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**WHORM Subject File Code:** SA002  
(Safety – Accident Prevention: Highway Traffic Safety)  
**Case file Number(s):** 425423-459999  
**Box:** 8

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# WITHDRAWAL SHEET

## Ronald Reagan Library

DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
1. letter (425647)	from Raquel Berg to the President; re unsafe back seat car belts (3 pp.)	10/3/86	<del>B3</del> B6 mjm 11/6/01
COLLECTION: WHORM: Subject File			kdb
FILE LOCATION: SA 002 Highway Traffic Safety (425423-459999)			10/23/91

### RESTRICTION CODES

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>A. National security classified information.</li> <li>B. Presidential Records Act               <ul style="list-style-type: none"> <li>B1. Release would violate a Federal statute.</li> <li>B2. Release would disclose trade secrets or confidential commercial or financial information.</li> <li>B3. Release would constitute a clearly unwarranted invasion of personal privacy.</li> <li>B4. Relating to appointment to Federal office.</li> <li>B5. Release would disclose confidential advice between the President and his advisors, or between such advisors.</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>B6. Release could disclose internal personnel rules and practices of an agency.</li> <li>B7. Release would disclose information compiled for law enforcement purposes.</li> <li>B8. Release would disclose information concerning the regulation of financial institutions.</li> <li>B9. Release would disclose geological or geophysical information concerning wells.</li> <li>C. Closed in accordance with restrictions contained in donor's deed of gift.</li> </ul> |
|--|---|

THE WHITE HOUSE  
CORRESPONDENCE TRACKING WORKSHEET

5A002

INCOMING

DATE RECEIVED: SEPTEMBER 19, 1986

NAME OF CORRESPONDENT: THE HONORABLE PAUL D. COVERDELL

SUBJECT: RECOMMENDS SUPPORT OF LEGISLATION THAT WOULD  
ALLOW ONLY THOSE STATES WHICH HAVE ADOPTED  
MANDATORY SEAT BELT LAWS TO INCREASE THEIR  
SPEED LIMIT ABOVE THE 55 MPH LEVEL

ROUTE TO: OFFICE/AGENCY	(STAFF NAME)	ACTION		DISPOSITION	
		ACT CODE	DATE YY/MM/DD	TYPE RESP	C COMPLETED D YY/MM/DD
KAE RAIRDIN		ORG	86/09/19	vr	80/9/29
REFERRAL NOTE: _____					
REFERRAL NOTE: _____					
REFERRAL NOTE: _____					
REFERRAL NOTE: _____					
REFERRAL NOTE: _____					

COMMENTS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

ADDITIONAL CORRESPONDENTS: MEDIA:L INDIVIDUAL CODES: 2200 \_\_\_\_\_  
IA MAIL USER CODES: (A) \_\_\_\_\_ (B) \_\_\_\_\_ (C) \_\_\_\_\_

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*ACTION CODES:      *DISPOSITION          *OUTGOING          *
*                   *                   *CORRESPONDENCE:  *
*A-APPROPRIATE ACTION *A-ANSWERED          *TYPE RESP=INITIALS *
*C-COMMENT/RECOM     *B-NON-SPEC-REFERRAL *                   OF SIGNER *
*D-DRAFT RESPONSE    *C-COMPLETED        *                   CODE = A *
*F-FURNISH FACT SHEET *S-SUSPENDED         *COMPLETED = DATE OF *
*I-INFO COPY/NO ACT NEC*                   *                   OUTGOING *
*R-DIRECT REPLY W/COPY *                   *                   *
*S-FOR-SIGNATURE     *                   *                   *
*X-INTERIM REPLY     *                   *                   *
*****

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REFER QUESTIONS AND ROUTING UPDATES TO CENTRAL REFERENCE  
(ROOM 75, OEOB) EXT-2590  
KEEP THIS WORKSHEET ATTACHED TO THE ORIGINAL INCOMING  
LETTER AT ALL TIMES AND SEND COMPLETED RECORD TO RECORDS  
MANAGEMENT.

THE WHITE HOUSE

WASHINGTON

September 29, 1986

Dear Paul:

On behalf of the President, I certainly want to thank you for your recent correspondence suggesting that the President support legislation that would allow only those states which have adopted mandatory seat belt laws to increase their speed limit above the 55 mph level.

Please be assured that a copy of your letter will be forwarded on for review by the President.

As always we appreciate your views and the active participation you have taken in supporting the President's initiatives. If I can be of assistance on other matters, please feel free to contact me.

Sincerely,



K. Kae Rairdin  
Special Assistant to the President  
for Intergovernmental Affairs

The Honorable Paul D. Coverdell  
Senator of the State of Georgia  
2015 Peachtree Road, N.E.  
Atlanta, Georgia 30309

6  
K. F. ...

425832

**PAUL D. COVERDELL**  
District 40  
2015 Peachtree Road, N.E.  
Atlanta, Georgia 30309



**MINORITY LEADER**

# The State Senate

Atlanta, Georgia 30334

September 16, 1986

The Honorable Ronald Reagan  
President of the United States  
The White House  
Washington, D.C. 20500

Dear Mr. President:

As a member of the National Highway Safety Advisory Committee, it was with great interest that I read of your support for a proposal to allow states to raise speed limits above the current federally mandated level of 55 mph.

I believe there is a great deal of merit to increasing speed limits, particularly on interstate highways and other four-lane limited access roads, but I am concerned about the potential increase in accidents and fatalities which may result from the increased speeds.

To reduce this potential increase in fatalities and injuries, I would make the recommendation that you support legislation that would allow only those states which have adopted mandatory seat belt laws to increase their speed limits above the 55 mph level.

It is my view that strictly-enforced safety belt laws coupled with higher speeds (up to 65 mph) on certain roads will give motorists the benefits of increased speeds without substantially increasing the risks of being killed or injured on our highways.

By copy of this letter, I am forwarding these recommendations to Secretary of Transportation Dole and

The Honorable Ronald Reagan  
September 16, 1986  
Page Two

the staff of the National Highway Safety Advisory  
Committee.

Sincerely,

A handwritten signature in blue ink, appearing to read "Paul D. Coverdell", enclosed within a circular scribble.

Paul D. Coverdell  
Georgia Senate Minority Leader

PDC/blh

cc: The Honorable Elizabeth Dole  
Ms. Diane K. Steed

DATE RECEIVED: OCTOBER 09, 1986

NAME OF CORRESPONDENT: THE HONORABLE GEORGE E. GORDON III

428975

SUBJECT: INFORMS OF THE STRONG OPPOSITION TO MANDATORY SEAT BELT LAWS IN NEW HAMPSHIRE

DATE TO: OFFICE/AGENCY	(STAFF NAME)	ACTION		DISPOSITION	
		ACT CODE	DATE YY/MM/DD	TYPE RESP	C COMPLETED D YY/MM/DD
LE RAIRDIN		ORG	86/10/09	EXR	A 86/10/15
	REFERRAL NOTE:				
	REFERRAL NOTE:	R	86/10/16		A 80/10/29
	REFERRAL NOTE:				
	REFERRAL NOTE:				
	REFERRAL NOTE:				
	REFERRAL NOTE:				

REMARKS:

ADDITIONAL CORRESPONDENTS: MEDIA:L INDIVIDUAL CODES: 2200  
MAIL USER CODES: (A) (B) (C)

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ACTION CODES:	*DISPOSITION	*OUTGOING	*
	*	*CORRESPONDENCE:	*
APPROPRIATE ACTION	*A-ANSWERED	*TYPE RESP=INITIALS	*
COMMENT/RECOM	*B-NON-SPEC-REFERRAL	* OF SIGNER	*
DRAFT RESPONSE	*C-COMPLETED	* CODE = A	*
FURNISH FACT SHEET	*S-SUSPENDED	*COMPLETED = DATE OF	*
INFO COPY/NO ACT NEC*		* OUTGOING	*
DIRECT REPLY W/COPY *			*
FOR-SIGNATURE *			*
INTFPJM REPLY *			*

\*\*\*\*\*

REFER QUESTIONS AND ROUTING UPDATES TO CENTRAL REFERENCE (ROOM 75, OEOB) EXT-2590  
KEEP THIS WORKSHEET ATTACHED TO THE ORIGINAL INCOMING LETTER AT ALL TIMES AND SEND COMPLETED RECORD TO RECORDS MANAGEMENT.

OCT 29 1986

The Honorable George E. Gordon, III  
New Hampshire House of Representatives  
Dist. 7, Pembroke, N. H.  
139 Main Street  
Suncook, New Hampshire 03275

Dear Mr. Gordon:

This responds to your letter, forwarded to us by President Reagan, concerning the enactment of State safety belt use laws. Your letter was referred to this agency since we are implementing the Department's July 1984 decision on occupant crash protection, which addresses safety belt use laws and automatic protection.

In view of your concern about the roles of the Federal and the States in deciding whether safety belt use laws should be enacted, I believe that it is useful to summarize the Department's decision about occupant crash protection. As you may know the Department was required to undertake a rulemaking on this subject after the Supreme Court held that the National Highway Traffic Safety Administration's rescission of the automatic crash protection regulation was arbitrary and capricious. The Department found that automatic crash protection provides demonstrable safety benefits and thus required that all new cars have automatic protection after September 1, 1989. The requirement is phased in during the preceding three years. Since we also believed that effectively enforced State laws requiring the proper use of safety belts offer our best opportunity to save lives today at virtually no additional cost to the consumer, we specified that if States with two-thirds of the U.S. population decide to enact effective belt use laws by 1989, the automatic protection requirement will no longer apply.

I want to emphasize the voluntariness of the States' actions with respect to safety belt use laws. The decision whether to adopt such laws is entirely their own. As the Secretary informed Congressman Gregg in the letter you enclosed, the Department neither has nor seeks any authority to withhold Federal funds if States do not adopt safety belt use laws.

As to your concern about how safety belt use laws affect the rights of citizens, we recognize that a safety belt use law requires an action that many people do not take voluntarily. However, all State and local traffic laws involve some restraint on individual behavior. Most are accepted without a second thought: we drive on the right side, obey speed limits and stop at red lights. In many cases, the failure of motorists to obey these laws will have an impact on other motorists as well as themselves. The same is true for failing to wear safety belts, because automobile accidents have many "victims" -- family, friends,

employers and taxpayers -- all of whom bear some measure of the human and economic cost. During the past decade, 470,000 persons have died on American highways. Each year an estimated 300,000 are injured seriously enough to require hospital treatment. These traffic injuries and deaths have resulted in an annual cost to society of approximately 70 billion dollars resulting from such costs as emergency medical services, long-term medical care and rehabilitation, worker's compensation, welfare payments, and lost tax revenue.

We believe that safety belt use laws are more than justified by the possibility of achieving substantial reductions in vehicle-related deaths and injuries, and reducing the financial burden on the taxpayers. Early data indicate that the laws already enacted are working to save lives. Again let me stress that the decision whether to adopt a belt use law or not is strictly up to each State.

