

HIGHLIGHTS

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Secretary Volpe was the keynote speaker at the first employee orientation session held in August. This was the first in a series of monthly programs designed to familiarize employees with Departmental officials, policies and programs. "You are not only employees, you are stockholders in the Government because you are taxpayers. So you are entitled to get a look at the 'big picture' of the Department," the Secretary said. He also stressed the necessity for good internal communications if the Department is to fulfill its mission. He said employees could advance their careers within the Department by having a better knowledge of the various functions of the Department.

CFC Drive

The Secretary kicked off the 1970-71 combined Federal Campaign September 16th at a luncheon held at the State Department. Secretary Volpe is serving as Chairman of the Campaign in the National Capital area for the second straight year.

Capital Beltway High Speed Railroad Station

Almost 20,000 patrons have used the new Capital Beltway high speed railroad station in Maryland in its first six months of operation, Secretary of Transportation John A. Volpe said on September 16, 1970.

"The Capital Beltway Station is positive proof that the public will use first rate train service when it is supported by service facilities such as this," Secretary Volpe said.

The station opened last March 16 with seven trains, three of them Metroliners, serving the facility. There was no service on weekends.

Under the latest schedule, 14 trains, six of them Metroliners, stop at the Capital Beltway. The Penn Central began weekend service at the station on May 17. Ticket sales at the Beltway have climbed to about 1,500 per month and the parking lot has been heavily patronized.

Office of the Administrator

The appointment of Glenn A. Reiff as Senior Project Engineer for the Department of Transportation's new High Speed Ground Transportation Test Center in Pueblo, Colorado, was announced September 8, 1970.

Mr. Reiff formerly was Program Manager with the National Aeronautics and Space Administration's Office of Space Sciences and Applications in Washington, D. C.

Acting Federal Railroad Administrator, Carl V. Lyon, said that in this new position, Reiff will represent the Department's Federal Railroad Administration and be responsible for coordinating test station development and operations. To this assignment he brings a diversified background in applied research, testing and management of aerospace programs.

During the past eight years at NASA headquarters, Reiff was involved in engineering and directing scientific flights through deep space to explore other planets. He was also manager of NASA's largest international spacecraft program.

His industrial and military experience has included such assignments as operations analyst, test pilot, systems engineer and division manager on test and evaluation projects and on applications of advanced technology.

A 1945 graduate of the Naval Academy in Annapolis, Reiff also received a Master of Science degree in 1953 from the U. S. Naval Postgraduate School in Monterey, California. A Captain in the Naval Reserve, he has also set up and taught courses on the fundamentals of electronic systems.

Reiff has authored various technical papers and is a member of the American Association for the Advancement of Science, Institute of Electrical and Electronic Engineers and American Institute of Aeronautics and Astronautics.

A native of Kansas, Reiff is married and has two children. They intend to reside in Pueblo.

Director's Message

Since the last issue of the paper additional personnel have been added to the Bureau. These include:

Region 2

Robert C. Ketenheim, Safety Inspector, Pittsburgh, Pennsylvania
R. Hackenbracht, Signal Inspector, Pittsburgh, Pennsylvania
E. T. Hunter, Locomotive Inspector, Philadelphia, Pennsylvania

Region 4

Edward Pritchard, Hazardous Materials Inspector, Chicago, Illinois.

Region 5

Charles Lett, Safety Inspector, New Orleans, Louisiana

Washington Office

Linda Lewis, Clerk-Stenographer, Safety Programs Division

Harriette Smith, Clerk-Typist " " "

Jean Burgess, " " "

Marie Jones, " " "

William Paxton, Civil Engineer, Engineering Branch

Bill was born at Ogden, Utah on February 6, 1935 and attended Public School and Weber State College at Ogden. Graduated with A.S. Degree from Weber State in 1955. Attended University of Southern California from 1955 to 1957 graduating with B.E. Degree in Civil Engineering. Attended University of California at Berkeley from 1968 to 1969 majoring in Business Administration. Employed by Southern Pacific Company in various positions in the Engineering and Maintenance-of-Way Department from 1957.

Member of Chi Epsilon, Tau Beta Pi, American Railway Engineering Association, Roadmasters and Maintenance-of-Way Association and holds a professional engineer license.

Transfers

Rufus Pierce, Locomotive Inspector from Newark, New Jersey to Des Moines, Iowa, October 5, 1970.

