

HIGHLIGHTS

volume 4 **number** 2-3

February - March 1971

Office of the Secretary

On April 8, 1971, President Nixon announced the appointment of John W. Ingram of Floosmoor, Illinois, as Administrator of the Federal Railroad Administration in the Department of Transportation.

"John Ingram's knowledge of the economics of railroading will contribute substantially to the Department's efforts to provide a unifying national policy for rail transportation," Secretary of Transportation John A. Volpe said.

"The innovative approach he brought to bear upon problems when a part of rail management," the Secretary said, "is particularly needed now when Federal government is being called upon to assist in solving the many economic problems that the Nation's vitally important rail industry faces."

Prior to joining the Department of Transportation, Ingram, 42, has served since 1966 as Vice President for Marketing of the Illinois Central Railroad.

At the Illinois Central, he was responsible for the Rent-A-Train concept and played an important role in establishing the JOBS Commission, a labor-management group charged with the responsibility of refining controversial railroad work rules.

Ingram was from 1961 to 1966 Director of Cost and Price Analysis for Southern Railway and was from 1955 to 1961 Director of Profit Analysis for the New York Central Railroad.

A native of Cleveland, Ohio, Ingram was graduated from Syracuse University in 1952 and received his master's degree from the Columbia Graduate School of Business in 1955.

Ingram succeeds Reginald N. Whitman who last year resigned the position of Federal Railroad Administrator to accept the presidency of the Missouri-Kansas-Texas Railroad.

John W. Ingram

Federal Railroad Administrator

A railroader since his student years when he held a summer job as brakeman on the Long Island Railroad, Mr. Ingram has served three major railroads in executive capacities.

Immediately before joining the Department of Transportation, he was Vice President for Marketing of the Illinois Central Railroad. Before joining the IC, he was employed by the Southern Railway and the New York Central Railroad.

Born: Cleveland, Ohio, April 6, 1929

Legal Residence: Illinois

Home Address: 2425 Flossmoor Drive
Flossmoor, Illinois

Education: Syracuse University, 1952, B.S.
(Business Administration)
Columbia Graduate School of Business, 1955, M.S.
(Transportation Economics)

Military Service: U. S. Army, 1952-1954

Experience: 1966 to 1971--Vice President for Marketing of the Illinois Central Railroad. At the IC, he was responsible for the Rent-A-Train concept.

1961-1966--Director of Cost and Price Analysis, Southern Railway.

1955-1961--Director of Profit Analysis, New York Central Railroad.

Professional Treasurer, Transportation Research Forum
 Memberships, Director, Chicago Product Terminal
 Recognitions: Member, American Economics Association
 Member, National Association of Business Economists
 Member, National Freight Traffic Association
 In 1968 and 1969, named Departmental Officer of
 the Year in poll conducted by Modern Rail Magazine.

Secretary of Transportation John A. Volpe announced on March 11, 1971, the award of a design contract for an electric wayside power system for a 300-mile per hour Tracked Air Cushion Vehicle guideway at the Department's High Speed Ground Test Center.

The \$716,862 award went to AiResearch Manufacturing Company, a division of the Garrett Corporation, Torrance, California.

"The contract marks another significant step forward in mating the virtually noiseless Tracked Air Cushion Vehicle with the pollution-free Linear Induction Motor," Secretary Volpe said.

"It calls for research and development into a 'three-rail' system by which the linear induction motor will receive its power both to propel and cushion and guide a second generation TACV," the Secretary pointed out.

The advanced wayside power system will be an integral part of the TACV guideway. Present technology can power the first generation, or 150-mile per hour, TACV systems.

The AiResearch contract calls for determining the feasibility of power collection from stiff rails at up to 300-miles per hour under all possible operating conditions by laboratory tests; designing the wayside power system, and preparing a contractor's bid package for installing an initial six miles of that system.

A separate, six-mile LIM test track using a conventional rail suspension system is virtually completed at Pueblo and will receive an AiResearch-built LIM vehicle for testing at speeds up to 200-miles per hour this Spring.

The Federal Railroad Administration's Office of High Speed Ground Transportation manages the Test Center.

Symposium on Problems of the Railroad Industry

A one-day symposium to discuss the problems and issues facing the railroad industry was held on February 11 at the Marriott Twin Bridges Motor Hotel in Arlington, Virginia.

"This meeting," Secretary Volpe said, "is part of the Department's intensive effort to fully assess the financial and other problems that threaten the viability of the railroad industry.

"We have discussed at length these problems with virtually all interested parties including rail management, labor, shippers and other Government agencies," he said.

"The February 11th meeting," the Secretary said, "was for the express purpose of further exploring the viewpoints of shippers of rail freight and of the investors in the industry."

