

HIGHLIGHTS

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Office of the Secretary

Secretary of Transportation John A. Volpe announced on September 14 that a preliminary agreement had been completed to fund a \$400,000 study "which could lead to the redevelopment of 500 acres of valuable riverfront land along the Mississippi River in East St. Louis, Illinois." The land could be freed for urban renewal through a massive relocation and consolidation of present railroad facilities sprawling along the waterfront.

"This study, which involves 19 railroads as well as State and local governments, is aimed at improving the environment and the transportation efficiency of the entire St. Louis Metropolitan Area," Secretary Volpe said.

The study will be conducted through the East-West Gateway Coordinating Council of St. Louis. The State of Illinois is providing \$35,000 and the U. S. Department of Housing and Urban Development \$30,000 for the project, in addition to the DOT funds.

In making the announcement, Secretary Volpe lauded Governor Richard B. Ogilvie of Illinois, Senator Charles H. Percy, Congressman Melvin Price, Mayor Alphonso Cervantes of St. Louis and Mayor James E. Williams, Jr. of East St. Louis "who, by their support, have provided the impetus for this commendable project which could vitally affect the future growth of not only East St. Louis, but surrounding Illinois and Missouri communities and the entire region as well."

"In the past two and a half years, we in the Department of Transportation have devoted considerable time to assessing the impact of

transportation and transportation facilities on the environment, and we are very pleased to be a part of this worthwhile project which promises to have such widespread benefits," the Secretary said.

Besides reducing pollution and congestion, alternative uses of the land might include more housing or park and recreational facilities. The Secretary stressed, however, that the use of the land was largely dependent on the desires of the local interests.

The Secretary said that a year ago, officials of East St. Louis requested informal assistance from the Department's Federal Railroad Administration in developing plans for the proposed consolidation and relocation of rail facilities. Subsequently, other agencies within the Department became informally involved, including the Office of Environment and Urban Systems, Office of Policy and International Affairs, Office of Systems Development and Technology, the Federal Highway Administration, the Federal Aviation Administration and the Urban Mass Transportation Administration.

"So, from an intermodal standpoint, the Department is very much interested in the outcome of this study," the Secretary added.

The overall aim of the study will be to identify costs, benefits, rail facility size, location, preliminary site design, and methods of financing the consolidation and relocation. In general terms the study will focus on two broad objectives:

- Reviewing the goals and objectives and assembly of data required for analysis of current rail activity and projection of future activity; and
- Developing alternative proposals for railroad relocation and consolidation and analysis of their environmental and site location impact.

The findings will then be handed over to the various local units of government to enable them to better evaluate the long-range implications and relate them to their own development patterns and trends.

Secretary Volpe pointed out that, besides freeing land for better community use, relocation and consolidation would eliminate many of the auto traffic tieups that have resulted from the 37 separate railroad yards and their interconnecting corridors.

The 19 railroads which would be affected by the change have also indicated a total willingness to cooperate in the project, said the Secretary, because rail service through the gateway has been severely restricted under the present set-up. The St. Louis-East St. Louis Gateway serves as the major east-west and north-south interchange for five percent of the Nation's rail traffic and the excessive delays caused by the obsolete and inadequate rail facilities have adversely affected service reliability to all users of that Gateway as well as industries served by the carriers.

According to the Council, close coordination will be maintained during the course of the study and afterwards with various local agencies whose development plans would be affected by the study.

In trying to determine the most advantageous relocation site for the rail facilities, the study will also necessarily consider the rail needs as they relate to total transportation planning and development for the area. Such considerations would take in the newly-adopted metropolitan highway system, the corridors for the rail-like rapid transit system which have been adopted by the Council and the Bi-State Development Agency, the location of the second major airport for which several sites in Illinois and Missouri have been proposed, and other proposed area developments.

The East-West Gateway Coordinating Council, the sponsor, said the study will take from one to two years, depending on the yet-to-be-selected Consultant's estimated contract completion date.

Office of the Administrator

A public hearing was held on August 2 on initial national track safety standards by the Department of Transportation's Federal Railroad Administration.

On June 16, 1971 the FRA issued a Notice of Proposed Rule Making which was published in the Federal Register of June 23, 1971

prescribing initial safety standards for track and track inspection as required by the Federal Railroad Safety Act of 1970.

According to Acting FRA Administrator Carl V. Lyon, "numerous inquiries concerning the notice and the public procedure to be followed have led us to conclude that further public participation, in the form of a public hearing, would be a valuable addition to this proceeding." The hearing was held at 9:00 a.m. in Room 6332, Nassif Building, 400 Seventh Street, S.W., Washington, D. C.

It was an informal and a nonadversary proceeding, and, therefore, there was no cross-examination of persons presenting statements.

Director's Message

Remarks prepared for delivery by Director Rogers at the Regional Meeting, Association of American Railroads, Safety Section, Jung Hotel, New Orleans, Louisiana, September 15, 1971, copy follows.

I know it is usually customary for speeches to open with the phrase "Thank you for the invitation to address this august body or something of this nature." Then they usually go on to say what a genuine pleasure for them to be there. Well, gentlemen, unfortunately I am going to have to use the same basic phrases, only let me assure you that in all sincerity it is a pleasure for me to be here today. I want to express my personal appreciation to all of the Safety Section Officers, Mr. Howard Linderer, Chairman, and all members of the Steering Committee for being considerate enough to include Mr. Musselwhite and myself in this most interesting program. Also, of course, I do not deny the fact that New Orleans is one of my favorite cities, next to Cleveland that is, and I always look forward to coming here. But gentlemen most of all I look forward to the opportunity to speak to you about safety and what the Bureau of Railroad Safety has done, is doing, and is attempting to do. I don't think I know of any organization, either in labor or management, that is more dedicated or more concerned with safety problems on the nations railroads than the AAR Safety Section. I even like the slogan that you have on the program brochure, "Always Alert...Never Hurt;" this is a very appropriate slogan and I feel certain a large percentage of all accidents could be

prevented if everyone stayed always alert...never hurt. This is a good four letter word. I think we could use a lot more four letter words such as care, love, none, hurt, kind, safe, live, zeal and many others.

