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BRS NEWS

**OFFICE OF THE DIRECTOR BUREAU OF RAILROAD SAFETY
FEDERAL RAILROAD ADMINISTRATION WASHINGTON, D.C. 20591**

HIGHLIGHTS

volume 6

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number

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Office of the Secretary

"TO ALL DEPARTMENT OF TRANSPORTATION EMPLOYEES:

"At this season when many of us stop to count our blessings, I'd like to express to you my appreciation for your individual efforts that have meant so much in promoting smooth working cooperation with all elements of the Department.

"Our transportation problems, both national and international, have been made easier by the 'can-do' spirit of so many dedicated employees who have met the challenge head-on. As we watch 1970 bow out we can take pride in what has already been accomplished. We can welcome 1971 knowing that the new scientific and legislative tools have equipped us for an exciting year ahead.

"To each of you, at home and abroad, my thanks for your part in our progress -- and best wishes for special joy in the holiday season.

Sincerely,

John Volpe"

RAILPAX

President Nixon named 15 distinguished leaders in business, finance and government to a panel to advise the directors of the National Railroad Passenger Corporation on ways and means of increasing capitalization of the Corporation. The panel will submit a report to Congress on or before January 1, 1971, evaluating the Corporation's initial capitalization and prospects for increasing it.

Secretary of Transportation John A. Volpe outlined a basic national rail passenger system as authorized by the Rail Passenger Service Act. The Secretary explained that the system, as presently drafted, links together 14 major cities along 16 routes. Under this arrangement rail passenger service would be provided to more than 85 percent of the nation's population currently being served. The Corporation will begin operating trains starting May 1, 1971.

Named to the panel by the President are: Carl H. Lindner, President and Chairman of the Board of the American Financial Corporation, Cincinnati; Lloyd Waring, Vice President and Director, Kidder, Peabody and Company, Boston; Charles R. Yates, Vice President, Finance, Seaboard Coast Line Railroad Company, Atlanta; Donald B. Herterich, Vice President, Manufacturers Hanover Trust Company, New York; Daniel W. Hofgren, Goldman Sachs and Company, New York; Mrs. Claire Giannini Hoffman, Director, Bank of America, Board of Directors of Sears, Roebuck and Company, San Francisco; Isabel H. Benham, Vice President of Shearson, Hammill and Company, Inc., New York; and Marshall L. Burman, Senior Partner, Arvey, Hodes and Mantynband, Chicago.

Howard P. Allen, Director, Special Counsel to the Vice President of Southern California Edison Company, Los Angeles; John S. R. Shad, E. F. Hutton and Company, New York; Richard Pistell, Goldfield Corporation, New York; James H. McGlothlin, Executive Vice President, Southern Railroad Company, Washington, D. C.; Winthrop C. Lenz, Senior Vice President, Merrill, Lynch, Pierce, Fenner and Smith, New York; Murray L. Weidenbaum, Assistant Secretary of Treasury for Economic Policy, Washington, D. C.; and Bruce MacLaury, Deputy Under Secretary for Monetary Affairs, Department of Treasury, Washington, D. C.

The members of the panel will receive no salary.

Office of the Administrator

The costs of tunneling for underground transportation systems can potentially be reduced by as much as 40 to 65 percent in the next fifteen years, according to a report released today by the Department of Transportation's Federal Railroad and Urban Mass Transit Administrations.

The report also estimates that this cost savings can be accompanied by increases in speed of construction of 4 to 8 times over present-day rates.

To help realize these potentials, however, the report projects that an R & D effort of \$35 - 70 million over the next fifteen years will be required.

In announcing the report, Secretary of Transportation John A. Volpe said;

"The current costs of tunneling are so prohibitive that subsurface construction on any large scale has not been feasible up to now. We, therefore, have directed considerable attention to the problem, realizing that underground systems will be essential in handling the transportation demands of the not too distant future." He added, however, that "encouraging as this report is, it also emphasizes that much remains to be done in this field if we are to realize this potential for cost reduction and technological advancement."

