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BRS NEWS

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

HIGHLIGHTS

volume

5

number 4-5,
6-7

April-July 1971

Office of the Secretary

Secretary of Transportation John A. Volpe announced on June 30, 1971, a \$3.5 million contract to Grumman Aerospace Corporation for the construction of a tracked air cushion research vehicle (TACRV).

"The tracked air cushion vehicle concept shows great promise for meeting transportation needs of the near future," said Secretary Volpe, "and I am pleased that we have reached the hardware stage where we can start testing to see if that promise is justified."

The contract calls for construction of the research vehicle to be completed by the end of March 1972. Tests will then begin immediately on a portion of TACRV guideway at the Department of Transportation's High Speed Ground Test Center in Pueblo, Colorado. The Test Center was officially opened by Secretary Volpe on May 19, 1971.

Testing of the research vehicle at speeds up to 300 mph will be aimed at gathering technical data required for the design of passenger-carrying (TACV) systems, the Secretary said. Specific areas on which testing will concentrate include: air cushions, vehicle aerodynamics, ride comfort, linear induction motors and high speed electric power collection from the wayside.

According to the Office of High Speed Ground Transportation in the Department's Federal Railroad Administration, the research vehicle will be about 51 feet long and its gross weight will approach 60,000 pounds with all research gear aboard. It will accommodate four people, including the operator, test engineer and two observers.

The guideway at the Test Center on which the TACRV will operate will be an oval approximately 22 miles long. OHSGT estimates the entire guideway will take three years to complete. Construction, however, will begin late this summer to ensure that several miles will be available when the TACRV is ready to begin testing in April 1972.

Chief features of the TACV are higher speeds with increased passenger comfort and safety. When coupled with a linear induction motor (LIM), the further advantages of a virtually-noiseless and pollution-free propulsion motor designed for speeds up to 250 mph is currently undergoing testing at the Department's Test Center. A LIM capable of powering the 300 mph TACRV is being designed and fabricated by AiResearch Corporation, a division of Garrett Corporation, which also constructed the lower-speed LIM.

Office of the Administrator

The first major step toward implementing the Federal Railroad Safety Act of 1970 was taken on June 23, 1971, by the Department of Transportation's Federal Railroad Administration with a notice of proposed rule making regarding initial track safety standards.

In issuing the notice in the Federal Register, FRA urged all interested parties to participate in the making of initial track safety standards by submitting written data, views or comments, initial standards will be issued on or before October 16, 1971, one year from the date the Safety Act was signed into law.

FRA said that further notices of proposed rule making are concerned with initial railroad equipment standards, operating practices and employee qualifications.

Acting Administrator Carl V. Lyon said "The proposed initial track standards are concentrated on those areas that FRA has identified as principal sources of track related accidents."

Under the Federal Railroad Safety Act, violations of regulatory standards are subject to a penalty ranging from a minimum of \$250 to a maximum of \$2500 for each violation.

In developing its proposed initial track safety standards, FRA consulted representatives of various groups that have shown interest in the establishment of these standards. Technical publications provided by foreign governments were also reviewed.

FRA recognizes, said Lyon, that the industry will need a reasonable period of time to comply with some of the standards. FRA proposes, therefore, that these regulations will pertain immediately only to newly constructed and rebuilt track. An additional year will be granted, or until October of 1972, to bring existing track in compliance with FRA regulatory standards.

Lyon added that any railroad which identifies a requirement needing a longer lead time for compliance should, in commenting on the proposal, make its problem known to FRA.

The standards are based on six different classifications of track, each with an allowable maximum speed. Railroads can be considered in compliance with the standards if speeds are adjusted in accordance with the requirements of the classifications.

The proposed initial standards apply to standard-gauge track of the general railroad system of transportation, but do not apply to either (1) industrial track located more than 10 feet inside the limits of a nonrailroad installation, or (2) track used exclusively for rapid transit lines. Commuter lines also used for freight or intercity passenger service will be covered by the regulations.

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On April 19, 1971, Acting Federal Railroad Administrator Carl V. Lyon announced the appointment of William F. Callicotte to be Regional Director of the Federal Railroad Administration's recently formed Region which has headquarters in Kansas City, Missouri.

Mr. Callicotte, who has been serving as Field Supervisor for the Region, will have the responsibility for FRA activities in a 10-state area which covers Montana, North and South Dakota, Wyoming, Nebraska, Utah, Colorado, Kansas, Missouri and Iowa.

In announcing the appointment, Mr. Lyon said that: "selection was made through the Civil Service merit promotion system. Mr. Callicotte has had an outstanding record of service during his

nearly seven years with the Bureau of Railroad Safety in the Kansas City area and we felt he had the best qualifications for the job."

The 53-year-old Callicotte has spent his entire career in railroading - both with Government and in industry. He served from 1956 to 1964 first as an Hours of Service Inspector and later Safety and Service Agent with the Interstate Commerce Commission. Prior to that time he was employed by the Union Pacific Railroad as a Locomotive Engineer for an eleven-year period.

During World War II he served as an officer in the U.S. Army. His service as navigator earned him the Distinguished Flying Cross and an Air Medal with 3 Oak Leaf Clusters.

The new Region 8 became operational on July 1, 1970, in accordance with President Nixon's request that field organization structures be streamlined in order that programs requiring inter-agency or intergovernmental coordination should have uniform boundaries.