I think the time has definitely arrived for us to make up our minds about safety. In order to do this you have to have the ability to decide to quit stradling, to choose wisely and courageously under any circumstances. This is unquestionably one of the earmarks of a manager. It means the ability to choose between the wise course and the foolish one, between wasting time and using it wisely and most important between the safe and unsafe. It really is, in a large measure, the only true test of whether a man is educated, regardless of how many years he may have spent in college. Every minute and every hour of the day we are confronted by choices, what are you doing now to improve safety on your own railroad. In my case, it is what are we doing in the Bureau to improve safety. Deciding how our time will be used today, tonight, tomorrow and tomorrow night and so on through the weeks, months and years in order to accomplish the many things we are trying to do. Unfortunately, its easier to take the line of least resistance. I am reminded of what a university president saw on a road sign one springtime in

northern Canada when the frost was breaking up and the roads were almost impassable. He comments that at one crossroad he saw this sign, "Take care which rut you choose, you will be in it for the next fifty miles." I must say that to you today and to myself also as we must take care which course we pursue as we may be in this course as the sign pointed out for a considerable period of time. I have a feeling that some of you have a "paper tiger" program. Are you in a 50-mile rut?

Our position sometimes becomes most difficult to play and I am reminded of a recent story I heard involving a semi-pro baseball team in action. A "leather-lunged" fan kept complaining bitterly about the poor play of the 3rd baseman and finally in disgust the manager asked the disgruntled fan to step out on the field and replace the 3rd baseman. This was done, however a few plays later after the fan had committed several errors, it prompted the manager to ask him what had happened. The fan replied, "well your regular 3rd baseman had this position so fouled up that I really don't believe anyone could play it successfully."

Seriously, we do get excellent support from your organization and we get good advice from many other interested and well meaning parties and before I get down to remembering some good friends who made it possible for me to visit with you today I'm

reminded of an incident that tells a story. It involves the act of well meaning people freely giving advice. Uncle Pedro and Little Cy were going through a remote section of Mexico on a hot dusty afternoon and Uncle Pedro thought it would be nice for Little Cy to ride their donkey or ass as they are sometimes called. Upon passing through the first village the populace came out and shouted insults as to why Little Cy was riding the donkey and making his poor Uncle walk. So after having the benefit of this advice, they reversed positions. At the second community they passed through, Uncle Pedro was riding the donkey and much to their surprise they again were advised that it was terrible for Uncle Pedro to be riding the donkey and making little Cy walk on such a hot day. In a third attempt to please they decided they would both ride the donkey. However, much to their surprise, the next community thought this was inhumane treatment to the donkey and they shouldn't be riding the poor little thing on such a hot day. Finally with the benefit of all this advice they decided to put the donkey on a sling and carry him suspended between their shoulders. This worked very well until they had to cross a narrow ravine, on a swinging bridge, where they lost their footing, dropped the donkey into the deep stream below where it promptly drowned.

The moral of this story is, of course, that if you try to do everything that everyone tells you to do there is a real good chance that you may loose your donkey.

There are new faces appearing upon the Washington scene as many of you may have noted. George Allen is now the head coach of the new Washington Rams or should I say Redskins. George may be the man we have been waiting for for 20 years to bring us an outstanding professional football team. We surely hope that he has more success than Ted Williams has had with our Washington Senators. Just a few weeks ago Administrator Elect John W. Ingram appeared before the Senate Subcommittee Hearing preliminary to his becoming our new head coach or should I say our new Federal Railroad Administrator. I have had many opportunities since Mr. Ingram has joined us as a consultant, to discuss the operations of the BRS and our many safety problems. I have found him to be deeply interested and concerned about safety and we look forward to working with him in building the strongest safety team that we can field. I have assured him that he will have every support from the BRS, where I do my quarterbacking, and as we move forward to full implementation of the Federal Railroad Safety Act of 1970.

Again looking backward in time when I came into government service as Director of the BRS, I am sometime optimistic over the accomplishments that we have made to date especially the fact that train accidents were reduced in total number during calendar year 1970 for the first time in almost ten years even though we are naturally disappointed that more has not been done. We will never rest completely until both accidents and fatalities are completely removed from the railroad scene.

Now let me tell you about the Railroad Safety Act of 1970. Under this Act the Secretary of Transportation has been charged with the issuing of initial railroad safety rules, regulations, orders and standards based upon existing safety data and standards, not later than October 16, 1971. As you can see this date is just around the corner. These regulations will cover the categories of track, equipment, operating rules and employee qualifications. We have and will continue to request input from all concerned qualified personnel in the development of realistic and workable rules, regulations, orders and standards that will insure the improvement of safety on our railroads.

Of the categories mentioned above, track commands the most immediate attention. This is the area that has produced the greatest rate of increase in "cause" of train accidents. There

can be no question that maintenance on the nations railroad network has deteriorated. I might add that the initial track standards that we propose to establish are no more burdensome than those contained in most Class 1 carrier maintenance of way rule books as they pertain to main and branch lines. I must mention here that if the carriers were abiding by these self imposed standards it is highly unlikely that new legislation would have been called for in this particular area.

We are hopeful that reasonable, safety standards and enforcement practices will encourage management to allocate portions of their budgets to improving maintenance programs and operating procedures.

If we are to reverse the upward trend of maintenance-of-way caused train accidents, it is necessary to promulgate a set of standards which will improve conditions of the 340,000 miles of track in the united States rather than perpetuate a state of maintenance which has proved to be costly in human life and property.

Other areas in which we have direct responsibility for enforcement are:

Hours of Service - As you know, the Hours of Service Law was substantially modified in December, 1969 with the enactment of Public Law 91-169. Your organization played a major role in its enactment. Like any product of man, Public Law 91-169 does not personify perfection. To begin with, the legislative process is workable only because there is give and take, or compromise in the development of the final product. Thus, even the sponsors of a particular law seldom, if ever, get all they want. In other words, what I am saying is that while Public Law 91-169 may not be all you hoped for, it is a very substantial step to further limit job fatigue as an element in train accident causes.

While I do not intend to analyze this Act, a few observations may be helpful. To begin with, Public Law 91-169 amended the Act of 1907. It did not change its scope. It still only applies to common carrier railroads engaged in interstate commerce and only to those railroad employees who are actually engaged in or connected with train movements. The law does not apply to wreck or relief trains, and certain emergencies excuse excess service provided the railroad exercises a high degree of diligence to avoid or minimize the excess service resulting from such emergencies.

