

# Ronald Reagan Presidential Library Digital Library Collections

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**WHORM Subject File Code:** SA002  
(Safety – Accident Prevention: Highway Traffic Safety)  
**Case file Number(s):** 480000-499999  
**Box:** 8

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# WITHDRAWAL SHEET

## Ronald Reagan Library

DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
1. memo (485221)	from James H. Warner to Gary L. Bauer; re The Highway Bill and the Speed Limit	3/19/87	<del>B5</del>
2. report (497354)	re DOT's Draft Seat Belt Executive Order (9 pp.)	6/16-27/86	<del>B5</del> <sup>mjh</sup> 1/16/01
COLLECTION: WHORM: Subject File			kdb
FILE LOCATION: SA 002 Highway Traffic Safety- <del>(460000-499999)</del> (480000-499999)			10/21/91

### RESTRICTION CODES

A. National security classified information.

B. Presidential Records Act

- B1. Release would violate a Federal statute.
- B2. Release would disclose trade secrets or confidential commercial or financial information.
- B3. Release would constitute a clearly unwarranted invasion of personal privacy.
- B4. Relating to appointment to Federal office.
- B5. Release would disclose confidential advice between the President and his advisors, or between such advisors.

B6. Release could disclose internal personnel rules and practices of an agency.

B7. Release would disclose information compiled for law enforcement purposes.

B8. Release would disclose information concerning the regulation of financial institutions.

B9. Release would disclose geological or geophysical information concerning wells.

C. Closed in accordance with restrictions contained in donor's deed of gift.

484892

ID #

SA002

# WHITE HOUSE CORRESPONDENCE TRACKING WORKSHEET

☐ O - OUTGOING☐ H - INTERNAL☒ I - INCOMINGDate Correspondence  
Received (YY/MM/DD)

87103110

Name of Correspondent: ☐ Mr. ☐ Mrs. ☐ Miss ☐ Ms.

Klara Belle

☐ MI Mail Report

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

Subject:

Winter's daughter and grandson saved  
because they used their seatbelts.

## ROUTE TO:

## ACTION

## DISPOSITION

Office/Agency	(Staff Name)	Action Code	Tracking Date YY/MM/DD	Type of Response	Code	Completion Date YY/MM/DD
	Hogg	CJ	87103123	AH	A	8710526
	✓ Not	OR	8710326		C	8710519

## 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.

May 26, 1987

Dear Mrs. Belle:

On behalf of President Reagan, thank you for your letter expressing support for safety belt use laws. The personal experiences of your daughter and young grandson being spared death or serious injury as a result of being "buckled up" typify the benefits of such laws. Safety belt use laws, such as the one you supported in New Mexico, have now been enacted in 25 States and the District of Columbia. The number has steadily grown since the passage of the first safety belt use law by the State of New York in 1984. A bill, recently passed by the Legislature in Montana, requires only the signature by the Governor to add another State to that growing list.

The President feels so strongly about the benefits of safety belts in reducing deaths and the severity of injuries of vehicle occupants that he issued an Executive Order requiring the drivers and front seat passengers of all vehicles used in Government business to "buckle up." As you and your family have shown, it makes good sense to use safety belts on every trip and to support passage of State laws requiring their use.

With the President's best wishes,

Sincerely,

Anne Higgins  
Special Assistant to the President  
and Director of Correspondence

Mrs. Klara Belle  
Post Office Box 455  
Erie, PA 16512



**U.S. Department of  
Transportation**

Office of the Secretary  
of Transportation

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

May 11, 1987

MEMORANDUM FOR: Ms. Sally Kelley  
Director of Agency Liaison  
Presidential Correspondence

SUBJECT: Letter from Mrs. Klara Belle of Erie, PA, regarding  
her daughter and grandson being saved because they  
used their safety belts.

Attached is a suggested reply to Mrs. Belle as requested by your  
referral of March 27, 1987. The basic correspondence is returned.

A handwritten signature in cursive script, reading "Ruth D. Knouse".

Ruth Drinkard Knouse  
Director, Executive Secretariat

2 Attachments

SUGGESTED REPLY

Dear Mrs. Belle:

*On behalf of President Reagan,*

~~The President has asked me to~~ thank you for your letter expressing support for safety belt use laws. The personal experiences of your daughter and young grandson being spared death or serious injury as a result of being "buckled up" typify the benefits of such laws. Safety belt use laws, such as the one you supported in New Mexico, have now been enacted in 25 States and the District of Columbia. The number has steadily grown since the passage of the first safety belt use law by the State of New York in 1984. A bill, recently passed by the Legislature in Montana, requires only the signature by the Governor to add another State to that growing list.

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*With the President's best wishes,*

Sincerely,

*Att*

Mrs. Klara Belle  
P.O. Box 455  
Erie, PA 16512

*AUH/DO T/SK/AUH/-*



THE WHITE HOUSE OFFICE  
REFERRAL

MARCH 27, 1987

<b>ACTION</b>	
is assigned to	
NH-SA	
CONTROL NO.	
870330-017	
SIMS	S-10

TO: DEPARTMENT OF TRANSPORTATION

ACTION REQUESTED:

DRAFT REPLY FOR SIGNATURE OF:  
WHITE HOUSE STAFF MEMBER

DESCRIPTION OF INCOMING:

ID: 484892

MEDIA: LETTER,

TO: PRESIDENT REAGAN

FROM: MRS. KLARA BELLE  
POST OFFICE BOX 455  
ERIE PA 16512

SUBJECT: WRITER'S DAUGHTER AND GRANDSON SAVED BECAUSE  
THEY USED THEIR SEATBELTS

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

14

sample

4/11/80  
DOT D

484892

P.O. Box 455

Ena, Pa. 16512

President R. Reagan  
1600 Pennsylvania Ave.  
White House  
Washington, D.C.

AH

Dear Sir,

A while back, when in New Mexico,  
I wrote to you supporting the then  
current law makers on the seat belt  
in car issue. It passed.

About a month ago, a lovely  
young lady of about 25 yrs. old, and  
her beautiful child, a little boy of 5,  
had been visiting some folks. On  
their way home, a car pulled into  
their path. A collision followed.  
Both parties were hospitalized, with a  
temporary loss of work on the young  
ladies part, and a forced move into a  
sympathetic, wonderful ~~an~~ aunt's home



followed.

The young lady's foot was hurt so that she has to wear corrective shoes, a near disaster for one who likes high heels. (☺-) The child sustained bruises around his tummy where he'd been strapped in by the seat belt.

I believe it was one of the Officers who said that if she and the child hadn't been wearing the seat belts, they probably wouldn't have survived.

Ronnie, the young lady is my daughter, and the little child is my grandson.

Need I say more?

Would you please tell those who were involved in putting that seat belt law in effect that they have my heartfelt gratitude. Thank you.

Sincerely,  
Your friend  
Arla Belle

P.S. Presently, the young

lady is back to work, cast as all.  
Huh! Think a car wreck gonna  
get us down! No way!

(Get the point, Sir?)

Love to you and Nancy.

We appreciate you.

Shadon

485221PD *File*

THE WHITE HOUSE

WASHINGTON

March 19, 1987

SPROCK

HI

LE

FILE

MEMORANDUM FOR GARY L. BAUER

FROM:

JAMES H. WARNER *JHW*

SUBJECT:

The Highway Bill and the Speed Limit

The revision of the National Maximum Speed Law, permitting an increase to 65 m.p.h. on rural interstates, is attached to the Highway Bill. A number of projects were added tot his bill as a "poison pill" to make it unpalatable to the President when it arrives at the White House. This was done by forces which want the speed limit kept at 55 m.p.h.

The revision of this law was a campaign promise in 1980, and should be signed into law if possible. I recommend thatthe President call their bluff and sign the bill. If we are to spend money, there are worse ways than on highways, and the money will be spent on something else, if not highways. If the President signs the bill now, by next year, an election year, it will have created thousands of jobs and highway improvements will be clearly visible, to the benefit of the Republican candidate -- electoral prospects do not justify spending money irresponsibly, but calling the liberal bluff will help to prevent further attempts at poison pills, and will be a partial giveback of what America deserves, i.e., a more rational speed limit.