Thank you for expressing your views. We appreciate this opportunity to advise you of our efforts to improve occupant crash protection for all Americans.

Sincerely,

**Diane K. Steed**

Diane K. Steed

NOA-32:SPWood:mar:366-2992:10/24/86:0022o

NHTSA # 8610200002, DOT # 8610160018, OCC 1334

Rewrite:DSteed:mar:10/29/86

cc: NOA-01 Subj/Chron, NOA-01DKS, NOA-02, NOA-10MH, NOA-10JC  
NOA-30 Subj/Chron, NOA-32 SLOesch, NRM-01, S10 Comeback,  
C, P, I, S1CE, S1CM, S9, S2

THE WHITE HOUSE OFFICE

REFERRAL

OCTOBER 16, 1986

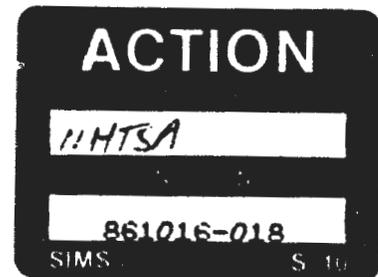
TO: DEPARTMENT OF TRANSPORTATION

ACTION REQUESTED:  
DIRECT REPLY, FURNISH INFO COPY

DESCRIPTION OF INCOMING:

ID: 428975  
MEDIA: LETTER, DATED OCTOBER 1, 1986  
TO: PRESIDENT REAGAN  
FROM: THE HONORABLE GEORGE E. GORDON III  
STATE REPRESENTATIVE  
NEW HAMPSHIRE HOUSE OF  
REPRESENTATIVES  
139 MAIN STREET  
SUNCOOK NH 03275

SUBJECT: INFORMS OF THE STRONG OPPOSITION TO  
MANDATORY SEAT BELT LAWS IN NEW HAMPSHIRE



PROMPT ACTION IS ESSENTIAL -- IF REQUIRED ACTION HAS NOT BEEN  
TAKEN WITHIN 9 WORKING DAYS OF RECEIPT, PLEASE TELEPHONE THE  
UNDERSIGNED AT 456-7486.

RETURN CORRESPONDENCE, WORKSHEET AND COPY OF RESPONSE  
(OR DRAFT) TO:  
AGENCY LIAISON, ROOM 91, THE WHITE HOUSE, 20500

SALLY KELLEY  
DIRECTOR OF AGENCY LIAISON  
PRESIDENTIAL CORRESPONDENCE

October 15, 1986

Dear Representative Gordon:

On behalf of the President, I want to thank you for your recent correspondence.

I have forwarded a copy of your comments to the appropriate officials at the Department of Transportation for their review and direct reply.

Thank you for bringing your concerns to the attention of the Administration. If I can be of assistance in the future, please feel free to contact me.

Sincerely,



K. Kae Rairdin  
Special Assistant to the President for  
Intergovernmental Affairs

The Honorable George E. Gordon III  
Member of the House of Representative  
of the State of New Hampshire  
139 Main Street  
Suncook, New Hampshire 03275

428975



# State of New Hampshire

HOUSE OF REPRESENTATIVES

CONCORD

*A. Pardon*

October 1, 1986

The Honorable Ronald Reagan  
President of the United States  
White House  
Washington, D. C.

Dear Mr. President:

I feel that I must inform you of the strong opposition to mandatory seat belt laws in New Hampshire.

A state-wide poll conducted by the Union Leader resulted in over 90% opposed to such measures. A similar poll conducted by myself showed 80% in opposition to forcing adults to buckle up.

A proposed mandatory seat belt law introduced in the last legislative session was defeated in the House by a vote of 261 to 82. I am sure these results will convince you that New Hampshire does not want any part of mandatory seat belt laws or regulations.

I also feel that time will prove that we in the Granite State will not tolerate any rule or regulation being crammed down our throats as is now being attempted through a House amendment offered to a Senate bill passed last week which would allow states to up speed limits to 65 miles per hour on rural interstates.

Senator Gordon Humphrey accurately described the amendment as "preposterous and outrageous and would continue the very kind of dictatorial coercion from Washington that we seek to reduce".

It was also disclosed that in a related move, you ordered all federal employees to wear seat belts while on official business. This act was not surprising as postal employees and those stationed at military installations have been forced to wear seat belts for some time and believe me, they are not happy about it. A former military man told me that when he was overseas that he and others riding in jeeps had to be buckled up but when they were in rough terrain and the

jeeps overturned, soldiers were crushed to death or received serious injuries as they could not jump out because of being strapped in place.

Congressman Judd Gregg has been very concerned as to the possibility of the Transportation Department withholding highway funds from states to encourage them to enact mandatory seat belt laws and sought clarification from Elizabeth Dole. I have enclosed copies of correspondence between them.

Mr. President, I voted for you every time that you ran for the office of President because I truly believed you when you said you were going to get "Government off our backs". However, your actions concerning mandatory seat belt laws appear to be contrary to that pledge.

My great grandfather, Captain George W. Gordon, enlisted in the Civil War from this community. He was wounded at Gettysburg, wounded at Bull Run and killed at the Battle of Cold Harbor, Virginia in 1864. He fought to free unfortunate people who were involuntarily confined in chains. I am more than willing to follow in his footsteps to prevent unwilling American citizens from being involuntarily restricted and confined by seat belts.

In conclusion, I humbly request that you do all within your power to make sure that there is no Government intrusion into the rights of New Hampshire citizens to decide the outcome of the seat belt issue.

Sincerely yours,

*George E. Gordon III*

Rep. George E. Gordon, III  
Dist. 7, Pembroke, N. H.  
139 Main Street  
Suncook, N. H. 03275

GEG:bgm

Enc.

cc: Senator Gordon Humphrey  
Congressman Judd Gregg  
Mrs. Nackey Loeb

GREGG

NEW HAMPSHIRE

NEW OFFICE

SUITE 100

DC 20515

5-5200

TEE ON

D MEANS



## Congress of the United States

HOUSE OF REPRESENTATIVES  
WASHINGTON, DC 20515

DISTRICT OFFICES  
N H HIGHWAY HOTEL  
FORT EDDY ROAD  
CONCORD NH 03301  
(603) 228-0316

1 SPRING STREET  
NASHUA NH 03060  
(603) 883-0800

157 MAIN STREET  
BERLIN NH 03570  
(603) 752-5358

June 3, 1986

The Honorable Elizabeth Hanford Dole  
Secretary of Transportation  
Office of the Secretary  
100 Seventh Street, SW  
Washington, D.C. 20590

Dear Secretary Dole:

I write to you with the views of the citizens of New Hampshire foremost in mind. While some states have seen fit to pass laws mandating the use of seat belts, New Hampshire citizens have made it clear that they prefer this matter left to the discretion of the individual. My hope is that the Department of Transportation would refrain from using the threat of withholding federal highway money to coerce states to enact mandatory seat belt laws.

As you know, the Department of Transportation has used this method in past years to coerce states to comply with the National Minimum Drinking Age, and the 55 mile-per-hour speed limit. I would be interested to know if your agency has any plans to use the same means to force states to enact legislation mandating the use of seat belts by motorists. Although the 55 mile-per-hour speed limit and the National Minimum Drinking Age have merit, I believe the means by which states have been forced to implement them can be construed as an infringement upon states' rights. Further, I feel this is a classic example of why it is bad policy to allow the federal government to attach "strings" to federal money that is allocated to states. For these reasons, I would urge you to exercise restraint with respect to using the same method to force states to implement mandatory seat belt legislation.

Although I feel seat belts are desirable from a safety standpoint, New Hampshire residents have made it clear that they feel the use of seat belts should be a matter of individual choice. I hope that you will take their views into account when considering whether to take any action on this issue.

Sincerely,

  
Judd Gregg  
Member of Congress

JG:rc

THE WHITE HOUSE  
CORRESPONDENCE TRACKING WORKSHEET

ID# 429066

SA 002

INCOMING

DATE RECEIVED: OCTOBER 09, 1986

NAME OF CORRESPONDENT: THE HONORABLE MICHAEL S. DUKAKIS

SUBJECT: APPRECIATES THE OPPORTUNITY TO COMMENT ON THE CONCERNS REGARDING THE NATIONAL MAXIMUM SPEED LIMIT (NMSL) AND STATES HIS ADMINISTRATION REMAINS COMMITTED TO THE RETENTION AND \*

ROUTE TO: OFFICE/AGENCY	(STAFF NAME)	ACTION		DISPOSITION	
		ACT CODE	DATE YY/MM/DD	TYPE RESP	C COMPLETED D YY/MM/DD
ANDREW CARD		ORG	86/10/09	ACA	86/10/16 AB
	REFERRAL NOTE:				
	REFERRAL NOTE:				
	REFERRAL NOTE:				
	REFERRAL NOTE:				
	REFERRAL NOTE:				

COMMENTS: \* STRICT ENFORCEMENT OF THE NMSL

ADDITIONAL CORRESPONDENTS: MEDIA:L INDIVIDUAL CODES: 2100  
IA MAIL USER CODES: (A) (B) (C)

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*ACTION CODES:          *DISPOSITION          *OUTGOING          *
*                      *                      *CORRESPONDENCE:  *
*A-APPROPRIATE ACTION  *A-ANSWERED          *TYPE RESP=INITIALS *
*C-COMMENT/RECOM       *B-NON-SPEC-REFERRAL *          OF SIGNER   *
*D-DRAFT RESPONSE      *C-COMPLETED        *          CODE = A   *
*F-FURNISH FACT SHEET  *S-SUSPENDED         *COMPLETED = DATE OF *
*I-INFO COPY/NO ACT NEC*                      *          OUTGOING  *
*R-DIRECT REPLY W/COPY *                      *                      *
*S-FOR-SIGNATURE       *                      *                      *
*X-INTERIM REPLY       *                      *                      *
*****

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PLEASE QUESTIONS AND ROUTING UPDATES TO CENTRAL REFERENCE  
(ROOM 75, OEOB) EXT-2590  
KEEP THIS WORKSHEET ATTACHED TO THE ORIGINAL INCOMING  
LETTER AT ALL TIMES AND SEND COMPLETED RECORD TO RECORDS  
MANAGEMENT.

THE WHITE HOUSE

WASHINGTON

October 16, 1986

Dear Governor Dukakis:

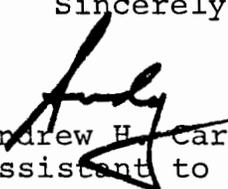
On behalf of President Reagan, thank you for your letter expressing your concerns regarding the National Maximum Speed Limit (NMSL) and affirming that your Administration remains committed to the retention and strict enforcement of the NMSL.