The eight regions are a part of FRA's Bureau of Railroad Safety which is under director Mac E. Rogers. They have jurisdiction over all aspects of safety in railroad operations throughout the country. The primary responsibility of regional personnel is to implement and carry out safety inspection activities under the safety laws and related rules and regulations.

Acting Director of the Region since its formation has been Jean Chrisman, BRS Field Operations Division Chief in Washington, D. C.

Director's Message

Train accidents and resulting casualties declined significantly during 1970 -- the first decreases in nine years.

There were 583 fewer accidents than the 8,543 reported in 1969, a drop of 6.8 percent. Casualties resulting from such accidents declined by more than 8 percent.

Director Rogers attributed the decline to "a new spirit of cooperation between the railroads, rail labor organizations, and the government" which he said began "with Secretary Volpe's formation of the Railroad Safety Task Force in the early months of 1969."

"We are now beginning to see the tangible results of this cooperation," Rogers said, "and we hope that the implementation of the Railroad Safety Act of 1970 will enable all of us to brighten the railroad safety picture even more in the years ahead."

Legislation giving the Secretary of Transportation broad power over all areas of railroad safety was enacted in October of 1970. The Department has until October 1971 to establish initial standards.

Preliminary figures showed a 12.4 percent drop in the number of railroad employees killed while on duty. Those injured while on duty declined by 6.8 percent.

The total number of persons killed from all types of railroad accidents fell off by 3 percent from 2,299 of the year before, while injury totals declined by more than 9 percent.

Rail-highway grade crossing accidents in 1970 resulted in 1,469 deaths as compared with 1,492 in 1969, a 1.5 percent decline. Crossing injuries were down by 316 from the 3,691 figure of 1969, representing a decline of 8.5 percent.

Safety

I again wish to stress driving safety.

A recent research study conducted by the Stanford Research Institute for the Department of Transportation contains some interesting facts about vehicle defects as causes of vehicle (non-postal) crashes.

Here are the most significant facts learned from a detailed study of 50 vehicle accidents in which vehicle defects directly contributed to accident occurrence:

BRAKES. Twelve accidents and one disablement (mechanical breakdown) were probably caused by brake system failure. In 7 of these 13 cases, some work had been done on the brake system within a month of the crash. In two cases, fires resulted from badly adjusted brakes.

EXHAUST. One exhaust system fault, a deformed muffler, was the source of a fire under a rear seat.

POWER TRAIN. A runaway engine (believed to have been caused by the loss of the throttle return spring) caused a fatality. Twelve other power train cases related to fuel lines and fittings, lack of lubrication in the differential or wheel bearings, or metal fatigue in axle shafts.

STEERING. Six accidents were attributed to steering system failure. Recent servicing had been done on or near the defective part in three of the six vehicles.

SUSPENSION. Only two cases of suspension system failure were found, and these were caused by design inadequacies.

WHEELS. Eighteen instances of wheel loss or near-loss were found. Improper wheel mounting involved 12 vehicles. In each of these 12 cases, the vehicle had recently had a tire changed, brakes re-lined, or some other servicing.

NOTE: Because of dual classification; i.e. power train and wheel defects, the total number of defects is greater than the 50 vehicles involved in the study.

This study emphasizes the high level of responsibility for the safety and welfare of others that is inherent in all vehicle maintenance work.

The following article sent to me by Regional Director Bob Johnson entitled "How Fast Can You Die," will, if you take the time to read it certainly make you think. I want each of you to read and think about this as you drive.

How Fast Can You Die?

This is what happens when a car, traveling at 55 miles an hour, crashes into a solid, immovable object.

1/10th of a second:

The front bumper and chrome "frosting" of the grillwork collapse. Slivers of steel penetrate the object to a depth of 1-1/2 inches.

2/10ths of a second:

The hood rises, crumples, smashes into the windshield. Spinning rear wheels leave the ground. The fenders come into contact with the object, forcing the rear parts out over the front doors. The driver's body continues to move forward at the vehicle's original speed (at 20 times the normal force of gravity, his body weighs 3,000 pounds.) His legs, ramrod straight, snap at the knee joints.

3/10ths of a second:

The driver's body is now off the seat, torso upright, broken knees pressed against the dashboard. The plastic and steel frame of the steering wheel begins to bend under his terrible death grip. His head is now near the sun visor, his chest above the steering column.

4/10ths of a second:

The car's front 24 inches have been demolished, but the rear end is still traveling at about 35 miles per hour. The driver's body is still traveling 55 miles per hour. The half-ton motor block crunches into the object hit.

5/10ths of a second:

The driver's fear-frozen hands bend the steering column into an almost vertical position. The force of gravity impales him on the steering shaft. Jagged steel punctures lung and intercostal arteries. Blood spurts into his lungs.

6/10ths of a second:

The driver's feet are ripped from his tightly laced shoes. The brake pedal shears off at the floor boards. The chassis bends

in the middle, shearing body bolts. The driver's head smashes into the windshield. The rear of the car begins its downward fall, spinning wheels digging into the ground.

7/10ths of a second:

The entire, writhing body of the car is forced out of shape. Hinges tear, doors spring open. In one last convulsion, the seat rams forward, pinning the driver against the cruel steel of the steering shaft. Blood leaps from his mouth, shock has frozen his heart. He is now dead.

TOTAL TIME ELAPSED: SEVEN-TENTHS OF A SECOND.

Fasten your seat belt - drive carefully - drive defensively.

*

Drugs, and driving when you are tired and sleepy.

