," may be obtained from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402. The price is $3 per copy.

# # #

DEPARTMENT OF TRANSPORTATION NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, May 31, 1968

DOT--4968
963-5105

Secretary of Transportation Alan S. Boyd today named Lee W. Huff to direct planning for the Department of Transportation's auto insurance study. Secretary Boyd also appointed John Day as special counsel for the insurance study.

These appointments carry forward action taken on Wednesday, May 22, when President Johnson signed into law a Congressional Joint Resolution which directs the Secretary of Transportation to "conduct a comprehensive study and investigation of all relevant aspects of the existing motor vehicle accident compensation system." The study is to be completed and a report submitted to the President and the Congress within two years. The Resolution authorizes $2 million for what the President has called a pioneering study that represents "the newest advance for protection for the American consumer."

Huff, 36, is presently Deputy Director of the Office of Policy Review in the Transportation Department. He has been extensively involved with research studies and policy planning in the Transportation Department and previously with the Department of Defense. Holder of a Harvard Ph.D., Huff directed behavioral science studies in the Office of the Secretary of Defense. A political scientist and economist, Huff has directed and coordinated many major studies involving teams of social scientists, lawyers and other experts from universities and private research organizations.

(more)

Day, 32, has been serving as a consultant to the Transportation Department in its preliminary planning for the insurance study. A graduate of Oberlin College and the Western Reserve University Law School, he is a member of the Ohio and District of Columbia bars and has published studies of transportation liability questions in leading legal publications. Previously he was special assistant to the Vice Chairman of the Federal Power Commission.

Huff and Day will report directly to M. Cecil Mackey, Assistant Secretary of Transportation for Policy Development.

"The auto insurance study will get underway just as soon as Congress appropriates the necessary funds," Boyd said. "Appointments of Mr. Huff and Mr. Day will centralize the planning we have already initiated and will permit us to proceed with a minimum of delay and with the best possible study plan."

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DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
May 31, 1968

DOT--5068
963-5105

An $80,000 joint program of the Department of Transportation and Delaware State Highway Department to improve conditions at four Penn Central crossings to be used by high speed trains was announced today by Secretary of Transportation Alan S. Boyd.

The action completes a grade crossing protection improvement plan for all public crossings on the Department's New York-to-Washington high speed train demonstration project. A similar $330,000 joint agreement with Maryland was recently announced increasing protection at 16 grade crossings.

Boyd said the increased protection programs in Maryland and Delaware would not replace the need for "achieving a Washington-New York rail corridor free of all public and private grade crossings."

The Delaware project, which will provide improved highway conditions and increased protection for motorists and train operations, is scheduled to be completed by October 31, 1968. The crossings, all in the Newark area, are at Harmony Road, Red Mill Road, Chapel Street and Sandy Brae Road.

Of the total, the Federal Highway Administration will provide $30,000; the Federal Railroad Administration, $15,000; and the Delaware State Highway Department, $35,000.

-more-

Last August, Boyd ordered an immediate action program to reduce railway-highway grade crossing accidents, directing that special attention be given 20 Penn Central Railroad crossings to be used by the high-speed trains. Of these, 16 are located in Maryland and 4 are in Delaware. There are no grade crossings north of Wilmington, in the Washington-New York run.

The DOT-Delaware crossing improvement program will include:

--Installation of new train-activated advance warning devices.

--Revision of track circuits, where practicable, to reflect higher train speeds.

--Installation of special advanced highway warning signs, as well as painted pavement markings, "No Passing" stripes and advance railroad crossing markings.

--Removal of natural or man-made sight obstructions on approach roads.

--Changes in highway approaches, including widening and grade improvements, and an upgrading and widening of the pavement on the crossing.

The Delaware State Highway Department will have full responsibility for all preliminary investigations, design and construction work.

Penn Central Railroad will provide engineering assistance and work closely with Federal, State and county authorities to expedite the program.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
May 31, 1968

DOT - 5168
963 - 5105

Secretary of Transportation Alan S. Boyd today received a report of the Government-Industry Task Force set up to review progress on the Washington-New York rail passenger demonstration program.

The task group was formed by Boyd April 17 after a meeting with top management of the Penn Central, the Budd Co., General Electric Co. and Westinghouse Electric Corp.