According to the report, the foremost difficulty in soft ground tunneling is the lack of existing techniques for handling large numbers of boulders quickly and without severely limiting the speed of construction.

Other limiting factors on construction speed are ground and water control and the installation of tunnel liners. Materials handling, followed by the excavation process itself, are the next most critical factors in slowing down construction and adding to the costs of the operation, the report says.

The study concentrated on five soft ground tunneling systems concepts which show the greatest potential for solving the problem.

It was conducted for the Department by Fenix and Scisson, Inc. of Tulsa, Oklahoma in association with Arthur D. Little, Inc. of Cambridge, Massachusetts.

Director's Message

Changes and new personnel in the Bureau.

These include:

Sara Sack is a new addition to BRS in the Engineering and Accident Analysis Division. She is a native of Philadelphia where father and grandfather have been railroad men since 1920.

Sara is a June 1970 graduate of the University of Maryland where she majored in Mathematics and minored in Physics, Astronomy, and Philosophy.

Sara is FRA's first transportation intern. This is essentially a management training program with emphasis on the intern's academic area of concentration. After three to four months in BRS, she will begin working with other agencies in the Department with special assignments in the areas of accident analysis and safety program research and evaluation. At the conclusion of her twelve month internship, Sara will return to BRS as a mathematician in the Engineering and Accident Analysis Division.

William A. Jeffers, formerly Regional Supervisor, Locomotive Inspection, Region 7, was the successful applicant for, and was assigned as assistant to the Chief of the Locomotive Inspection Branch, Mr. P. J. Brannigan. Bill reported for duty December 14, 1970. The Washington office staff all join me in welcoming Bill.

Becky Bryner came to us on December 14, 1970, and is presently working in the Engineering Branch as a Secretary. She was formerly employed by the Federal Highway Administration.

Are Your Beneficiary Designations Current?

Every employee should be sure that benefits under the Retirement, Federal Employees Group Life Insurance, and Leave laws will be paid in accordance with his wishes. From time to time, there may be changes in an employee's family status -- marriage, death, birth, etc., which might affect his preference as to who should receive benefits.

Unless otherwise stated by the employee, benefits are paid in the following order:

1. To your widow or widower.
2. If neither of these, to your child or children in shares, with the share to any deceased child distributed among the descendants of that child.
3. If none of these, to your parents in equal shares, or the entire amount to the surviving parent.
4. If none of these, to the duly-appointed executor or administrator of your estate.
5. If none of these, to the other next of kin entitled under the laws of the State in which you lived.

This order of precedence applies to the following:

Unpaid Compensation of Deceased Civilian Employee -- designation should be changed by completing SF 1152. This designation is automatically cancelled when an employee transfers to another agency. If you filed this form while working elsewhere, you must file another with your present agency employing you.

Federal Employees' Group Life Insurance -- designation should be changed by completing SF 54. This designation, as well, remains valid only as long as you remain continuously employed in the same agency.

Civil Service Retirement System -- designation should be changed by completing SF 2808. This designation applies only to lump-sum payments. The rights of any person qualifying for survivor annuity benefits are not affected.

A change or cancellation of beneficiary designation may be made without the knowledge or consent of the person or persons previously named.

Changes in beneficiary designation should be made only if you wish to name some person or persons not mentioned above or if you wish to name one of these persons in a different order or for a different share.

If you want to make any changes in designation of beneficiaries, contact your personnel office for the appropriate forms.

Automobile Safety

They've got some "groovey" pavement out on a lonely stretch of Interstate 80 in Wyoming which highway officials hope will help keep drivers from falling asleep at the wheel.

Recessed grooves have been cut into the pavement in what are known as rumble strips. When a car hits 'em, it sets up a rumble and a vibration that officials hope will reduce the unusual number of single-car, off-the-road accidents that have been occurring in the area.

On a 33-mile stretch of I-80 between Rawlins and Rock Spring, described as quiet country where you still can hear the coyote's wail, the Wyoming Highway Department noted that they have been averaging some 48 accidents a year -- most of them involving drowsy drivers.