**WHITE HOUSE  
CORRESPONDENCE TRACKING WORKSHEET**

*SADD2*

- ☐ O - OUTGOING  
☐ H - INTERNAL  
☒ I - INCOMING  
 Date Correspondence Received (YY/MM/DD) 87103126

Name of Correspondent: Mr. Mrs. Miss Ms. *Jeannette Hurley*

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

Subject: *Son William was killed on an Interstate Highway that did not pass Interstate Standards*

**ROUTE TO:**

**ACTION**

**DISPOSITION**

Office/Agency (Staff Name)	Action Code	Tracking Date YY/MM/DD	Type of Response	Code	Completion Date YY/MM/DD
<i>CoKell</i>	<i>CJ</i>	<i>87104/06</i>		<i>C</i>	<i>87104/16</i> <i>AB</i>
<i>✓ DOT</i>	<i>R CJ</i>	<i>87104/18</i>		<i>A</i>	<i>87104/15</i> <i>AB</i>
	Referral Note:				
		<i>/ /</i>			<i>/ /</i>
	Referral Note:				
		<i>/ /</i>			<i>/ /</i>
	Referral Note:				
		<i>/ /</i>			<i>/ /</i>
	Referral Note:				
		<i>/ /</i>			<i>/ /</i>

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 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

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 B - Non-Special Referral  
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 S - Suspended

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 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).  
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# RECORDS MANAGEMENT ONLY

## CLASSIFICATION SECTION

No. of Additional Correspondents: \_\_\_\_\_ Media: L Individual Codes: 4000 . . . . .  
 Prime Subject Code: SA 002 - \_\_\_\_\_ Secondary Subject Codes: HI . . . . .  
 . . . . .  
 . . . . .

## 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



DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
WASHINGTON, D.C. 20590

OFFICE OF  
THE ADMINISTRATOR

April 15, 1987

IN REPLY REFER TO:

HNG-1

Ms. Jeannette Hurley  
P.O. Box 591  
Perrysburg, Ohio 43551

Dear Ms. Hurley:

Thank you for writing the President on March 20 about the need for funding to improve the Nation's highways. Your letter reminds us of the personal side of the work we do. The President's staff asked us to answer your letter because the Federal Highway Administration is responsible for the Nation's highway program.

We agree with you that America needs continued funding for highways. In fact, in 1982, the President and the Congress agreed on legislation that raised Federal highway user taxes to fund an expanded Federal-aid highway and bridge program (the nickel-a-gallon gas tax hike is the best known example). The size of our program went from about \$8 billion a year to \$14 billion in fiscal year 1986.

Congress enacted the Surface Transportation and Uniform Relocation Assistance Act of 1987 on April 2. This law authorizes Federal-aid highway funding for the current fiscal year, 1987, and the next few years as well. We made this year's highway funding available to the States the same day. Ohio's share included \$28.2 million for Interstate construction; \$99 million for Interstate resurfacing, restoring, rehabilitating, and reconstructing (4R); \$49 million for highway bridge replacement and rehabilitation; \$63.6 million in a flexible category that can be used for a variety of projects at the State's discretion; plus other funding, bringing the grand total to almost \$408 million for Ohio.

You'll be particularly interested in the Interstate 4R category. That's the category the Ohio Department of Transportation (ODOT) can use to modernize its older Interstate highways. Only two States, Texas and California, received more Interstate 4R funds than Ohio. Unfortunately, the available funding is never enough to improve every Interstate highway, repair every bridge, and eliminate every safety hazard. Under our program, ODOT officials review Ohio's Interstate 4R needs and select projects for funding. They also are responsible for project planning, design, and construction.

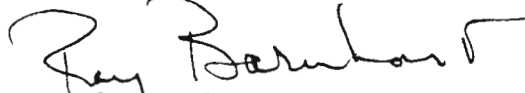
I'll send a copy of this correspondence through our Division Office in the State to ODOT officials so they will be aware of your comments. I suggest you write them to ask for information on their plans for the Toledo area. They are in the best position to discuss your concerns about Toledo's Interstate highways. The address is 25 South Front Street, Columbus, Ohio 43215.



We in the Federal Highway Administration are always concerned about safety. I know of only one group of people who are more conscious of highway safety than we are--and that's people who have lost a loved one in a highway accident. There's an old saying that time heals all wounds. I guess the philosopher who started that line never lost a son in an automobile accident.

Thank you for taking time to let us know your thoughts on what must be your saddest day of the year. I hope the release of billions of dollars for the Nation's highways just 2 weeks later is some small comfort.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Ray Barnhart", with a stylized flourish at the end.

R. A. Barnhart  
Federal Highway Administrator

cc:  
Ms. Sally Kelley  
Director of Agency Liaison  
Presidential Correspondence  
The White House

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

REFERRAL

APRIL 8, 1987

TO: DEPARTMENT OF TRANSPORTATION

ACTION REQUESTED:  
DIRECT REPLY, FURNISH INFO COPY

DESCRIPTION OF INCOMING:

ID: 486533  
MEDIA: LETTER, DATED MARCH 20, 1987  
TO: PRESIDENT REAGAN  
FROM: MS. JEANNETTE HURLEY  
POST OFFICE BOX 591  
PERRYSBURY OH 43551

SUBJECT: SON WILLIAM WAS KILLED ON AN INTERSTATE  
HIGHWAY THAT DID NOT PASS INTERSTATE STANDARD

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

**ACTION**  
is assigned to  
*FIHWA*  
CONTROL NO.  
870408-010  
SIMS S-10

25k  
DOT

480533

MARCH 20, 1987

PRESIDENT REAGAN  
THE CAPITAL  
WASHINGTON, D.C. 20510

DEAR MR. PRESIDENT:

SK

MY SON WILLIAM J. HURLEY, JR. WAS KILLED ON AN INTER-  
STATE HIGHWAY THAT DOES NOT PASS INTERSTATE STANDARDS.

WITHIN A PERIOD OF (9) NINE WEEKS, THREE YOUNG MEN WERE  
KILLED IN THE SAME SPOT.

THE I-475 INTERSTATE (CENTRAL AVENUE EXIT) GOING EAST  
SEEMS TO BE QUITE A DANGEROUS EXIT. AS ARE MANY IN  
TOLEDO.

THIS INCIDENT OCCURRED FIVE (5) YEARS AGO TO THE DATE,  
MARCH 20, 1982.

HE WAS A WONDERFUL YOUNG MAN WHO WILL LIVE IN THE HEARTS  
OF MANY AND ALL WHO TRULY KNEW HIM.

I SINCERELY HOPE THAT MONEY WILL BE EXPENDED TOWARD THE  
REPAIR AND CHANGES THAT ARE NEEDED ON OUR INTER-STATE  
HIGHWAYS AND PARTICULARLY IN TOLEDO, OHIO.

GOD BE WITH YOU!

SINCERELY,

*Jeannette Hurley*  
MS. JEANNETTE HURLEY

THE WHITE HOUSE  
CORRESPONDENCE TRACKING WORKSHEET

SA 002

INCOMING

DATE RECEIVED: MAY 22, 1987

NAME OF CORRESPONDENT: THE HONORABLE ROBERT C. SMITH

SUBJECT: ENCLOSURES COPY OF LETTER FROM MR. NORMAN V.  
JOYAL OF MOULTONBORO, NEW HAMPSHIRE INQUIRING  
ON THE ORIGIN OF THE PRESIDENT'S SUPPORT FOR  
THE 65 MPH SPEED LIMIT

		ACTION		DISPOSITION	
ROUTE TO:		ACT	DATE	TYPE	C COMPLETED
OFFICE/AGENCY	(STAFF NAME)	CODE	YY/MM/DD	RESP	D YY/MM/DD
WILLIAM BALL		ORG	87/05/22	WB	A8710616
REFERRAL NOTE:					
REFERRAL NOTE:					
REFERRAL NOTE:					
REFERRAL NOTE:					
REFERRAL NOTE:					
REFERRAL NOTE:					

COMMENTS:

