

HIGHLIGHTS

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Office of the Secretary

Secretary of Transportation John A. Volpe announced on June 26, 1970 that he had accepted the resignation of Reginald N. Whitman as Administrator of the Federal Railroad Administration.

Whitman, who was appointed FRA Administrator on February 26, 1969, will become the new President of the Missouri-Kansas-Texas Railroad, effective July 10. Secretary Volpe said both Whitman and he were combining their efforts to find a successor to the critical post.

"It would be a gross understatement to say we're going to miss Reg," Volpe said, "but I understand his desire to return to the railroading world that has been his life for some 40 years,"

"During his time in Washington, he has made outstanding contributions to transportation, not the least of which was his work preparing the railroad passenger legislation now before Congress, chairmanship of the Railroad Safety Task Force last summer, initiation of the Transportation Corridor Survey in Alaska and development of the Department's high speed ground program," the Secretary said.

Whitman replaces M-K-T President John Barriger, who will remain as chairman of the executive committee until the end of the year.

The FRA Administrator termed the decision "one of the toughest I've made since coming to Washington." But, "I want it made very clear that my leaving is strictly a personal decision and no events connected with my position as Administrator prompted my action," Whitman said.

"It has been a distinct honor to work with the Secretary and his very fine team and I hope that in my new post I will be able to continue contributing to getting the Nations transportation job done."

The Secretary also announced on May 20, 1970 that AiResearch Corporation of Torrance, California has won the contract to design a high-powered linear induction motor (L.I.M.) for a 300-mile-per-hour tracked air cushion vehicle.

"This contract represents a significant second step toward this Administration's goal of creating high speed, intercity ground transportation systems in the next six to 10 years," Secretary Volpe said.

"By wedding the tracked air cushion vehicle with the linear induction motor we will have a virtually noise-free, pollution-free 300 mile-per-hour vehicle capable of important breakthroughs in mass transportation," he said.

A contract will be awarded in the near future by the Department's Office of High Speed Ground Transportation for wayside power collection design to power the linear induction motor.

Upon completion of the motor design contract, the Department will contract for construction of the LIM, which then will be tested in the TACRV at FRA's test facility.

Office of the Administrator

How do human factors such as fatigue, age, state of health, and training or experience affect the safety and efficiency of railroad operations?

An examination of those and other questions will be the focus of a study contract to be undertaken for the Department of Transportation's Federal Railroad Administration by Systemed Corporation of Newport Beach, California. The contract is for \$125,000.

On June 5, 1970, according to FRA Administrator Reginald N. Whitman, 27% of train accidents in 1969 were attributed to human factors. "Lack of specific, detailed information in this area, however, has deterred any serious attack on the overall railroad safety problem," he said.

The four-month study, first of its kind on U. S. railroads, will include the following objectives:

- Identify areas requiring research on psychophysiological factors specifically related to railroad operations; and
- Formulate a research approach and program on these factors relative to health and safety in the operation of trains.

The study will also make a comparative review of analagous laws regulating human factors in the railroad industry and other modes of transportation to determine deficiencies at the Federal level pertaining to railroad operations in the U. S. and alternatives for new approaches to better health and safety practices.

The study will also attempt to provide useful data on human factors affecting the health, fitness and effective work performance of railroad personnel directly involved in or connected with all train movements.

Director's Message

I am pleased to announce that after an extended period of time, the Bureau received authority to hire inspectors in our field organization. As you all know, our strength in this area was gradually decreasing due to retirements and deaths. New personnel include:

Region 1

James B. Kelly, Hazardous Materials Inspector, Newark, New Jersey
John C. Buckingham, Safety Inspector, Newark, New Jersey
Rufus Pierce, Locomotive Inspector, Newark, New Jersey

Region 2

Marvin M. Dooley, Safety Inspector, Pittsburgh, Pennsylvania
Robert E. Keyes, Locomotive Inspector, Philadelphia, Pennsylvania

Region 4

Percy Carney, Locomotive Inspector, Chicago, Illinois
William D. Doncoes, Locomotive Inspector, Chicago, Illinois

Region 6

James H. Phelps, Safety Inspector, Billings, Montana

I have authority to fill a few more of the vacancies that have recently occurred and they will be listed in the next issue of the paper if we are successful in filling them.

Address List

My office is now preparing a new and revised address list of field personnel. This will include the new personnel. It will be mailed to all of you soon. In the event any changes have occurred recently,

telephone numbers, addresses, etc., that we are not aware of, please advise my office.