The report outlines the major technical problems remaining to be solved before the demonstration of improved rail passenger service can begin between Washington and New York.

Boyd said that the report also has been delivered to all principals involved. He said all parties will analyze the report prior to conducting further discussions for implementing it.

The Washington-New York high speed train demonstration program is one of two such programs authorized under the High Speed Ground Transportation Act of 1965. The second demonstration is the planned high speed turbo-train service between New York and Boston.

The Washington-New York demonstration will involve 50 electrically-propelled cars, capable of speeds up to 150 mph.

The trains -- the Metroliners -- are being constructed by the Budd Co. for the Penn Central Railroad. The cars are powered by General Electric and Westinghouse equipment.

The report is attached:

# # # #

GOVERNMENT-INDUSTRY TASK FORCE REPORT

on the

WASHINGTON-NEW YORK RAIL

PASSENGER SERVICE DEMONSTRATION PROJECT

May 31, 1968

FOREWORD

At the request of the Secretary of Transportation, and with the concurrence of the senior managements of the Penn Central, Budd, Westinghouse Electric, and General Electric companies, a Government-Industry task force was formed on April 17, 1968, to identify those problems delaying the initiation of the Northeast Corridor Washington-New York rail passenger demonstration service, to order these problems as to importance measured against the various objectives of the Demonstration, and to report the proposed solutions of these problems within 30 days.

The following individuals comprised the task force: J. J. Wright and G. R. Weaver (with C. E. Ingersoll as alternate) of the Penn Central; J. A. Miller and N. W. Fesmire of the Budd Company; B. W. Wyman (with J. C. Dwyer as alternate) and C. B. Lewis of the General Electric Company; W. P. Bollinger and F. B. Gunter of Westinghouse Electric; and, representing the Department of Transportation, K. L. Lawson and L. A. Goldmuntz, with J. S. Jordan serving as the Administrative Assistant to the task force.

The task force was organized into various groups, as indicated in Figure 1. These groups were staffed and assisted by Government and Industry personnel.

We wish to thank officials of the Federal Aviation Administration and the National Aeronautics and Space Administration for making available the services of Neal A. Blake, Colin G. Simpson, Henry V. Hermansen, Henry J. Buck, Harry Runyan, and David Stephens. Many industry consultants were particularly helpful, such as Jack Irvin, Bruce Erlichman, and Edmundas Vambutas. Kenneth B. Ullman of the Office of High Speed Ground Transportation also participated. Finally, the principal contractors were very cooperative in helping to plan and conduct certain critical experiments, in making available key personnel and project records on short notice, and in contributing to the content of this report.

CONCLUSIONS AND RECOMMENDATIONS

The task force has completed its review and considers that, while there are problems remaining, a reliable Demonstration, as defined in the Department of Transportation contract with Penn Central, could be initiated in seven months subject to the prompt implementation of certain task force recommendations. It is our estimate that, with extremely vigorous and carefully coordinated management in all phases of this project--Government, Railroad, equipment suppliers--it may be possible to improve on this schedule. The corollary possibility also exists. Limited non-revenue operations that would not meet the frequency requirements of the Demonstration project, but that could serve a useful purpose in training operational and maintenance personnel could be started within the next three months. Such preliminary operations had been planned as an integral part of the Demonstration project for some time.

The task force found that many of the individual problems delaying the Demonstration had been identified by the various contractors and that substantial resources are now dedicated to the prompt resolution of these problems.

However, the task force finds that managements in the project--Government, Railroad, car builder, equipment suppliers--were overly optimistic with respect to the planning and scheduling requirements of a project of this magnitude and complexity. The Metroliners are the most sophisticated railroad equipment yet attempted anywhere, and properly so. We are dealing with a train consisting of six or eight locomotives that can draw more current than any other railroad load; that contains approximately 70 miles of wire and 25,000 electronic components.

The major remaining technical problems are:

(1) Electronic maintainability;

(2) Wheel thermal stress under specified deceleration when using air brakes alone;

(3) Pantograph-catenary current collection stability at high speed during winter months, particularly under the remaining light wire; and

(4) Acceptability of ride quality.