ADDITIONAL CORRESPONDENTS: MEDIA:L INDIVIDUAL CODES: 1240 \_\_\_\_\_

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        *                        *                        *
*****

```

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.



June 16, 1987

Dear Mr. Smith:

Thank you for your May 20 letter to the President enclosing a copy of a note you received from your constituent, Mr. Norman Joyal regarding the President's support for the repeal of the 55 mile per hour speed limit.

Endorsement of the repeal of the 55 mile per hour speed limit was approved by the Republican platform committee in July of 1980. As the Republican Party's candidate, Ronald Reagan campaigned on this platform.

I hope this information is helpful to you in responding to your constituent.

With best wishes,

Sincerely,

William L. Ball, III  
Assistant to the President

The Honorable Robert C. Smith  
House of Representatives  
Washington, D.C. 20515

WLB:KRJ:hlb (RJ)

1ST STORY of Level 1 printed in FULL format.

Copyright (c) 1980 The Washington Post

July 11, 1980, Friday, Final Edition

SECTION: First Section; A1

LENGTH: 1590 words

HEADLINE: Republican Right Molds Platform in Reagan's Image;  
GOP Platform Is Molded in the Image of Ronald Reagan

BYLINE: By Robert G. Kaiser, Washington Post Staff Writer

DATELINE: DETROIT, July 10, 1980

BODY:

The Republican platform committee last night approved a 1980 platform that proposes huge immediate increases in defense spending, total decontrol of all energy prices and a three-year program of tax reductions for all Americans.

The platform holds firmly to a conservative line on big issues and small, from recommending an elaborate variety of new weapons programs to favoring use of the death penalty, and repeal of the 55 mph speed limit.

The platform was tailored to suit Ronald Reagan, the man Republicans will nominate as their 1980 candidate here next Wednesday night.

But the document may also please President Carter and his partisans, because it advertises Reagan's close identification with right-wing positions on most of the controversial issues of the day. Carter clearly hopes to depict Reagan as an extremist in the fall campaign.

Delegates on the platform committee repeatedly rejected proposal to water down or restrain their most conservative instincts for the sake of appealing to more voters in November. Today, for example, they voted to pledge a Republican president to nominate to the Supreme Court only people who "respect traditional family values and the sanctity of innocent human life," meaning only people who oppose abortion.

A lone delegate from Hawaii, John Leopold, said this plank represented a submission to "single-issue politics that would only alienate many Americans. The plank was then adopted by an overwhelming voice vote.

Wednesday the platform committee approved planks recommending a constitutional amendment to ban all abortions and retreating from support of the Equal Rights Amendment.

The defense plank in the new platform, drawn up after close consultations with Reagan campaign aides, is the most detailed statement yet of the kind of expanded defense program the Republicans will recommend during the fall campaign.

Though its drafters studiously avoided putting any price tag on their plans, they would, if implemented, cost a minimum of \$15 billion more in the first year's Pentagon budget, and probably more like \$25 billion to \$40 billion.



(c) 1980 The Washington Post, July 11, 1980

The defense plank calls for accelerated development of all the United States' new missile systems, construction of a new intercontinental bomber, deployment of a new air defense system, construction of large numbers of new planes and warships, a big investment in the reserves and many other new initiatives.

This long list raises the prospect of political controversy, particularly when it is given a cost estimate. Despite the emergence of a new congressional consensus for more defense spending in recent weeks, the idea of besting President Carter's own proposals for new spending by an immediate \$15 billion to \$50 billion is bound to be hotly debated.

Richard V. Allen, Reagan's chief foreign policy aide, said in an interview here today that "it's wildly early" to propose a dollar figure for the defense programs Reagan would initiate if elected. "I've asked our defense advisers to go back to square one" to produce a precise range of dollar estimates for possible defense initiatives, he said.

Allen noted that an important plank in the platform calls for spending substantially more on the volunteer Army in hopes of making it work better, and that this alone could eat up as much as \$6 billion a year.

Rep. Jack Kemp (R-N.Y.), who was chairman of the committee that drafted the defense plank, said he thought it might cost an immediate \$15 billion in next year's budget, if Reagan is elected. He said he thought higher estimates were unrealistic.

But a group of congressional staffers who have proposed military spending increases similar to those in the new Republican platform have estimated their first-year cost at nearly \$40 billion.

On tax policy, the GOP platform echoes promises that Reagan has been making since the primaries began. The platform promises "across-the-board reductions in personal income tax rates, phased in over three years, which will reduce tax rates from the range of 14 to 70 percent to a range from 10 to 50 percent."

On energy, an issue that independent candidate John B. Anderson hopes to make a centerpiece of his presidential campaign, and which President Carter is already trying to exploit, the Republicans today approved an optimistic plank promising the country that energy shortages can be made to disappear.

Adopting a thoroughly free-market approach, the Republicans endorsed the desirability of immediate removal of all price controls on oil and gas, thus forcing conservation through substantially higher prices while simultaneously providing inducements for the production of energy from new sources that the Republican platform says are potentially available.

For good measure, the delegates today adopted an amendment offered from the floor that would have the effect of ending the federally enforced 55 mph speed limit by allowing the states to set their own limits at whatever level they would like.

Rep. Bud Shuster (R-Pa.) rose to oppose this idea "reluctantly," explaining that he had learned on the House Transportation Committee that the lower speed limit saved millions of gallons of gasoline and, more important, thousands of lives because of reduced traffic accidents.

(c) 1980 The Washington Post, July 11, 1980

Sen. Malcolm Wallop (R-Wyo.) made a similar point, arguing that the country needed national policies that had the effect of reducing oil consumption.

But Rep. Dave Stockman (R-Mich.), a staunch free-market advocate who was a principal author of the energy plank, disagreed. The speed limit amounted to an artificial constraint on the consumption of oil, he argued, and was typical of Democratic attempts to solve the energy problem by ordering people to cut back. With Stockman's help, the proposed plank was easily adopted by the full committee.

The GOP energy plank includes strong support for increased use of nuclear power. "The Three Mile Island accident suggests the need for certain reforms," the plank says, "but illustrates that even under improper operation, nuclear plants do not endanger public health or safety."

The GOP platform includes numerous references to the need to reduce government spending, cut back on government regulations and return more power to states and localities. It specifically endorses an increase in "block grants" of federal funds to local governments, which can be used for whatever purpose they choose, in place of categorical grants, which can be spent only on specific programs.

The plank on welfare specifically recommends the block grant approach, while opposing any federal assumption of the states' welfare responsibilities. The object of welfare policy should be to "help return control of welfare program to the states," the plank says, a position in complete accord with Reagan's campaign rhetoric.

The platform contains no list of government programs to be cut back or eliminated, however. It recommends that a high-level commission of distinguished citizens evaluate the entire executive branch and propose cutbacks. In one area that is specifically considered in the platform, federal aid to veterans, the Republicans endorse an expensive increase in benefits.

The generally conservative delegates here seemed much more interested in social issues like abortion and the ERA than in the traditional "big government" concerns of earlier generations of Republican conservatives. One indication was the nearly unanimous support given today to a plank on environmental protection that was offered from the floor by Jan. A. K. Evans of the District of Columbia.

This plank explicitly endorsed a governmental role to preserve the environment, while also noting many alleged excesses in governmental enforcement policies. Stephen Danzansky, another D.C. delegate, acknowledged after it was approved that Evans had apparently slipped one past the conservative gathering.

Danzansky was one of several moderate delegates who expressed emotions ranging from eyebrow-raised bafflement to exasperation at the firm control the conservatives repeatedly demonstrated in the platform committee.