Four sections of the rumble strips each about 30 feet long have been installed. Wyoming officials say it's too early to judge but that they are encouraged by the results to date.

Federal Highway Administrator F. C. Turner says "most fatal mishaps on the Interstate System involve single cars running off the road. Consequently, we are watching this experiment very closely."

Highway Prayer

Please come and sit beside me, God,
 I would Thy counsel feel;
 Help me obey Thy law of love
 While I am at the wheel.
 Banish the thought of greater speed
 And keep my vision clear;
 Help me to drive with confidence
 Quite undisturbed by fear.
 In every way help me respect
 Those laws devised by man.
 For they embrace The Golden Rule;
 There is no better plan.
 Help me to realize I owe
 As much as I might claim;
 To seek no privilege unless
 I can return the same.
 I ask no guarantee of life;
 From death there's no defense
 But, God, sit near and help me drive
 With just plain common sense.

Are You Wearing Your Seat Belts?

If all the excuses for not wearing safety belts were laid out end to end, we wouldn't be surprised.

What's your excuse?

Recent Losses

Mother of Locomotive Inspector Supervisor Bill Auman, Reading, Pa.

Locomotive Inspector W. F. Grey, after an extended illness, December 17, 1970, Roanoke, Virginia.

Locomotive Inspector Leonard Winkle, Chicago, Illinois.

Mother of Locomotive Inspector Rufus Pierce in Cleveland, Ohio.

Dorothy Britton, Clerk-Stenographer, Cleveland, Ohio.

We all extend our heartfelt sympathy to their families. The loss of a loved one is difficult to bear at any time of the year, and especially so during the holiday season.

Field Inspectors Working Manual

The completely revised manual is now ready for distribution to each person in the field and the Washington office.

Recommendations for changes should be sent through the appropriate Regional Director, to Director, Bureau of Railroad Safety and should be written in same format as the manual. Corrections should show chapter, paragraph, page, and line number.

Zero in on Safety

"The White House
Washington
October 23, 1970

"Memorandum for Heads of Departments and Agencies

"It is most important that the men and women who serve our Nation in the Federal service be fully safeguarded from injury in the performance of their tasks. They must suffer no avoidable risk.

"At the end of this year, we shall complete Mission SAFETY-70 which has averted over 22 thousand disabling injuries since 1964. Nonetheless the 43,000 such injuries sustained last year are of deep continuing concern. They show the need for renewed effort.

"Mission SAFETY-70 provided a broad, overall approach to Federal work safety. Now we need a specific approach. Accordingly, I am today announcing a new safety program for all Federal personnel.

"'ZERO IN on Federal Safety' will start January 1st and continue for two years.

"Under this program, each Federal agency must find ways to locate the specific work hazards which injure its employees -- and remove them. For example, handling materials causes over one-quarter of our job injuries, slips and falls over one-fifth.

"Whether the agency's chief problems stem from these or other causes, it is evident that job injuries can be prevented only where they occur -- by the agency at the place of work. Tested techniques exist to prevent them.

"At my request, Secretary of Labor Hodgson has today written all agency heads detailing the new program.

"I have proposed many programs to improve the quality of life in America. That quality in the workplaces of the Federal service must be the best -- both for the protection of our employees and as an example to the Nation.

Richard Nixon"

When is a Toy not a Toy?

There's no riddle involved here. Simply, when what is sold as a toy will cause death or injury, it is no longer a toy. It is a weapon. Every year many injuries occur because in their haste to make the toddlers happy people ignore the potential hazards of dangerous toys which flood the market. In 1969 the U. S. Senate Consumer Subcommittee investigations led to the passage of the Child Protection and Toy Safety Act of 1969. This law authorizes the Federal Food and Drug Administration to ban

hazardous toys from the market. However, developing adequate standards has been difficult. It is still primarily up to the consumer to use good judgment in the selection of holiday toys.

Specific guidelines are too numerous to mention here. Let common sense prevail. You wouldn't buy a boy scout knife for a three year old. We hope not. Here are some general guidelines to follow. GO BY AGE. Let the toy fit the maturity of the child. STUDY THE PRICE. The more costly item will generally be safer. Beware of cheap imports. INSPECT BEFORE BUYING. Look for rough, cutting edges and pointed objects which can be projected.