Promotions

Arlene Estep, Accident Investigations Branch, Washington, D. C.
Carole Stringer, Director's Office, Washington, D. C.

Rail Safety Bill

Legislation to give the Department of Transportation power to enforce safety standards for railroad equipment, roadways, bridges and operations was signed by the President on October 17. The measure makes provision for states to seek injunctive relief and penalties on alleged violations not acted upon by the Secretary of Transportation within 90 days from the time that it occurred. Penalties would range from \$250 to \$2500.

Rail Passenger Measure

The Congress has approved and sent to the President a bill that would establish a COMSAT-type corporation to operate the passenger service on a basic national rail network to be designated by the Secretary of Transportation. Under the legislation the corporation, which would begin passenger operation on May 1, 1971, could drop trains in the network after July 1, 1973.

Safety

How about this train derailment?

Grand Rapids, Michigan two men's pursuit of a 22-year-old go-go dancer caused a freight train derailment early today, police said.

The women's car was rammed onto the tracks by her pursuers' auto and the Chesapeake & Ohio freight was forced to make an emergency stop, police said.

Six cars were derailed when the train stopped to avoid the stalled car with go-go dancer still inside.

The chase ended at a C&O Railway crossing where the woman's car slid sideways onto the tracks after being rammed from behind.

Six cars of the 89 on the train were derailed when the freight slammed to a stop.

No one was hurt in the derailment.

Here's to your Health....

.....and this month we stop preaching and start meddling, because we're going to talk about SMOKING!

New evidence has been found to strengthen the case linking cigarette smoking to lung cancer, cardiovascular disease and chronic lung diseases, such as emphysema and bronchiectasis. Men age 35 or over who are heavy smokers can expect to live from 3.4 to 7.9 years less than their contemporaries who do not smoke. Studies by the U. S. Public Health Service show cigarette smoking will, beyond question:

- a) Shorten your life.
- b) Increase the likelihood of your having a heart attack.
- c) Increase the probability that if you have a heart attack, it will be fatal.
- d) Increase the probability you will develop one of the following: cancer of the lung, chronic bronchiectasis and emphysema:

In view of this evidence, what percentage can there possibly be in 'lighting up'??????

Driving Safety

I hope you have noticed that in nearly every issue of the paper we have something about safe driving. The reason being that this is our most hazardous area. Therefore, we always try to remind you of the inherent danger while you are operating your government vehicle during duty hours, or your personal automobile at other times. So this month here is the "Ten little drivers", read it, think about it.

Which driver are you?

10 little drivers, cruising down the line; one had a heavy foot and then there were nine. (Speed limits are set for your safety.)

9 little drivers, the hour was getting late; one dozed a moment, and then there were eight. (A tired driver is a dangerous driver.)

8 little drivers, and the evening seemed like heaven, one showed his driving skill, and then there were seven. (Drive sensibly and sanely at all times. A car is no place for a clown.)

7 little drivers, their lives were full of kicks; one bought a bottle and then there were six. (Gasoline and alcohol are a deadly mix: Don't drink when you drive.)

6 little drivers, impatient to arrive; one jumped a traffic light, and then there were five. (Don't gamble years of your life to save a few seconds.)

5 little drivers, wheeling near the shore; one viewed the scenery, and then there were four. (Careful driving demands alertness at all times.)

4 little drivers, happy as could be; one passed upon a hill, and then there were three. (Never pass another car when your vision is obscured.)

3 little drivers were busy, it is true; one neglected car repairs, and then there were two. (For safety's sake, always keep your car in top condition.)

2 little drivers, and day was nearly done; one didn't dim his lights, and then there was one. (Slow down for dusk or darkness; adjust your driving to existing conditions.)

Yes, 1 little driver who's still alive today; by following the safety rules, he hopes to stay that way.

Washington Office

Equipment and Operations Branch

Visitors to the Branch included:

Coleman Harvey, Southern Railway, Caboose modifications.

Alan Pegler, President, Flying Scotsman, proposed operation of the train in 1971.

Harold MacGregor, ACF Industries, Safety Appliances.

Rex Manion and Phil Welch, AAR, Hours of Service Act.

Frank Adler, Pullman Inc., changes to wide-door box cars.

Al Chesser, United Transportation Union, Hours of Service Act, and many others.