Their influence reappeared on all sorts of issues. For example, a plank on crime says Republicans will seek legislation to prevent government-financed lawyers employed by the neighborhood legal services program from defending poor people who are "repeat offenders" or accused of "pushing or smuggling" drugs.

(c) 1980 The Washington Post, July 11, 1980

On foreign policy, the platform reflects all of Reagan's traditional views.

It clarifies his position on the question of Taiwan, recommending continued cooperation with the Peoples Republic of China and avoiding any call to reestablish full relations with Taiwan.

The platform calls for a much tougher policy toward the Soviet Union, and specifically rejects as unacceptable the Strategic Arms Limitation Treaty (SALT II). It calls for a much stronger U.S. intelligence establishment, and suggests changes in the Freedom of Information Act "to reduce costly and capricious requests to the intelligence agencies" for information.

On the Middle East, the platform declares that Israel's security "is a moral imperative and serves the strategic interest of the United States." In a platform that is filled with seathing criticisms of President Carter, this plank says simply what "a Republican administration will encourage the peace progress between Egypt and Israel and will seek to broaden it."

GRAPHIC: Picture, Workers place state standards in their appointed locations in Detroit's Joe Louis Arena in preparation for the Republican National Convention next week. AP



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TO Kathy Jaffke

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Message:

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*Jan 80*  
*NYT*  
*Post*  
*Christian*  
*Science*

From: Sandra *post v AP*  
*earlier*

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Message: I didn't find anything  
in the Wash. Post or AP. Here  
is the NYT Index. I don't see  
anything promising, do you?

From: Sandra



**RAYBESTOS-Manhattan Inc.**

AVC Corp plans to increase holdings of Raybestos-Manhattan Inc. to 8.6% from 7.1% (S), O 2,IV,5;5  
Co elects Frederick J Ross president and Robert M Gordon vice chairman (S), D 10,IV,2,4

**RAYFIELD, William M.** See also Blacks—Ala, Birmingham (Ala), Ap 5, Je 10

**RAYMON, Paul.** See also Advertising, Television Bureau of, N 15

**RAYMOND, Bill.** See also Theater—Revs, Mercier and Camier (Play), O 26

**RAYMOND, Charles V (Deputy Comr).** See also Housing—NYC—Rents and Renting, O 19

**RAYMOND, Cindy.** See also Scientology, Church of, O 27

**RAYMOND, Joan.** See also Children—Child Abuse, JI 24

**RAYMOND, Richard E.** See also Elec Light—Florida, Mr 5

**RAYMOND Parish Pine & Weiner.** See also Retail Stores—US, JI 29

**RAYNE, Martin.** See also Housing—NYC, JI 29

**RAYNER, Albert.** See also Agr—GB, D 13

**RAYNER, Chessy.** See also Interior Decoration, My 31

**RAYNOR, Roger.** See also Prisons—Washington (State), O 16

**RAYON and Rayon Goods.** See also product names, eg, Apparel

**RAYPAK Inc.**  
William G Nevers elected executive vice president and chief financial officer (S), My 1,IV,2,3

**RAYTHEON Co.** See also Beech Aircraft Corp, O 3, D 1. McGraw-Edison Co, Ag 28. TV—Programs—News Programs, Ja 29

Raytheon Co reports 2d-quarter net income was \$51.1 million, up 31% from corresponding '78 quarter (S), JI 12,IV,4,3; R Gene Shelley elected senior vice pres (S), D 27,IV,2,5

**RAZA Unida, La (Orgn).** See also Minorities—Mexican-Americans, JI 26

**RAZAF, Andy.** See also Music—Concerts, Lyrics and Lyricists (Concert Series), Ap 11

**RAZAVI, Hassan Janati.** See also Iran, Je 17

**RAZMARA, Manuchehr (Min).** See also Iran, Ja 7

**RAZO, Dennis.** See also Murders—NJ, N 23

**RAZORS.** Use Shaving and Shavers

**RAZZANO, Jackie.** See also Culture—US, Ag 12

**RAZZETTI, Gilbert.** See also Jockey Club, F 22

**RBC Inc**

Names Lawrence N Daniels president of company's management engineering division, Ralph E Parkin president of management services division; Murray Schwartz, Edward J Sweet and Edwin J Galaski are named vice presidents (S), S 20,IV,2,6

**RCA American Communications.** See also TV—Programs, Mr 20

**RCA Corp.** See also Autos—US—Engines, Ag 4. Books—Book Fairs, O 15. CIT Financial, Corp, JI 11. CIT Financial Corp, JI 6,27, Ag 14,18,22, S 6,7, O 24, N 15,29.

Communications Satellites, JI 20, O 19, N 22.

Communications Satellites, Satcom III (Communications Satellite), D 11, D 12, D 13,30. Culture—US, Je 18. Data Processing, S 8. Electric Appliances and Equipment, Je 14. Elec Light, JI 7. Eyes and Eyesight, My 19. Horses, N 11.

Labor—Mex, F 6. Labor—US—Unemployment, S 16. Random House Inc, S 7. Religion—US, D 2. Roads—US, Ap 7. Stocks (Genl)—US, O 30. Telephones—International Communications, My 10. TV—Cable TV, Mr 3, Ap 28. TV—Equipment, Ja 10,20, F 3, Ap 9, Je 2,16, JI 2, Ag 17, O 1,27, D 7. TV—Programs, Mr 12,20. Div and subsidiary names, eg, Banquet Foods Corp

4th qr net income was record \$75.2 million, 15% increase from '77; net income for yr was record \$278.4 million, compared with \$247 million; 4th qr sales were record \$1.85 billion; sales for yr were record \$6.65 billion, 12% increase (M), Ja 19,IV,1,4

John H Bermingham apptd vp (S), Ja 22,IV,2,4; Robert K Smith apptd vp (S), F 9,IV,2,3; Stephen S Barone elected sr vp (S), F 14,IV,2,5

1st qr net income was record \$62.1 million, 13.1% increase from corresponding '78 qr (S), Ap 12,IV,5,1

'His Master's Voice,' RCA trademark since '01, is reinstated in windows of Camden, NJ, plant's tower after being absent since '69; illus (S), Ap 15,VI,3,2

RCA pres Edgar H Griffiths says all of co's major operating units were profitable in '78, annual stockholders meeting; says co's after-tax earnings advanced 13% to \$27.4 million on sales of \$6.6 billion; illus (M), My 2,IV,1,4

Drexel Burnham Lambert senior broadcast analyst John S Reidy is optimistic about RCA's future despite problems plaguing NBC; chart compares RCA's profits from diversified business ventures, '74-'78 (M), My 11,IV,6,2

William M Rodgers named RCA vp (S), My 24,IV,2,4

Roy Pollack, Neil Vander Dussen, Julius Koppelman and Irving K Kessler appointed RCA executive vice presidents (S), Je 14,IV,2,4

RCA reports 2d qr profit of \$85.6 million, up 9.3%, despite slumping NBC TV earnings and 'substantial loss' at RCA Records (S), JI 17,IV,4,4

Vice pres Marilyn S Watts assigned additional responsibilities for advertising and media services (S), Ag 29,IV,1,4

RCA financial report for 3 months ended June 30 (M), S 7,IV,1,3; comment on RCA plans (S), S 9,III,1,7

R Metz on renewed Wall Street interest in RCA as high-technology stock; James I Magid (Shearson Hayden Stone) comments (M), O 1,IV,4,3

RCA's 3d-quarter net income was \$66 million, 5.7% decline from year-earlier; revenues were record \$1.83 billion, compared with \$1.66 billion; pres Edgar H Griffiths comments (S), O 16,IV,5,2

Robert Clizik and I Owen Funderburg elected to board (S), N 9,IV,2,5

Maurice R Valente, executive vice president of ITT, named president and chief operating officer; Edgar H Griffiths will become chairman while continuing as chief executive officer; Mark Hassenberg (Donaldson, Lufkin & Jenrette) and James Magid (Shearson Hayden Stone) see improved earnings; Griffiths and Valente pors; graph of earnings '77 and '78; table of other corporate financial data (M), N 15,IV,1,4

Robert A Cappiello appointed RCA vice pres (S), D 4,IV,2,4

Former chmn Anthony L Conrad is fined \$1,000 after plea bargaining in income tax case; portrait (M), D 19,1,5

Robert J DeStefano appointed staff vice pres-corporate accounting (S), D 27,IV,2,5

**RCA Global Communications Inc.** See also Environment—US, Ja 26. Telegraphy, Ag 16

**RCA Records.** See also Recordings, F 18

Names Ray Harris vp of Black Music Mktg Div (S), Ja 9,IV,2,6

Robert D Fead named division vice president; por (S), Ag 3,IV,2,5

Co names Don Burkheimer division vice pres, marketing and talent acquisition (S), S 12,IV,15,4

**REA Express.** See also Cook County (Ill), Ja 19, Mr 9

**REACH for Recovery (Orgn).** See also Cancer, N 11

**REACH Out, Project.** See also NYC—Soc Conditions, S 1

**REACTOR Safeguards, Advisory Committee on.** See also Atomic Energy—US—Elec Light, Ap 10

**REACTORS, Nuclear.** See Atomic Energy

**READ, Curtis, Jr.** See also Lindsay, Louise D, N 25

**READ, James M.** See also Books—Europe, East, Ag 28, S 15

**READ, Leonard.** See also Art—Robberies, JI 22

**READ, Piers Paul**  
Interviewed; por, D 10,III,15,2

**READ, Ralph C.** See also Cenco Inc, O 31

**READ, William M.** See also Pensions, JI 11

**READE, Suzanne.** See also Educ—US—Teachers, O 28

**READE, Walter, Organization Inc.** See also Motion Pictures—US, S 4

**READER, Martin.** See also Management, Industrial and Institutional, S 30, O 7,21

**READER'S Digest (Pub).** See also Bible, Ja 5. Books—Book Trade—US, Ap 4, O 29, D 16. Libel, Ja 9,14, Je 27.

Liquor—US, Mr 20. US—Econ Conditions, D 18

Is increasing ad rate 4%, effective with July issue (S), Mr 8,IV,15,2

**READING.** See also Educ—NYC, Mr 8,10,11, My 15, D 31. Educ—US, F 20. Illiteracy. Language (for inclusion).

Types of reading material, eg, Books

Article on Dr Caleb Gattegno's controversial method of teaching reading and foreign languages; illus (Winter Survey of Educ), Ja 7,XIII,12,1

**READING & Bates Corp.** See also Oil—Iran, Ag 23

**READING Co.** See also Stocks (Genl)—US—Insiders Information, JI 6

**READING Industries Inc.**  
Chmn John E Sheehan purchases 76,643 shares of co's common stock, giving him control of co (S), Ap 6,IV,4,5