I have forwarded a copy of your comments to appropriate Administration officials and to the Department of Transportation for their benefit and review.

Thank you for taking the time to share your views on this important issue. If I can be of further assistance, please let me know.

With best wishes,

Sincerely,



Andrew H. Card, Jr.

Special Assistant to the President  
for Intergovernmental Affairs

The Honorable Michael S. Dukakis  
Governor of Massachusetts  
State House  
Boston, Massachusetts 02133

429066



*Award*

THE COMMONWEALTH OF MASSACHUSETTS  
EXECUTIVE DEPARTMENT

STATE HOUSE • BOSTON 02133

MICHAEL S. DUKAKIS  
GOVERNOR

September 30, 1986

The Hon. Ronald Reagan  
President of the United States  
The White House  
Washington, DC 20500

Dear President Reagan:

Thank you for the opportunity to comment on your concerns regarding the National Maximum Speed Limit (NMSL). This administration remains committed to the retention and strict enforcement of the NMSL. After ten years' experience with enforcing the limit and conducting public information efforts for generating increased levels of voluntary compliance, the life and energy saving benefits have withstood the test of time. I firmly believe that any real or perceived shift in the federal commitment to the 55 MPH speed limit will further erode motorists' compliance.

A more appropriate method of determining compliance with the NMSL, relative to rural interstates, would be a revision of the rules and criteria (promulgated by the Federal Highway Administration) for states' collection and reporting of speeds on these roadways. Such a revision would more equitably balance speed compliance for those states with greater rural interstate mileage vs. those who do not.

The Surface Transportation Assistance Act of 1982 requested that the National Academy of Sciences investigate the benefits of the NMSL. One of the major findings of the study concluded that between 2,000 to 4,000 lives were saved in calendar year 1983 due to the NMSL (adjusted for the reduction in the fatality rate during the last decade as well as the increase in travel and average speeds). The study further quotes recent national polls that indicate that 76% of the American public supports the NMSL.

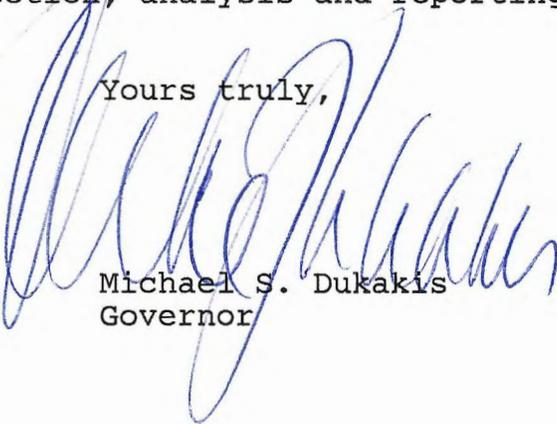
The Hon. Ronald Reagan

-2-

September 30, 1986

With the life and energy saving benefits remaining intact, I must support only those changes to the NMSL that would affect the collection, analysis and reporting of speeds measured.

Yours truly,

A handwritten signature in blue ink, appearing to read "Michael S. Dukakis". The signature is fluid and cursive, with a large initial "M" and "D".

Michael S. Dukakis  
Governor

MSD:mv

WHITE HOUSE  
CORRESPONDENCE TRACKING WORKSHEET

O - OUTGOING

H - INTERNAL

I - INCOMING

Date Correspondence Received (YY/MM/DD) 86/08/12

Name of Correspondent: James V. Hansen

MI Mail Report

User Codes: (A) (B) (C)

Subject: Writes regarding legislation he recently introduced to give States the right to increase the speed limit. Although this measure was narrowly defeated, it will be offered in the Senate & requests your endorsement.

ROUTE TO:

ACTION

DISPOSITION

Office/Agency (Staff Name)	Action Code	Tracking Date YY/MM/DD	Type of Response	Completion Date YY/MM/DD
LA BALL	ORIGINATOR	86/08/12	WB	A80820
	Referral Note:	/ /		/ /
	Referral Note:	/ /		/ /
	Referral Note:	/ /		/ /
	Referral Note:	/ /		/ /

ACTION CODES:

- A - Appropriate Action
- C - Comment/Recommendation
- D - Draft Response
- F - Furnish Fact Sheet to be used as Enclosure

- I - Info Copy Only/No Action Necessary
- R - Direct Reply w/Copy
- S - For Signature
- X - Interim Reply

DISPOSITION CODES:

- A - Answered
- B - Non-Special Referral
- C - Completed
- S - Suspended

FOR OUTGOING CORRESPONDENCE:

- Type of Response = Initials of Signer
- Code = "A"
- Completion Date = Date of Outgoing

Comments:

Keep this worksheet attached to the original incoming letter.  
Send all routing updates to Central Reference (Room 75, OEOB).  
Always return completed correspondence record to Central Files.  
Refer questions about the correspondence tracking system to Central Reference, ext. 2590.

# RECORDS MANAGEMENT ONLY

## CLASSIFICATION SECTION

No. of Additional Correspondents: \_\_\_\_\_ Media: 8 Individual Codes: 1 2 4 0 \_\_\_\_\_

Prime Subject Code: SA 002 - \_\_\_\_\_ Secondary Subject Codes: PQ \_\_\_\_\_ BT \_\_\_\_\_  
TN 001 \_\_\_\_\_ LE \_\_\_\_\_  
EG 024 \_\_\_\_\_ \_\_\_\_\_

## PRESIDENTIAL REPLY

Code	Date	Comment	Form
C	_____	Time: _____	P- _____
DSP	_____	Time: _____	Media: _____

**SIGNATURE CODES:**

- CPn - Presidential Correspondence
  - n - 0 - Unknown
  - n - 1 - Ronald Wilson Reagan
  - n - 2 - Ronald Reagan
  - n - 3 - Ron
  - n - 4 - Dutch
  - n - 5 - Ron Reagan
  - n - 6 - Ronald
  - n - 7 - Ronnie
  
- CLn - First Lady's Correspondence
  - n - 0 - Unknown
  - n - 1 - Nancy Reagan
  - n - 2 - Nancy
  - n - 3 - Mrs. Ronald Reagan
  
- CBn - Presidential & First Lady's Correspondence
  - n - 1 - Ronald Reagan - Nancy Reagan
  - n - 2 - Ron - Nancy

**MEDIA CODES:**

- B - Box/package
- C - Copy
- D - Official document
- G - Message
- H - Handcarried
- L - Letter
- M - Mailgram
- O - Memo
- P - Photo
- R - Report
- S - Sealed
- T - Telegram
- V - Telephone
- X - Miscellaneous
- Y - Study

August 20, 1986

Dear Mr. Hansen:

On the President's behalf, I would like to thank you for your August 12 letter on the issue of reforming the current national speed limit laws.

The President believes that the time has come to restore greater authority to the states in this area. In that regard, he welcomes proposals such as those offered by Senators Symms and Hecht or other reasonable reforms that would provide states with an enhanced ability to regulate highways within their jurisdictions.

As a former governor himself, President Reagan has great confidence in the sensitivity of the governors to the need for protecting public safety, and he knows that they will exercise with the greatest of care whatever level of control is ultimately returned to them.

With best wishes,

Sincerely,

William L. Ball, III  
Assistant to the President

The Honorable James V. Hansen  
House of Representatives  
Washington, D.C. 20515

WLB:KRJ:krj

cc: w/copy of inc to Larry Harlow, Cong Affrs, OMB - FYI ✓

JAMES V. HANSEN  
1ST DISTRICT, UTAH

COMMITTEES:  
INTERIOR AND  
INSULAR AFFAIRS

STANDARDS OF OFFICIAL  
CONDUCT

WASHINGTON OFFICE:  
ROOM 1113  
LONGWORTH HOUSE OFFICE BUILDING  
WASHINGTON, D.C. 20515  
(202) 225-0453

2248  
Congress of the United States  
House of Representatives  
Washington, D.C. 20515

August 12, 1986

DISTRICT OFFICES:  
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OGDEN, UTAH 84401  
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(TOLL FREE: 1-800-662-2523)  
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ST. GEORGE, UTAH 84770  
(801) 628-1071

The Honorable Ronald Reagan  
President of the United States  
The White House  
Washington, D.C.

Dear President Reagan:

On August 5, 1986, the House of Representatives came very close to passing legislation which would modify an outdated law, the Emergency Conservation Act of 1974.

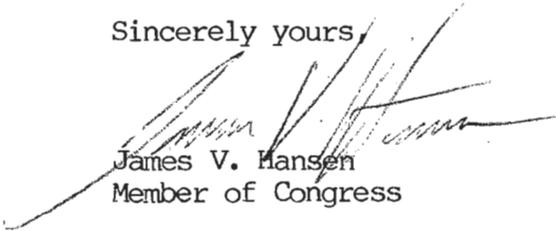
The amendment I, and Dave McCurdy, offered to H.R. 3129, the Surface Transportation Act, required the Secretary of Transportation, in cooperation with the governors of each state, to come up with criteria upon which each state could raise the speed limit up to a maximum of 65 mph on non-congested (or rural) interstates. The amendment also called for a 5-year demonstration period to assess the impact of higher speeds and highway safety.

August 6th was the first time "55" was challenged in Congress. I am convinced that the amendment we offered received the bi-partisan support that it did (198 ayes to 218 noes) because we understood the importance of compromise.

Mr. President, the American people are crying out for change. What's wrong with giving the states the right to decide whether they want to increase the speed limit, based on certain criteria? I know of nothing that has created more regional animosity or animosity toward the Federal Government than the mandatory 55-mph speed limit. The issue is not "dead" in the Congress. Senators Symms and Hecht plan to offer a measure in the Senate on "55" with every confidence of winning. Your endorsement of legislation to modify this out-dated law would be very helpful at this time if we hope to gain success in conference.

With best personal regards, I am

Sincerely yours,



James V. Hansen  
Member of Congress

JVH:G



435543  
SA002  
HI  
TN001

VIEWPOINT with Ronald Reagan  
(Reprint of a Radio Program entitled "Saving Energy and Lives on the Freeway")

Do you glare at the hot-rod doing 70 miles per hour on the freeway? Or do you mutter in disgust at the do-gooder doing 55? In either case you're part of a growing crowd of those dissatisfied with the current situation on our highways.

Part of the problem is that the federally-sponsored freeway system was designed for 70 and the national speed limit is 55. Funny how our problems always seem to start in Washington. But for once the federal government also performed a useful service, albeit unknowingly, by setting a lower speed limit. They caused a suspected problem on our highways to become crystal clear. Then, of course, they did nothing to solve it.

The problem: congested freeways breed fatal accidents at 70 miles per hour. The freeway designers thought the freeways could handle traffic at 70. They were wrong.