To achieve a full Demonstration within seven months, we feel it

necessary to implement right now certain maintainability and reliability programs, to proceed rapidly with specified pantograph-catenary experiments so that an early decision can be reached on modifications such as additional car bussing and to continue the current ride improvement experiments with high priority.

Electronic Maintainability

During the course of the study, electronic reliability calculations indicated that the Mean Time Between Failures (MTBF) of an electronic component in an eight-car train was ten hours.[1] This is a preliminary number based on the failure rate data available to the task force. Attempts are being made to verify the failure rate data. MTBF numbers must be used with caution until the failure modes of equipment are thoroughly analyzed. These could not be completely developed in time for this task force report.

Nevertheless, a preliminary failure mode analysis indicates that the probability of meeting the present Demonstration schedule is greater than 99% with a good lead car since both an 8-car and 6-car train can pull two dead (free wheeling) cars at 100 mph. Furthermore, in case of a failure in lead car electronics or train line control, there is still a probability of at least 99% of meeting the Demonstration schedule by utilizing the back-up power system.

Thus, the redundancy of multiply-powered cars and the emergency power system lead to a high probability of reasonable schedule accomplishment if cars are properly maintained. Non-equipment factors, however, may limit schedule performance.

The major implication of the MTBF for the Metroliner is in maintenance. It is aggravated by scant fault indication equipment. One should add to the train additional fault indicator systems that would make maintenance simpler. One should also design automatic diagnostic equipment for these trains. Since the Demonstration schedule calls for a one-hour turn-around, some such equipment is mandatory.

It is recommended that a task force be established immediately to (a) determine which failures should and can be displayed; (b) determine which failures should and can be diagnosed rapidly with repairs effected at the New York, Philadelphia, and Washington terminals; (c) identify which failures can be repaired only at depots; (d) design train-borne and stationary equipment to aid this diagnosis;

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1. There are approximately 3,000 electronic components per car with an average failure rate of 4×10^{-6} hours.

(e) list the spares to be stored at terminals and depots; (f) identify the electronic failure mechanisms that are most deleterious to schedule probability; (g) recommend quick fixes, if any are required, that may be implemented within a six-month period; (h) recalculate the schedule probability; and (i) report back within 45 days.

The major equipment suppliers should be involved in train maintenance, at least for a period of time, which we understand is the Railroad's intention.

Wheel Thermal Capabilities

At 120 mph (110 + 10% safety factor) the maximum deceleration available based on maximum dry rail adhesion is about 2 miles per hour/second. This will produce a peak heat load of approximately 400,000 ft lbs/second if the braking is accomplished by air alone. According to Schrader[2], this is a hazardous heat rate input, leading to thermal cracks even in Class A wheels. The number of applications of this heat rate necessary to develop a thermal crack is a function of the metallurgical composition of the wheel and its quenching.

The Railroad has already directed a change from Class C to Class A wheels before revenue service commences. The Railroad has further indicated that a change order will be issued to add dynamic brake to the controller emergency brake position so that the maximum thermal rate input to a wheel would be 280,000 ft lbs/second in a Westinghouse propelled car and 220,000 ft lbs/second in a G.E. propelled car, which may be reasonable for the limited number of times an emergency brake application is expected.

These rates could be exceeded only if there was a penalty or alertor brake application, or if there was a major power circuit failure disabling the dynamic brakes, an air brake pipe failure, or deliberate dumping of the air brake pipe by the engineer or conductor at a train speed of 120 mph.

In the case of penalty or alertor brake application, we recommend that dynamic braking be included with air for the same reasons that the Railroad has added dynamic braking to the controller emergency brake position. The remaining cases would seem to be sufficiently rare so that operational procedures might be used to record their occurrences and perform appropriate inspection during regular maintenance periods.

2. "The Effect of Brake Shoe Action on Thermal Cracking and on Failure of Wrought Steel-Railway Car Wheels", Wetenkamp, Sidebottom, Schrader. University of Illinois Bulletin, June 1950.

These thermal rate inputs under emergency braking could be reduced further if the deceleration rates could be reduced, which would seem possible since, even at 120 mph, the stopping distance is approximately one mile, which seems well within railroad practice. It might also be possible to alter signal spacing to accommodate lower deceleration rates. Actually, the specified braking rates are not obtained in practice (due, presumably, to brake fade).