Co names S A Spencer vice chmn, Frank W Miller and Richard A Strouse executive vice presidents, and Richard C Baynes chmn of subsidiary Reading-Tennessee Inc (S), Ap 20,IV,2,5

**READING Is Fundamental (Orgn).** See also Books—Book Fairs, S 17

**REAGAN, Maureen.** See also Pres Elect '80, N 14

**REAGAN, Patti.** See also Pres Elect '80, N 14

**REAGAN, Ronald Wilson.** See also Ad (Genl)—US—Magazines, Ag 27. Arms Control, S 6,16,28, N 23. Atomic Energy—US—Elec Light, My 4. Banks—Foreign Bank Accounts, N 15. Canada—Intl Rel, N 14. Chrysler Corp, N 17. Commerce—Canada—US, N 15. Courts—California, JI 12. Cuba, S 12,14. Energy and Power, JI 17, N 15,29.

Farm Bureau Federation, American, Ja 16. Intl Rel—China, People's Republic of—US, F 11. Intl Rel—US, F 20,21,25.

Iran, N 15,18,29, D 13,30,30. Mexico, N 14,15,23. NATO, N 23. Oil—US—Prices, My 4, Je 28, N 14. Pres Elect '76, Ap 9, D 1. Pres Elect '80, Ja 6,7,11,21,23,25,26,31, F 6,10, 18,19, F 20,23, F 23, Mr 4,7,8,10,11, Ap 9,12,13,20,22,30.

My 2,3,6,15,17,20,24,27, Je 1,3,4,10,17,24,27, JI 1,2,8,15,29, Ag 1,5,16,19,20,24,29, S 1,6,16,17,21,23,28,29,30, O 1,3,5,8, 12,15,16,18,19,25,29,30, N 2,4,6,11,14,15,16,17,18,19,21,25, 27,29, D 1,2,4,8,10,11,12,13,14,15,16,17,19,20,21,22,23,25, 28,30. Repub Party—NJ, My 6. Rockefeller, Nelson Aldrich, Ja 28. Speech, JI 2. Suffolk County (NY)—Elections, Ag 30, S 18,28. Taiwan, Ja 28, F 11. Taxation—Fed Taxes, N 1,15. US—Econ Conditions, S 6, N 1. US—Law and Legis (Fed)—State of Union Message, Ja 24. US—Pol, N 14. US—Pol—Big Government Issue, Ja 16. US—Pol—Carter Adm, F 20. Wayne, John, Je 13

Declares his candidacy for Republican Presidential nomination on Nov 13 in televised speech and at fund-raising dinner in NYC; illus, N 14,1,1

**REAGAN, Ronald Wilson (Mrs).** See also Pres Elect '80, Ap 13, S 16,30, N 4,14,15,18

**REAK, Oscar J.** See also Blount Inc, O 2. Eaton Corp, Je 12

**REAL Estate.** Note: For property taxes of NYC, NYS, and other US states, and for gen US material on such taxes, use Taxation conjoined with Real Estate and appropriate geog term. For foreign material, use Taxation conjoined with country names. For local US material, use city and county names

See also Agr—US—Real Estate. Area Planning. Bldg. Bldgs. Housing. Office Bldgs. Retail Stores—US—Shopping Centers. Subjects, eg, Bridges (for property condemnations), Pub Works (for property condemnations), Roads and Traffic (for property condemnations), Co, personal and bldg names

Interview with Albert J Lowry, author of How You Can Become Financially Independent by Investing in Real Estate; por (M), N 11,VII,p42

**Arizona**  
Fed, state and local investigations into land fraud in Ariz reportedly show that sale of worthless rural land and mortgages on land have subsided; Gov Bruce Babbitt says that Americans were swindled out of at least \$500 million in phony land sales in state; Ned Warren Sr, 'godfather' of land fraud, was sentenced last year to over 50 years in prison; US Atty Michael Hawkins says investigations have resulted in indictments of 165 individuals and 16 corporations that have swindled over 50,000 people out of some \$350 million; Warren por (M), My 21,IV,7,1

**California**  
Article on land rush in Calif's old gold-mining areas; most of rush is occurring along 170-mi stretch of Rte 49 from Yosemite Natl Pk north through Calaveras, El Dorado, Placer and Nevada Counties; there also is substantial migration to other rural areas, especially Shasta County; map; illus (M), Ja 17,14,3

Pebble Beach Corp shareholders will vote on proposal to sell co to 20th Century-Fox Film Corp for over \$71 million; purchase will transfer to 20th Century 90-mi stretch on Monterey Peninsula; map; illus (L), Ja 26,1,4; Pebble Beach Corp approves sale of stock to 20th Century-Fox Film Corp for over \$71 million; acquisition is unpopular among homeowners on Monterey Peninsula who fear rapid development of 3,750 of corp property, and among environmentalists who are concerned with preserving 1 of Amer's most scenic regions (M), Ja 27,8,3

Tom Hayden is campaigning for Calif law requiring

foreign investors to disclose their real estate holdings so Californians may know whether country is being sold out from under their feet' to foreigners such as Sheikh Mohammad S A al-Fassi, who bought Beverly Hills mansion (S), F 8,III,12,5

Former Bank of Amer vice chmn Alvin C Rice is target of Fed grand jury inquiry that reportedly centers on personal relationship between Rice and developer Joseph A. Duffel, whose construction loans ran into difficulties in mid-'70's (S), Mr 2,IV,6,6; Rice, as Bank of Amer's loan policy com head between '70-'74, made series of development loans totaling \$8 million to Duffel's co incorporated Real Property Fund (S), Mr 7,IV,6,3; 2 Bank of Amer vps resign; resignations follow intensified bank rev of loan officers personal business dealings in wake of disclosure of loans to Joseph A Duffel, real estate developer with whom ex-vice chmn Alvin C Rice had personal business ties (M), Mr 23, IV,2,5; US Atty Gen G William Hunter says 5-mo grand jury probe, aided by FBI, found no evidence that Rice violated any Fed laws; probe centered on Rice's ties with Calif real estate developer Joseph A Duffel (S), Mr 31,27,5

Article on Athalie Irvine Smith and her efforts to control development of 77,000 acres of land amassed by great grandfather James Irvine in Calif's Orange County; is member of Taubman-Allen-Irvine consortium that acquired Irvine Company in '77; illus; map (M), JI 21,25,3

**Canada**  
Knight Frank & Rutley has started joint venture with Douglas Elliman-Gibbons & Ives Inc; new concern, known as Douglas Elliman-Knight Frank Inc, will deal in commercial real estate in Canada and US (S), Je 27,II,5,1

**Colorado**  
Over 6,400 people who purchased over 75,000 acres of land in Colorado that FTC says is worthless will be able to recover 70% of their payments; Bankers Life and 11 other companies, in what could be largest cash settlement commission has ever arranged, have agreed to give back \$8 million and cancel additional \$6 million in debts; other companies listed, My 10,IV,22,4

Former Pres Gerald R Ford buys 1-acre lot in Beaver Creek, Colo, for over \$300,000; plans are uncertain (S), S 28,II,4,1

**Connecticut**  
More land has been appearing on mkt this winter than at any time during last 5 yrs; number of different factors, including rising taxes and uncertain econ situation, are making sale of landholdings desirable and even necessary; illus; chart (L), Ja 14,XXIII,8,3

Article on difficulty Norwalk, Conn, archipelago island owners are having in selling their islands; notes there are at least 5 of 16 islands up for sale; Calf Pasture Island owner Alvin Kwant and Tavern Island owner Bruce Falconer comment; illus (M), F 18,XXIII,10,3

Article on growing number of local land trusts in NYC metropolitan area; notes trusts differ from national conservation groups in that they work on local level to preserve open space in its natural state and have few programs for public use; New Canaan Land Conservancy Trust president Jack D Gunther says that only 285 of New Canaan's 14,200 acres, or 2%, are dedicated to permanent open trust; New Canaan trust owns 157 acres; illus (L), Je 3,VIII,1,1

**Florida**  
Former Edward C Levy Co vice pres Arnold Aronoff pleads guilty to charges that he used mail to defraud Penn Dixie Industries of over \$3 million in Fla land swindle, Federal District Court, Manhattan (S), My 22,IV,9,4

Charges that Penn-Dixie Industries Inc was defrauded of millions of dollars in Putnam County, Fla land sale are described in opening statements at criminal trial of company's former chief executive Jerome Castle, who is accused of conspiracy and fraud, Federal District Court, Manhattan; case focuses on '73 purchase of 5,500 acres of land by company; Castle allegedly arranged deal with Arnold Aronoff; Roy M Cohn is lawyer for defense; prosecutor is Asst US Atty Robert S Litt (M), Je 1,IV,11,3

New trial will begin Aug 13 for Jerome Castle on charges that he defrauded Penn-Dixie Industries when he was company's chief executive officer; prosecutors say Castle defrauded company of millions of dollars in Florida land deal in '73 (S), Je 19,IV,9,3

Jerome Castle is convicted of having defrauded Penn-Dixie in '73 Florida land manipulations while he was company's president and chief executive officer; prosecutor Thomas Sear says 1 of conspirators, Arnold Aronoff, bought 12,500 acres of land in Florida's Putnam County for \$5.7 million; next day, with help of Castle and Edward J Robinson, Penn-Dixie was persuaded to buy inferior portion of that tract—5,500 acres, mostly swampland—for \$5.9 million; net result was to give Aronoff 7,000 acres of Florida land with no investment (M), Ag 30,IV,1,6

**France**  
Article on Samuel Flatto-Sharon, member of Israeli Parliament who is being sought by French Govt on charges of embezzlement of at least \$60 million in fraudulent real estate deals in '60's and '70's; illus (M), S 9,III,3,1; is sentenced, in absentia, to 5-year jail term and fined \$7,200 for large-scale tax evasion and illicit financial dealings in France; is charged with having made fortune by buying and immediately re-selling real estate through fictitious companies run by accomplices (S), S 20,14,5

French Labor Min Robert Boulin commits suicide apparently because of despair over published charges implicating him in real-estate scandal; por (M), O 31,7,2; Boulin, implicated in Riviera real estate scandal, says in note that collusion by blackmailer Judge Renaud van Ruyembeke and Justice Min Alain Peyrefitte created cloud of suspicion that drove him to suicide (M), N 1,5,1; French press is criticized for coverage of charges against Boulin (S), N 11,19,3