Substantial changes in the old law were made in at least three areas. First the maximum continuous period an employee can be lawfully on duty was reduced from 16 hours to 14 hours, and on December 26, 1972, will be further reduced to 12 hours. Also, deadhead time to a duty assignment is time on duty and interim releases must be for a minimum of 4 hours and then only at designated terminals. The deadhead and interim release provisions seem fairly simple on first reading. However, many problems arise in their application to practical railroad operation. In fact, of the scores of hours of service complaints we have received since Public Law 91-169 became effective, the great majority involve deadheading or interim releases. We are considering each of these problems as they arise in the light of the law's intent and purpose. I am sure some of the more difficult problems can be resolved only by the courts. I assure you we will diligently seek to resolve these problems as soon as possible. In the meantime, I solicit your patience.

Equipment - In the area of equipment rolling stock, heavy equipment, shops, etc., we have had some experience and precedence upon which we will base new standards. The locomotive inspection law of 1911 has given us complete jurisdiction in determining whether or not a locomotive is in proper condition to be operated. The success of these locomotive inspection standards exemplifies what can be done in relation to the prevention of train accidents by adequate inspection and maintenance programs. At the present time slightly more than 1% of all train accidents are attributable to a malfunction of the locomotive. On the subject of cars, prior to the 1970 Safety Act the BRS had jurisdiction over only about 5% of the individual freight or passenger car. We will now expand this jurisdiction to encompass the entire car just as we have had the total locomotive in the past.

Investigation by the Bureau has revealed that of the more serious accidents in FY 69/70, 31% were the result of miscellaneous causes such as switch tampering, shifted lading, highway drivers failing to stop short of rail-highway grade crossings, fires, etc. 14% were caused by poor track condition; 18% by defective car conditions. These causes can be laid at the door of railroad management, principally due to inadequate maintenance and inspection programs. This is well recognized by all concerned and FRA intends to do what it can to get management to correct these conditions.

What is not so well recognized is that in some areas personnel are held accountable for some of the accidents.

Unfortunately, a large percentage of the serious accidents investigated in FY 69/70 proved to be people type. Of those accidents, more than half were due to failure of train crew members to take appropriate action approaching the points of accidents. This includes derailments on curves caused by excessive speed.

Of the collisions investigated, many of them resulted from failures of crew members to stop or control the speed of their trains in accordance with restrictive signal indications, or to control speeds within yard limits in accordance with yard-limit rules (Rule 93).

In some cases, it has been virtually impossible for investigators to determine why restrictive signal indications were ignored. And this has led to some speculation as to whether fumes or other conditions in the locomotive cab were a contributing factor.

In other cases, particularly those that occurred in the late evening or early morning hours, we have found that restrictive signal indications were not complied with which opens the question of whether the crew members in the locomotive cab were alert. Partially because of such problems we have initiated action for a thorough study of locomotive cab

environmental conditions. Then of course there have been cases where the crew members in the cab have fallen asleep, due to the consumption of alcoholic beverages before going on duty.

Incidents of this type suggest that there is a need for the FRA to establish some better guidelines in place of old Rule G, perhaps along the lines of some State laws as they have a lot of experience in the use of intoxicants by drivers of highway vehicles.

Because of my concern relative to serious train accidents and the carriers action in eliminating the contributing factors as identified in the accident investigation, I have initiated an accident review program by carrier management, to our Washington BRS staff.

Carrier management from railroads with conspicuous accident records are invited to Washington to make a presentation on the subject, giving all data and pertinent facts including cause and responsibility and what has been done to eliminate the factors contributing to the accident.

The presentation are carefully evaluated by BRS staff and suggestions furnished relative to improved equipment or modified procedures, so as to accomplish a safer train operation.

Are our proposed standards unrealistic? Impossible to live with? I think not! Do track and equipment require proper maintenance? Yes, and it is maintenance quite worthy of its cost. As you are well aware, the Bureau has jurisdiction over signal systems and our Signal Inspectors carefully check these systems. There is no doubt in my mind that the damage changeable to signal malfunctions would be many times \$10,000, the average for signal charged accidents, were it not for the constant checks made by our inspectors.

During the past two years the carriers have had several accidents caused by the unauthorized use of radio. Therefore, the Bureau is now promulgating rules which will require carriers to comply with certain regulations when using radios in connection with their operation. These rules have been drafted through the combined efforts of labor representatives, railroad officials, and the Federal Railroad Administration. Our field inspectors, with the assistance of labor representatives and/or railroad officials, will at times monitor these radio communications to insure compliance with our regulations.

Power Brakes & Safety Appliances

In recent years we have witnessed a virtual revolution in railroad equipment. The steam locomotive has generally disappeared from the American scene—we presently have 35 left. Cars have become larger and more specialized. Heavier loads are being hauled in trains moving at greater speeds. Much of this development, if not all, was strongly stimulated by the railroads' competition. Larger and heavier cars, heavier loads, and faster trains make it imperative that each piece of equipment be provided with safety appliances for safely getting on or off, coupling cars and stopping and/or holding individual cars or whole trains. Thus, even though the Safety Appliance Acts predate the 20th Century, safety to the men working on or about railroad cars and trains still requires, and will in the future, that these appliances be in proper condition and provide security to their users. Congress just last year reviewed the present need for the Safety Appliance Acts and the Power Brake Law, along with the other Federal rail safety laws. It found these laws still in the public interest and left them untouched by the Federal Railroad Safety Act of 1970. In other words, the Railroad Safety Act of 1970 supplements the then existing rail safety legislation.

The Bureau of Railroad Safety is taking an active part in establishing minimum braking forces for new and rebuilt freight cars, which will make significant improvement in the braking characteristics of freight trains. In the past, design engineers laid out brake rigging on the drawing board for a calculated braking force based on the estimated weight of a freight car to be built. When placed in service, due to inefficiencies in complex rigging arrangements, the true braking force might be somewhat different from that anticipated by the engineers. Under the authority of the Safety Act of 1970, the Bureau of Railroad Safety will see to it that the actual developed braking force of new and rebuilt freight cars is measured, and operation of the car will be prohibited if the true braking force developed does not meet minimum standards.

The same approach is being taken with regard to hand brakes. Standards are being established for the minimum net braking forces to be proven by available testing devices before a car may be released to service by a builder. We have several studies going at the present time that will hopefully improve handling of hazardous materials that are shipped, especially tank cars.