When the energy crisis loomed and simple, quick solutions were eagerly sought and dispensed, a national speed limit of 55 miles per hour was imposed by Washington. Much was made of all the energy that would be saved. Whether energy was saved or not, lives certainly were. The traffic death rate dropped dramatically, demonstrating that the people had been misled into believing they should be able to drive bumper to bumper, fender to fender at 70 miles per hour after a hard day's work.

But on an uncrowded freeway in good weather the average driver can handle his car at 70, and driving at 55 for long periods can be monotonous and, therefore, dangerous. Why, then, do we still employ the simple solution that was designed to save energy and is now honored mainly in the breach unless a state trooper is in sight? Because the federal government lacks even the slight imagination needed to redesign speed limits which will both save lives and allow people to drive at their best speed on long trips. And, of course, Washington won't let the states do it.

Here's how it can be done. Draw circles of traffic congestion around major metropolitan areas and establish within them a permanent speed limit of 55. Outside of the congested areas establish intermediate areas monitored by unmanned radar units to count and measure the speeds of vehicles as well as to determine the quality of the visibility. When these areas become congested or foggy, program the radar units to change lighted speed limit signs. If high speed traffic persists, program the radars to signal highway patrol headquarters so that state troopers can concentrate in force to slow the traffic down. Outside of the intermediate areas, in the wide open spaces where there are seldom more than a few cars in a mile, let the cowboys drive 70. In balance, fuel usage should average out, safety will be promoted and driver frustration reduced.

And, if you're listening in Washington — one more thing. Give the states back their authority to implement this or any other speed limit plan they see fit. You've shown them the problem. Now, stop being the problem.

Visionary plan  
circa 1976.

DA

55 mph : background.

Issues  
Logistic  
Issues

af



File per  
Carlton's office  
(memo) JP

THE WHITE HOUSE

WASHINGTON

October 1, 1986

440863 PD

1210

SA002

AB 1E001-01

PR011

Dear Senator DeConcini:

Thank you for your recent letter regarding Xicanindio, Inc. and their production of a music video on drunk driving and substance abuse.

I have made arrangements for this letter to be provided to the appropriate individual.

Again, thank you for your interest and support in this very important matter.

Sincerely,

Carlton E. Turner, Ph.D.  
Director, Drug Abuse Policy and  
Deputy Assistant to the President