**Georgia**  
Assessed valuation of Pres Carter's real estate holdings put at \$1,462,255, compared with \$829,034 in '78 (S), JI 22,31,1

**Hawaii**  
Mauna Kea Land Corp, subsidiary of UAL Inc, to acquire for \$36 million Oloahana Corp, company owned by Laurence S Rockefeller, and 48 acres of land directly owned by Rockefeller on Mauna, Hawaii (S), D 13,IV,4,5

**Louisiana**  
Sup Ct unanimously rules that Bodcaw Co, La, property owner fighting attempt by Govt to take land by eminent domain, is not entitled to reimbursement for cost of hiring own appraiser to challenge value Govt put on land (US v Bodcaw Co) (M), F 27,IV,2,1

Hansen 434873 8/12/86

435543 radio address (?) 8/20/86

THE WHITE HOUSE

WASHINGTON

March 19, 1987

Dear Bob:

I am writing to express my grave concerns with the conference agreement on the bill (H.R. 2) which reauthorizes highway and transit programs. While I strongly support the House and Senate efforts to allow States to raise the speed limit to 65 m.p.h. on rural Interstate highways, overall the measure is seriously flawed.

It is distressing that Congress would turn legislation needed to meet nationwide highway and transit needs into a vehicle for special interest projects such as the Boston Central Artery project. I strongly object to the unprecedented provisions in the bill that would provide extra Federal funds for 152 so-called "highway demonstration" projects. If special interest projects are authorized, they should, at most, be funded from within States' regular allocation of highway funds, as the Senate bill proposed. States, not Congress, should determine their highway needs and priorities.

I am equally concerned, that despite our mutual interest in controlling Federal spending, the bill provides excessive funding levels for mass transit programs. Over five years, the bill would exceed my request by \$9.1 billion. We simply cannot afford these expenditures at a time when we are struggling so valiantly to reduce the deficit. This excessive spending is further aggravated by provisions in the conference agreement that continue to distribute transit trust funds unfairly to fewer than 20 cities, such as the Los Angeles Metro System. Moreover, these funds are earmarked for "new starts", transit systems that are often not economically viable.



ROBERT C. SMITH  
1ST DISTRICT, NEW HAMPSHIRE

COMMITTEES:  
SCIENCE AND TECHNOLOGY  
VETERANS' AFFAIRS

*Congress of the United States*  
*House of Representatives*

Washington, DC 20515  
May 20, 1987

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NEW HAMPSHIRE TOLL FREE NUMBER  
1-800-626-2690

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

Dear Mr. President:

Please find enclosed a letter from Mr. Norman V. Joyal of Moultonboro, New Hampshire who contacted me with an inquiry concerning the 65 mph speed limit and the origin of your support for it.

I would greatly appreciate your assistance in this matter by personally responding to Mr. Joyal.

Thank you in advance for whatever you can do to meet the needs of Mr. Joyal's request.

With warm regards,



Robert C. Smith

RCS:mp

April 30, 1987

Congressman Robert Smith  
U.S. House  
Washington, D.C.

MAY 03 1987

Dear Congressman;

When did the President during his run  
for the Presidency in 1980, say he was  
in favor of the 65 mile per hour speed  
limit. Keep up the good work.

Norman V. Joyal  
P.O. Box 208  
Moultonboro,  
N.H. 03254

Norman V. Joyal

THE WHITE HOUSE  
CORRESPONDENCE TRACKING WORKSHEET

Sa 002

INCOMING

DATE RECEIVED: JUNE 15, 1987

NAME OF CORRESPONDENT: MR. RUSSELL D. GROVER

SUBJECT: REQUEST SUPPORT FOR ANY BILLS IN FAVOR OF  
STRICKTER LAW'S GOVERNING THE USE OF SEAT  
BELTS AND MOTORCYCLE HELMETS

		ACTION		DISPOSITION	
ROUTE TO: OFFICE/AGENCY	(STAFF NAME)	ACT CODE	DATE YY/MM/DD	TYPE RESP	C COMPLETED D YY/MM/DD
MILDRED WEBBER		ORG	87/06/15		87/06/17
✓ DOT	REFERRAL NOTE:	R	87/06/18		87/06/18 COPY
	REFERRAL NOTE:				
	REFERRAL NOTE:				
	REFERRAL NOTE:				
	REFERRAL NOTE:				

COMMENTS:

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

PL 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 *			*

\*\*\*\*\*

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.

8706220013

JUN 30 1987

Mr. Russell D. Grover  
National Head Injury Foundation  
Missouri Association, Inc.  
P.O. Box 347  
Hardin, Missouri 64035

Dear Mr. Grover:

Thank you for your letter to President Reagan urging support for stricter laws requiring the use of safety belts and motorcycle helmets, for stronger regulation of all-terrain vehicles (ATV's) and similar vehicles, and for actions to improve medical services for victims of head injuries. We share your commitment to effective traffic safety laws and related programs, because those measures can substantially reduce the tragic toll of death and serious injury on America's highways each year. And I welcome this opportunity to discuss some of our initiatives in this field.

Specifically, the National Highway Traffic Safety Administration (NHTSA) strongly supports greater use of safety belts and motorcycle helmets. These items of safety equipment are readily available, and they are proven effective in reducing the risk of death, head trauma and other serious injuries in motor vehicle crashes. Our agency supports state laws requiring the use of safety belts and motorcycle helmets, along with public education and information programs on the benefits of belt and helmet usage. NHTSA works closely with state and local agencies to improve occupant protection, through greater public awareness, effective law enforcement, and other available means.

There has been a marked increase of activity at the state and local level in recent years, to adopt new, more effective traffic safety laws. This activity has been evident in the fight against drunk driving, and can now be seen in occupant protection as well. Over the past ten years, all 50 states have adopted child seat use laws. In just three years, 29 states and the District of Columbia have enacted safety belt use laws. The number of helmet laws fell in the late 1970's, but is now on the rise again, with 19 states, the District of Columbia and Puerto Rico requiring helmet use by all riders. These programs are already paying off, through rising use of these safety devices, and fewer deaths and injuries as a result. I am happy to report that Missouri law requires the use of all three: child seats, safety belts and motorcycle helmets.



You may also be interested to know that the Federal government has taken this safety advice to heart for our own work force. Last fall, President Reagan signed an Executive Order requiring all Federal employees to wear safety belts while traveling on official business. We hope that will set a good example for other employers and the public at large, as well as protect the health and safety of our employees.

NHTSA also carries out programs to reduce death and injury on the highway by improving vehicle safety. We have issued a number of vehicle safety standards -- minimum performance standards for features such as safety glass, energy-absorbing steering columns, padded dashboards, and safety belts -- which have reduced head and chest injuries. Over the next few years, auto manufacturers will be phasing in automatic protection systems, such as airbags or automatic safety belts, in their new cars. We are particularly pleased that many of the carmakers have announced plans to comply by installing airbags, which will supplement the protection provided by safety belts, and further reduce head and chest trauma.

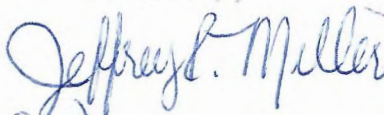
In addition to our activities to prevent crashes and injuries, we have also been actively involved in programs to improve emergency medical services (EMS) for highway victims. NHTSA provides financial and technical assistance to the states to improve their EMS and trauma-care systems. And, as you may know, we co-sponsored the creation of the new federal Center for Injury Control in Atlanta, which will provide funding and coordination for a wide range of trauma research programs.

Your letter also mentioned regulation of ATV's and similar vehicles. Because those vehicles are built for off-road use, they do not fall under our agency's jurisdiction. However, we believe proper training and helmet use are essential for operators of those vehicles, as well as for motorcyclists.

Thank you again for sharing your concerns with us. Despite the substantial gains in traffic safety we have achieved in recent years, motor vehicle crashes are still a leading cause of death and injury in America. However, I remain optimistic that we can and will make still further progress, as long as we continue to have the support of concerned citizens and safety groups such as your association. Also, if you would like further information on programs to promote usage of safety belts and motorcycle helmets in Missouri, I would encourage you to contact the Governor's Representative for Highway Safety, Mr. Nathan Walker, Director of the Department of Public Safety, P.O. Box 749, Jefferson City, MO 65102.

I hope this information is helpful.

Sincerely,



NHTSA

NCC-40:Womack:6/26/87:65265:0434N (ps) Diane K. Steed

Revised:NOA-02:JMiller:62775:6/30/87

OST #8706220011

NHTSA #8706220013

Copies to: NOA-01; NOA-02; NOA-10; NTS-01