Transfers

At their own request, several of our field inspectors have changed their duty stations. To keep you informed, these changes to date include:

Herrell Bird from Pittsburgh, Pennsylvania to Denver, Colorado
 Robert Folden from Richmond, Virginia to Louisville, Kentucky
 Louis Straight from Denver, Colorado to San Francisco, California
 Jim Gates from Philadelphia, Pennsylvania to Birmingham, Alabama
 Bob Bartlett from Chicago, Illinois to Boston, Massachusetts
 Robert Taylor from St. Louis, Missouri to Memphis, Tennessee
 George Butaud from Newark, New Jersey to St. Louis, Missouri

Safety

Seat Belts

I want to remind you that the use of seat belts for the driver and all other occupants of the vehicle is mandatory. This is a DOT Order and must be observed. The National Safety Council has published numerous articles with statistics proving their effectiveness. So "Buckle Up" for safety. In 1968 about 2,000 lives were saved by seat belts and the NHTSB estimates another 6,000 to 8,000 would have been saved had they worn their seat belts.

Fast Driving

In a recent experiment two identical cars were driven 1,000 miles. One driver was told to make the best time he possibly could within the limits of safety. The other was told to take it safe and easy. The first finished only 21 minutes ahead of the other with a driving time of 20 hours and 12 minutes. The experiment was repeated over an 800 mile course and again the time difference was 21 minutes. The fast driver used 10 more gallons of gasoline than the slow driver. So slow down and live - "Speed Kills". It is well to remember the terrible toll of accidents on the Nation's highways, an average of 50,000 killed and over 2,000,000 injured. Perhaps the worst part of all this is that about half of the drivers had been drinking, some were careless and a lot of them were operating a vehicle in need of repairs. What can we do about this? Well, we most certainly should not drink and drive. Be as careful as possible and be sure that your vehicle is in proper repair.

Washington Office

Christine F. Hillenbrand, Administrative Officer of the Bureau of Railroad Safety retired on June 27, 1970, after over 30 years of government service.

Christine began her government career in March 1941 with the Office of Personnel in the Federal Power Commission, transferring to the Interstate Commerce Commission in November 1941 in the Bureau of Service which in 1954 became the Bureau of Safety and Service. She served as Administrative Officer in the Director's Office of that Bureau until April 1967 when the safety functions of the Bureau were transferred from the ICC to the DOT where she continued as Administrative Officer in the Director's Office of the Bureau of Railroad Safety.

Christine and her husband who also is retiring hope to travel for the next several months but plan to remain at their present home in Arlington, Va. and summer place at Tall Timbers, Md.

She has requested that her heartfelt thanks be given, through the News Letter, to all of the FRA Washington Office and Field personnel who participated in the wonderful luncheon and who sent her beautiful cards and gifts. We wish her a long, healthy and happy retirement life.

Signal and Train Control Branch

On July 20, a representative group from several signal equipment manufacturers visited the Washington Office to discuss our research and development of new signaling systems.

S&TC studies are still in progress in connection with radio operation of trains, new high voltage direct current transmission line on the West Coast, and presence detector to detect cars left standing on dead sections of track at interlockings.

On August 11, Mr. G. S. Paul, President, and Dr. M. J. Campanella of the Applied Metro Technology, Inc., visited the Washington office to discuss test installation of a system that will warn engineers of an approaching train that a vehicle is stalled on a highway-rail grade crossing.

Daniel Bowers, husband of Dorothy Bowers, secretary to Chief-S&TC Branch, passed away on July 10, at Rockville, Md.

Field Operations Division

Implementation actions are moving forward in the establishment of FRA Region 8 and with the exception of filling top supervisory positions it is now on an operational basis.

Chief, Field Operations Division, J. U. Chrisman is temporarily acting as the Regional Director until a permanent appointment is made.

The supervisory positions in Kansas City, other than the Regional Director, are in process of being advertised.

Supervisory positions in other regional offices will be filled as rapidly as possible, after August 22, to accommodate parents with school age children.

Regional Conferences are being scheduled on the following dates:

Region 6 and 7	September 22-25	Mapes Hotel Reno, Nevada
Region 1 and 2	October 13-16	Lake Harmony, Penna. (Near Wilkes Barre, Pa.)
Region 4 and 8	November 17-20	Tan-Tar-A Resort Osage Beach, Missouri
Region 3 and 5	Mid-January or Early February	New Orleans, La. or Hot Springs, Ark.