x  
Honorable Dennis DeConcini  
United States Senator  
Washington, DC 20510



~~~~~

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*2:10 PM*  
*Per Mot*  
*EW*  
7.10.86

# United States Senate

COMMITTEE ON THE JUDICIARY  
WASHINGTON, DC 20510

September 11, 1986

26 SEP 1986  
3821

Dr. Carlton Turner  
The Executive Office  
Office of the President of the United States  
Washington, D.C. 20510

Dear Dr. Turner:

It has come to my attention that a local Arizona group, Xicanindio, Inc. has produced a very fine music video on drunk driving and substance abuse, about which I wanted to make Mrs. Reagan aware.

It is called, "Drunk Raps O.D.," and consists of music and dance geared to children first through third grade. I have seen this video and feel it to be worthy of your attention.

Mrs. Reagan is well-known for her effective efforts to combat teenage drunk driving and I wanted to make her aware of this particular resource which may be viewed as a potential reference to other groups who work with young children.

Please be in contact with Xicanindio at the address which is listed on the enclosed brochure and it will arrange for you to see the video.

Sincerely,



DENNIS DeCONCINI  
United States Senator

DDC/mjp  
Enclosure

XICANINDIO, INC.

PROUDLY PRESENTS

DRUNK

Raps O.D. 1986

a MUSIC VIDEO on  
DRUNK DRIVING and  
SUBSTANCE ABUSE

"... you cannot beat R.R.R. They are walking the talk. They are teaching about a natural high while demonstrating how to do it. A combination like this is unbeatable."

Dr. Robert Triana  
Corporate Director of Chemical Dependency Programs  
Camelback Hospitals  
May 5, 1986

"MADD applauds you for your efforts..."

MADD  
Phoenix, Arizona  
May 9, 1986

"DRUNK RAPS O.D. makes keeping out of trouble sound like fun. The music's better than it needs to be. How come they didn't have this sort of thing when I was going to school?"

Paul Cantrell  
New Times

"The content of your music was both appropriate and delivered with skill and expertise... We've had nothing but positive comments from the teachers and students. I would not hesitate to recommend your group to other schools..."

Vivienne Williams  
Director, Special Projects and Community Relations  
Camelback Hospital



Rhythm  
Rhyme  
& Reason

© 1986

**DRUNK RAPS O.D.**, a music video informance, is a unique approach to consciousness raising on the theme of substance abuse and drunk driving. Direct and to the point, **DRUNK RAPS O.D.** has the potential of getting through to kids because it speaks to them on their own terms and in their own language. The approach is innovative in that it utilizes the powerful media of music videos to capture the viewers' attention and to maintain their interest with exciting upbeat rhythms and entertaining visuals, while delivering a realistic perspective on abuse.

**RAPS O.D.** is an effective educational tool designed to reach adolescents as well as adults. Accompanying the video is an extensive teacher's guide which provides background information, provocative questions, role playing concepts, resource materials and suggestions for the implementation of the video into your curriculum.

The music video may be used in:

- Substance abuse education
- Workshops and discussion groups
- Health programs
- Church outings
- Music programs
- Teen/Parent seminars
- Home entertainment

**RHYTHM, RHYME AND REASON** is an original concept of artist Zarco Guerrero, who together with composer/musician Andy Gonzales, hit upon the idea of creating contemporary music that would address important social issues. As professional artists active in the educational system and as concerned parents, they set upon the tasks of developing a music program that would educate and entertain as well as reinforce valuable information on the subject of chemical and alcohol abuse.

**RHYTHM, RHYME AND REASON** the concert, is a 45 minute informance available for bookings to schools and community audiences. It features such songs as "Stay in School", which addresses the problems of dropping out; "You're too Hip", on substance abuse, and "Suicide", a dramatic poem against taking one's life. Also included are "Don't touch my body", a hard hitting song on sexual abuse, as well as "I believe in Children", a heart touching ballad on the importance of a healthy childhood.

For information about booking this concert, please contact:

XICANINDIO / R.R.R.  
P.O. Box 1242, Mesa, Arizona 85201  
602-833-5875

Non-Profit Org.  
U.S. Postage  
PAID  
Mesa, Arizona  
Permit #179

XICANINDIO, INC.  
ARTISTS COALITION  
P.O. Box 1242  
Mesa, Arizona 85201

## THE ARTISTS

EL ZARCO GUERRERO is an artist and musician with many artistic credits to his name and is well known for his accomplishments as a sculptor, mask maker and poet. Zarco now brings his creative talents to the realm of video and music performance. The enthusiastic acceptance and popularity of the artist in the educational system reflects his commitment as a dedicated professional of social consciousness.

ANDY GONZALES, is musical director and producer for **RHYTHM, RHYME AND REASON**. Andy is highly qualified in the area of music performance and composition. His sensitive lyrics and expressive melodies, coupled with a genuine concern for young minds, reveals his years of experience as a recognized musician and song writer.

International award winning video artist, producer and director KEITH RITCHIE creates an imaginative and important statement with **DRUNK RAPS O.D.** Keith's experience with documentaries, commercial and news production together with his profound concern for community affairs brings this project to life in a way that young people can comprehend.

MEREL BREGANTE brings over 20 years of expertise as a professional musician and producer to **RHYTHM, RHYME AND REASON**. Having worked with such noted artists as Loggins and Messina, Dan Fogelberg and Glenn Campbell, Merel's insight and production skills are the very foundation upon which this project has been developed.



**XICANINDIO** (pronounced she-can-eeen-dee-oh) is a coalition Hispanic and Native American artists conceived since 1975, and incorporated as a non-profit tax-exempt organization since 1977.

**XICANINDIO'S** primary concern is the involvement of our communities in the preservation of tradition and the development of grass roots educational and cultural programs directed at our youth and the working class.

We strive to promote cross cultural understanding and high standards of artistic aesthetics. Our common goal is to nourish a greater appreciation of the cultural heritage shared by the people of the Southwest through the Arts and Education.

Our programs include:

- The Annual Dia de Los Muertos Festival: Held during the first Sunday of November of each year at Pioneer Park in Mesa. It is a showcase of local and out-of-state talent with deep commitment to the theme of life and death as celebrated throughout Native American cultures and Latin America.
- Educational informances to school and community audiences throughout Arizona. Music is perhaps the most vivid expression of the Latino spirit and lifestyles. The diverse sounds and rhythms from throughout Latin America are expressive of a people rich in cultural heritage and tradition. Musical informances available are:
  - \* An Imaginary Trip Through the Americas — a 45 minute slide presentation with live music and instrument demonstration.
  - \* Latin American Folk Music—traditional songs from North and South America.
  - \* Rhythm, Rhyme and Reason — a substance abuse musical presentation which deals with themes such as teenage suicide, teenage pregnancy and substance abuse.
  - \* Seasonal sponsorship of visiting performing artists from out of state to Arizona audiences.
  - \* Concert series for the City of Mesa to targeted inner-city audiences.

For fees and booking information, please contact:

**XICANINDIO:** P.O. Box 1242  
Mesa, Arizona 85201  
602-833-5875

# DRUNK Raps O.D.

6 minute, 1/2" video cassette tape and  
Teacher's Guide

### ORDER FROM:

Zulma Jimenez, Executive Director  
Xicanindio, Inc.  
P.O. Box 1242  
Mesa, Arizona 85201  
602-833-5875

### MAKE CHECK PAYABLE TO:

Xicanindio/Video Project

Please send me **DRUNK RAPS O.D.!**  
Including Teacher's Guide at \$75.00  
(Price includes shipping and handling.)

NAME \_\_\_\_\_

POSITION \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE \_\_\_\_\_

REMITTANCE ENCLOSED \$ \_\_\_\_\_

This brochure made possible in part by a grant from the East Valley Cultural Alliance.

Special thanks to Gannett, El Dorado Studios,  
Tempe, Arizona and all contributing artists.

THE WHITE HOUSE  
CORRESPONDENCE TRACKING WORKSHEET

SA UA

INCOMING

DATE RECEIVED: OCTOBER 21, 1986

NAME OF CORRESPONDENT: THE HONORABLE LESTER P. LAMM

SUBJECT: WRITES IN APPRECIATION FOR THE SIGNING OF  
EXECUTIVE ORDER 12566, REQUIRING FEDERAL  
EMPLOYEES TO USE SAFETY BELTS WHEN ON  
OFFICIAL BUSINESS

| ROUTE TO:<br>OFFICE/AGENCY | (STAFF NAME)   | ACTION      |                  | DISPOSITION  |               |
|----------------------------|----------------|-------------|------------------|--------------|---------------|
|                            |                | ACT<br>CODE | DATE<br>YY/MM/DD | TYPE<br>RESP | C<br>D        |
| ANNE HIGGINS               |                | ORG         | 86/10/21         |              | C 86/10/22 AB |
|                            | REFERRAL NOTE: |             |                  |              |               |
|                            | REFERRAL NOTE: |             |                  |              |               |
|                            | REFERRAL NOTE: |             |                  |              |               |
|                            | REFERRAL NOTE: |             |                  |              |               |
|                            | REFERRAL NOTE: |             |                  |              |               |

COMMENTS: FORMER DEPUTY ADMINISTRATOR, FEDERAL HIGHWAY  
ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

ADDITIONAL CORRESPONDENTS: MEDIA:L INDIVIDUAL CODES: \_\_\_\_\_

MI MAIL USER CODES: (A) \_\_\_\_\_ (B) \_\_\_\_\_ (C) \_\_\_\_\_

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*****
*ACTION CODES:          *DISPOSITION          *OUTGOING          *
*                       *                       *CORRESPONDENCE:  *
*A-APPROPRIATE ACTION  *A-ANSWERED          *TYPE RESP=INITIALS *
*C-COMMENT/RECOM       *B-NON-SPEC-REFERRAL *           OF SIGNER *
*D-DRAFT RESPONSE      *C-COMPLETED        *           CODE = A   *
*F-FURNISH FACT SHEET  *S-SUSPENDED         *COMPLETED = DATE OF *
*I-INFO COPY/NO ACT NEC*                       *           OUTGOING *
*R-DIRECT REPLY W/COPY *                       *                       *
*S-FOR-SIGNATURE       *                       *                       *
*X-INTERIM REPLY       *                       *                       *
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AA

October 16, 1986

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Phillips Petroleum Company

President Ronald Reagan  
The White House  
1600 Pennsylvania Avenue, N.W.  
Washington DC 20500

Dear Mr. President:

On behalf of the Board of Directors, and the total membership of the Highway Users Federation, I extend our appreciation to you for signing Executive Order 12566. Requiring Federal employees to use safety belts when on official business will indeed set an example for the private sector, and reduce the burden on the taxpayers caused by motor vehicle accidents.

We now have 26 States and the District of Columbia with safety belt use laws. Your Executive Order will continue the emphasis placed on both belt use laws and belt use regulations in other public sectors at the state and local level.

Again, we appreciate your leadership and look forward to working toward obtaining belt use laws in all 50 States.

Sincerely,

Lester P. Lamm

# WHITE HOUSE CORRESPONDENCE TRACKING WORKSHEET

*5A002*

- O - OUTGOING
- H - INTERNAL
- I - INCOMING

Date Correspondence Received (YY/MM/DD) 86 11/10

Name of Correspondent:  Mr.  Mrs.  Miss  Ms. Raquel + Matthew Berg

MI Mail Report      User Codes: (A) \_\_\_\_\_ (B) \_\_\_\_\_ (C) \_\_\_\_\_

Subject: Family deaths and injuries related to unsafe back seat car belts

| ROUTE TO:     |              | ACTION      |                        | DISPOSITION      |                          |
|---------------|--------------|-------------|------------------------|------------------|--------------------------|
| Office/Agency | (Staff Name) | Action Code | Tracking Date YY/MM/DD | Type of Response | Completion Date YY/MM/DD |
|               | CoHyde       | ORIGINATOR  | 86 10 23               | C                | 86 11 12                 |
|               | <u>UNSTB</u> | R           | 86 10 27               | A                | 86 11 10                 |
|               |              |             | / /                    |                  | / /                      |
|               |              |             | / /                    |                  | / /                      |
|               |              |             | / /                    |                  | / /                      |

**ACTION CODES:**  
 A - Appropriate Action  
 C - Comment/Recommendation  
 D - Draft Response  
 F - Furnish Fact Sheet to be used as Enclosure

I - Info Copy Only/No Action Necessary  
 R - Direct Reply w/Copy  
 S - For Signature  
 X - Interim Reply

**DISPOSITION CODES:**  
 A - Answered  
 B - Non-Special Referral  
 C - Completed  
 S - Suspended

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 Type of Response = Initials of Signer  
 Code = "A"  
 Completion Date = Date of Outgoing

Comments: \_\_\_\_\_

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## PRESIDENTIAL REPLY

| Code | Date        | Comment               | Form         |
|------|-------------|-----------------------|--------------|
| C    | <u>IRIP</u> | Time: <u>12:00 PM</u> | P-           |
| DSP  |             | Time: _____           | Media: _____ |