According to the U. S. Public Health Service more than 700,000 children are injured by toys each year. They didn't all occur from careless children. They were also caused by careless buying.

The Ice Man Cometh

The findings shown below are the result of tests conducted by the National Safety Council's Committee on Winter Driving Hazards. These tests, conducted on a glare ice course at Stevens Point, Wisconsin, disclosed that conventional snow tires provided only a small improvement in pulling ability as compared with regular tires. Studded tires developed about three times the pull of regular tires, and reinforced tire chains developed about seven times the pull of regular tires.

If you haven't prepared for winter driving you should do so right away. Also, keep in mind that regardless of the type of traction device employed, driving speeds on icy pavements must be sharply reduced.

Washington Office

Field Operations Division

Recent promotions or reassignments in our regional offices were filled as follows since our last issue:

Supervisory Inspector Raymond A. McCurry reassigned from Chicago, Illinois, to Kansas City, Missouri.

Locomotive Inspector Humble promoted to Supervisory Inspector (Locomotive) at Kansas City, Missouri.

Safety Inspector George R. Eberz promoted to Supervisory Inspector (Safety), Philadelphia, Pennsylvania.

Notices have been distributed covering the remaining supervisory positions, that is, Supervisory Inspector (Locomotive Inspection) San Francisco, California, and Atlanta, Georgia, and Supervisory Inspector (Signal and Train Control), Chicago, Illinois.

Applicants are being screened for the position of Regional Director at Kansas City, and it is hoped that the selection will be named within the next few days.

Safety Inspector J. T. McDonald of Cleveland, Ohio, asked to be withdrawn from the position of Supervisory Inspector (Safety) in Philadelphia, Pennsylvania, and that he be allowed to remain in Cleveland, Ohio, for personal reasons.

Combined conference for operating territories 4 and 8 was held in beautiful Tan-Tar-A at Osage Beach, Missouri, during the week of November 16-20, and we appreciated very much the fine cooperation evidenced by Washington office and field personnel in contributing to the success of the meetings. We are also very appreciative of the excellent response on our program evaluation forms and your comments will be carefully considered as we attempt to improve our conferences.

The final annual conference of this fiscal year for operating territories 3 and 5 will be held at the Sheraton-Charles Hotel in New Orleans, Louisiana, the week of January 18-22.

New Appointments

Betty Zinser, Clerk Steno, Kansas City, Missouri, and Duke Memmott, Signal Inspector, Albany, New York. Duke entered on duty December 1, and will be in training status in the Kansas City area for the next 30 days or so before spending a week's indoctrination period in route to his permanent duty station at Albany, New York.

The new voice with a smile that you hear answering the telephone for the Field Operations Division is Miss Judy Cannella who came on board November 9. Judy's pleasant smile and willing attitude will be of considerable service to us in keeping you informed of items of mutual interest. Glad to have you aboard Judy.

Congratulations are in order

Clerk-Steno Frances and Mr. Hamilton (Kansas City office) are the proud parents of a 8 pound 8-1/2 ounce bouncing baby boy. Best wishes to the proud parents and, Frances, we hope to see you back on the job real soon.

Safety Programs Division

The Safety Programs Division is pleased to have Supervisor W. A. Jeffers in the Locomotive Inspection Section as Transportation Specialist-Locomotives.

Organization of Committee of Technical Representatives - Composition
Brake Shoes-Locomotives

Account the numerous inquiries relative to the use of composition brake shoes, the above committee was set for the purpose of furnishing information in this area. The committee membership includes technical representatives from three manufacturers of composition brake shoes.

This source of information should be very helpful to the Bureau of Railroad Safety.

The committee held its initial meeting with BRS personnel K. W. Batcheller, P. J. Brannigan, and J. H. Russell in the Washington office December 7, 1970. Area of involvement and direction for the committee was established.