Sleeping pills, tranquilizers, plus many commonly used remedies for colds, allergies, motion sickness, etc., cause drowsiness, and slowed reflexes which make the hazards of driving or operating equipment even more hazardous. If you are taking a medicine, ask your doctor or pharmacist if it is likely to produce drowsiness. The sedative effect is variable for different individuals, is somewhat dependent on the dosage, and greatly increased by alcohol.

Information: Some drugs which normally produce drowsiness are listed below:

Sleeping Medication

Barbituates

Phenobarbital
Seconal
Nembutal
Barbital
Amytal

Non-Barbituates

Doriden (Glutethimide)
Placidyl (Ethchloroynol)
Valmid (Ethinamate)
Chloral Hydrate
Chloral Betaine (Beta-Chlor)

Tranquilizers

Meprobamate (Equanil, Milltown)
 Librium (Chlordiazepoxid)
 Valium (Diazepam)
 Atarax (Hydroxyzine)
 Thorazine (Chlorpromazine)
 Sparine (Promazine)
 Trilafon (Perphenazine)
 Compazine (Prochlorperazine)

Antihistamines

Benadryl (Diphenhydramine)
 Pyribenzamine (Tripeleminamine)
 Chlor-Trimeton (Chlorpheniramine)
 Phenergan (Promethazine)
 Actified (Combinations containing)

Anti-Emetics (Motion Sickness)

Bonine (Meclizine)
 Dramamine (Dimenhydrinate)
 Merazine (Cyclizine)

Narcotics

Morphine
 Codeine
 Dilaudid (Dihydromorphone)
 Demerol (Meperidine)
 Pantapone

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Washington OfficeField Operations Division

Our recent personnel recruiting actions have made it possible for us to approach fiscal year 1972 the strongest, at least in numbers, that we have been in several years. We want to take this opportunity for everyone to welcome on board the following newly appointed field inspectors.

Safety Inspectors

J. F. Madden, Chicago, Illinois (came on board 6/28/71)
 R. J. Harrison, Salt Lake City, Utah (came on board 6/28/71)
 R. C. Trego, Cleveland, Ohio (came on board 6/28/71)
 Larry Willison, Newark, New Jersey (came on board 6/30/71)
 William Hemmans, Albany, New York (came on board 7/6/71)
 Trinidad Guillen, San Francisco, California (came on board 7/12/71)

Signal Inspectors

George Abar, Pittsburgh, Pennsylvania (came on board 6/28/71)
 Burt Failor, Buffalo, New York (came on board 7/6/71)

Locomotive Inspectors

E. R. Butler, Chicago, Illinois (came on board 6/30/71)
C. G. Gillespie, St. Louis, Missouri (came on board 6/30/71)
Monte Sanders, Roanoke, Virginia (came on board 6/30/71)

All of the new employees are now busily engaged in training programs across the country and we hope within a very short time they will be functioning in such a manner as to enable us to move forward to improve railroad safety matters.

*

We are in the process of scheduling our fiscal year 1972 Annual Regional Conferences, and to date a combined conference for regions 1, 2 and 3 will be held at the Holiday Inn at Gatlinburg, Tennessee, the week of September 20-24. The second conference involving regions 6 and 7 will be held in the vicinity of Portland, Oregon, either the week of November 15 or November 29, depending upon when the most suitable accommodations can be secured.

It is our present plan that the conferences this year will be heavily technically oriented and will be devoted for the most part to the Federal Railroad Safety Act of 1970, and the new rules, standards and regulations that have been issued thereunder.

We have had an opportunity to review the evaluation reports submitted by those in attendance at the conferences last year and will attempt to incorporate as many of the features as possible in the upcoming conferences to make this a successful series of meetings. At this time we also earnestly solicit your support and ask that if you have ideas you would like to see incorporated in the current series of meetings, we will certainly appreciate hearing from you and trust that we can make the conferences with your help a richly rewarding experience.

Safety Programs Division

Locomotive Branch

Congratulations to P. J. Brannigan, Chief of the Locomotive Branch on the birth of his second grandson John Matthew Brannigan on June 3. He weighed in at 8 pounds, 4 ounces. The proud parents are daughter-in-law Maureen and son, Michael Brannigan.

*

At the request of the Burlington Northern, Inc., a joint FRA-BN inspection was carried out at each of the principal locomotive maintenance terminals on that carrier. Mr. Brannigan spent 7 days on the BN properties with their senior mechanical department officials, assisted by Supervisory Inspector A. T. Ireland and local district inspectors. BN officials are enthusiastic over results that are already evident in improving locomotive conditions, and are looking forward to the continuation of the program.

*

Clerk-Typist Harriette Smith of the Locomotive (Records) Branch was off duty recently recovering from an illness. She became acutely ill and semi-conscious May 7, during the lunch hour at her desk. She was discovered by fellow Clerk-Typist Chuck W. Kain who alone did such a calm and competent job of arranging for ambulance and medical assistance that he was commended for his actions by Acting Administrator C. V. Lyon.

*

A trial program is in progress to adapt certain locomotive inspection records to automatic data processing. Clerk-typist Margie R. Jones of the Locomotive Records Branch is lending her key punching ability to get the program started.

*

Two officers of the American Society of Mechanical Engineers, Gas Turbine Division, met with Chief of the Locomotive Inspection Branch, Mr. P. J. Brannigan at a conference arranged by Senator Harrison Williams (D), New Jersey, on June 25, 1971, to discuss the future of gas turbine type power on American railroads and for other forms of transportation.