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 n - 0 - Unknown  
 n - 1 - Ronald Wilson Reagan  
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 n - 3 - Ron  
 n - 4 - Dutch  
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 S - Sealed  
 T - Telegram  
 V - Telephone  
 X - Miscellaneous  
 Y - Study



Office of the Chairman

## National Transportation Safety Board

Washington, D.C. 20594

November 10, 1986

Ms. Raquel Berg  
2219 - 163rd Drive, SE  
Snohomish, Washington 98290

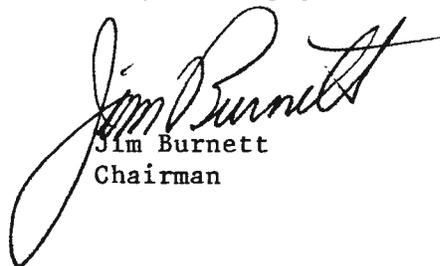
Dear Ms. Berg:

The White House has forwarded to the National Transportation Safety Board your October 3, 1986 letter. On behalf of the Safety Board, please extend our deepest sympathy to your family on the recent loss of your sister.

Many of your concerns were raised in the recent Safety Study issued by the Board on the performance of lap belts in 26 frontal crashes, a copy of which is enclosed for your information. You may be interested in the safety recommendations issued by the Board that begin on page 36.

We hope the enclosed is of interest to you, and if we can be of additional assistance, please let us know.

Respectfully yours,



Jim Burnett  
Chairman

Enclosure

9  
MCS8610281093

T H E   W H I T E   H O U S E   O F F I C E

REFERRAL

OCTOBER 27, 1986

TO: NATIONAL TRANSPORTATION SAFETY BOARD

ACTION REQUESTED:

DIRECT REPLY, FURNISH INFO COPY

DESCRIPTION OF INCOMING:

ID: 452647

MEDIA: LETTER, DATED OCTOBER 3, 1986

TO: PRESIDENT REAGAN

FROM: MS. RAQUEL BERG  
2219 163RD DRIVE, SE  
SNOHOMISH WA 98290

SUBJECT: FAMILY DEATHS AND INJURIES RELATED TO UNSAFE  
BACK SEAT CAR BELTS

PROMPT ACTION IS ESSENTIAL -- IF REQUIRED ACTION HAS NOT BEEN  
TAKEN WITHIN 9 WORKING DAYS OF RECEIPT, PLEASE TELEPHONE THE  
UNDERSIGNED AT 456-7486.

RETURN CORRESPONDENCE, WORKSHEET AND COPY OF RESPONSE  
(OR DRAFT) TO:  
AGENCY LIAISON, ROOM 91, THE WHITE HOUSE, 20500

SALLY KELLEY  
DIRECTOR OF AGENCY LIAISON  
PRESIDENTIAL CORRESPONDENCE

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file with

454424  
SA002

May 21, 1987

President Ronald Reagan,  
The White House,  
Washington, D.C., 20500

Attn: Agency Liaison

Subject: Thank you for your efforts

On June 4, 1985, I requested your assistance in unreasonable delay in performance by the foot-dragging bureaucratic NHTSA government agency. You promptly contacted the agency which apologized for the delay but, to my chagrin, continued its do-nothing-ism.

On March 11, 1986, I again requested your assistance in regard to the same matter still pending before NHTSA and you, once again, promptly contacted the said government agency, NHTSA, which, once again, responded with lip-service but no action.

Finally, in desperation and frustration with the unbudgable NHTSA, I filed a federal lawsuit against NHTSA to stop it's unreasonable delaying tactics. Less than thirty days after I filed the lawsuit, NHTSA finally produced the action it should have taken years ago. (See attached).

Now that the matter has been resolved, I wish to express my sincere thanks for your efforts in this matter.

Again, thank you.

Sincerely,

Verne L. Freeland  
Verne L. Freeland



Box 693652/Miami, FL 33169/651-6989

May 21, 1987

Honorable Board of Directors,  
Chrysler Corporation,  
12000 Chrysler Drive,  
Highland Park, Mich., 48203

Ref: 1984 Agenda Item

Three years ago I first contacted Chrysler's Board of Directors (1984 MEMO: PROPOSED NEW ITEM ON AGENDA) seeking to interest Chrysler in my built-in child's safety seat which converts from adult-infant-adult useage at the mere pull of a tab and yet occupies no more interior space than that already occupied by the standard vehicle seat into which it folds down to accomodate adult useage.

In response to my 1984 MEMO, I was referred to Mr. P. E. Springer of Chrysler's Outside Suggestion Department who advised me that Chrysler could not further consider the built-in child's safety seat until the invention met the standards of the National Highway Traffic Safety Administration (NHTSA).

The Standards of NHTSA (Standard 213, Child Restraint Systems) made provision for the portable child safety seats now on the market, but made no provision for the built-in child's safety seat. Hence, the standards of NHTSA would have to <sup>be</sup> amended to permit useage of the built-in.

It has now taken three long years of dogged tenacity (finally culminating in my filing a federal court action against NHTSA for it's unreasonable delay) to prod the foot-dragging bureaucratic NHTSA to amend it's standards to permit useage of my built-in child's safety seat.

Now then, the impediment to useage of the built-in having been finally removed, let's solidify a mutually satisfactory agreement to implement useage of the built-in child's safety seat in Chrysler vehicles. I am, as you may readily surmise, chafing at the bit after my experience getting the amendment out of NHSTA.

For the convenient reference of those Chrysler directors who were not members of the Chrysler Board of Directors in 1984, I am attaching a graphic illustration of the built-in child's safety seat, as/also a descriptive narrative entitled 'Comments', and a copy of an article which appeared in the March 30, 1987 issue of Automotive News which, in addition to the article on the amendment of the standards to permit built-in child's safety seats, also depicts prototype of a built-on (as contrasted with my built-in) child's safety seat being considered by General Motors for production and useage in it's Pontiac vehicles.

Please advise as to Chrysler's disposition in this matter.

Sincerely,

  
Verne L. Freeland

encl: three

cc: R.E.Springer  
Chrysler Outside Suggestion Dept.

4,555,135

**BUILT-IN CHILD'S SAFETY SEAT FOR VEHICLES**

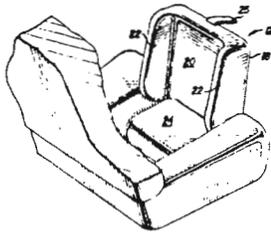
Verne L. Freeland, Box 693652, Miami, Fla. 33169

Filed Feb. 28, 1984, Ser. No. 584,402

Int. Cl. A47C 13/00

U.S. Cl. 297-105

6 Claims



1. A vehicle seat combined with a child's safety seat, comprising:

a first vehicle seat;

a first back rest mounted to the rear end of the first seat;

a child's seat mounted within an opening in the first vehicle seat and having a sitting surface recessed from the sitting surface of the first vehicle seat, and

a second back rest mounted at its lower end for pivotal movement only with respect to the forward end of the child's seat;

the second back rest being pivotable from a storable position overlaying said child's seat wherein a top surface thereof is substantially coplanar with the first seat thereby forming a continuation of the first seat to a usable position wherein the second back rest is substantially upright;

wherein said seat structure rotates in a direction away from the back-rest surface of said vehicle seat such that the child's seat user would face the rear of the vehicle.

upwardly to a generally vertically extending back rest rod portion, and an elongated unitary sheet of foldable support material connected along its opposing elongated edges to each of said rod portions of said pair of side rods respectively, said side rods forming together with said sheet of support material a generally horizontally extending seat, a foot rest at the front edge of said seat, and a back rest extending upwardly in a generally vertical direction from said smoothly curved rod portion adjacent the rear edge of said seat, said foot rest rod portion and seat rod portion of each of said side rods being separate rod portions which are interconnected to one another by a hinge adjacent said front edge of said seat, said hinges on said pair of side rods being operative to hold and support said foot rest in a first generally horizontal position wherein said foot rest extends away from said seat and outwardly of said ground engaging frame in freely spaced relation to the ground, said hinges also being operative to permit said foot rest to be pivoted to a second generally horizontal position wherein said foot rest overlies said seat, said ground engaging frame comprising the sole support of said article of furniture in all positions of said foot rest, all portions of said sheet of foldable material being held by said side rods above and in spaced relation to all of said horizontal cross bars at all times and in all positions of said foot rest, seat and back rest, and both opposing ends of each of said side rods being free ends which are freely spaced from the corresponding free ends of the other of said side rods and from both of said side members and all of said cross bars, said sheet of support material being free of engagement with any cross bar throughout the entire extent of said sheet between the opposing ends of said side rods, and the body of a user of said furniture article being free of engagement with any cross bar and in engagement with only said sheet of support material in all positions of said foot rest, seat and back rest.

COMMENT: The depicted automobile seat converts from adult to infant/child useage at the pull of a tab but provides more protection than any existing child's safety seat now on the market because, in event of a collision, the infant or child is thrust backward into the padded seat instead of forward into the harnessing straps and frontal retainer of existing child's safety seats, which can cause injury to the shoulders, groin area and rib cage of the infant or child. The pull-tab safety seat also eliminates problems associated with existing child's safety seats of improper attachment, complicated harnessing, awkward and cumbersome placement and removal of infants and children (especially in low-roofed cars), storage problems, and necessity of removal in order to restore adult useage of the seat space.

Since the laws in most states now make it mandatory to use a child's safety seat when transporting infants and children up to the age of five years, and the likelihood that such requirement will be universal in the near future, it would seem both reasonable and logical to conclude that an automobile manufacturer who incorporates this safety seat into it's vehicles would have a distinct marketing advantage over it's competition in appealing to the multitude of parents and grandparents who have endured the problems and frustrations of existing child's safety seats and would have an option of purchasing a vehicle with this desirable feature. Additionally, of course, the manufacturer would exhibit it's genuine concern for the safety of the infant/child occupants of it's vehicles and establish an affinity with the frustrated parents and grandparents by pointing out that "we who manufacture the cars are parents and grandparents too, and we certainly want the safest child's seat available for our children and grandchildren too,---don't you?. Remember, only our products has it!"

The simplicity of modification of existing seats, both bench and bucket types, requires a minimal outlay of costs, does not change the appearance of the seat, and occupies no more interior space within the vehicle than is already occupied by the non-modified seats.

The inventor of the pull-tab safety seat is extending first option to Chrysler to acquire and implement the seat in view of Chrysler's dynamic "new chrysler" image and innovative leadership in the industry.

I trust that you will forgive this unorthodox way of presenting this pull-tab safety seat inasmuch as I am aware that you have specific personnel who handle such matters. However, as a grandparent who has experienced the problems and frustrations of existing child's safety seats, I was afraid that, if I went through normal and usual channels, the invention might be lost in the shuffle.

Please contact, or have your appropriate personnel contact, Verne L. Freeland, P. O. Box 693652, Miami, Florida, 33269, or telephone #(305)653-1882. Patent Pending #584,402.



Pontiac prototype seat

## NHTSA favors built-in safety seat for kids

By Geoff Sundstrom  
AUTOMOTIVE NEWS STAFF REPORTER

WASHINGTON — Any parent who has lugged a child safety seat in and out of the family car would probably tell you that a built-in safety seat would have a lot of appeal, especially if it could fold out of the way when not in use.

NHTSA also likes the idea, which was proposed to the agency by Verne L. Freeland of Miami, Fla., in a citizen petition.

NHTSA said that convenient child safety seats could increase use and is now proposing amending its child restraint safety standard to allow built-in systems.

Although no automakers have approached NHTSA about installing built-in child restraints, NHTSA said it has tentatively concluded that fold-out seats would be at least as safe as add-on child restraint systems.

Pontiac has designed such a prototype seat in its show car Pursuit. The child seat folds out of the backseat.

The amendment proposes crash test specifications, labeling and instruction requirements and flammability protection for the built-in seats.

NHTSA said any integrated child seats would be optional.

SA 002

# WHITE HOUSE CORRESPONDENCE TRACKING WORKSHEET

O - OUTGOING

H - INTERNAL

I - INCOMING

Date Correspondence Received (YY/MM/DD) 86 11 105

Name of Correspondent:  Mr.  Mrs.  Miss  Ms. VERNE L. FREELAND

MI Mail Report User Codes: (A) \_\_\_\_\_ (B) \_\_\_\_\_ (C) \_\_\_\_\_

Subject: seems there was a delay in the certification of Mr. Freelands Child Restraint System.

### ROUTE TO:

### ACTION

### DISPOSITION

| Office/Agency (Staff Name) | Action Code       | Tracking Date YY/MM/DD | Type of Response | Code     | Completion Date YY/MM/DD |
|----------------------------|-------------------|------------------------|------------------|----------|--------------------------|
| <u>CoCoza</u>              | <u>ORIGINATOR</u> | <u>86 11 10</u>        |                  | <u>C</u> | <u>86 11 202</u>         |
| <u>D. D. T.</u>            | <u>R</u>          | <u>86 11 11</u>        |                  | <u>A</u> | <u>86 11 12</u>          |
|                            |                   | <u>1 1</u>             |                  |          | <u>1 1</u>               |