New railroad equipment was inspected by Wilder Barnes of a new high-side gondola cars at the Greenville Steel Car Company, Greenville, Pennsylvania; also inspected was a re-built caboose car by Wally Holl at the Southern Railway Shops, and a skeletonized flat car at Pullman Standard.

Signal and Train Control Branch

The Signal and Train Control Branch has assigned (2) Citizen Band transceivers to T. J. Fernandes for test and evaluation as to the effective use they might provide to inspectors while making regular inspections.

Quiz of the Month:

Where is the magnetic north pole located geographically?

Answer: (On last page)

Engineering and Accident Analysis Division

On September 30, 1970 a contract was awarded to AAR-RPI to design and develop a protective "shield" or "bumper" for tank car heads. This project originated in the Bureau of Railroad Safety after analyzing numerous accidents involving tank car head punctures which allowed the release of hazardous lading resulting in fire, explosion, or release of toxic material requiring mass evacuation of populated areas. The contractor is expected to provide a standard design or designs which may be applied to existing and new tank cars.

In connection with personnel in the Office of High Speed Ground Transportation, Mr. Paul Seidel and Bill Paxton of the BRS will make an inspection between Washington and New York of the tracks over which the Metroliners operate. This will be the first on the ground inspection since commencement of the formal demonstration phase. It is expected that such inspections will be made at least 4 times a year, in addition to the regular runs of the DOT instrumented inspection vehicle.

Field Operations Division

Supervisory Inspector positions in our regional offices were filled as follows effective October 5, 1970.

Region #1	- Safety	- James F. Sheridan
Region #2	- Locomotive	- Wm. S. Auman
#2	- Safety	- John T. McDonald
Region #3	- Safety	- Herrell R. Bird
Region #4	- Locomotive	- Art T. Ireland
Region #5	- Safety	- Cecil N. Johnston
Region #6	- Signals	- Laverne H. Leckband
Region #7	- Safety	- Jack D. Commons

We were quite pleased with the number of qualified applicants for the various supervisory positions, and will explain in depth our selection process during the forthcoming regional conferences. The remaining positions will be filled as rapidly as possible and you will be advised of our progress in these matters.

A change was necessary in the site for Region 1 and 2 conference and it was held October 20-23 in Pocono Manor Inn located in Pocono Manor, Pennsylvania.

Region 4 and 8 - November 17-20 Tan Tar-AResort- Osage Beach, Mo.

Region 3 and 5 - Not scheduled - (proposed for mid January or early February.)

Please let us hear from you if you have speakers or special subjects of interest that you would like to see included in the conference agendas.

We have developed an evaluation form that we hope each of you will use to give us your frank opinions of the conferences and ways that we may improve same. The forms were used in the Region 6 & 7 meeting and the response was quite good. With help from each of you we hope to continue a policy of improvement each year.

Regional News

Region 2

Newly assigned Inspector H. D. Baker, S&TC at Pittsburgh, Pennsylvania, resigned, Wednesday, July 15.

Miss Jacquelyn Milbourne, Clerk-Stenographer, entered on duty at Philadelphia Regional Headquarters on July 1.

Mrs. Dorothy Nichols, Secretary-Stenographer, entered on duty at Philadelphia Regional Headquarters on August 3.

Inspector Yarber participated in a Question-and-Answer session at the United Transportation Union seminar at Camp Hill, Pennsylvania, on August 14. His participation was in the area of locomotive inspection.

Inspectors Burt, Causley, and Grey investigated an accident, which occurred on the Norfolk and Western Railroad, on August 25, at Finney Virginia. This was a head-end collision, File A-4-71.

New Locomotive Inspector E. T. Hunter entered on duty at our Washington office on Monday, August 28. He is receiving training from personnel in Region 1.

Inspector Greene of our Toledo office went on an extended vacation to Germany where he visited his daughter.

Region 3

Railroad Safety Inspector I. M. (Bud) Wright, Atlanta, recently returned from a 3-week vacation in British Columbia. He was accompanied by a brother from Kansas and joined in Seattle by another brother. The three of them had a very enjoyable time salmon fishing and moose hunting. It was the first time the three brothers had been together in several years. The moose-hunting trip was a success -- they bagged a 1200 lb. moose!

During a recent inspection visit to Wilmington, North Carolina, Supervisory Inspector Auman and Inspector Underwood visited with retired Locomotive Inspector Bill Stancil. Bill is thoroughly enjoying his retirement, and sends his best wishes to all his friends and acquaintances in the Bureau.