Messrs. R. Tom Sawyer, Treasurer and Exhibit Director of the Gas Turbine Division of ASME, and author of "Sawyer's Gas Turbine Catalog," and John W. Sawyer (not related), Secretary of Gas Turbine Division of ASME met for over 3 hours with Chief Brannigan.

Mr. R. Tom Sawyer is very enthusiastic in his support of the principles and application of the Gas Turbine, which he has been experimenting with since 1944.

He says, "We do not need locomotives," a railroad car properly built can do the work of a locomotive. One 2500 HP turbine mounted under the car to drive each truck. When you use the space above the car floor it then becomes a locomotive.

The use of gas turbines in automotive and air craft application were also discussed.

Mr. R. Tom Sawyer also mentioned other power applications including air cushioned vehicles, air and electric linear motors and others. He further commented that too many technical men go through the files to find out what has taken place, meaning they look backwards rather than to the future.

In a letter to a fellow scientist Mr. R. Tom Sawyer stated, "I think Mr. Brannigan really knows his end of the business and we are fortunate to see him."

Hazardous Materials Branch

Mr. Henry Libby made a classroom presentation at Eugene Burroughs Junior High School in Accokeek, Maryland on April 23, 1971. The talk was keyed to the use of existing railroad lines for high speed passenger service in urban/suburban areas. The single example we have in this country where this simple and logical solution to city area transit has been attempted, is the electric railway between Lindenwold, New Jersey and Philadelphia,

Pennsylvania. That line started service in early 1969. He discussed the history of commuter travel in the Philadelphia-Camden area from colonial times, through the rise and decline of railroad service, to the actual rebuilding of the 110 year old railroad which now carries 35,000 passengers per day. The program concluded with a showing of the moving picture prepared by the R. N. Harris Company, which does an excellent job of describing the new operation.

It was obvious from remarks and questions, that railroads are a subject rarely discussed at that particular class. The idea of a field trip by school bus to the Lindenwold station of the electric railway, and a ride over the line developed as a result of the presentation.

Engineering and Accident Analysis Division

Engineering Branch

Paul Seidel and Bill Paxton participated in development of **the** curriculum for the FRA's two-week seminar at Urbana, Illinois, on Railroad Track Technology conducted by Professor W. W. Hay of the Department of Civil Engineering, University of Illinois at Urbana-Champaign.

*

Paul Seidel made a track and structures inspection of America's newest passenger rail service (not AMTRAK) which started operations in July. It is the Cumbres and Toltec Scenic Railroad which operated between Antonito, Colorado, and Chama, New Mexico. It operates over a grade with elevation running from 7,863' to 10,015' over some of the most scenic mountain country in America.

*

Jack Russell has been involved in an engineering study of braking ability of a 20-axle, 500-ton capacity "Schnabel" car of special construction built by the Magor people for General Electric.

*

Congratulations to Mrs. Rose Boggio of the Office of Administration, who is well known to our BRS field forces, on her becoming a proud mother of a fine baby girl, July 26.

*

A study of tank head protective shield or bumper design prepared for the Federal Railroad Administration by the Association of American Railroads and the Railway Progress Institute has recently been completed. Rolf Mowatt-Larssen was project officer for the FRA on this study.

*

Engineering Department personnel have been actively involved in development of the final draft of proposed mechanical standards which will be published in the Federal Register during August.

Accident Branch

The Accident Analysis Branch received reports of 18 accidents, which is a low figure, possibly due to the Western Union strike. Eleven accidents are being investigated and two accident reports were published.

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Rail Accident Analyst Frank Fanelli conducted an on-the-scene investigation of the two Penn Central accidents at Grand Central Station, New York, New York, which occurred on July 7 and July 8.

*

Chief Accident Investigator John MacKinnon attended the NTSB hearing at St. Louis, Missouri, of the Illinois Central derailment at Tonti, Illinois.

*

Regional NewsRegion 2

Inspector R. J. Urban, accompanied by Mechanical Engineer J. Russell, made a special inspection of the 450 ton depressed center flat car being manufactured for the United States Steel Corporation by Pennsylvania Engineering Corporation. This inspection was made at New Castle, Pennsylvania on April 1.

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Inspectors R. J. Urban and M. M. Dooley made a special inspection on April 2 at Johnstown, Pennsylvania. The car involved was a Burlington Northern 100-ton open hopper car manufactured by the Bethlehem Steel Corporation.

*

Inspector R. Hackenbracht investigated a rear-end collision at Scully, Pennsylvania on April 14. A Penn Central Transportation Company Ore Extra struck the rear-end of a Pittsburgh Chartiers and Youghigheny local, file C-43-71.

*

Regional Supervisor George Eberz made a special inspection of a Reading Company Rapid Dispatch Hopper car on April 19 at Reading, Pennsylvania.

*

Regional Supervisor W. Auman and Regional Director Johnson attended a Labor Management Relations Seminar sponsored by the Federal Executive Board in Philadelphia on April 21.

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Regional Supervisor W. Auman and Regional Director Johnson attended a special membership meeting of the Federal Executive Board on April 22, subject: The President's Programs. Covered were "The Proposed Government Reorganization" with presentations by top level Washington Departmental officials and White House staff members. The program was sponsored by the Office of

Management & Budget. In addition, the President's Revenue Sharing Plan was discussed by a White House Staff representative.

*

Regional Supervisor Laser attended a Philadelphia Federal Executive Board Meeting on April 28. Subjects were:

Placement Opportunities for Students of the 1890 Land Grant Colleges, explanation of a Voluntary Program, and a presentation by the Vice-Chairman of the Civil Service Commission relative to Civil Service Commission programs.