NRD-01; NCC-40



THE WHITE HOUSE OFFICE  
REFERRAL

JUNE 19, 1987

TO: DEPARTMENT OF TRANSPORTATION

ACTION REQUESTED:  
DIRECT REPLY, FURNISH INFO COPY

DESCRIPTION OF INCOMING:

ID: 494239  
MEDIA: LETTER,  
TO: PRESIDENT REAGAN  
FROM: MR. RUSSELL D. GROVER  
SECRETARY  
PUBLIC AFFAIRS COMMITTEE  
NATIONAL HEAD INJURY FOUNDATION  
MISSOURI ASSOCIATION, INC.  
BOX 347  
HARDIN MO 64035

SUBJECT: REQUEST SUPPORT FOR ANY BILLS IN FAVOR OF  
STRICKTER LAW'S GOVERNING THE USE OF SEAT  
BELTS AND MOTORCYCLE HELMETS

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

8706220013



840 255 0013

11/15/54  
11/15/54 11:00

ADMINISTRATIVE COMMUNICATIONS  
DIRECTORATE OF POLICE - SYDNEY  
DEPT. 11/15/54

22 14:03

11/22 12:30

11/22 13:56

URGENT 11/22 12:30  
TO: DIRECTOR, FBI  
FROM: SAC, SYDNEY  
SUBJECT: MURDER OF MARTIN LUTHER KING, JR.  
RE: SYDNEY TELETYPE TO BUREAU, 11/22 11:00

RE: SYDNEY TELETYPE TO BUREAU, 11/22 11:00  
RE: SYDNEY TELETYPE TO BUREAU, 11/22 11:00  
RE: SYDNEY TELETYPE TO BUREAU, 11/22 11:00

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11/22 13:56

RE: SYDNEY TELETYPE TO BUREAU, 11/22 11:00

RE: SYDNEY TELETYPE TO BUREAU, 11/22 11:00



494239

The President:  
Ronald Reagan  
6000 Independence Avn.  
Washington D.C.

Dear Mr. President

Sir! My name is Russell D. Grover. I am the Secretary of the Public Affairs Committee National Head Injury Foundation Missouri Association.

Mr. President I am writing to you for your support an any bills that are currently before you in favor of strickter law's governoring the use of seat belts, and motorcycle helmet's. We also need strickter Laws on A.T.V.s (All Terrain Vehicle), and Quad Runners (Four Wheelers).

Sir right here in the small town of Hardin, Missouri there are at least a half dozen children that ride A.T.V.s without helmets or protective gear of any kind. People need to be educated on head injurys. If one of these children crashes and becomes head injured he/she has a life time of pain and suffering, Not to say what the parents and loved ones have to go though.

The hospitals need to be better equipped to handle head injurys. the hospitals needs more support in the way of goverment loans for better trauma centers, and rehabilitational hospitals.

There are hundreds of hospitals around the country that are closed down that could be opened up to handle these problems. All they need is money.

Mr. President take time and think about the head injurd, talk to James Brady. There are many many more just like Mr. Brady.

Life after head injury is never the same, but it can be close with the help of you and all the men and woman in goverment. We need your support. I say we because I am head injurd too, From a car accident in 1972. I have come a long way, but there are a lot of people who have a lot further to go.

Any support that you can give the N.H.I.F. would be greatly appreciated by thousands, and needless to say thousands more to come.

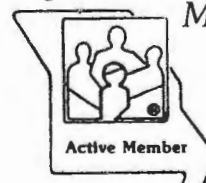
Respectfully

*Russell D. Grover*  
Russell D. Grover, Secretary  
P.A.C. N.H.I.F. Mo. Asso. Inc.

St. Louis, Mo 63132

(314) 991-2177

National Head Injury Foundation  
Missouri Association, Inc.



*Russell D. Grover*  
Member, Secretary  
Public Affairs Committee

8706220013

SECRET

17 JUN 22 12:30

SECRETARIAT

TO: [illegible]  
FROM: [illegible]  
SUBJECT: [illegible]

[illegible text]

[illegible text]

[illegible text]

[illegible text]

[illegible text]

[illegible text]



EXECUTIVE OFFICE OF THE PRESIDENT  
OFFICE OF MANAGEMENT AND BUDGET  
WASHINGTON, D.C. 20503

June 27, 1986

David Chew

497354

1110

SAD002

JUN 27 1986

CA1016

FEDC3

FG006-11

FG024

PE



MEMORANDUM FOR RICHARD H. DAVIS  
OFFICE OF CABINET AFFAIRS

FROM: CAROL T. CRAWFORD *CTC*

SUBJECT: DOT's Draft Seat Belt Executive Order

There are a number of differences between the Department of Transportation's (DOT) draft seat belt Executive order sent by you on June 16th and the original version cleared by the Office of Management and Budget (OMB). It appears that in revising the proposed order, per David Chew's instructions to make it "less bureaucratic sounding," DOT incorporated a number of legal and technical errors. The most significant are:

- o It would authorize DOT to implement an independent seat belt program. I am not sure if this was part of the President's decision. In the original version, the seat belt program would be conducted as part of the employee occupational safety and health program that the Department of Labor already conducts for every Federal agency; DOT would advise agencies on seat belt programs.
- o It deleted the original provision that DoD implement its own program, a provision indispensable to DoD's clearance of the original proposal.

OMB's revisions to the DOT draft are attached. To catch technical and legal problems and according to the normal procedures for an Executive order, I suggest that OMB prepare the final version of the order for Justice's approval.

Attachment

*>11/86*  
RICK DAVIS

*Pls let me know if you encounter problems*

*DR*





EXECUTIVE OFFICE OF THE PRESIDENT

OFFICE OF MANAGEMENT AND BUDGET

WASHINGTON, D.C. 20503

June 27, 1986

MEMORANDUM FOR RICHARD H. DAVIS  
OFFICE OF CABINET AFFAIRS

FROM: CAROL T. CRAWFORD *CTC*

SUBJECT: DOT's Draft Seat Belt Executive Order

There are a number of differences between the Department of Transportation's (DOT) draft seat belt Executive order sent by you on June 16th and the original version cleared by the Office of Management and Budget (OMB). It appears that in revising the proposed order, per David Chew's instructions to make it "less bureaucratic sounding," DOT incorporated a number of legal and technical errors. The most significant are:

- DOT ought to have a revision?* o It would authorize DOT to implement an independent seat belt program. I am not sure if this was part of the President's decision. In the original version, the seat belt program would be conducted as part of the employee occupational safety and health program that the Department of Labor already conducts for every Federal agency; DOT would advise agencies on seat belt programs.
- DOT CAFE. BACK TO ORIGINAL?* o It deleted the original provision that DoD implement its own program, a provision indispensable to DoD's clearance of the original proposal.

OMB's revisions to the DOT draft are attached. To catch technical and legal problems and according to the normal procedures for an Executive order, I suggest that OMB prepare the final version of the order for Justice's approval.

Attachment



EXECUTIVE OFFICE OF THE PRESIDENT  
OFFICE OF MANAGEMENT AND BUDGET  
WASHINGTON, D.C. 20503

June 18, 1986

MEMORANDUM FOR CAROL T. CRAWFORD  
DEBBIE STEELMAN

FROM: John Cooney *John Cooney*

SUBJECT: Proposed Seatbelt Executive Order

In revising the proposed order, per David Chew's instructions to make it "less bureaucratic sounding," DOT incorporated a number of legal and technical errors, which I have indicated on the attached draft.

DOT also made one significant policy change. I had revised the original DOT proposal (and had its consent) so that the seatbelt program would be conducted as a part of the employee occupational safety and health program that Labor already conducts for every Federal agency. My thought was that it would be inefficient, a burden on the agencies and invite turf battles if DOL and DOT were running separate employee protection plans for the agencies. Section 3 of the DOT draft would reverse this approach and authorize DOT to implement an independent program. The DOT proposal also would delete the provision that Defense would implement its own program, which was indispensable to DOD's clearance of the proposal.

I have not seen the Cabinet Council papers, and thus do not know if authorization of a freestanding-DOT program was part of the President's decision. It seems equally plausible that, in response to Chew's request to modify the style, DOT inadvertently changed the policy decisions regarding its relationship with Labor and the Defense exception.


We should make certain that Rick Davis and David Chew are aware of these policy changes, as well as suggest that we prepare a final version of the order for Justice approval, to catch the technical and legal problems.

THE WHITE HOUSE

WASHINGTON

June 17, 1986

MEMORANDUM FOR DEBBIE STEELMAN

FROM: RICHARD H. DAVIS 

SUBJECT: SEAT BELT EXECUTIVE ORDER

The President has signed-off on an Executive Order on seat belts.

For your information, attached is a draft Executive Order from the Department of Transportation. We will be making revisions and sending it on to Justice.

Let me know if you have any concerns at this stage.

Thank you.

Revised - DOT





**U.S. Department of  
Transportation**

Office of the Secretary  
of Transportation

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

June 16, 1986

MEMORANDUM FOR: Rick Davis  
Office of Cabinet Affairs

FROM: Wayne Vance *W Vance*

RE: Executive Order on Seat Belts

Attached is the draft Executive Order requiring seat belt use by federal employees. I understand that you will coordinate its final preparation with OMB. At some earlier stage, the draft went through informal coordination with OMB and DOJ. Please let me know as early as possible what plans we can look forward to for a signing ceremony.

Attachment

4/9/86 DRAFT

Executive Order \_\_\_\_\_ of \_\_\_\_\_, 1986.

SAFETY BELT USE REQUIREMENTS FOR FEDERAL EMPLOYEES