|                            |                   | <u>1 1</u>             |                  |          | <u>1 1</u>               |
|                            |                   | <u>1 1</u>             |                  |          | <u>1 1</u>               |

#### ACTION CODES:

- A - Appropriate Action
- C - Comment/Recommendation
- D - Draft Response
- F - Furnish Fact Sheet to be used as Enclosure

- I - Info Copy Only/No Action Necessary
- R - Direct Reply w/Copy
- S - For Signature
- X - Interim Reply

#### DISPOSITION CODES:

- A - Answered
- B - Non-Special Referral
- C - Completed
- S - Suspended

#### FOR OUTGOING CORRESPONDENCE:

- Type of Response = Initials of Signer
- Code = "A"
- Completion Date = Date of Outgoing

Comments: \_\_\_\_\_

Keep this worksheet attached to the original incoming letter.  
 Send all routing updates to Central Reference (Room 75, OEOB).  
 Always return completed correspondence record to Central Files.  
 Refer questions about the correspondence tracking system to Central Reference, ext. 2590.

8611170001

# RECORDS MANAGEMENT ONLY

## CLASSIFICATION SECTION

No. of Additional Correspondents: \_\_\_\_\_ Media: \_\_\_\_\_ Individual Codes: \_\_\_\_\_

Prime Subject Code: \_\_\_\_\_ Secondary Subject Codes: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## PRESIDENTIAL REPLY

| Code | Date  | Comment     | Form         |
|------|-------|-------------|--------------|
| C    | _____ | Time: _____ | P. _____     |
| DSP  | _____ | Time: _____ | Media: _____ |

### SIGNATURE CODES:

- CPn - Presidential Correspondence
  - n - 0 - Unknown
  - n - 1 - Ronald Wilson Reagan
  - n - 2 - Ronald Reagan
  - n - 3 - Ron
  - n - 4 - Dutch
  - n - 5 - Ron Reagan
  - n - 6 - Ronald
  - n - 7 - Ronnie

- CLn - First Lady's Correspondence
  - n - 0 - Unknown
  - n - 1 - Nancy Reagan
  - n - 2 - Nancy
  - n - 3 - Mrs. Ronald Reagan

- CBn - Presidential & First Lady's Correspondence
  - n - 1 - Ronald Reagan - Nancy Reagan
  - n - 2 - Ron - Nancy

### MEDIA CODES:

- B - Box/package
- C - Copy
- D - Official document
- G - Message
- H - Handcarried
- L - Letter
- M - Mailgram
- O - Memo
- P - Photo
- R - Report
- S - Sealed
- T - Telegram
- V - Telephone
- X - Miscellaneous
- Y - Study

S-10

NOV 28 1986

Mr. Verne L. Freeland  
P.O. Box 693652  
Miami, FL 33169

Dear Mr. Freeland:

The Honorable Claude Pepper sent me a letter on November 3, 1986, asking this agency to expedite its consideration of your rulemaking petition to amend Standard No. 213, Child Restraint Systems. For your information, I have enclosed a copy of my reply to Mr. Pepper.

Sincerely,

Diane K. Steed

Diane K. Steed

Enclosure

SKratzke:mar:11/25/86:Wang0203o:62992  
NHTSA # 8611170001, DOT # 8611140007, White House # 454424, OCC #1422,  
cc: S-10, I, P, C, S10EB, SICM, SISY, S10, NOA-01 Subj/Chron/DKS,  
NOA-02, NRD-01, NRM-01, NTS-01, NOA-30 Subj/Chron/Kratzke, S-10 Comeback



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

The Administrator

400 Seventh St., S.W.  
Washington, D.C. 20590

NOV 28 1986

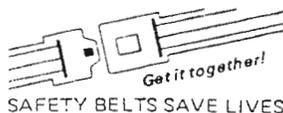
The Honorable Claude Pepper  
U.S. House of Representatives  
#44 West Flagler Street  
Suite 300  
Miami, FL 33130-1684

Dear Mr. Pepper:

Thank you for your letter on behalf of your constituent, Mr. Verne L. Freeland, asking us to expedite our consideration of Mr. Freeland's petition for rulemaking to amend Standard No. 213, Child Restraint Systems. We are now in the final stages of our review of a proposal to amend Standard No. 213 in response to Mr. Freeland's petition.

By way of background, each child restraint system sold in the United States must be certified by its manufacturer as complying with Standard No. 213, to ensure that the restraint will afford adequate and effective protection to children during vehicle crashes. Under the statute, the manufacturer is responsible for certifying compliance. This agency does not have authority to provide certification of an individual item of motor vehicle equipment.

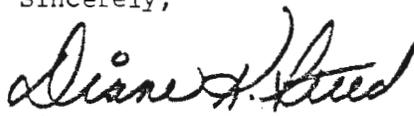
Standard 213 was first issued in 1970. At that time, the only types of child restraint systems sold were those that had to be attached to vehicle seats. Accordingly, the standard's requirements were designed to address those types of child restraint systems. To amend the standard to permit built-in child restraints, such as Mr. Freeland's design, this agency must evaluate and revise many of the current requirements of the standard. It is important to remember that any revisions to Standard No. 213 would not simply establish the level of safety protection that must be afforded by Mr. Freeland's restraint system. Instead, they would specify the level of safety protection that must be offered by all child restraint systems sold in the United States. Accordingly, we must carefully assess the effect of changes to the standard on all types of child restraint systems.



I appreciate Mr. Freeland's frustration with the length of time needed to complete this process. However, I am sure you appreciate our statutory obligations to conduct our evaluation in a manner that will ensure that any changes to the Federal motor vehicle safety standards are appropriate and continue to meet the need for safety. The need for careful and thorough consideration of proposed changes is especially great in this instance, where the subject is the safety protection to be afforded to young children.

Please let me know if I can be of any further assistance or provide you with additional information about this matter.

Sincerely,

A handwritten signature in cursive script, appearing to read "Diane K. Steed".

Diane K. Steed

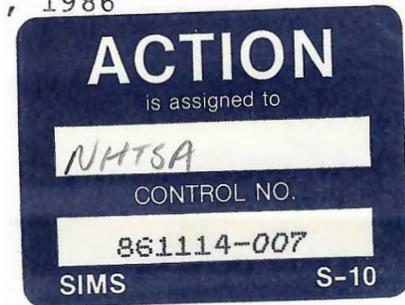
cc: Washington Office

THE WHITE HOUSE OFFICE  
REFERRAL

NOVEMBER 14, 1986

TO: DEPARTMENT OF TRANSPORTATION

ACTION REQUESTED:  
DIRECT REPLY, FURNISH INFO COPY



DESCRIPTION OF INCOMING:

ID: 454424

MEDIA: COPY DATED NOVEMBER 3, 1986

TO:

FROM: MR. VERNE L. FREELAND  
BOX 693652  
MIAMI FL 33169

SUBJECT: SEEMS THERE IS A DELAY IN THE CERTIFICATION  
OF MR. FREELANDS CHILD RESTRAINT SYSTEM

PROMPT ACTION IS ESSENTIAL --- IF REQUIRED ACTION HAS NOT BEEN  
TAKEN WITHIN 9 WORKING DAYS OF RECEIPT, PLEASE TELEPHONE THE  
UNDERSIGNED AT 456-7486.

RETURN CORRESPONDENCE, WORKSHEET AND COPY OF RESPONSE  
(OR DRAFT) TO:  
AGENCY LIAISON, ROOM 91, THE WHITE HOUSE, 20500

SALLY KELLEY  
DIRECTOR OF AGENCY LIAISON  
PRESIDENTIAL CORRESPONDENCE

8611170001

VI7 P2:40

1966 FEB 16 11 38 AM '66

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CLAUDE PEPPER  
18TH DISTRICT, FLORIDA

CHAIRMAN  
COMMITTEE ON RULES

SELECT COMMITTEE ON AGING  
CHAIRMAN  
SUBCOMMITTEE ON HEALTH  
AND LONG TERM CARE

454424

Congress of the United States  
House of Representatives  
Washington, DC 20515-0918

CODE DO:SGR  
FRANCES H CAMPBELL  
ADMINISTRATIVE ASSISTANT  
2239 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-0918  
202-225-3931

XXXXX DISTRICT OFFICE  
18TH CONGRESSIONAL DISTRICT OFFICE  
300 COURT HOUSE TOWER  
44 WEST FLAGLER ST  
MIAMI FL 33130-1684  
305-536-5565

MARIA TOLON  
LATIN REPRESENTATIVE

November 3, 1986

Dear Ms. Steed:

I am writing to you in behalf of Mr. Verne L. Freeland, who has invented a built-in child safety seat. Mr. Freeland has been in contact with your office since June 4, 1984, in an effort to obtain certification for his invention from your Agency. He properly submitted a proposal to amend the Federal Motor Vehicle Safety Standard (FMVSS) No. 213, Child Restraint Systems, to include a procedure for certification of built-in child restraints. His petition was granted and he was advised of the rulemaking process on June 25th, 1985. In September 1985, Mr. Barry Felrice, Associate Administrator for Rulemaking predicted that the proposed amendment would be published in the Federal Register towards the end of December 1985. At present, the proposed amendment still has not been published.

I realize that the rulemaking process is a lengthy one and appreciate the efforts you have already exerted in behalf of Mr. Freeland. However, since Mr. Freeland has already spent over two years trying to obtain a certification for his built-in child safety seat, I would like to request that this matter be given priority so that it may be handled as expeditiously as possible. Please keep me advised of your actions at my District Office.

Kindest regards, and

Very truly yours,

Claude Pepper  
Member of Congress

Ms. Diane K. Steed  
Administrator  
U.S. Dept. of Transportation  
NHTSA  
400 Seventh Street, S.W.  
Washington, D.C. 20590

✓cc: Verne L. Freeland

86 11 17 00 01



Box 693652/Miami, Fl 33169/651-6989

418059

June 12, 1986

President Ronald Reagan,  
The White House,  
Washington, D.C., 20500

Attn: Agency Liaison (Reply Requested)

Subject: Continuing and unreasonable inaction by NHTSA agency.

Dear Mr., Ms., or Mrs., as the case may be,

On June 4, 1985, I wrote to you seeking relief in my dealings with the NHTSA agency. Copy of such letter is attached as exhibit 1.

On June 25, 1985, I received responsive letter from the NHTSA agency. Copy of such letter is attached as exhibit 2.

On July 1, 1985, I sent you a letter of thanks for your assistance in the matter. Copy of such letter is attached as exhibit 3.

On September 23, 1985, I received a letter from the NHTSA agency advising me that the initial step in the agency action (publication in Federal Register) was anticipated by December, 1985. Copy of such letter is attached as exhibit 4.

On March 11, 1986, such publication still not yet having occurred, I again wrote to Agency Liaison about the delay, and requested a reply. Copy of such letter is attached as exhibit 5.

At the same time that I wrote to Agency Liaison, and on March 11, 1986, I wrote to the NHTSA Administrator requesting relief from continuing delay. Copy of such letter is attached as exhibit 6.

On April 25, 1986, having received no response nor reply from either the Agency Liaison nor the Administrator of the NHTSA agency, I sent a letter to the Docket Section of the

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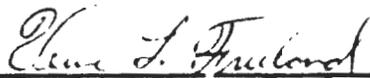
NHTSA agency requesting reply. Copy of such letter is attached as exhibit 7.

To date of this letter, June 12, 1986, I have received no response nor reply from Agency Liaison, the Administrator of the NHTSA agency, nor the Docket Section of the NHTSA agency.

. Since the agency will not respond nor reply, will you please let me know what progress, if any, has been made by the agency and, if not, why not?

Thanking you for your attention to this matter, I am,

Yours very truly,

---

Verne L. Freeland

861170001





US Department  
of Transportation

National Highway  
Traffic Safety  
Administration

The Administrator

400 Seventh St., S.W.  
Washington, D.C. 20370

JUN 2 1986

Mr. Verne L. Freeland  
Box 693652  
Miami, FL 33169

Dear Mr. Freeland:

Thank you for your letter to the President concerning your petition for rulemaking to permit built-in child safety seats in motor vehicles. Once again, I sincerely regret the time it has taken to prepare the notice of proposed rulemaking concerning an amendment to Federal Motor Vehicle Safety Standard No. 213, Child Restraint Systems.

In my letter to you last summer granting your petition, I noted that the agency would proceed to prepare a notice of proposed rulemaking, in accordance with all applicable statutory criteria. As Mr. Felrice noted in his letter to you last September, this rulemaking action has required development of new testing criteria. A draft notice of proposed rulemaking to implement the granting of your petition has been prepared, and is currently under review within the agency.

Careful drafting and review of all rulemaking proposals, especially those including new testing criteria, are necessary to make sure that they are "practicable," "objective" and "meet the need for motor vehicle safety," as required by the National Traffic and Motor Vehicle Safety Act, and to assure that they conform to the rulemaking requirements of the Administrative Procedure Act.

I understand your concern with the time-consuming nature of the process, and I can assure you that we are continuing our efforts to complete work on this notice as expeditiously as possible. The agency will notify you as soon as all reviews are completed and the notice of proposed rulemaking is ready for publication in the Federal Register.

I appreciate your continuing interest in child passenger safety and hope this information is helpful.

Sincerely,

Diane K. Steed

Get it together!  
SAFETY BELT SAVE LIVES

8611170001

THE WHITE HOUSE  
CORRESPONDENCE TRACKING WORKSHEET

JA002

INCOMING

DATE RECEIVED: DECEMBER 29, 1986

NAME OF CORRESPONDENT: THE HONORABLE JOHN J. DUNCAN

SUBJECT: ENCLOSURES LETTER FROM MS. AMANDA DELOACH OF  
ALCOA, TENNESSEE, WHO IS VERY MUCH CONCERNED  
ABOUT THE PROBLEM OF DRUG ABUSE AND DRUNK  
DRIVING IN THIS COUNTRY

| ROUTE TO:<br>OFFICE/AGENCY | (STAFF NAME)   | ACTION      |                  | DISPOSITION  |                           |
|----------------------------|----------------|-------------|------------------|--------------|---------------------------|
|                            |                | ACT<br>CODE | DATE<br>YY/MM/DD | TYPE<br>RESP | C COMPLETED<br>D YY/MM/DD |
| WILLIAM BALL               |                | ORG         | 86/12/29         | WBA          | 870107 <sup>TR</sup>      |
| <i>Co Mack</i>             | REFERRAL NOTE: | A           | 870107           |              |                           |
|                            | REFERRAL NOTE: |             |                  |              |                           |
|                            | REFERRAL NOTE: |             |                  |              |                           |
|                            | REFERRAL NOTE: |             |                  |              |                           |
|                            | REFERRAL NOTE: |             |                  |              |                           |

COMMENTS:

ADDITIONAL CORRESPONDENTS: MEDIA:L INDIVIDUAL CODES: 1240  
MAIL USER CODES: (A) (B) (C)