*

Inspector Urban made a special inspection of the 100-ton hopper car being built for the Southern Railway by the Greenville Steel Car Company at Greenville, Pennsylvania, on April 29, 1971.

*

Mr. Horace Haskell, retired Locomotive Inspector, passed away on May 4, 1971. He retired from active duty with the former Bureau of Safety Services in 1962.

*

Secretary-Stenographer Dorothy Nichols at Philadelphia, Pa., attended the first meeting held in Philadelphia of the Federal Women's Programs Coordinators on May 6, 1971.

*

Supervisory Inspector G. R. Eberz and Regional Director Johnson together with Mechanical Engineer Russell participated in the ABD Valve Seven Year Tests, which were conducted on the Penn Central Transportation Company's property at Altoona, Pennsylvania, on May 13 and 14, 1971.

*

Supervisory Inspector W. S. Auman and Regional Director R. A. Johnson attended and participated in a "RETCO" meeting held at Baltimore, Maryland on May 18, 1971 to discuss the National Railroad Strike; its effects on the economy, the movement of people and other related areas.

*

Defense Coordinator Henry Libby and Regional Director R. A. Johnson attended a "RETCO" meeting at Baltimore, Maryland on May 25, 1971. Purpose of this meeting was to provide additional input for Region 2 "Office of Emergency Planning" - "Office of Civil Defense" Officials.

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Supervisory Inspector G. F. Laser and Inspector H. J. Causley attended the Association of American Railroads, Communication and Signal Section, Eastern Sectional meeting held at Arlington, Virginia on May 13, 1971.

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Supervisory Inspector G. F. Laser and Inspector H. J. Causley together with Acting Chief Bishop and Signal Engineer E. Soper met with Penn Central Transportation Company's Communication and Signal Department officials at Wilmington, Delaware, on May 5, 1971, to discuss problems in connection with cab signals on Metro-Liners and other new M.U. equipment.

*

Secretary-Stenography Dorothy Nichols attended a training course, "You Serve the Public" on May 7, 1971. The course basically concerned "communications" and was conducted by a Psychologist, Dr. Harry Sherman.

*

On May 28, 1971, while en route to his duty point, Inspector R. J. Urban experienced a very unusual mechanical malfunction with his assigned GSA vehicle. While driving along, the

vehicle started to miss and the windshield wipers started to operate mysteriously. Shortly thereafter the motor quit. After making several attempts to start the vehicle and meeting with no success, he went to a phone and called the GSA Garage to inform them of his dilemma. They said they would send out one of their mechanics immediately. The mechanic arrived and when he lifted up the hood both the mechanic and Inspector Urban were startled by what they saw. Sitting on top of the master cylinder chewing merrily away on the electrical wires was a groundhog. The groundhog appeared to be enjoying himself and Inspector Urban thought it wise not to disturb him. After about 30 minutes the groundhog departed and Inspector Urban continued on his way after temporary repairs were made to the wiring. Well you never know, do you.

*

Inspector R. J. Urban together with Mechanical Engineer Russell made a special inspection of sample car BAWX #106 and #107. The cars are depressed center flat cars. They were particularly interested in the hand brakes and air brake forces test. This inspection was made at the Berwick Forge and Fabricating Corporation Plant at Renova, Pennsylvania on May 26, 1971.

*

Inspector R. J. Urban assisted Hearing Examiner Robert Boyd at Johnstown, Pennsylvania, on Tuesday, June 8, 1971. This hearing involved the 14 Hours of Service Law as applicable to a small carrier, the Johnstown and Stoney Creek Railroad.

*

Inspectors J. L. Burt and W. C. Rockey made a "C" investigation of a Louisville and Nashville Railroad accident which occurred at Pennington Gap, Virginia on June 13, 1971. File C-55-71.

*

Inspector E. T. Hunter attended a one week course on Hazardous Materials commencing the week of June 28. This course was held at Rutgers University, New Brunswick, New Jersey.

*

Inspector R. J. Urban and Mechanical Engineer Jack Russell of the Washington office made a special inspection of a depressed center flat car on June 29, 1971. This inspection was made at Berwick and Forge Fabricating Corporation Plant at Renova, Pennsylvania. Of particular concern in this inspection were the hand and air brakes.

*

Regional Director Robert A. Johnson, Defense Coordinator Henry Libby, and a representative of the regional office of the Federal Highway Administration, Mr. Fred Franz met with Defense officials in Richmond, Virginia, on June 23, 1971. Purpose of this was to determine and discuss the Defense Readiness Posture of the Commonwealth of Virginia as concerned rail transportation.

*

Regional Director Robert A. Johnson was named Chairman of the Emergency Transportation Ad-Hoc Committee of the Emergency Preparedness Sub-Committee for the Philadelphia Federal Executive Board.

Region 3

Locomotive Inspector Don Williams was on our "sick list" in February. Don has recovered from surgery and returned to work on April 26. He asked us to relay his expression of appreciation to his many friends in the Bureau for their cards and letters during his illness.

*

Former Safety Inspector E. L. Gillett who recently retired from the Jacksonville, Florida, office has been hospitalized and undergone surgery. During our last conversation with Mrs. Gillett she advised that our good friend, Ed, appears to be on his way to complete recovery.