Your views are earnestly solicited on ways to improve your conferences so let us hear from you - before - during and after the meetings.

Commendation

A tip of the hat for a job well done to our people in their outstanding efforts in connection with the recent movement of nerve gas train from Kentucky and Alabama to Sunnypoint, North Carolina.

Quentin Banks rode the Kentucky section with Paul Seidel on the Alabama consist. A valuable assist was also provided in the inspection department from Regional Director John McLellen, Inspectors Gordon Childers, "Dub" Rogers and "Tim" Timmons.

Thanks again fellows as your efforts contributed to insuring employee and public safety during this operation.

Regional News

Region 1

Signal & Train Control Inspector Arthur D. MacDonald retired on July 31, 1970. We wish the very best to Art and family in their retirement years in the great state of Washington.

Region 2

Regional Director Johnson and Inspectors Greene and Middleton participated in a panel discussion on the laws, rules and regulations enforced by the Federal Railroad Administration at a United Transportation Union meeting held in Toledo, Ohio on March 16, 1970.

Mr. Hartley, Locomotive Inspector, retired on March 31, 1970. A luncheon was held in his honor and gifts presented. We appreciated the attendance of Chief of Locomotive Branch, Phil Brannigan, at the luncheon. For Lynn's many friends that could not be present may we say good luck in strikes and spares (no splits).

Supervisory Inspector (LI) Lester C. Otto of Philadelphia also joined the ranks of the Happy Retirees during July. The best of everything is hoped for Les and his family in his retirement.

Region 3

Nice note from Bill Stancil who, since retirement, is at home to friends at 3935 Gillette Drive, Wilmington, North Carolina.

"Well, this retirement is really nice. You don't need to get up in the mornings unless you want to and then you don't have to do anything unless you feel like it so it is very relaxing. I have been quite busy getting the house straight and a lot of junk accumulated over the years in a place where I would know where to find it. We had a basement in Birmingham but here we only have a single garage and that makes a lot of difference.

I do want to thank you again for the wonderful retirement dinner and I bet no one ever had a nicer one. It will be remembered all the rest of my life and it is such a wonderful feeling to know you have so many friends. I also appreciate the nice presents and you can see I'm putting to good use one of them now. I bought a rod and reel with the money but haven't used it yet but will soon.

It is just like getting back home and that is just what it is. We have a lot of friends here and they have not forgotten us and have been around to visit. We are really enjoying living.

This has turned out to be a long thank you letter but I wanted to tell you about everything. Thanks again for the many things you have done for me and it has been sincerely a pleasure to work for such an understanding organization."

Region 4

On April 6 and 7 Safety Supervisor C. B. Carothers and Inspector G. E. Strawser met with Penn-Central regional mechanical officials and twenty-five car inspectors at Avon Yard, Indianapolis, Indiana. The purpose of these classes was indoctrination, training and instructions to new and seasoned car department employees. Our men discussed the application of the Federal Laws and Rules to inbound and initial terminal inspections and tests.

On April 7, Safety Supervisor C. B. Carothers and Inspector G. E. Strawser attended a meeting of the Transportation Workers Union in Indianapolis, Indiana. They each gave a short talk on the Safety Appliance Act, Hours of Service Act and Personal Injuries.

On April 13, 1970, Safety Inspector Harold Benskin spoke to the Current Affairs Club, Radford High School, Detroit, Michigan. The subject of his talk was "The Department of Transportation, It's Organization and Functions".

On April 20, Regional Director G. R. McConnell and Safety Inspectors R. J. Galvin and W. R. Martin, gave a presentation to the Central Air Brake Club at their regular monthly meeting. About a hundred slides were shown depicting defects found by our inspectors in the fields of Locomotive Inspection, Safety Appliances and Power Brake Law requirements. This program was well received and attendance was the largest of any meeting for several years.

On April 24, Safety Inspector C. E. Bowles attended a UTU meeting at Wilmer, Minnesota and spoke to them on the Power Brake Law, Hours of Service Act and Safety Appliance Act.

Regional Director G. R. McConnell recently attended a Southern Region Penn Central staff meeting at Indianapolis, Indiana. He spoke to them regarding the organization of the Department of Transportation, the functions of the Federal Railroad Administration and the day to day contact of railroad personnel with the Bureau of Railroad Safety Inspectors.

Mrs. Francis Litzkuhn has joined the Chicago staff as Secretary. We are very pleased to have her and welcome her into the Bureau.