The discussion covered a broad range of topics from car service to regulation.

"The Department can only exercise its policy leadership responsibilities if it undertakes this kind of continuous and informed exchange with concerned parties," Secretary Volpe said.

Office of the Administrator

Acting Administrator Attends Groundbreaking Ceremonies for General Electric Facility:

Acting Administrator and Acting Director of the Office of High Speed Ground Transportation attended groundbreaking ceremonies at Erie, Pennsylvania for General Electric facility for the assembly of rapid transit and commuter cars on March 15.

Director's Message

For the information of all personnel, the Director's message this month consists of the speech on "Sane Safety Standards for the Seventies."

SANE SAFETY STANDARDS FOR THE SEVENTIES

A Presentation By

Mac E. Rogers, Director
Bureau of Railroad Safety
Federal Railroad Administration

at

Engineering Division Session of the AREA 1971 Annual Convention

and

Engineering Division 1971 Annual Meeting

Sherman House, Chicago, Illinois

March 15, 1971

Good afternoon gentlemen. I appreciate the invitation extended by Chairman Johnson to speak to you today. As many of you have assumed, the topic of my speech is the proposed "track standards" soon to be released by the Federal Railroad Administration.

We in the Federal Government are a little like Janus, the two headed god. One head is looking forward to see what the industry needs and the other head is looking back to see where the money is going to come from to do it with.

Sometimes, I am optimistic about what we have accomplished, then I think of a true story about Sir Winston Churchill. Sir Winston had quite a reputation as a man that liked a good drink, and often. One day he was traveling through the English countryside by rail and his train stopped in a small town, and there on a siding at a local plant was a large tank car. This particular tank car had a white stripe painted lengthwise along the center of the tank. Sir Winston was enjoying a large drink at the time and his aide called this tank car to his attention and said, "Sir Winston you have probably consumed enough alcohol in your lifetime to fill that tank car up to the white line". Sir Winston looked at the car and said, "Yes, just

think, so much accomplished, and yet so much remaining to be done". My friends, that is the way we are in the Bureau of Railroad Safety, we still have a lot to be done. Now let me tell you what we are doing.

Under the Railroad Safety Act of 1970 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. These standards will cover the categories of track, equipment, operating rules and employee qualifications. We have and will continue to request input from the industry and 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 increased in "cause" of train accidents. There can be no question that maintenance on the Nation's railroad network has deteriorated. We fully appreciate the financial plight confronting our railroads and realize that severe safety standards and their vigorous en-

forcement will not in and by themselves attain what we are all striving for; that is, a healthy, safe railroad system. We are hopeful that reasonable, sane safety standards and enforcement practices will encourage management to allocate reasonable portions of their budgets to improving maintenance programs and operating procedures.

The initial track standards that we propose to establish are no more burdensome than those contained in most Class I carriers track maintenance-of-way rule books as they pertain to main and branch lines. We must mention here that if the carriers were abiding by those self imposed standards it is highly improbable that new legislation would have been called for in this particular area.

As to the standards themselves, we are indebted to the AAR Task Force who prepared the recommended standards for track maintenance which were submitted to the FRA in October of last year. Some of the members of that task force are with us today and you and the carriers which you represent are to be congratulated for taking an active interest in the preparation of the initial document which lays the groundwork from which the Federal Safety Standards will eventually emerge.

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.

Keeping these criteria in mind, the FRA is in the process of preparing its initial track standards which will follow the format of your task force's recommendation, but the numerical values will be more rigid, based on recommendations published in other AREA literature and also enumerated in various maintenance-of-way rule books.

The basic standards, of course, will be modified and expanded as new information is developed. Some research work is needed, particularly in the area of vehicle-rail interaction, in order to establish guidelines for the construction and maintenance of both track and equipment.

Informal conferences are now being held with various interested groups to iron out possible differences on the proposed Track Standards. The last of these conferences is scheduled with the Association of American Railroads on

March 19, 1971 when we hope to eliminate as many controversial differences as possible and make any changes agreed to by both parties. As in other areas of regulations we will publish a Notice of Proposed Rule Making in the Federal Register and invite comments on the proposed Track Standards. After due consideration is given to any comments, the Federal Railroad Administration will then issue Track Standards.

Now you are immediately wondering about two important questions. 1) What length of time you will be given to put your tracks in the conditions specified by the standards? and 2) Where will you get the necessary funds to upgrade the tracks?

The answer to question No. 1 will depend on the location, type of work required, amount of material needed, work equipment and labor available and other variable factors. In some cases it may be necessary to reduce the speed to that for which the present track is qualified, or the worst thing that could happen -- take the track out of service until it is upgraded to the lowest classification of 0-10 miles per hour.