*

Retired Signal and Train Control Inspector Alexander Cline recently contacted Supervisory Inspector T. R. Jones while en route from his winter home in Florida to his summer home in Michigan. Inspector Cline's friends will recall that he suffered a heart attack in 1966 which was the cause of his retirement; however, he advised Supervisory Inspector Jones that he is enjoying very good health.

*

Regional Director McLellen and Regional Supervisor Bird conducted a three day "instruction class" for all Region 3 safety inspectors and two locomotive inspectors in the Birmingham area April 6-8 inclusive. During the class a discussion of all phases of Railroad Safety work was held in order to bring about a more uniform understanding of our duties and responsibilities. The meeting afforded all participants an opportunity to tour the wheel plant operated by the Griffin Wheel Company. The manufacturer's representatives were most cordial and understanding during the tour which was later followed by a detailed discussion of wheels.

*

Our regional conference will be held jointly with Regions 1 and 2 at Gatlinburg, Tennessee, during the week of September 20. This is a very scenic area and we feel everyone will enjoy the location. We will be looking forward to meeting our good friends from Regions 1 and 2 and from the Washington office.

*

Our region has 100% participation in the purchasing of U. S. Savings Bonds through the payroll savings plan. We are very proud of this achievement.

*

During the week of April 26, Regional Director McLellen and Chief of the Field Operations Division, Jean Chrisman, attended a Labor-Management Relations Forum which was held at Atlanta.

*

During the week of May 24, Inspector Folden attended a Hazardous Materials Seminar conducted by the Office of Hazardous Materials at the University of Kansas.

*

Our "Bad Luck of the Month Award" goes to Inspector Sturgeon who was a witness to an unattended boat racing along a waterless interstate highway at a speed of about 50 mph. Unfortunately, this was Inspector Sturgeon's "brand new boat" that fell from his trailer while being towed. Dean's fishing trip was delayed for two weeks while this "highway racer" was being repaired.

*

Chief of the Field Operations Division and the Atlanta Staff visited with retired Inspector Edward L. Dover on April 26. Our good friends, Ed and Virginia, are certainly enjoying retirement in their beautiful new home.

*

We are happy to have Miss Eunice Badger join our Jacksonville staff for the summer. She is a welcome addition to our clerical force.

Region 4

Inspector R. J. Galvin has been elected Vice President of the Central Air Brake Club. This Air Brake Club is located in Chicago, has about 75 members and meets monthly, October to May. The purpose of the club is to discuss new developments in air brakes, review the function of existing equipment and discuss air brake problems which are of mutual interest to the members. Dick will be installed at the October meeting.

*

Mrs. Kathryn Boyd, Clerk Typist in the Chicago office resigned effective April 27. Kathy had been with us for the past four years.

*

Inspectors W. R. Martin and R. J. Galvin presented a program to the Central Air Brake Club on April 12. They gave the slide presentation, "This is the Department of Transportation" and discussed recent developments in our department and the Government in general.

*

Supervisor C. B. Carothers vacationed in Florida and New England for three weeks during April. He came back to work rested, tanned and excited about the prospects of a retirement home in Florida.

*

Regional Director McConnell and family enjoyed a fine Spring vacation at Gulf Shores, Alabama. The weather was perfect, but the fishing was not.

*

On May 23 Hazardous Materials Inspector, E. W. Pritchard, spoke to the 16th Annual Fire School given by the Wilco Fire Chiefs Association in Chicago Heights, Illinois. There were about 125 firemen present. Mr. Pritchard spoke on the transportation of Hazardous Materials by rail and the regulations relative to these movements. He also showed the slides and the movie of the Crescent City accident.

*

June is graduating month and we would like to congratulate all the staff who have children graduating this year. We would especially like to congratulate Inspector and Mrs. Carney. Their eldest son graduated from Harvard Law School, the second son received a BS degree in Physics from MIT, the oldest daughter graduated from a Junior College in Boston and the youngest daughter from high school in Chicago.

*

Supervisor Ireland has moved his family to Chicago and should soon be living in their new home in Deerfield, Illinois.

*

The Chicago Headquarters staff presented the program for the May meeting of the Chicago Railroad Diesel Club. Supervisor A. T. Ireland reviewed the Locomotive Inspection Rules, Inspector R. J. Galvin discussed Safety Appliances on locomotives and Regional Director McConnell reviewed the activities of FRA and BRS in general. About 200 persons were in attendance.

*

Inspectors Shand, Bowles and Nicholson have met with various Railroad labor organizations and discussed Hours of Service, Power Brake Law and Safety Appliance problems with these people.

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On June 28, Mrs. Pearl Caldwell transferred from the Office of Naval Research to the Chicago Regional office. We are happy to have Pearl back with us again.

*

Mr. and Mrs. Kurt Litzkuhn spent their summer vacation in the Denver area, and while there, visited the Denver FRA office. Frances is Secretary in the Chicago office.

*

Supervisor Carothers, Inspector Galvin, and Regional Director McConnell attended the annual meetings of the AAR Mechanical Department. It was also a pleasure to visit with Mr. Batcheller, Mr. Jeffers, and Mr. Holl from the Washington office, who were also attending the meetings.

*

Regional Director McConnell met with the Mid-West Division of the American Short Line Association at their annual meeting in Rhinelander, Wisconsin. The Railroad Safety Act of 1970 was the topic of discussion with several questions on the Hours of Service Act.

*

Inspector R. J. Galvin has been investigating a rather unusual accident on the Milwaukee Road near Milwaukee, Wisconsin. A passenger train was derailed due to the track being out of line at a point where it crossed an overpass over a local street. About two hours prior to the accident a truck had hit the span and knocked it out of line but no one thought to notify the carrier.