Chief Safety Programs K. W. Batcheller and Mechanical Engineer J. H. Russell monitored a Dynamometer test of phosphorous Sampson brake shoes by the AAR brake sub-committee at the Abex Company, Lab., Mahwah, New Jersey, November 25 and 26, 1970.

The Sampson shoe is reported to reduce the release of hot metal thus reducing the number of wayside fires from that cause and to have a longer life for an improvement in train braking.

It appears this new metal brake shoe may have greater braking efficiency, within certain speed ranges, than other brake shoes now in common use.

Signal and Train Control Branch

K. W. Batcheller, Chief, Safety Programs Division, and C. M. Bishop, Chief, Signal and Train Control Branch, attended a Midwest Railway Signal Engineers Meeting, November 5 and 6 at St. Paul, Minnesota. Problems unique to areas or specific operations were brought out

giving us a complete picture of what the railroads are faced with today as far as signal problems are concerned.

K. W. Batcheller and C. M. Bishop met with Burlington Northern Vice President D. H. King, Twin Cities Region, and his staff at his office in Minneapolis, Minnesota, on November 6. Vice President King was interested in the Bureau's activities. He was enthusiastic about periodic meetings with Bureau and local representatives to become knowledgeable of undesirable conditions and arrange for corrections. He expressed his appreciation of the Bureau's cooperation and help.

K. W. Batcheller and C. M. Bishop met with the BRS inspectors that were available at the Minneapolis FRA office, on November 6, 1970. Current operations and problems were discussed.

Reports Branch

Welcome aboard to Miss Fannye Lockley. On October 19, 1970, Miss Lockley transferred from the Bureau of Economics, I.C.C., bringing three years experience in statistical methods and procedures. She has already proven herself as a valuable asset to the Branch.

Mr. Bart Levin, special assistant to the Vice President L. Cena of the AT&SF Railway Company spent several days studying and collecting data concerning our methods and procedures in data processing of accident reports, with purpose in view of setting up the same procedure for that railroad.

Mrs. Madeline Snellings, Assistant Chief, Accident Reports unit, is leaving for a full month of well deserved vacation, returning on January 11, 1971.

Equipment and Operations Branch

Plans have been initiated for a new air brake training program. This program is designed to provide each of our safety inspectors and safety supervisors with the most recent developments and trends in air brake equipment. A one-week course is being developed with the assistance of Westinghouse Air Brake Company. Westinghouse has indicated it can accommodate about one-half of our safety inspection staff at the first of two sessions to be held at Wilmerding, Pennsylvania, during the week of February 8-12, 1971. Each Regional Director has been requested to select about one-half of his eligible safety personnel for this session. The balance of our safety inspectors will attend a similar course to be held in March or April of 1971. When plans have been completed, those

selected for the first session will receive specific detailed instructions thereon.

Attorney Tom Furphy of the Office of Chief Counsel, Chief Henry Hilzinger and Transportation Specialist Wally Holl have been cooperating in producing a memorandum outlining the Bureau's position relative to the provisions of the amended Hours of Service Act, Public Law 91-169. The memorandum is now being reviewed by the Office of Chief Counsel and possibly will have been distributed to the field by the time this issue of Highlights is being read.

It is recognized that certain disputatious areas have not been covered in depth. This is necessarily so at this time pending the resolving of certain legal questions. However, it is believed the memorandum will be helpful to the field force in carrying out their duties related to the Hours of Service Act.

A revision of Form FRA F6180.3 has also been formulated to reflect the changes in the Hours of Service Act. Title 49, CFR, Part 228, Section 228.1, relating to the instructions for filing this report, has also been revised. The revisions are now before the Railroad Safety Board for review and approval.

The new safety appliance and power brake handbook now at the printers should be completed about January 1, 1971. Distribution will be made to the field force soon after that date. The handbook contains the Safety Appliance Acts, Safety Appliance Standards, with appropriate prints, and the power brake regulations. This information should be valuable to inspectors engaged in railroad safety work.