Each year, thousands of lives could be saved and injuries prevented if motorists would use their safety belts. The annual cost to society of these needless deaths and injuries is currently in excess of 32 billion dollars. Taxpayers bear a large share of this cost. The estimated annual cost to Federal, state and local governments as a result of auto accidents is eleven billion dollars. I have determined that an on-the-job safety belt use policy for federal employees will reduce human pain and suffering, set an example for the private sector, and reduce the burden on the taxpayers caused by motor vehicle accidents.

Accordingly, by the authority vested in me as President by the Constitution<sup>and laws</sup> of the United States of America, including Section 7902(c) of Title 5 of the United States Code and ~~in accord with~~ Section 19 of the Occupational Safety and Health Act of 1970, as amended (29 U.S.C. 668), it is hereby ordered as follows:

(Policy)

Section 1. Each Federal employee occupying the front seat of a motor vehicle on official business, whose seat is equipped with a safety belt, shall have the safety belt properly fastened at all times when the vehicle is in motion.

### Scope of Order

~~Section 2.~~ <sup>7</sup> All agencies of the Executive Branch are directed to promulgate rules and take all appropriate measures within their ~~existing employee occupational safety and health programs,~~ <sup>authority</sup> to carry out the purposes of this Order. This includes, but is not limited to, conducting an education program for employees about the requirements of this Order. The term "agency" as used in this Order means an Executive Department, as defined in 5 U.S.C. 101, or any employing unit or authority of the Federal Government, other than those of the judicial and legislative branches. Since Section 19 of the Occupational Safety and Health Act covers all Federal employees, including judicial and legislative personnel, the Secretary of Labor (the "Secretary") shall cooperate and consult with the heads of agencies in the legislative and judicial branches of the Government to encourage and help them adopt safety belt use programs. In addition, the Secretary shall submit an annual report to the President which includes the status of on-the-job belt use by Federal employees.

### Coordination

~~Section 3.~~ <sup>8</sup> The Secretary of Transportation, in consultation with ~~the Secretary of Labor,~~ <sup>assist the heads of agencies in conducting a Federal</sup> shall ~~coordinate the implementation and~~ <sup>employee motor vehicle occupant protection program.</sup> ~~enforcement of this Order.~~

### Other Powers and Duties

~~Section 4.~~ <sup>9</sup> (a) Nothing in this Order shall be construed to impair or alter the powers and duties of the heads of the various Federal

agencies pursuant to Section 19 of the Occupational Safety and Health Act of 1970, or to Sections 7901, 7902, and 7903 of Title 5 of the United States Code, nor shall it be construed to affect any right, duty, or procedure under the National Labor Relations Act.

(b) *The Secretary of Defense shall be responsible for implementation of all provisions of this Order insofar as they apply to military personnel.*

Causes of Action

~~Section 5.~~ Nothing in this Order shall be construed to create a new cause of action against the United States or to alter in any way the United States' liability under the Federal Tort Claims Act.

~~Effective Date~~

~~This Order is effective~~ \_\_\_\_\_, 1986.

NOT NECESSARY

~~Ronald Reagan~~

THE WHITE HOUSE



ORIGINAL



U.S. Department of Justice  
Office of Legal Counsel

Office of the  
Assistant Attorney General

Washington, D.C. 20530

JUL 6 1981

The President,

The White House.

My dear Mr. President:

I am herewith transmitting a proposed Executive order entitled "Safety Belt Use Requirements for Federal Employees." This proposed Executive order was submitted by the Department of Transportation and has been forwarded for the consideration of this Department as to form and legality by the Office of Management and Budget with the approval of the Director.

The proposed Executive order is approved as to form and legality.

Respectfully,

Charles J. Cooper  
Assistant Attorney General  
Office of Legal Counsel



U.S. Department of Justice

Office of Legal Counsel

Office of the  
Assistant Attorney General

Washington, D.C. 20530

DEC 6 1985

MEMORANDUM

Re: Proposed Executive order entitled "Safety Belt Use  
Requirements for Federal Employees"

The attached proposed Executive order was submitted by the Department of Transportation and has been forwarded for the consideration of this Department as to form and legality by the Office of Management and Budget with the approval of the Director.

The proposed Executive order will establish a new policy concerning the use of safety belts. It will now be the policy of the Executive Branch that all employees should use their safety belts while riding in or driving a car on official business. The Secretaries of Labor, Transportation and Defense are responsible for overseeing coordination and implementation of this policy among the agencies. The proposed order is authorized by 5 U.S.C. § 7902(c)(2).

The proposed Executive order is acceptable as to form and legality.

Charles J. Cooper  
Assistant Attorney General  
Office of Legal Counsel

## EXECUTIVE ORDER

- - - - -

### SAFETY BELT USE REQUIREMENTS FOR FEDERAL EMPLOYEES

By the authority vested in me as President by the Constitution and laws of the United States of America, including section 7902(c) of title 5 of the United States Code and section 19 of the Occupational Safety and Health Act of 1970, as amended (29 U.S.C. 668), it is hereby ordered as follows:

Section 1. Scope. (a) This Order applies to all agencies of the Executive branch.

(b) For purposes of this Order, the term "agency" means an Executive Department, as defined in 5 U.S.C. 101, or any employing unit or authority of the Federal government, other than those of the judicial and legislative branches.

(c) The Secretary of Labor ("the Secretary") shall cooperate and consult with the heads of entities in the legislative and judicial branches of the Government to encourage and help them adopt safety belt use programs similar to that established by this Order for Executive departments and agencies.

Sec. 2. Safety Belt Use Policy. (a) Each Federal employee operating or riding in a motor vehicle on official business, whose seat is equipped with a safety belt, shall have the safety belt properly fastened about his or her body at all times when the vehicle is in motion. This requirement shall include travel in motor vehicles for which mileage rates are reimbursable.

(b) Each Federal employee operating a motor vehicle on official business shall request each occupant of a seat equipped with a safety belt to fasten the safety belt properly about his or her body before the vehicle is placed in motion.

Sec. 3. Responsibilities of Heads of Agencies. (a) The head of each agency shall, within its existing resources and as



part of its ongoing employee occupational safety and health program:

(1) Immediately inform all employees of the policy of safety belt usage;

(2) Provide information to all employees concerning the correct use and importance of motor vehicle occupant protection devices;

(3) Organize, conduct, and maintain an employee motor vehicle occupant protection program;

(4) Include in the regular periodic inspection of all agency motor vehicles, inspection of the safety belt system to insure its proper working condition and regular maintenance; and

(5) Provide for the documentation of safety belt usage in all reports of motor vehicle accidents prepared by that agency.

Sec. 4. Responsibilities of the Secretary of Transportation.

(a) The Secretary of Transportation, in consultation with the Secretary of Labor, shall:

(1) Provide leadership and guidance to the heads of Executive agencies to assist them in carrying out their responsibilities for organizing, conducting, and maintaining a Federal employee motor vehicle occupant protection program; and

(2) Facilitate the exchange of ideas and information throughout the various Government agencies about motor vehicle occupant protection programs.

Sec. 5. Responsibilities of the Secretary of Labor. (a)

The Secretary of Labor shall include in safety evaluations of Federal agencies, pursuant to Section 1-401(h) of Executive Order No. 12196, determination of agency compliance with this Order; and

(b) The Secretary of Labor shall include in the annual reports to the President, pursuant to Section 1-401(j) of that

Order, a summary report on the status of on-the-job safety belt use by Federal employees.

Sec. 6. Responsibilities of the Secretary of Defense. The Secretary of Defense shall be responsible for implementation of all provisions of this Order insofar as they apply to military personnel.

Sec. 7. General Provisions. (a) Nothing in this Order shall be construed to impair or alter the powers and duties of the heads of the various Federal agencies pursuant to section 19 of the Occupational Safety and Health Act of 1970, or sections 7901, 7902, and 7903 of title 5 of the United States Code, nor shall it be construed to affect any right, duty, or procedure under the National Labor Relations Act.

(b) Nothing in this Order shall be construed to create a new cause of action against the United States or to alter in any way the liability of the United States under the Federal Tort Claims Act.

(c) This Order shall be effective immediately.

THE WHITE HOUSE,