*

Inspector J. M. Cochran made a quick trip to Florida due to the serious illness of his mother. However, she responded to treatment and Jim was able to return to Indianapolis by the end of the week.

Region 5

We extend our sincere sympathy to Supervisory Inspector, RS&TC, W. B. Bobkoski, in the loss of his father. Funeral services were held April 5 at Shamokin, Pennsylvania.

*

An outstanding citizenship award in Fair Share Giving was presented to employees of the Fort Worth Regional office by the O-Ki-Wa Group of the Girl Scouts of America. Mrs. Sue Terrell accepted the award on behalf of the Fort Worth Regional office which was presented by Misses Lisa Poindexter, Kim Mathis, Vicki Vaughn and their Guardian, Mrs. Richard Poindexter. The Girl Scouts of America is one of the many worthwhile agencies who benefit from contributions to the United Fund. The award was presented on April 7, 1971.

*

Director Mac E. Rogers; Chief, Field Operations Division J. U. Chrisman and Safety Inspector V. J. Satterlee attended the

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32nd Annual Texas Safety Conference and Exposition in Houston April 5 and 6.

*

Regional Supervisor J. S. Glynn and his family left Fort Worth May 14 for a two week vacation in Lakeville, Minnesota.

*

Safety Inspector C. E. Lett, New Orleans field office, started annual leave May 17 to begin preparations to move his family to New Orleans from Omaha.

*

Retired Safety Inspector and Mrs. E. R. Albritton of Fort Worth left May 27 on an extended vacation to the West Coast. While they were there they visited with a son, Bob, who lives in Oregon. Bob is a college professor and just recently received a Doctor of Philosophy Degree from Harvard University. Mr. and Mrs. Albritton also attended the graduation exercises on June 18 for another son, Commander David Albritton. David graduated from the Naval Post Graduate College at Monterey, California and his new assignment is at the Navy War College in New Port, Rhode Island.

*

Regional Director Holmes and his wife spent the last week of June in Miami, Florida, attending the Shriner's National Convention with the Hella Temple Shrine Band of Dallas. Mr. Holmes said Miami is a nice place to visit but he wouldn't want to live there.

*

Safety Inspector C. H. Laws, New Orleans, had surgery in June but is now reported recuperating satisfactorily at home.

*

Regional Director and Mrs. Anderson attended a Testimonial Dinner for Secretarial Representative Governor Erbe in Seattle during April.

*

Mr. Anderson and Inspector Rook, at the invitation of UTU Assistant Field Supervisor W. O. Reed, attended a Seminar with union officials at Klamath Falls, Oregon. The Safety Act and Amtrack were discussed and Mr. Anderson was called upon to give an impromptu speech.

*

Supervisor Dixon has investigated an accident on the Union Pacific which occurred at Kennewick, Washington on March 2, 1971. The cab seat adjusting lever was laying on the cab floor and the engineer tripped over it, sustaining back injuries.

*

Supervisor Leckband and Inspector Faletti have investigated a Congressional complaint at Billings, Montana. The complaint involved criticism of the Burlington Northern, Inc., operations at Quebec, Montana, and its train dispatching forces.

*

Inspector Ingham of the Seattle office broke his left arm while on duty. He has now returned to work.

*

Inspectors Faletti, Phelps and Smith are investigating a head-on collision between two Burlington Northern freight trains which occurred at Sheffels, Montana, May 11, 1971, in which four men were killed and two were seriously injured.

*

Secretary Volpe visited Region 6 during National Transportation Week. He spoke at a meeting of the Northwest Field Coordination Group and introduced his new West Coast Representative, Mr. Don Samuelson, former Governor of Idaho.

*

Region 6 held a conference at Portland during May. Mr. Jean Chrisman attended with his wife. The conference was timed to coincide with the retirement of Antone Rook.

*

All Regional personnel, their wives, and Mr. and Mrs. Chrisman were invited to a luncheon hosted by Gunderson, Inc. The luncheon was followed by a tour of the Gunderson plant by the men. Mrs. John Eagan then took the wives on a tour of sunny Portland during which time it rained.

*

Region 6 is sorry to lose Clerk-Stenographer Bonnie R. Cummings. Bonnie has retired from Government service and is now living in Phoenix, Arizona. Bonnie has worked in the Portland office for the past four years, and we will all miss her. The best of luck to Bonnie in her new home.

Mrs. Wanda L. Beachell, is replacing Bonnie, and reported for duty June 28. Wanda transferred to FRA from the Bureau of Sport Fisheries and Wildlife, Wildlife Services, Portland, Oregon, and is a welcome addition to our office.

*

Regional Director Anderson attended a Federal Executive Board meeting in Seattle, Washington, where a presentation was made by Mr. Alan Dean, Staff Coordinator for the Government Reorganization Project. Mr. Anderson made his trip to Seattle by Amtrack. The ride was on fine equipment, operated on time, and Amtrack personnel encountered were pleasant.

*

Assistant Regional Director J. J. Eagan completed a Sample Car Inspection of a covered hopper car being built for the Burlington Northern, Inc. by Gunderson Brothers, Inc., at Portland, Oregon. This car, BN-457250, is the first of a series of 400 such cars under construction, and is the first covered hopper built by Gundersons.