Engineering and Accident Analysis Division

In response to a complaint issued by the City of Wheeling, West Virginia, an inspection was made on December 1, 1970, of the Baltimore and Ohio Railroad Company bridge where it crosses Market Street and Chapline Street in Wheeling. The inspection conducted by representatives of the Engineering Branch revealed that the structure was in a terrible state of disrepair caused by inadequate maintenance. The Railroad Company has been instructed by FRA to make immediate repairs.

Engineering Branch personnel are participating in a FRA Task Force that was created to develop initial safety standards relevant to the recently enacted "Federal Railroad Safety Act of 1970." These new standards will relate to the areas of track, equipment, operations, and employee qualifications, with track standards, being given priority.

On December 3, 1970, two members of the Engineering Branch investigated facilities of University of Illinois and conferred with their Professor of Railroad Engineering concerning the University's two weeks course on "The Inspection of Track and Structures."

Two members of the Engineering Branch spent three days during December on the Santa Fe Railway, Skull Valley Division inspecting the following:

- (1) new rail defect detector car built and operated by the Santa Fe;
- (2) 110 mph "All American" (Indian) mechanized rail gang laying quarter-mile lengths of continuous welded rail;
- (3) field welding of quarter mile lengths of continuous welded rail by an "All American" (Indian) gang;
- (4) four types of one-man portable audio-gage rail defect detector used at rail joints and crossings.

Regional News

Region 1

Regional Director Charles Meyrick attended a meeting on November 5, 1970, of the Boston Federal Board. Discussion was confined exclusively to the security measures required to protect Federal personnel and installations from bombing and other acts of violence.

Mr. Meyrick also attended a meeting of the Department's Boston Field Coordination Group on November 17. This meeting was the first meeting of the group to be presided over by Secretarial Representative David W. Hays. In his remarks, Mr. Hays stressed the importance of maintaining close, cordial relationships with community groups and the news media.

The Defensive Driving Course in New York City, November 19 and 20 was attended by Mr. Meyrick.

No member of the Regional Staff was involved in an accident connected with the operation of a GSA automobile during the month of November.

Region 2

A Bi-Regional Conference for Regions 1 and 2 was held at the Pocono Manor Inn, at Pocono Manor, Pennsylvania, on October 19-23, 1970 inclusive. The general agreement of all employees was that the conference was most informative and they liked the location.

These conferences afforded the only opportunity for all of us to meet with, and talk over the many problems occurring throughout the year. We look forward to next year's conference.

Regional Director Johnson attended a meeting of the Office of Emergency Planning and Emergency Transportation held at Baltimore, Maryland, on Monday, October 5. These meetings are always of interest, and I have submitted a separate report concerning matters discussed. As information, the items discussed were:

1. Development of emergency airlift transportation for Federal disaster assistance coordinator, and members of the Federal disaster assistance team in Region 2.
2. Profile of OET complement in Region 2.
3. New Region 2 Federal Regional Center and plans for initial occupancy exercise.
4. Search for new location for Region 2 OET Relocation Site.
5. Reporting natural disaster in Region 2.

Locomotive Inspector Yarber addressed a Railroad Society Conference held at Lancaster, Pennsylvania, on October 31. This is a group of owners and operators of steam railroads.

Inspector Urban made a special investigation of a Pullman-Standard Company 100-ton cover hopper car at Butler, Pennsylvania Plant on October 5. We continued to carry a heavy load of complaints, Hours of Service, Safety Appliance, and Train-Brake testing.

Regional Supervisor (Signal and Train Control) Glen Laser provided training for new Inspector R. W. Hackenbracht during the month. Mr. Laser also assisted in the investigation of the Reading Company accident which occurred at Langhorne, Pennsylvania, on October 9, 1970.

Inspectors Eberz, Keyes, Ketenheim, and Regional Supervisor Laser all participated in the early stages of accident investigation A-8-71, a rear-end collision which occurred at Langhorne, Pennsylvania on October 9, 1970. A report has now been received and is awaiting my review. Inspectors McDonald and Middleton are continuing the write up of their two investigations.