Additional areas over which we have acquired jurisdiction are operating rules and employee qualification. In the development of track and equipment standards it has been the FRA's policy to call upon the carrier, labor, the manufacturers and all concerned, and qualified and interested parties to make comments and give advice. We intend to continue this policy in these areas. Ours is an industry requiring a supreme amount of cooperation between all concerned parties if we are to survive. The lack of present uniformity and the complexity of these particular areas with the idiosyncrasies of the groups involved makes the development of standards especially difficult. We will proceed with extreme caution in these categories.

The role played by the Bureau of Railroad Safety in the past, both as part of the Interstate Commerce Commission and more contemporarily with the Federal Railroad Administration in the American railroad scene, has been small compared to what it is destined very shortly to be under the new Safety Act. With the broad authority granted us over track structures, bridges, tunnels, and over rolling stock from the wheel to car body, we have an important job ahead.

With the proper staffing, backing, effort and cooperation, we can now take a more positive step towards preventing derailments and collisions which have so long plagued our industry. With this new authority over all areas of railroad safety comes a magnanimous responsibility. This authority must be used wisely and constructively. You as part of this big operation can help us with your suggestions, but perhaps most of all with your active part in making this industry of yours and mine safer and better. Do you know that in 1959 there were 1,311 major train accidents caused by human failure, and the statistics show that 10 years later there were 2,341 major train accidents caused by human failure--and there were less trains 10 years later. Our latest statistics show that this accident figure has risen still higher and continues to rise.

As safety experts, people problems are your problems. We can and will do something about poor track and equipment--we'll try to do something about people problems, but basically these problems have to be solved by you. Encourage your personnel to stay alert, be careful, and think about the consequences of the shortcuts you take. Take pride in your work, make railroading the good thing it used to be. Many railroaders in the past

actually felt a little better than most of the men in other industries. Our job was more interesting--yes, more exciting. We ran the trains or kept them running. It was a tough and dirty job, but it had an unmistakeable glamour not found in other more mundane occupations. Our industry needs help--it need "imagineering" to do a better job, but basically it needs people to do a better job, a safer and more careful job.

In the Bureau's task ahead we need knowledgeable, dedicated people too. We need technical experts in track and equipment. We need men who know bridge and tunnel construction. We need men who know how to build and repair and yes, men who can design cars, track and bridges. We need some of the best people available to help us do this job. We now are in highly technical areas of railroad equipment and construction. We will have to understand the anatomy of the track structure and the car itself.

With all of this, however, our work of inspection and enforcement must be done with intelligence and common sense. It is possible by a flagrant abuse of our authority to shut down the country's railroad industry. Neither you nor I want this, nor could it be tolerated. My people and your people

have to work towards a common goal of safety and efficiency. Yes, I said efficiency, because without this last ingredient our goose can't lay golden eggs and if it can't lay golden eggs, none of us have much of anything any more.

In closing, I want to again thank you for permitting me time to present our views on problems in railroad safety, and trust that we haven't offended you by words or deeds in overstaying the allotted time.

FROM THE WHITE HOUSE. . . Because of the many and sometimes contradictory rumors about how the recent wage and salary freeze will affect Federal employees, we are reprinting in total the President's remarks regarding the postponement of the Federal employee pay raise.

THE WHITE HOUSE

TO THE CONGRESS OF THE UNITED STATES:

On August 15, 1971 I announced a number of new economic initiatives to create new jobs, to hold down the cost of living, and to stabilize the dollar. In this connection, Executive Order 11615 calls for the development of policies, mechanisms and procedures to maintain economic growth without inflationary increases after the end of the 90-day freeze period which the order imposes. It is equally essential that the tax reductions which I recommended to the Congress, to provide a powerful stimulus to the economy, not be inflationary in their impact. A significant reduction in Federal expenditures is needed to provide a balance.

Since continuing emphasis will be placed on the exercise of responsible industrial and labor leadership throughout the Nation in the months to come, I must apply such fiscal restraints as will clearly signify the good faith of the Federal Government as a major employer, and to continue to set an example for the American people in our striving to achieve prosperity in peacetime. I place full reliance on the willingness of Federal employees along with their fellow Americans, to make whatever temporary sacrifices in personal gain may be needed to attain the greater good for the country as a whole.

Therefore, in consideration of the economic conditions affecting the general welfare, I hereby transmit to the Congress the following alternative plan, as authorized and required by section 5305(c)(1) of title 5, United States Code: "Such adjustments in the rates of pay of each Federal statutory pay system as may be required, based on the 1971 Bureau of Labor Statistics survey, shall become effective on the first day of the first applicable pay period that begins on or after July 1, 1972."

I recognize that delaying the scheduled January 1972 increase to July 1972 means that two increases will then become due within a period of approximately three months. Since I am unable to predict whether two increases in such a relatively short time span will have a damaging effect on the economy, I am not prepared to make a decision with respect to the October 1972 increase at this time. After reviewing the economic situation during the first half of 1972, I will give serious consideration to the need for an alternative plan to that scheduled increase. If I conclude that an alternative plan is necessary I will, in accordance with the aforementioned provision of law, submit such a plan to Congress before September 1, 1972. It appears highly unlikely that any such plan would involve a postponement of the October 1972 adjustments beyond January 1973.

Our Nation's public servants are entitled to a fair wage in line with the established policy of comparability with private enterprise; I regret the necessity of postponing pay increases, but our fight against the rising cost of living must take precedence. Of course, success in holding down inflation will benefit the Government worker as well as all Americans.

I urge your support of this postponement.

/s/ Richard Nixon

THE WHITE HOUSE

August 31, 1971

PROTOTYPE FRA RAILROAD ACCIDENT INVESTIGATION COURSE. . . The prototype class of the FRA-Railroad Accident Investigation Course, conducted by the DOT Transportation Safety Institute, will convene Monday, September 27. Director Rogers will make the opening remarks to the class. Ten FRA students will attend and one member of the NTSB, Mr. Elmer Garner, of the Railroad Safety Division. Four representatives, nominated by the Association of American Railroads, will attend as students and critics of this unique course. The representatives and their companies are: J. L. Alvord, Asst. General Manager of the Northern Region of the Baltimore & Ohio Railroad; E. O. Chaddock, Asst. Superintendent,

Atchison, Topeka & Santa Fe, Oklahoma City; E. S. Lovelace, Asst. Manager, Research Technology, Southern Railway System, Alexandria, Virginia; and F. K. Stanford, Manager, Rules and Training, Illinois Central Railroad, Chicago, Illinois. In addition to the TSI staff, experts in the field of railroad accident investigation will assist in the instruction of the 2-week course. Classes are held in Room 147, Headquarters Building. Special Assistant to the Bureau Director, John C. Boughers, is Course Manager and Instructor. He also assisted the Institute in the preparation of much of the subject matter taught.