Inspector I. D. Sturgeon, of 508 Glengarry Drive, has been named recipient of the Eye Bank "Volunteer of the Year" Award.

This honor has been bestowed upon Mr. Sturgeon in light of his many hours of public service as an amateur radio operator assisting the Nashville Regional Eye Bank, Inc.

Mr. Sturgeon is among the ham network operators who perform a service for the public handling the traffic of available eyes. They operate on an amateur band, do not ask for or receive any payment for services rendered.

There are 110 stations in 35 states, including Alaska and 55 cities. They have handled about 4,400 eyes over the ham network system.

These operators have stated they can handle more eyes. There are more needs than availabilities, and more traffic would make the job more interesting, they have said.

Thank you, amateur radio operators, for befriending the Eye Bank and Nashville community. Special congratulations to Mr. Sturgeon and other operators, Mrs. Charles Bell and Mr. Erman Vick.

Safety Inspector W. A. Rogers attended the Defensive Driving Course conducted by the Atlanta Interagency Motor Pool.

Region 4

The vacation season is over now and Region 4 personnel traveled to the far corners of the land to seek recreation, visit friends and family and to reach milestones in their lives. Inspector Geary and family traveled by train from Fargo, North Dakota to Jacksonville, Florida to witness the christening of their first grandchild. Inspector and Mrs. Bowles attended the graduation of their son at the University of California. Inspector Nelsen and Mrs. Nelsen visited their daughter and son-in-law in Alaska. Their trip to the west coast and return was also made by rail. Most of all we are pleased to report that there were no reportable injuries during the summer.

David Bowles, son of Inspector and Mrs. Clarence E. Bowles was married on July 24. Sue McConnell, daughter of Regional Director and Mrs. G. R. McConnell was married on September 5.

We would like to express our appreciation to our two summer aids, Miss Georgia Sue Dorris in Chicago and Miss Linda J. Jackson in Minneapolis. These two young ladies both did a fine job.

Mrs. Kathryn N. Boyd of the Chicago office recently became a grandmother for the first time.

The Duluth, Minnesota office has been moved from the basement to the second floor of the Federal Building. Inspector Shand reports that it is very nice not to be housed next to the Carpenter Shop. Also, the Chicago headquarters office was moved from the Federal Building to the 536 South Clark Street Building.

Hazardous Materials Inspector Joseph H. Walters retired on July 31 and moved to Montana.

Inspectors Galvin and Strawser have investigated the Crescent City accident and are now preparing the report. This accident resulted in a fire and the explosion of eight cars of propane gas over a period of several hours. This was a very spectacular accident and was extensively recorded photographically. This investigation is being made in connection with the NTSB.

Region 5 & 8

Safety Inspector V. J. Satterlee was selected to attend Part I of the Basic Accident Investigation Procedures/Techniques Course conducted by the National Aircraft Accident Investigation School at the FAA Aeronautical Center in Oklahoma City from July 6 through July 17.

The Fort Worth Regional Office was visited July 14, 1970 by Mr. A. C. Taylor, former Regional Administrator of Federal Highway Administration, who recently retired after 45 years government service. Mr. Taylor has been very helpful and accommodating to us in many ways and we'll miss him.

Funeral services were held July 7, 1970 in Prentiss, Miss. for Miss Laura Maude Quin, formerly of our Shreveport, La. office. Miss Quin began working for our Bureau of Locomotive Inspection in 1924. Locomotive Inspector Boltwood hired her. She retired in August 1966, working for 42 years. She is survived by three sisters and three brothers. One brother, B. B. Quin, lives at Route 1, Box 35, Newhebron, Miss. 39140.

At our Omaha, Nebraska office on July 15, 1970, Regional Supervisor J. S. Glynn, Locomotive Inspector Russel Dixon, Safety Inspector J. D. Leeson met with Burlington Northern Officers, E. H. Doberstein, Mechanical Inspector and M. Sanders, Asst. Mechanical Inspector (FRA). Matters of mutual interest were discussed such as the railroad's new methods of reporting FRA defects and problems relating to dispatching motive power on a system-wide basis.

Hazardous Material Inspector W. A. Barwick participated in an indoctrination session in Jackson, Mississippi for six state employees which was conducted by the Mississippi Public Service Commission. These six state employees were recently appointed to investigate various railroad activities with respect to economic and safety matters.