We recommend that the Railroad, with Government support (if the Railroad so desires), review the metallurgical aspects of thermal cracking, the retardation characteristics of friction brakes, and braking criteria with a view toward specifying among Class A wheels those with minimum cracking susceptibility. We recommend that the Railroad review procedures to determine if it is feasible to reduce deceleration rates. We further recommend that, until these reviews are completed, it would be prudent to limit speed in revenue service to 120 mph.

Pantograph-Catenary Current Collection

Simulations and experience indicate that, winter or summer, light or heavy wire, up to speeds of 120 mph, a physical separation of the pantograph from the catenary will not occur for periods of more than 1/3 of a second. The electrical interruption will be less than this because of arc conduction. The train propulsion system can tolerate these interruptions. However, the lights may flicker, adding to passenger discomfort.

The wear on pantographs and catenary due to arcing and high speed operation would seem to require pantograph shoe servicing twice as often as under present conditions, a problem which the Railroad feels can be accommodated. The remaining problem seems to be a railway power problem in that the in-rush current upon re-establishment of pantograph-catenary contact is much greater than the normal or even the accelerating train current and seems to have tripped railway substation impulse relays. The Railroad and their consultants do not consider this a major issue, and it is probably soluble by relay changes.

However, to limit passenger discomfort for the Demonstration project and to prepare for future high speed programs, the task force recommends:

(a) A prompt review of the possibility of bussing six- and eight-car trains as compared to the two-car pairs which are presently bussed. Operation would then be with two, three, or four panto-

graphs up feeding the buss in parallel. Bussing seems to be the most promising short range fix to current collection problems for the Demonstration project.

(b) An early determination of the necessity of bussing by designing an experiment to run six- and eight-car trains under artificially sagged or hogged wire, whichever would simulate worst case operation.

Acceptability of Ride Quality

It has been generally conceded that the ride quality of Metroliners needs improvement. The Ride Quality Group, therefore, initiated comparative Metroliner versus Congressional ride experiments.

Based on the ride quality experiments performed on Metroliners and a Congressional car over improved and standard track, one cannot conclude that the ride quality of the Metroliner at 110 mph is at the present time superior to the Congressional at 80 mph. Generally, the lateral and vertical accelerations experienced in the Metroliner over the trucks are greater than the accelerations over the Congressional trucks. However, lateral and vertical accelerations experienced at the center of the Metroliner are less than those experienced at the center of the Congressional tested.

The resonant mounting of the main transformer (six tons under the center of the car) should be tuned to the car bending frequency (6-8 cycles per second) to minimize this source of ride discomfort. Experiments to date have not yet indicated the success of this technique. The Budd Company is continuing to investigate this problem.

Preliminary data seems to indicate that high frequency vibrations (above 10 cycles per second) are contributing to the accelerations experienced and, hence, to ride discomfort. These accelerations may be the consequence of track-wheel interactions which are then transmitted through the trucks to the car body. An air bag suspension system could accommodate this source of passenger discomfort and might warrant further consideration. There is some evidence of compressor or motor alternator vibration exciting the car body, and this should be reduced before a final evaluation can be made of track, truck, car-body interaction.

Nevertheless, enough data has been obtained to indicate that the truck's influence on lateral acceleration (to which humans are most sensitive) can be improved, and the truck manufacturer has such a program underway.

One of the critical, non-technical factors that can delay the Demonstration project has to do with the timely recognition and resolution of questions concerning engineering changes, testing, maintenance, equity, and the like. It seems evident that a tight schedule can be attained only if the several managements take timely action. An example of a question that has gone without resolution for a prolonged period and might add delay to the inception of the Demonstration project has to do with actual versus specified braking performance. One type of propulsion equipment cannot achieve a dynamic braking effort of 1.4 miles per hour/second without major modifications, which would be time consuming. Should higher peak inverse voltage thyristors become available, there would be no modifications required, simply a substitution of parts. It is estimated that these components will be available within 18 months. Then the equipment would meet the initial specification. It is the opinion of the task force that, for the Demonstration program with top speeds of 120 mph, the 1.1 miles per hour/second dynamic braking effort is sufficient. Provisional acceptance of the 1.1 miles per hour/second dynamic braking effort is possible with the understanding that, if higher peak inverse voltage thyristors with specified reliability are not available in two years, the manufacturer could modify his equipment.