SAFETY

PASSENGER SAFETY. . .Secretary Volpe has issued instructions that no DOT vehicle will move until all passengers have fastened their seat belts. This instruction will be implemented throughout the Department. So, if you are a passenger in an official DOT vehicle, you'd better comply when the driver requests that seat belts be fastened--or you won't be going anywhere! And don't forget, this includes the driver.

What's Your Excuse

"They look funny." "They wrinkle my clothes." "People will laugh at me." "I'm not afraid." "I don't need any help." "Who can remember to use them?" "I didn't know they were so important." "Their importance is exaggerated." "Just too much trouble to get in and out of."

Which one did you use last? The next time it may really be the last words you utter. The National Safety Council and other groups have proved beyond a reasonable doubt that SAFETY BELTS can save your life. None of your excuses can justify allowing you and your loved ones to risk death or injury on the highways. So maybe they are a little uncomfortable. Did you ever see someone in the hospital in traction with two broken legs or a broken back? Now that's uncomfortable!

Another important consideration is the example we adults set for our youth. If you don't use seat belts, they are not likely to wear them either. What would it do to your conscience if you

escaped injury from an accident only to have your child dead or injured because you didn't fasten your child's seat belt? When Secretary Connally spoke at the Annual Meeting of the Treasury Safety Council on May 18, 1971, he emphasized his concern for the safety of our youth. In part he said, "But those of us who, supposedly have reached maturity and supposedly have some judgment, really ought to hold ourselves accountable for much of what happens, because many of the accidents that happen to young people happen as a result of our negligence and our unconcern. We are the culprits when we allow the unsafe environment to exist that proves a menace to them."

Failure to use seat belts results in an unsafe environment "in the truest sense." Please heed the words of Secretary Connally and use good judgment. Avoid a negligent attitude. Be concerned.

Automobile Safety

In the last issue of the "Highlights" we published the article titled "How Fast Can You Die?" From the response it made a definite impact on many of you. Just don't forget, it isn't always "the other fellow," drive safely and you will drive home.

WASHINGTON OFFICE

Successful applicant for the position of Transportation Specialist in the Equipment and Operations Branch, Safety Programs Division, was Safety Inspector Robert Folden. Bob reported for duty on Monday, September 20, 1971. Congratulations Bob.

Field Operations Division

Personnel recruiting actions since our last issue have brought on board:

Locomotive Inspectors: William Nelson, Newark, New Jersey, 8/16/71 and George Anderson, Philadelphia, Pennsylvania, 8/16/71.

Safety Inspector: Merl Bees, Washington, D. C., 8/16/71.

Personnel actions are being held up on Supervisory Inspector positions in San Francisco(LI), Atlanta(LI) and Kansas City (SI) at this writing.

Combined regional conference for Regions 1, 2 and 3 was held at Gatlinburg, Tennessee on September 21-24.

Evaluations indicate the program was well received by those in attendance.

It was our pleasure to visit with the many lovely ladies in attendance which incidentally set a new record for most wives at a conference.

As usual our time ran out before we had a chance to publicly thank the many people that were so helpful in keeping the agenda moving. It's difficult to visualize a successful meeting in Region 3 without the fine support provided by "Tim" Timmons, Dean Sturgeon and Don Williams to only mention a few. Thanks so much fellows.

We also appreciated the attentiveness and punctuality by the members of the audience. This was a great assist in keeping the program moving.

An interesting sidelight was Safety Inspector Don Brady's first air travel. Don wasn't too enthused about the air trip but did comment that he didn't want to miss the program because so many items of interest were discussed. Thanks Don for a good endorsement.

Plans have been finalized for the two remaining conferences as follows:

Regions 4, 5 and 8 - October 19-22 at the Sheraton Airport Inn, Lindberg at Interstate 70, St. Louis, Missouri.

Regions 6 and 7 - November 16-19 at the Village Green Motel, Cottage Grove, Oregon (near Eugene, Oregon).

As always wives are most cordially invited. It will be interesting to see if we can pass the record for most wives at a conference at the St. Louis meeting.

Safety Programs Division

Director Rogers initiated an accident review program by Carrier Management and BRS staff. He was concerned about serious train accidents and the carrier's action in eliminating the contributing factors as identified in the accident investigation.

Carrier Management from railroads with conspicuous accident records are invited to Washington to make a presentation on the subject accidents giving all data and pertinent facts including cause, responsibility and what has been done to eliminate the contributing factors.

The presentations are carefully evaluated by BRS staff and suggestions furnished relative to accomplishment of a safer train operation.

Washington staff including Safety Program Division personnel and field staff attended a Track Technology Seminar at the University of Illinois. Two classes were held, No. 1 July 12 - July 23 and No. 2 July 26 - August 6. About 25 BRS personnel attended each class.

The agenda was set up by Deputy Director R. H. Wright and Dr. W. W. Hay, Professor of Civil Engineering at the University of Illinois. The course was skillfully designed and well presented. The course gave desirable background in track and track structures. All attending were pleased with the seminar and the background material they picked up. They expressed their appreciation for the opportunity of attending.

The classes expressed their appreciation to Professor Hay in the form of a gift on the last day.

K. W. Batcheller, Chief, Safety Programs Division attended the Executive Seminar "Administration of Public Policy" at the Executive Seminar Center, Berkeley, California on August 8-20.

Locomotive Branch

To prove that the "Iron Horse" is still alive and running and puffing almost everywhere, the Locomotive Inspection Branch has

received five applications for extension of time for removal of flues from steam engines since July 1.

Transportation Specialist W. A. Jeffers spent August 2-4 in Cleveland, Ohio to take part in question and answer sessions with members of the BLE, who were having their first quinquennial conference.