Locomotive Inspector W. E. Gordon's son, William E. Gordon, Jr. had his name inscribed on the Golden Eagle Trophy for the highest individual score at the National Rifle Matches at Camp Perry, Ohio over Labor Day weekend.

Personnel in the Kansas City Regional Office are delighted with their new attractive office furniture received in September.

Regional Director D. R. Holmes was guest at the Delta Nu Alpha transportation club in Fort Worth on September 10 where he spoke on railroad safety functions.

Region 5 has been fortunate in having some transfers and additions to our personnel. We welcome the Memphis, Tennessee and Albuquerque, New Mexico field offices to our staff. Employed at Memphis are: Safety Inspector Farrell N. Vincent, Locomotive Inspector Robert H. Taylor and Office Assistant (Steno) Miss Glenna R. Lawson. Inspector Vincent is no stranger to Region 5 rolls as he was in Region 5 when he first started with us. Inspector Taylor Arthur T. Ireland looks after our interests in Albuquerque, New Mexico.

Safety Inspector Cecil N. Johnston transferred from our San Antonio field office to the Fort Worth Regional Office and Safety Inspector Carl S. Luker transferred from our New Orleans field office to fill Inspector Johnston's position at San Antonio.

Locomotive Inspectors W. V. Humble and C. E. Smith attended the 35th Southwestern Convention Meeting of Locomotive Engineers in Kansas City, Missouri on September 25, 1970. A talk was presented by each inspector on changes and the general requirements of the Locomotive Inspection Act. After their talks they held a question and answer session which they believe was quite beneficial.

Funeral services were held at Shreveport, Louisiana for former Locomotive Inspector S. R. Willey August 30, 1970. Mr. Willey suffered a heart attack and passed away August 27, 1970. Flowers were sent from Region 5 Locomotive Inspectors and our Bureau was represented at the services by Locomotive Inspector W. E. Gordon of the Shreveport office.

Region 6

Supervisory Inspector John Eagan recently spent several days in the hospital. He was in traction as a result of a ruptured disc in his back. He is home now recuperating.

Supervisor Eagan and Inspector Ingham worked one week in Skagway, Alaska investigating an Hours of Service complaint on the White Pass and Yukon Railway. While there, they did some routine safety work and investigated the handling of hazardous materials.

The Southern Pacific Transportation Company court case regarding the hauling of hazardous materials in the Portland area has been settled. The carrier changed their plea to guilty on the first count and the second count was dismissed.

Two accident investigations were completed this month. One accident involved a Burlington Northern head-on collision at Newport, Washington which was apparently caused by an inexperienced fireman being asked to "high-ball" a switch. It caused a passenger train to collide with a waiting freight train. The other accident on the Union Pacific in Western Idaho was caused by a gasoline truck and trailer moving onto a branch line track and was hit by a local train, resulting in injuries to the engine crew.

Region 6's new Safety Inspector, James H. Phelps, Jr., is now settled in his one-man office in Billings, Montana. He has undergone several weeks' training with each of the safety inspectors in Idaho, Montana, Oregon and Washington.

Safety Inspector Faletti is back to work after recuperating from a heart attack in May.

Region 6 is pleased to have two new Supervisors. Russel Dixon of Des Moines, Iowa is the District Supervisor of Locomotive Inspection. He and his family have purchased a home in Vancouver, Washington. Hank Leckband is the new Supervisory Inspector (S&TC). As he is from this Region, we are now looking for a new Signal Inspector.

A Region 6 and 7 Conference was held in September in Reno, Nevada and was attended by all the technical staff of both Regions. From all indications it was very successful. Locomotive Inspector H. C. Whitacre doubled his money while in Reno. He invested one dime in a machine received two back, and quit while he was ahead.

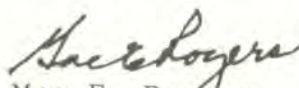
Stenographer Mary McClincy's husband, Gordon, is in the Seattle Marine Hospital undergoing a series of tests. He has been having trouble with his back and legs for quite some time, having had a spinal fusion a few years ago.

We were sorry to hear of the death of Mrs. W. W. Smith. She died September 24, 1970 in a Portland hospital. Mr. Smith is a retired Safety Inspector.

Answer to Quiz on page 6

At the south pole. ----Remember the north pole of a compass needle seeks the magnetic south pole of the earth which is located at the geographic north pole.

Sincerely,


Mac E. Rogers