Region 4

The most outstanding recent event in Region 4 was our Regional Conference where we joined with Region 8 at beautiful Tan-Tar-A in the Ozark Mountains of Missouri. It was apparent that everyone enjoyed the fellowship and the opportunity to visit with their old friends and meet new ones. The response so far indicates that everyone is in favor of a joint conference.

On November 29 the entire Staff was deeply grieved to learn of the sudden and untimely death of L. D. Winckel, Locomotive Inspector, Chicago office. Leonard died from a coronary condition which gave no previous warning. Also, Mrs Winckel's mother recently died in Colorado. We wish to express our deepest sympathy to Mrs. Winckel and the family.

Retired Safety Supervisor Ashley Hansen recently visited the Chicago office. Ashley looks real good and is enjoying his retirement. Also, we often see E. R. Butler, Sr., retired Assistant Chief of Locomotive Inspection. Ed is in real good health and he and Mrs. Butler frequently make trips with their travel trailer.

On November 2, Inspector C. E. Bowles addressed the Northwest Carmen Association at their regular monthly meeting and was introduced by Inspector Nicholson. The subject of his talk was "In-Date-Testing".

Inspector R. J. Galvin and Regional Director G. R. McConnell spoke to the Chicago Car Foremen's Association on November 9. Mr. Galvin discussed the petitions and hearings related to the Power Brake Law and Mr. McConnell gave a review of the Railroad Safety Act of 1970.

Also, on the speaking agenda, Regional Director McConnell addressed the Illinois State Legislative Committee meeting of the UTU-E at Effingham, Illinois.

Regions 5 and 8

Safety Inspectors J. H. Witthauer and M. P. Wood met with and addressed the St. Louis District Council of Carmen Meeting in St. Louis, Missouri, on October 5, 1970. A brief talk was given on the proposed safety bill and existing Safety Appliance Laws as well as Power Brake Law. The meeting was attended by several local chairmen and general chairmen from the greater St. Louis area and they expressed their gratitude to FRA for allowing our inspectors to attend and address their meeting.

We are happy to report Region 5 and 8 employees were busy during October with routine work as we had fewer accidents to report than we can remember. This is a most welcome change of pace.

Region 8 Regional Meeting was held in Osage Beach, Missouri, at the fabulous Tan-Tar-A Resort, November 16-20, 1970. Favorable comments were expressed by those attending which indicates the meeting was beneficial to all.

Chester Roy, Equipment and Operations Branch; D. R. Holmes, Regional Director; W. D. Moore, Safety Inspector met with Rock Island officials in Oklahoma City on November 16, 1970, and inspected their operations at their clean-out facilities and their repair tracks.

Regional Director D. R. Holmes and Signal Inspector S. H. Stotts attended the DOT Coordinating Committee Meeting in New Orleans, Louisiana, on November 23, 1970. Admiral Bullard, U. S. Coast Guard, Chairman of the DOT Coordinating Committee has always been very helpful to us in every opportunity he has had.

While in New Orleans on November 24, 1970, Regional Director D. R. Holmes arranged for Region 5 Regional Meeting to be held at the St. Charles Hotel in New Orleans the week of January 18, 1971.

Region 6

Safety Inspector Antone Rook has bought a new ranch-type home and plans to move soon, in preparation for his planned retirement in May 1971. A large farewell party was held for him and Mrs. Rook by neighbors and church associates, and all expressed their regret at losing such a good neighbor.

Secretary Bonnie Cummings had an unfortunate accident in her home recently. While going down some steps to the basement, she slipped, breaking a bone in her foot. However, she was able to return to work in a walking cast and is now doing fine.

An interesting conference was held in the Seattle, Washington, Alaska Railroad offices on November 4. The Alaska Railroad representatives requested the meeting in order to look for ways to improve conditions of the safety appliances and power brakes on cranes barged to and from Whittier, Alaska, and Seattle, Washington. Chief Mechanical Officer G. B. Randall of the Alaska Railroad invited representatives of participating carriers, Burlington Northern, Union Pacific, Alaska Hydro Train, and FRA representatives, to attend the conference. Several points of issue were discussed and the FRA representatives assured the Alaska Railroad officials of their cooperation in helping them to implement their program to correct any deficiencies that had been noted in the past by FRA inspectors.