*

Region 7

Transportation Specialists W. A. Jeffers and Jack Russell of the Washington office were in the region recently to assist in the investigation of a Southern Pacific accident which occurred near Truckee, California, April 24, 1971. Four locomotive units and four cars were derailed resulting in the death of the engineer and injuries to the head brakeman. The cause of the accident has not yet been determined. Inspector R. L. Davidson is assigned to the investigation.

*

R. D. Pfahler, Director of Bureau of Operations for the Interstate Commerce Commission was a recent visitor in the San Francisco office.

*

Regional Director Hynes together with Regional Supervisor J. D. Commons and Inspector L. A. Straight attended the West Coast Railroad's Mechanical and Operating Departments meeting with the Rail Car Associations at Fresno, California, May 5, 1971. Mr. Dick Wilson of Westinghouse Air Brake gave an excellent air brake presentation at the meeting.

*

Locomotive Inspector C. A. White investigated a hazardous materials incident near Read, Utah, April 18, where 3 tank cars of Benzol and one car of Hydrogen Sulfide were among 26 cars involved in a Union Pacific derailment. No casualties fire or explosions occurred.

*

On May 21 and 22 the Federal Railroad Administration in cooperation with the Southern Pacific, participated in the observance of National Transportation Week. All the DOT agencies had exhibits on display at the Serramonte Shopping Center in San Francisco during the two days. These exhibits were viewed by thousands of people and we received many complimentary remarks.

*

On May 28, J. U. Chrisman, Chief, Field Operations Division, held a one-day conference with the San Francisco office force.

*

Inspector Louis A. Straight, Supervisor J. D. Commons, and Regional Director A. L. Hynes attended a meeting of Mechanical and Operating Departments of the West Coast Railroads, at Fresno, California, May 5. Mr. Hynes addressed the meeting on various railroad safety subjects.

*

Secretary Volpe was in San Francisco on May 20 and 21. Supervisor R. B. Bishop attended a reception for the Secretary at Treasure Island on May 20.

*

Inspector L. A. Straight, and other family members from out of state, recently vacationed in Southern California where they spent an enjoyable two days at Disneyland.

*

Inspector R. L. Davidson is eagerly looking forward to his new assignment at Spokane, Washington on his former turf.

*

Safety Supervisor J. D. Commons went to the Southwest on an extended vacation.

*

Regional Director Hynes attended Commencement exercises at the University of California at Santa Barbara 6/13/71 when his daughter Nancy graduated.

*

Region 8

Our best wishes to the family of Locomotive Inspector Rufus Pierce at their new residence in Des Moines. Their new address is: Carriage Trace Apartments, Building 8, Apartment 215, 2800 Fluer Drive.

*

Locomotive Inspector C. A. Nelson of Minneapolis was a recent vacation visitor in Omaha. Mr. Nelsen worked for the Union Pacific at Omaha twenty years before accepting appointment with the Interstate Commerce Commission.

*

Safety Inspector J. D. Leeson was visited recently in Omaha by William T. Coniff. Mr. Coniff served as field supervisor and Assistant Chief, Equipment and Operations Branch, in the Washington office before retiring. He now resides at 2511 Que Street, Washington, D. C.

*

We are happy to have Mrs. Frances Hamilton back in the office in Kansas City. Mr. and Mrs. Hamilton are the proud parents of a son, Brian.

*

Mrs. Betty Zinser of the Kansas City office has recently returned to duty after being a hospital patient. Betty is feeling much better now.

*

Our sincere sympathies are extended to Region 8's new Regional Director W. F. Callicotte whose father, Robert E. Callicotte, passed away on April 3, 1971. Mr. Callicotte was a retired engineer on the Union Pacific Railroad and lived in Laramie, Wyoming.

*

We are sorry to hear of the recent illness and hospitalization of Mrs. William A. Barwick. Mr. Barwick is the Hazardous Materials Inspector at St. Louis.

*

Our sincere sympathy is extended to Signal Supervisor and Mrs. R. A. McCurry with respect to the death of Mrs. McCurry's sister in Indianapolis.

*

We extend our deepest sympathy to Clerk-Stenographer Wava Lewton of the Denver office on the loss of her father.

*

Mr. and Mrs. J. J. Hacker (S&TC Inspector, St. Louis) are the proud grandparents of a 5 pound 7 ounce baby girl born April 8 to Mr. and Mrs. John Hacker of Cincinnati. The Hackers visited Cincinnati the weekend of April 17th to get acquainted with their 5th granddaughter.

*

Those bettering themselves in Region 8 by attending schools pertaining to their career fields were:

Mrs. Molly Olevitch - St. Louis - 2 day Advanced Secretarial Techniques School in St. Louis

Mr. R. H. Matlick - Kansas City - 5 day seminar on Hazardous
Mr. B. J. Marquardt - Des Moines Materials held in Kansas City

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Safety Inspector J. J. Fortier entered the Lutheran Hospital in Wheat Ridge, Colorado, on June 1 to undergo tests.

*

Mrs. Betty Zinser of the Kansas City office entered the hospital on May 7 to undergo a series of tests and treatments.

*

We are happy to have summer students Pamela Joan Crowley, Kansas City, and Vernida Ann Summers, St. Louis, back with us again this year.

*

Regional Director W. F. Callicotte and Inspectors J. J. Fortier, C. V. Rumpf and E. F. Fegley attended the dedication of the DOT High Speed Ground Test Center at Pueblo, Colorado. While in Denver, Mr. Callicotte visited the railroad facilities there.

Do you know how many feet it takes the normal driver to stop a well maintained vehicle traveling 70 miles per hour?

About 532 feet. Think about that when you are in a hurry!