TECHNICAL TASK FORCE ORGANIZATION

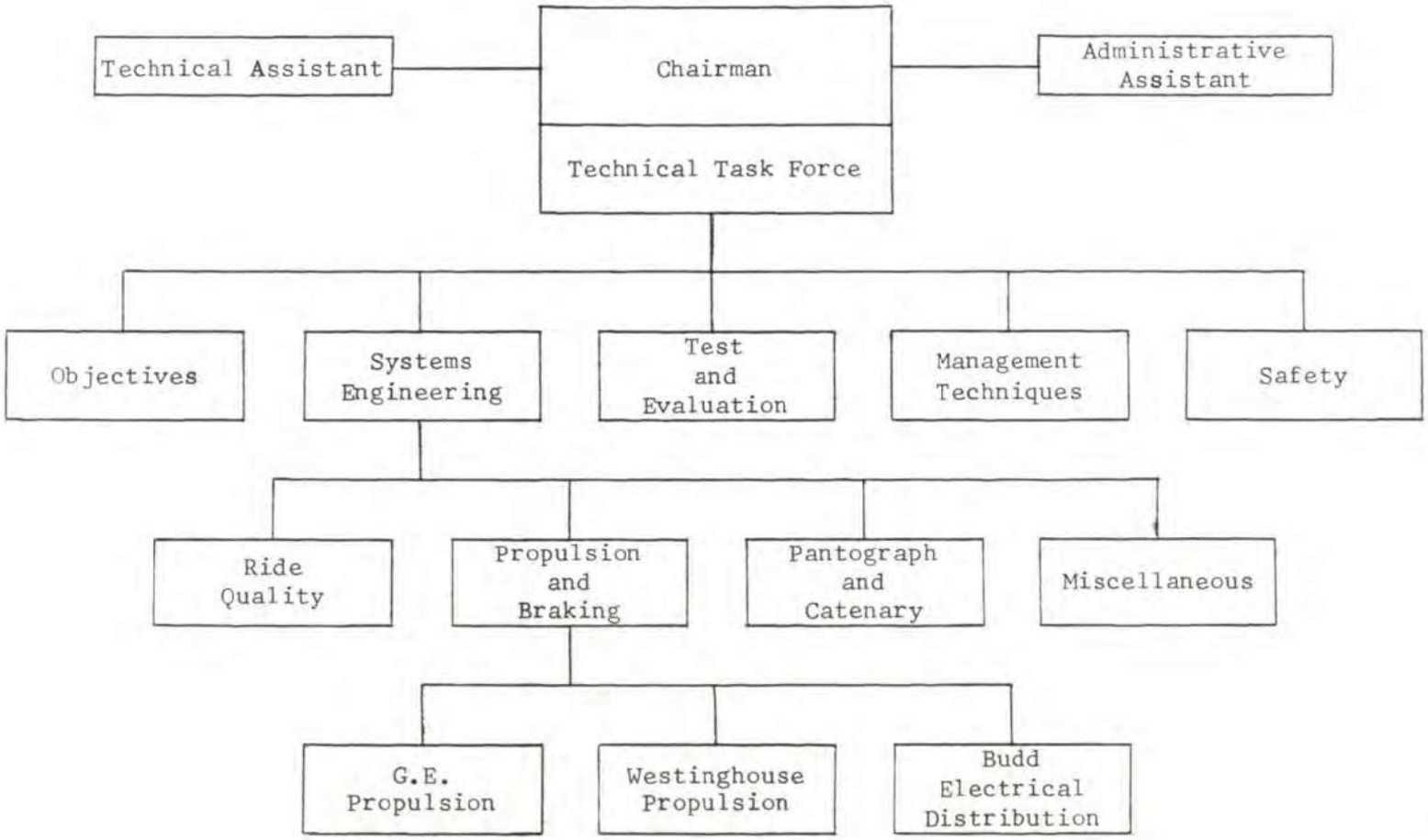


Figure 1.