Records Clerk Erma Weinstein is working valiantly to help put the trial program of automatic data processing into effect on certain locomotive records. The first big problem is to work out a code for each item of information.

Mr. M. W. Gieskieng, of Denver, Colorado, President of Wheel Checkers Corporation, which manufacturers a device for detecting defective wheels and dragging equipment on moving cars and locomotives, conferred with the Locomotive Branch technical staff on August 30 on mutual problems.

Problems related to the more efficient use of remote control diesel units were discussed at the "Locotrol Committee" meetings on July 27 and 28, and September 1 and 2 at Chicago. Chief of the Locomotive Branch, P. J. Brannigan, attended the meetings and also took part in the discussions related to a presentation the Committee plans to give at the BRS Regional Conferences this year.

Mr. Brannigan spent five days with Senior Mechanical Department officials continuing the joint FRA-BN inspections requested by the BN. Major points in the Northwest area were visited.

R. E. Taylor, Asst. Vice President-Mechanical, Burlington Northern was so pleased with the results of the first half of the program that he has written Acting Administrator C. V. Lyon a warm "Thank you" letter, complementing Mr. Brannigan for his personal participation and closed with the statement: "This type of close cooperation between Federal and Railroad Officers, working on a common problem is a new and refreshing approach and one which I believe should be further exploited in the future, thank you for your help."

On August 10, W. A. Jeffers, Charles L. Amos, Special Assistant to the Deputy Administrator, Larry Regan, Chief, Program Planning Division and Dr. J. H. Hill of the Cambridge, Massachusetts Transportation Systems Center discussed the possible application of a locomotive simulator for research in human factors in accidents and training of FRA and carrier personnel.

Equipment and Operations Branch

A new complaint numbering system was adopted by the Equipment and Operations Branch effective July 1 for hours of service and safety appliance complaints. The system consists of four elements: type of complaint, railroad, fiscal year and number of complaint for the fiscal year. Hours of service complaints are identified by HS and safety complaints by SA. Thus the first hours of service complaint assigned in FY-72 was assigned the number HS-N&W-72-1, and the first safety appliance complaint was assigned the number SA-PC-72-1. At the beginning of each fiscal year, we will commence numbering our complaints with "1". This numbering system provides better control and gives us a running overview of the volume of complaints assigned at any time during any fiscal year.

Due to other assignments and annual leave, the branch technical staff needed assistance to cope with heavy work load. Safety Supervisor J. F. Sheridan and Inspectors J. H. Witthauer and J. L. Burt assisted in the Washington office handling branch matters. Their able assistance is much appreciated.

Mr. Alan F. Pegler, Chairman, Flying Scotsman Enterprises, Inc., conferred with Branch officials relative to the operation of his steam train, The Flying Scotsman, in the United States. It was proposed to operate this train from Buffalo, N. Y. to San Francisco, Calif. and return, over the Erie Lackawanna, Norfolk and Western, Elgin, Joliet and Eastern, Burlington Northern, Western Pacific and San Francisco Belt Railway. The Flying Scotsman, the famous British train which made the first non-stop express run from London to Edinburgh in 1928, will be on exhibition at Fisherman's Wharf in San Francisco for several months. The Railroad Safety Board, on August 23, granted Mr. Pegler a temporary exemption from certain locomotive, safety appliance and signal

rules to permit operation of this train, under conditions similar to those previously applied to this train operation to assure safety of operation.

Engineering and Accident Analysis Division

Engineering personnel have completed a review and evaluation of comments submitted by interested parties concerning the hearing on proposed track standards that was held on August 2, 1971 in Washington.

Becky Bryner, Secretary to the Division Chief, recently completed a course on the fundamentals of data processing conducted by Honeywell Information Systems.

The FRA contract with Naval Ordnance Laboratory to develop a fire protective coating for tank cars is progressing on schedule. The fire testing of coatings on flat surfaces has been completed and the testing on cylindrical surfaces has been started. The test plan calls for testing of 1/5 scale model tanks the latter part of 1971 and the testing of full scale tank cars early in 1972.

Paul Seidel and Bill Paxton made their quarterly inspection and evaluation of Metroliner tracks.

Branch personnel participated in the recent meeting of the AAR Brake Committee in which net braking ratios for new and rebuilt cars were discussed.

Engineering and Management Systems Division personnel, in cooperation with the Locomotive Branch, have been engaged in implementing data processing procedures for locomotive inspection reporting.

Final rule making regarding locomotive aluminum main reservoirs has been completed and will appear in the Federal Register soon.

Accident Branch

This Branch received reports of 42 accidents. Ten accidents are being investigated and two accident reports were published.

Rail Accident Analyst Frank Fanelli conducted an on-the-scene investigation of the Akron, Canton and Youngstown accident at Huntington, Ohio on August 20.

John MacKinnon was promoted to the staff of the Assistant Secretary for Safety and Consumer Affairs, Office of Safety Program Coordination. His responsibilities will center on safety program development and coordination with all the modal administrations and Coast Guard.

REGIONAL NEWS

Region 1

Theodore H. Stillson, Locomotive Inspector at Buffalo passed away on July 6, 1971. All personnel expressed their condolences to Mrs. Stillson and family.

William W. Hemmans and Lawrence Willison entered the service early in July. Mr. Hemmans is currently assigned for training with Safety Inspector Francis H. Hayes. He will be assigned as a Safety Inspector at the Albany, New York office. Mr. Willison is training with Safety Inspectors Martin J. Pastrick and John R. MacIsaac. He will be assigned as Safety Inspector at the Newark, New Jersey office.

James F. Sheridan, Supervisory Inspector and John C. Buckingham, Safety Inspector attended a one week training course at Rutgers University June 28 through July 7. The course was entitled "Transportation of Hazardous Materials." It was sponsored by the DOT Office of Hazardous Materials, in cooperation with officials of Rutgers University, New Brunswick, New Jersey. Both report the course was informative.

Charles R. Meyrick, Regional Director, and Edward B. Hassel, Supervisory Inspector, S&TC, and John C. Buckingham completed a two week training session at the Champaign-Urbana campus of the University of Illinois, July 12 through July 23. The course related to the new track inspection procedures provided in recently published proposed standard, authorized by the Railroad Safety Act of 1970.