The answer to question No. 2 is -- quite frankly -- I do not know. This problem of funding necessary track maintenance

is common to the great majority of our present railroads, and the failure to solve it has resulted in a continued maintenance deterioration since World War II. Serious consideration is warranted of the ASTRO proposals by the Association of American Railroads. Certainly the railroad industry has received less constructive consideration from the Government than the air line, highway and waterway transportation industries.

You undoubtedly are interested in the degree of participation that will be exercised by the various States. Will they adopt more rigid standards? What are the qualifications of their inspectors? What cooperation can be expected between the Federal Government, State government and railroad industry? Let me answer the last two questions by stating that the Federal Government will be reasonable. The details of State participation in carrying out investigative and surveillance activities in connection with any rule, regulation, order or standard prescribed by the Secretary of Transportation are described in Section 206 of the Federal Railroad Safety Act of 1970. I believe we have demonstrated our understanding and cooperation in the past and I can assure you that it will continue.

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.

If there is apprehension in the industry as to what these new areas of jurisdiction with their standards might mean and impose, let us look at the past. In the maintenance-of-way area we have had Federal standards in the signal systems alone. The record shows one to five train accidents per year from defects in these systems, with railroad property damage

usually running less than \$10,000 in total. Are these standards unrealistic? Impossible to live with? I think not! Does this equipment require proper maintenance? Yes, and it is maintenance quite worthy of its cost when you consider the complexity of a signal system and its potential for catastrophic train accidents and then realize that the previously mentioned \$10,000 is the total railroad property damage chargeable to malfunction of signal systems out of a total property damage figure of over \$100 million annually.

Now let us consider the Maintenance of Equipment area and expand on the previously mentioned results of the complete locomotive inspection jurisdiction we have had for many years. In 1968 there were 101 train accidents attributable to locomotives out of a total of 8,028. Monetarily, the accidents caused by locomotives accounted for \$1.1 million of the total \$114.3 million railroad property destroyed that year. Once again, we would have to say that the money spent on maintenance to meet specific standards is a good investment in dollars and lives. Some of us as individuals are a little reluctant to spend the time and money it takes for preventive maintenance on our own bodies with full knowledge that if we

don't the results will be disastrous. It sometimes takes the persistent nagging of a conscientious wife to provide the impetus necessary to improve our own well being. This peculiarity also occurs in industry. I am certainly not saying that BRS is going to marry the carriers, but I am saying that we plan to provide that little additional attention and direction that might be necessary to encourage the carriers to give proper concern to safety on their properties.

Additional areas over which we have acquired jurisdiction are operating rules and employee qualification. 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.

We must remember that today we are talking about the initial standards called for in the Act to be issued by October 16, 1971. FRA will upgrade and revise these standards through additional study and research on a continuing basis.

It is not our intention to create and impose standards in the name of safety that are impractical and prohibitive from a cost and operations standpoint. However, the Railroad Safety

Act of 1970 has been enacted for good reason and we in the Department of Transportation have been charged with implementation of its Declaration of Purpose; that is, "The Congress declares that the purpose of this Act is to promote safety in all areas of railroad operations and to reduce railroad-related accidents, and to reduce deaths and injuries to persons and to reduce damage to property caused by accidents involving any carrier of hazardous materials." Let it be understood that we intend implementing such standards and their enforcement to the degree that is necessary to accomplish the intent of this Act.

We must not feel that the railroad industry is unique in having to live with this accelerated safety awareness. We in this country and throughout the world are involved in a safety revolution. Recently Congress has passed new Industrial Safety legislation that will give the Department of Labor a work force of several thousand inspectors to enforce new standards for industry. Gentlemen, we must become more safety conscious.

Now I am sure you are all aware that we are faced with many problems. Track is just one of them. The only way these problems are solved is by close cooperation between all of us.

These are trying times for our Nation's railroads. This is a time when, if we are going to solve our problems we must all pull together. May I leave you with one thought. The Government is not pulling with labor, it is not pulling with management, it is pulling for safety on the railroads. Safety that we must have to protect all of us, you, me and the general public. The FRA and the BRS which I head is certainly not an end to our many transportation problems; but we are doing what we can to find new solutions and to provide the framework for seeking those solutions.

Again, thank you for the invitation to speak to you today.

Safety

The Secretary of Transportation has set the injury rate for the FRA for 1971 at 4.4 injuries per million man-hours.

I ask that each of you make a special effort to be careful when you are working and when you are off duty. The old slogan is still true, "Your family wants you home tonight and we want you on the job tomorrow."

Remember, a moment's carelessness is all that is necessary to cause an accident. Slamming the car door on your hand, tripping on the stairs, falling because of insecure footing caused by not looking where you are going, thinking about something else instead of what you are doing and, of course, many others.