Region 5

Safety Inspector W. D. Moore and Locomotive Inspector J. P. Harter attended a Defensive Driving School during May which was presented by GSA. We are happy to report all inspectors in this region have now attended this driving school.

Railroad Inspector (Hazardous Materials) W. A. Barwick from our St. Louis office worked with a Hazardous Materials Trainee in Newark, New Jersey during May.

Safety Inspector C. S. Luker's 12-year old daughter, Sarah or "Sally" as she is called, was selected by the Governor's Program for Gifted Children in Louisiana where she is scheduled to attend a 7-weeks program at McNeese State College at Lake Charles, La. starting June 8 through July 25.

On April 27, Regional Director D. R. Holmes, John C. Boughers of the Washington Office staff, Railroad Inspector W. A. Barwick and Locomotive Inspector M. W. Little attended the American Short Lines meeting in St. Louis. Each discussed certain phases of our activities at the meeting.

We welcome aboard the following summer students:

Phyllis Ann Ousley, Des Moines, Iowa
 Cynthia M. Kennedy, New Orleans, La.
 Kathryn A. Bunting, Oklahoma City, Oklahoma
 Sharon Ann Kelley, Fort Worth, Texas
 Pamela Joan Crowley, Kansas City, Missouri
 Vernida Ann Summers, St. Louis, Missouri

Region 6

The former Governor of Iowa, Norman Erbe, who is the new Regional Representative to Secretary Volpe, made a brief tour of Region 6 headquarters in April.

Supervisory Inspector J. J. Eagan still has that little black cloud following him. While he was working in Washington State the week of April 20, someone broke into his house. The only things they took were some change and two pairs of Mr. Eagan's shoes.

Safety Inspector Charles Faletti of Spokane suffered a heart attack early in May. As of this writing he is improving and we wish him the very best.

Region 7

Mrs. Wanda Cappello entered on duty as office assistant at San Francisco on May 4. Wanda transferred from the Federal Highway Administration and we are happy to have her with us.

Regional Supervisor W. A. Jeffers and Regional Director A. L. Hynes attended the National Railway Piggyback Convention on April 16 to hear an address by Director Rogers.

Inspector L. A. Straight of the Denver Office who has been on extended sick leave is expected to be back on duty by the end of June.

Regional Supervisor W. A. Jeffers addressed the Western Meeting of the BLE at Reno, Nevada on May 10.

Marc G. Hynes, son of Regional Director A. L. Hynes, graduated from the University of California's Boalt Hall School of Law and received his commission in the U. S. Navy June 17. Marc will be on leave from the Navy until after the California bar examination this summer.

Inspector Jack Commons of the Salt Lake City office is at home and recuperating from his recent back surgery. Jack is doing nicely and should be back on duty in a few months. He would enjoy hearing from his friends.

Visitors to the San Francisco office in June were Director, Bureau of Railroad Safety, M. E. Rogers, Chief, Field Operations Division, J. U. Chrisman, and Chief, Safety Programs Division, K. W. Batcheller.

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The American Automobile Association has published a bulletin regarding crimes against the woman driver and how they can be discouraged. The AAA said criminals take advantage of time, place and opportunity and the best protection is not giving them any of these chances. The following is a list of what the AAA suggests you do to protect yourself:

Keep the tank full, the car in good repair, stay on lighted roads...even if it means going out of the way.

Keep doors locked and windows closed at all times...keep your purse, jewelry and packages out of sight. (The flash of a diamond could be the trigger to real trouble.)

Keep your car in gear at intersections. If anyone tries opening a door, the police suggest you take off..even if it means disregarding a traffic signal.

You are most vulnerable when locking and unlocking the car. Park in well-lighted areas. If someone is loitering, walk past your car until you can get trusted help. Look in the car before opening it.

Tell someone your route, destination and time of arrival. If you have a flat you can drive slowly on the tire for 15 miles. If you have a breakdown, you are safest in a locked car...so stay until trusted help arrives.

Wait for the police and wave strangers by...tell them through closed windows your husband has gone for help.

Should a car block you path, blow the horn but stay in the locked car. If you are followed, drive to the nearest police or fire station or well-staffed gas station. Don't go home!

If all else fails, don't panic. Simply scream your head off! The scream generally frightens the would be assailant away!

We wish to thank Region 5 for sending us the above information from the Automobile Association. We certainly think it is most important and wish to bring it to the attention of all personnel.

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Effective July 13, 1970, Deputy Administrator, Carl V. Lyon, was appointed Acting Administrator of the Federal Railroad Administration.