Safety Inspector Pastrick and Mr. Willison, trainee, recently completed a "C" accident investigation on the Erie-Lackawanna at Cambridge Springs, Pennsylvania. Fourteen cars of Class A Explosives derailed creating considerable public interest. Fortunately they were defused. There were no incidents or injuries.

Signal and Train Control Inspectors James W. Moffett and Duke L. Memmott and Supervisory Inspector Hassel are currently investigating a Penn Central derailment in Grand Central Terminal, New York. One death and numerous injuries resulted. These men were on the scene promptly and labored long hours conducting switch and signal tests.

On July 9 at 5:40 p.m., a rear end collision occurred in Penn Station, New York between two Long Island trains. Numerous injuries were recorded. Inspector Moffett was promptly dispatched to the scene and was joined by Inspector Lawrence C. Anunson and Inspector Ross E. Black. These men worked throughout the night and the next day observing and participating in the necessary equipment and signal tests.

Bert Failor who joined us early in July is being trained by Signal and Train Control Inspector Herbert L. Pettus.

Region 2

Inspector C. M. Williams, Locomotive Inspector, transferred from Columbus, Ohio to El Paso, Texas, Region 5 on July 11.

Inspector Hackenbracht, S&TC, transferred from Pittsburgh to Chicago, Region 4 effective August 1.

Inspector E. T. Hunter requested a reassignment of duties from Locomotive Inspection at Philadelphia to Inspector of Railroad Safety with a new headquarters assignment at Norfolk, Virginia effective August 16.

We are pleased to have on duty new employees Inspector Monte Sanders, Jr., Locomotive Inspector, Roanoke, Virginia, Inspector Russell C. Trego, Safety, Cleveland, Ohio and Inspector George G. Abar, Jr., S&TC, Pittsburgh, Pennsylvania.

Regional Supervisor Glenn Laser, Inspector Hiram Causley, S&TC, Inspector Bernard Reynolds and I attended the "Track Orientation Course" held at the University of Illinois.

Director Rogers, Chief, Safety Programs, K. W. Batcheller and Civil Engineer William Paxton were visitors at the Philadelphia office on July 13 after which, together with Regional Supervisors Auman and Eberz, they met with officials of the Penn Central Transportation Company concerning various technical matters.

Region 3

Inspector Timmons was recently awarded the "Scouter Training Award" from the Boy Scouts of America. Inspector Timmons has been actively involved in boy scout work for the past ten years and we are certain this latest award is very gratifying to Tim.

Inspectors Sturgeon and Folden recently completed a "Medals of Honor" Investigation. The candidate to receive this coveted award is employed as a trackman in the Indianapolis area. Our inspectors were of the opinion that this carrier employee saved the lives of two women by risking his own life. These women were in an automobile that stalled on a road crossing immediately in front of an approaching train. The occupants of the small foreign-made automobile "froze" and merely lowered their heads upon seeing the approaching train. The trackman pushed or lifted the stalled auto off of the crossing directly in front of the approaching locomotive. Our story had a happy ending inasmuch as the train missed the automobile and the trackman by only about "6 inches." This heroic deed was brought to our attention by the Honorable Vance Hartke.

Mrs. Jerry Gamble of our Atlanta office recently returned from a "fly with us" vacation trip to Las Vegas. Jerry and her husband were afforded the opportunity to see Elvis Presley "in person." These two "Gambles" also lost a battle to the "one arm bandits" while on this much deserved vacation trip.

Our "Award For The Month" goes to Regional Director McLellen. John was maliciously attacked from behind by three young thugs at about 10:00 p.m. on August 26 while in a lighted parking lot of a local hospital. Without warning these "gangsters" struck him on the back of his head with a heavy object. They also showed that they were very brave when they kicked him in the head and

body while he was down. He managed to regain some of his senses and began to fight for his survival. At this point, the thugs turned tail and ran. Thanks to the resistance John put up his attackers ran and were not successful in what was probably a robbery attempt.

The following letter was received by Supervisory Inspector H. R. Bird for work during the recent rail strike.

"North Carolina Department of Agriculture
Raleigh, North Carolina 27611

August 4, 1971

Mr. H. R. Bird, Regional Supervisor
Federal Railroad Administration
P. O. Box 20636
Atlanta, Georgia 30302

Dear Mr. Bird:

Please let me express to you, on behalf of Commissioner Graham and others of us in the Department, our sincere appreciation for your expressed concern over our situation in North Carolina during the rail strike and for the assistance you so willingly provided us.

It was a pleasure visiting with you by telephone and we look forward to having an opportunity of meeting you personally. Please come by to see us during one of your visits to the Raleigh area.

Sincerely,

DIVISION OF MARKETS

/s/
Curtis F. Tarleton
Director"

Regional Director McLellen, Supervisory Inspector Jones and Inspector Hooker were selected to attend the Track Orientation Course at the University of Illinois. They were very appreciative of this opportunity to gain knowledge in this area of our work.

Inspector Goulding, Jacksonville, became a grandfather for the fifth time on June 21 when his daughter, Mrs. Donald Shoff, presented the family with a 10-pound 11-ounce girl. Congratulations to the Shoffs and Gouldings!

We were very happy about GSA finally receiving authority to equip their cars with add-on air-conditioners. As of August 2, four inspectors in Region 3 were using air-conditioned cars.

During the recent rail strike, Regional Director McLellen and Regional Supervisor Bird provided assistance to the Office of Emergency Transportation and to various Federal and State agencies.

Region 4

On July 6 two newly appointed inspectors reported for duty in the Chicago Headquarters. They are: Edwin R. Butler, Jr. and John F. Madden.

Mr. Butler is assigned to the Locomotive Inspection Branch and will work in District 35. He was formerly employed by the Chicago and Northwestern Railway as an Electrician, Train Control Supervisor and Air Brake Supervisor. At the time of his appointment he was a Service Engineer for Barco Speed Recorders. Mr. Butler is married, has three children and lives in Arlington Heights, Illinois. Eddie is the son of E. R. Butler, Sr., former Asst. Chief of the Locomotive Inspection Branch in the ICC.

Mr. Madden was employed by the Milwaukee Railroad as a Foreman at the one-spot repair facility in their Bensenville Yard. Mr. Madden is married, has two children and resides in Bensenville, Illinois. He will be assigned to a district which will be south and west of Chicago.