```

*****
*ACTION CODES:          *DISPOSITION              *OUTGOING                *
*                       *                               *CORRESPONDENCE:        *
*A-A-APPROPRIATE ACTION *A-ANSWERED                *TYPE RESP=INITIALS    *
*C-C-COMMENT/RECOM      *B-NON-SPEC-REFERRAL      *           OF SIGNER   *
*D-D-DRAFT RESPONSE     *C-COMPLETED              *           CODE = A     *
*F-F-FURNISH FACT SHEET *S-SUSPENDED              *COMPLETED = DATE OF   *
*I-I-INFO COPY/NO ACT NEC *                               *           OUTGOING    *
*R-R-DIRECT REPLY W/COPY *                               *                               *
*S-S-FOR-SIGNATURE      *                               *                               *
*X-X-INTERIM REPLY      *                               *                               *
*****

```

REFER QUESTIONS AND ROUTING UPDATES TO CENTRAL REFERENCE  
(ROOM 75,OEOb) EXT-2590  
KEEP THIS WORKSHEET ATTACHED TO THE ORIGINAL INCOMING  
LETTER AT ALL TIMES AND SEND COMPLETED RECORD TO RECORDS  
MANAGEMENT.

January 7, 1987

Dear Mr. Duncan:

Thank you for your December 22 letter enclosing correspondence to the President from Miss Amanda DeLoach, who is concerned about drug abuse and drunk driving.

Your interest in forwarding this letter is appreciated. I have brought your constituent's comments to the attention of the appropriate officials in order that an acknowledgment can be sent on the President's behalf.

With best wishes,

Sincerely,

William L. Ball, III  
Assistant to the President

The Honorable John J. Duncan  
House of Representatives  
Washington, D.C. 20515

WLB:KRJ:MDB

cc: w/copy of inc to Connie Mackey - for further action  
WH RECORDS MANAGEMENT HAS RETAINED ORIGINAL INCOMING

JOHN J. DUNCAN  
2D DISTRICT, TENNESSEE

2206 RAYBURN HOUSE OFFICE BUILDING  
PHONE: (AREA CODE 202) 225-5435

COUNTIES:  
BLOUNT  
KNOX  
LOUDON  
MCMINN  
MONROE  
POLK

Congress of the United States  
House of Representatives  
Washington, DC 20515

456877  
WAYS AND MEANS  
COMMITTEE  
Ranking Minority Member  
JOINT COMMITTEE  
ON TAXATION

December 22, 1986

President Ronald W. Reagan  
The White House  
Washington, D.C. 20500

Dear President Reagan:

Attached hereto is a letter I have received from Ms. Amanda DeLoach.

Amanda is very much concerned about the problem of drug abuse and drunk driving in this country. I have explained to Ms. DeLoach the importance you and the First Lady have placed on these issues, but I did promise to bring her letter to your attention.

Thank you very much for your time and consideration in this matter.

Sincerely,

  
JOHN J. DUNCAN  
Member of Congress

JJD/rh



December 16, 1986

1400 Grant St.  
Alcoa Tennessee

RECEIVED

DEC 20 1986

Dear Mr. Duncan, and President JOHN T. BINGHAM, JR.  
WASHINGTON

I have written this letter about drugs and drunk driving. I'm only 9 1/2 years old, but I think that drugs should be illegal. I have been watching the D.W.I. and so many people have been killed because of drunk drivers. I have seen on t.v. that people sign certain papers to get something. I was wondering if I could do something like that to make drugs illegal. I hope that I can get 100 or more names if I could. Would you please show this to President Regan. See what he thinks.

Sincerely

Amanda J. DeLoach  
Amanda J. DeLoach

THE WHITE HOUSE  
CORRESPONDENCE TRACKING WORKSHEET

JA002

INCOMING

DATE RECEIVED: DECEMBER 29, 1986

NAME OF CORRESPONDENT: THE HONORABLE JOHN J. DUNCAN

SUBJECT: ENCLOSURES LETTER FROM MS. AMANDA DELOACH OF  
ALCOA, TENNESSEE, WHO IS VERY MUCH CONCERNED  
ABOUT THE PROBLEM OF DRUG ABUSE AND DRUNK  
DRIVING IN THIS COUNTRY

|                            |                | ACTION      |                  | DISPOSITION  |                           |
|----------------------------|----------------|-------------|------------------|--------------|---------------------------|
| ROUTE TO:<br>OFFICE/AGENCY | (STAFF NAME)   | ACT<br>CODE | DATE<br>YY/MM/DD | TYPE<br>RESP | C COMPLETED<br>D YY/MM/DD |
| WILLIAM BALL               |                | ORG         | 86/12/29         | WBA          | 8701/07 TR                |
| <i>Co Mack</i>             | REFERRAL NOTE: | A           | 8701/29          | CPJA         | 87/01/21 7                |
|                            | REFERRAL NOTE: |             |                  |              |                           |
|                            | REFERRAL NOTE: |             |                  |              |                           |
|                            | REFERRAL NOTE: |             |                  |              |                           |
|                            | REFERRAL NOTE: |             |                  |              |                           |

COMMENTS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

ADDITIONAL CORRESPONDENTS: MEDIA:L INDIVIDUAL CODES: 1240 \_\_\_\_\_  
MAIL USER CODES: (A) \_\_\_\_\_ (B) \_\_\_\_\_ (C) \_\_\_\_\_

- ```

*****
*ACTION CODES:          *DISPOSITION          *OUTGOING          *
*                      *                      *CORRESPONDENCE:  *
*A-APPROPRIATE ACTION  *A-ANSWERED          *TYPE RESP=INITIALS *
*C-COMMENT/RECOM      *B-NON-SPEC-REFERRAL *          OF SIGNER    *
*D-DRAFT RESPONSE     *C-COMPLETED        *          CODE = A    *
*F-FURNISH FACT SHEET *S-SUSPENDED        *COMPLETED = DATE OF *
*I-INFO COPY/NO ACT NEC*                      *          OUTGOING  *
*R-DIRECT REPLY W/COPY *                      *                      *
*S-FOR-SIGNATURE      *                      *                      *
*X-INTERIM REPLY      *                      *                      *
*****

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REFER QUESTIONS AND ROUTING UPDATES TO CENTRAL REFERENCE  
(ROOM 75, OEOB) EXT-2590  
KEEP THIS WORKSHEET ATTACHED TO THE ORIGINAL INCOMING  
LETTER AT ALL TIMES AND SEND COMPLETED RECORD TO RECORDS  
MANAGEMENT.

January 21, 1987

Dear Amanda:

Mrs. Reagan and I were pleased to receive your letter from Congressman Duncan and to learn that you have been discussing the dangers of illegal drug use. Your participation in the campaign against drugs gives us great pride in America's youth and hope for our country's future.

Over the years our nation has never hesitated to defend itself, no matter how formidable the enemy or the odds. The enemy now facing us is drug abuse. In this national battle, if each of us does his or her part, our combined actions will achieve the goal we seek -- a drug-free America.

You are certainly setting a good example, because when you say "No" to drugs you are saying "Yes" to a healthy and meaningful life. You have made the right choice, and I am sure that it is one you will never regret.

Mrs. Reagan and I are very proud of you. Congratulations and God bless you.

Sincerely,  
RONALD REAGAN

Miss Amanda De Loach  
1400 Grant Street  
Alcoa, Tennessee 37701

RR/DE/CT/CAD/jz (1PMN)  
(XP-61 var.)

WHcc:

The Honorable John J. Duncan  
House of Representatives  
Washington, D.C. 20515

870123

January 21, 1987

Dear Amanda:

Mrs. Reagan and I were pleased to receive your letter from Congressman Duncan and to learn that you have been discussing the dangers of illegal drug use. Your participation in the campaign against drugs gives us great pride in America's youth and hope for our country's future.

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You are certainly setting a good example, because when you say "No" to drugs you are saying "Yes" to a healthy and meaningful life. You have made the right choice, and I am sure that it is one you will never regret.

Mrs. Reagan and I are very proud of you. Congratulations and God bless you.

Sincerely,

Miss Amanda De Loach  
1400 Grant Street  
Alcoa, Tennessee 37701

January 7, 1987

Dear Mr. Duncan:

Thank you for your December 22 letter enclosing correspondence to the President from Miss Amanda DeLoach, who is concerned about drug abuse and drunk driving.

Your interest in forwarding this letter is appreciated. I have brought your constituent's comments to the attention of the appropriate officials in order that an acknowledgment can be sent on the President's behalf.

With best wishes,

Sincerely,

William L. Ball, III  
Assistant to the President

The Honorable John J. Duncan  
House of Representatives  
Washington, D.C. 20515

WLB:KRJ:MDB

cc: w/copy of inc to Connie Mackey - for further action  
WH RECORDS MANAGEMENT HAS RETAINED ORIGINAL INCOMING

YP-61

RE: Support on Drug War

*Σ  
nr*

*cut sm with*

THE WHITE HOUSE  
WASHINGTON

October 6, 1986

*1/15/87*

*Amanda*

*I ... in your letter from*

JOHN J. DUNCAN  
2D DISTRICT, TENNESSEE

2206 RAYBURN HOUSE OFFICE BUILDING  
PHONE (AREA CODE 202) 225-5438

COUNTIES:  
BLOUNT  
KNOX  
LOUDON  
MCMINN  
MONROE  
POLK

Congress of the United States  
House of Representatives  
Washington, DC 20515

456 F 77  
WAYS AND MEANS  
COMMITTEE  
Ranking Minority Member  
JOINT COMMITTEE  
ON TAXATION

December 22, 1986

President Ronald W. Reagan  
The White House  
Washington, D.C. 20500

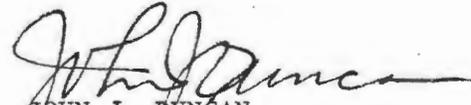
Dear President Reagan:

Attached hereto is a letter I have received from Ms. Amanda DeLoach.

Amanda is very much concerned about the problem of drug abuse and drunk driving in this country. I have explained to Ms. DeLoach the importance you and the First Lady have placed on these issues, but I did promise to bring her letter to your attention.

Thank you very much for your time and consideration in this matter.

Sincerely,

  
JOHN J. DUNCAN  
Member of Congress

JJD/rh



December 16, 1986

1400 Grant St.

Alcoa Tennessee

RECEIVED

DEC 16 1986

Dear Mr. Duncan, and President JOHN T. REGAN, JR.,  
WASHINGTON

I have written this letter about drugs and drunk driving. I'm only 9 1/2 years old, but I think that drugs should be illegal. I have been watching the D.W.I. and so many people have been killed because of drunk drivers. I have seen on t.v. that people sign certain papers to get something. I was wondering if I could do something like that to make drugs illegal. I hope that I can get 100 or more names if I could. Would you please show this to President Regan. See what he thinks.

Sincerely

Amanda J. DeLoach

Amanda J. DeLoach