Region 7

The San Francisco office had 100% participation in the Combined Federal Campaign this year. The DOT Civilian Agencies chaired by Regional Director A. L. Hynes, reached a goal of 30% above the results of the 1969 campaign. Supervisory Inspector R. Biddle Bishop was Coordinator for the Chairman.

A farewell dinner was held for Locomotive Supervisor W. A. Jeffers on Friday, December 4, at Oakland. Many of Bill's friends were in attendance including representatives from the railroad industry as well as associates from his Interstate Commerce Commission days. We know he will do as fine a job in the Washington office as he has in Region 7. We wish him well in his new position.

Regional Supervisor J. D. Commons and his family are now residing in Hayward, California, after moving from Salt Lake City, Utah.

Retired employee G. H. Danis wishes us to advise us that his correct mailing address is:

7234 Fairfield Drive
Santa Rosa, California 95405

Sincerely,

Mac E. Rogers

Attached for your information is current BRS organization chart

DIRECTOR'S OFFICE

Mac E. Rogers, Director
Robert H. Wright, Deputy Director
John C. Boughers, Special Assistant

Mary Tyler, Secretary
Carole Stringer, Secretary
James Mason **
Walter Jackson **

SAFETY PROGRAMS DIVISION

K. Batcheller, Chief
Secretary

HAZARDOUS MATERIALS BRANCH

William Black, Chief
Quentin Banks, Transp. Specialist
Ivyn Reuling, Transp. Specialist
Henry Libby, Transp. Specialist
Margaret Briston, Clerk Typist

REPORTS BRANCH

Joseph Musselwhite, Chief
Robert A. O'Bannon
Madeline Sneltings
Hilly Nelson
Erna Weinstein
Alice Ahmed
Chuck Kain
Vernaida Rogers
Jean F. Burgess *
Marilyn Jones *
Barlette H. Smith
Francis Moore
Edith Jelliffe
Fanny Lockley

LOCOMOTIVE INSPECTION BRANCH

Philip J. Brannigan, Chief
William A. Jeffers, Transp. Specialist
Linda Lewis, Secretary

EQUIPMENT AND OPERATIONS BRANCH

H. L. Hlzlinger, Chief
Chester E. Roy, Transp. Specialist
W. E. Barnes, Transp. Specialist
W. Holl, Transp. Specialist
Janis Deuhl, Clerk-Typist, Transp.
Winifred Lombardo, Secretary

SIGNAL AND TRAIN CONTROL BRANCH

Charles Bishop, Gen. Engineer
George Botke, Eng. Technician
Ed Soper, Engineering Technician
Dorothy Bowers, Secretary
M. Griffin, Clerk Typist

FIELD OPERATIONS DIVISION

J. U. Chrisman, Chief
Secretary, Judy Cannella

Region #1 Regional Director
C. R. Meyrick

Region #2 Regional Director
R. A. Johnson

Region #3 Regional Director
J. F. McLellen

Region #4 Regional Director
G. R. McConnell

Region #5 Regional Director
D. R. Holmes

Region #6 Regional Director
E. H. Anderson

Region #7 Regional Director
A. L. Hynes

Region #8 Regional Director

ENGINEERING AND ACCIDENT ANALYSIS DIVISION

Chief
Secretary

ENGINEERING BRANCH

Rolf Mowatt-Larsen, Chief
J. J. Sharpe, Mech. Engineer
P. J. Seidel, Civil Engr., Track
J. H. Russell, Mech. Engr.
W. R. Paxton, Civil Engineer

Sara Sack, Mathematician (Intern)
*Becky Bryner, Secretary

ACCIDENT INVESTIGATION BRANCH

William McCarthy, Chief
John MacKinnon, Accident Investigator
Don Lagers, Rail Accid. Analyst
Frank Fanelli, Rail Acc. Analyst
John A. McNally, Railroad Safety Specialist
Dave Gobbett, Accident Report Wr.
Arlene Estep, Clerk