Region 4 personnel have been taking their vacations. They have taken their families to favorite spots and engaged in recreational activities. We had one inspector who stayed home to rebuild his garage while another one went fishing and admitted he couldn't even catch a sun perch. Our best vacation story involves an inspector in North Dakota who persuaded his wife and daughter to paint the house so he could play golf during his vacation. Some people really know how to live.

Miss Deborah Richardson, the Chicago office Summer Aid, participated in the DOT Field Coordinating Group Orientation Program. They visited the FAA Control Center at Aurora, Illinois and several other outings. Supervisor A. T. Ireland was our representative in the group and assisted with the program.

Region 5

Regional Supervisor J. S. Glynn spent the week of July 12 with District Inspector C. M. Williams, formerly of Columbus, Ohio, in his new assignment to District 43 in El Paso, Texas. Welcome to Region 5 Mr. Williams.

Safety Inspector Wayne D. Moore attended a DOT Field Coordination Group Meeting on July 28 at the request of Mr. Ed Foreman, the Secretary's Representative. The meeting was held at the FAA Aeronautical Center in Oklahoma City and various topics relating to field activities were discussed.

On July 14 the Secretary's Representative, Mr. Ed Foreman, and his staff, Mr. Bert Sanborn and Roberta Hinkle, visited the Fort Worth Regional Office where they were briefed on FRA activities for Region 5.

Signal Inspector Stotts, Regional Director Holmes and Signal Supervisor Bobkoski attended the Track Orientation Course at the University of Illinois.

Regional Supervisor-Safety C. N. Johnson attended the Texas and Oklahoma Bi-State Association of the United Transportation Union on July 16 where Director Rogers spoke on railroad safety activities. Others on the program were Texas State Representative

Oscar Mauze; National Legislative Director Al Chesser; and President of the U.T.U. Charles Luna.

The Moscow, Camden & San Augustine Railroad in the backwoods of East Texas isn't found in the Amtrak timetable and not many people have even heard of it. But for the past 73 years the MC&SA has linked the lumber company town of Camden with Moscow, its neighbor seven miles to the west on the SP mainline. A tiny diesel switch engine pulling a string of cars laden with wood chips and timber is the attraction which draws the curious from miles around. The ancient car includes a wood-burning stove still used in winter, bars on the baggage compartment windows from the days when the lumber company's payroll was carried to Camden under armed guard, and from an even earlier era, a Wells Fargo express pouch and strong box.

Region 6

Assistant Regional Director John Eagan and Mrs. Eagan were happy to have their two granddaughters from the East pay them a visit for several weeks. The highlights of their visit was a trip to Mount Hood, where they spent their time skiing. Also, Mrs. Eagan and the girls flew to Disneyland for a few days.

Regional Supervisor Russel Dixon flew to Ankeny, Iowa, with his family, to attend the wedding of his son.

Regional Supervisor L. H. Leckband spent his vacation driving East to visit relatives. He ended his vacation by driving to Reno and Lake Tahoe, Nevada.

Safety Inspector David Byrum of Spokane, Washington, is spending his vacation salmon fishing with his own yacht, at the ocean.

Safety Inspector Faletti has transferred his headquarters to Portland, Oregon. He has bought a new home in Gresham, a suburb of Portland. He replaces Antone Rook, who recently retired.

Regional Director Anderson and Regional Supervisor Leckband attended the Track Orientation Course at the University of Illinois.

Regional Supervisor Russel Dixon and Safety Inspector William Ingham made an official inspection of the White Pass & Yukon Railroad at Skagway, Alaska. Also, meetings were held with carrier officials and shop personnel. It is expected that a better compliance of the requirements of the Hours of Service Act and Safety Appliance Act will result.

During July there were six railroad accidents in Region 6, which were investigated by our inspectors. Of the six, four were "C" type accident reports.

Region 6 is happy to welcome Herbert L. Pettus, S&TC Inspector, and Ralph L. Davidson, Safety Inspector, who have made a lateral transfer to our Spokane, Washington office.

Assistant Regional Director J. J. Eagan spent a week in Washington, D. C. during August, where conferences were held with BN Railroad officials and Washington, D. C. personnel.

Regional Supervisor of Locomotives, Russel Dixon, Inspector R. K. Smith, and Chief, Locomotive Branch, P. J. Brannigan, met with BN mechanical department officers for a special inspection of BN facilities in Montana.

Mr. J. W. Chrisman, Chief, Field Operations Division, visited the Portland Office on August 31 and September 1, and held conferences with all Region 6 personnel available.

Safety Inspector J. H. Phelps, Jr., and family, spent their vacation the latter part of August visiting Banff, Canada, Golden, British Columbia and Waterson Lakes National Park.

Region 7

R. J. "Dick" Harrison is our new railroad Safety Inspector headquartered at Salt Lake City, Utah. Dick was formerly with Car Service Section of the ICC at Omaha, Nebraska. Prior to Government Service he was employed in Train Service on the Milwaukee Railroad.

Trinidad Guillen has entered on duty as Safety Inspector in San Francisco. Trini was formerly Assistant to the General Manager of the Southern Pacific and had many years experience in the Mechanical Department with both SP and ATSF.

Both Regional Supervisor R. B. Bishop and Regional Director Hynes attended the Track Orientation Course at the University of Illinois.

Locomotive Inspector R. D. Barker recently wed the former Mrs. Susan Campbell and they are making their home at 100 Oak Grove Road, Apt. 16, Concord, California 94520.

Inspector R. L. Davidson has transferred to Spokane, Washington. We all wish him luck in his new location.

Inspector R. J. Harrison of our Salt Lake City office and Inspector T. Guillen of our San Francisco office are both making excellent progress as our new Safety Inspectors and we have been receiving good reports on their activities.

We will be moved into more spacious quarters in the Federal Building the first week of September. Our telephone numbers and mailing address remain unchanged.

Field Operations Chief J. U. Chrisman and Personnel Officer Aubrey Robertson were visitors in the San Francisco office recently.

Management Systems Analyst Don Johnson and Transportation Specialist Jack McNally were also visitors in San Francisco in August.

Locomotive Inspector P. W. Berner and Mrs. Berner have been on an extended vacation in the Hawaiian Islands.

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DON'T FORGET SAFETY, IT'S AS IMPORTANT OFF THE JOB AS ON THE JOB

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