Let's all get together and beat the Secretary's goal for "Zero in on Safety in the Seventies."

Night Driving Tips

Some safety tips on night driving are offered in view of the fact that the accident rate climbs during night hours.

The suggestions come from John P. Manley, a safety authority with Potters Brothers, makers of reflective glass beads for highway markings. Saying that the fatal accident rate is more than doubled in night driving, he advises slower driving in the dark, below 50 miles an hour.

To avoid eye fatigue, Mr. Manley urges moving the eyes back and forth. He suggests using low-beam headlights in early twilight, rain or mist, and the use of high-beam lights only when necessary.

Calling clean headlights a must, he also advises adjusting the headlights between annual inspections.

Mr. Manley says use of sunglasses at night is ill-advised, and that when glaring headlights approach, the driver should look to the right side of the road, guided by white or other reflected road markings.

Washington Office

Field Operations Division

Field Supervisor William Callicotte has been promoted to the position of Regional Director in charge of Region 8 at Kansas City, Missouri, and Region 8 is now functioning as a regular operating region.

An AAR regional Safety Section Meeting on March 10 in St. Louis, Missouri, afforded an opportunity for Chief, Field Operations Division, J. U. Chrisman, to visit our St. Louis office and to see a portion of the complex rail operations through the St. Louis gateway.

The cooperation extended by our capable St. Louis staff was most appreciated making the stop-over a very pleasant and rewarding one.

Regional Director Al Hynes has just returned from a three week bout with bronchial "flu" and seems to be completely recovered.

Action is still pending on selection of Regional Supervisors (LI) in Atlanta, Georgia and San Francisco, California. Although the applications have not been received in our Bureau it is unlikely that the selections will be made until early June.

This delay in assignments is due primarily to shortage of funds allocated for change-in-duty stations.

Engineering and Accident Analysis Division

Engineering Branch

Paul Seidel and Bob Wright got their pictures in the February '71 issue of the Santa Fe Magazine recording an inspection trip made by them last fall to observe details of the Santa Fe's welded rail laying and rail flow detection operations near Skull Valley. This preliminary track inspection could be a prelude for things to come under the broadened scope of the Bureau's new authority under the new Rail Safety Law.

The following projects have been implemented by or participated in by Engineering Branch personnel:

Reviewing the final draft of Cornell Aeronautical Laboratory's investigation of tank car venting. This investigation will lead to design concepts for pressure venting in tank cars carrying hazardous materials.

A search of the available information on wheel flat spots and their effects on wheels, trucks and rails.

Development of mechanical equipment safety standards recently started by safety standards task force.

Civil Engineers Paxton and Seidel took advantage of the Regional Conference to inspect the tracks of various railroads in the New Orleans area and their drainage problems due to the track drainage ditches in many cases being lower than the water level of the surrounding river and lake. They returned to receive 43 letters of track complaints from other areas in two days.

Jack Russell assisted in the investigation of an accident on the Duluth, Minnesota recently. The accident involved loss of brakes, moving downgrade out of control, then a collision. The locomotive was equipped with a speed recorder tape which will be very valuable in the investigation.

Accident Branch

Rail Accident Analyst Donald P. Largess attended the American Federation of Government Employees Fourteenth District Leadership Training Institute which was held at American University, Washington, D. C.

Regional News

Region 2

Inspectors Urban and Dooley made a special inspection of Car EJ&E 7300, a 70-ton hopper car built by the Greenville Steel Company, Greenville, Pennsylvania on February 1.

Supervisory Inspector Eberz and Inspector Burt investigated Richmond Fredericksburg and Potomac Petition 3 and 4. The carrier wishes to discontinue train-brake testing on passenger trains at their interchange between Richmond Fredericksburg and Potomac and Seaboard Coast Line Railroads at Richmond, Virginia.

Inspectors Francis Plumb, B. E. Reynolds, O.J. Ross, C. M. Williams, M. C. Giaquinto, George Greene, and O. M. Middleton attended the GSA Defensive Driving Course held at Dayton, Ohio, on February 8 and 9.

Inspectors J. T. McDonald, Robert Ketenheim, Marvin Dooley, and Supervisory Inspector George Eberz attended the Westinghouse Air Brake School held at Wilmerding, Pennsylvania, during the week of February 8 to 12.

Inspector B. E. Reynolds made a special inspection at Amherst Industries, Inc., Port Amherst, West Virginia, on February 12. The car involved was of special construction to be used for the hauling of airplane wings.

Inspectors G. Greene, F. Plumb, G. R. Hammerstein, D. Jaco, and Supervisory Inspector Auman attended the General Electric Locomotive School held at Erie, Pennsylvania, the week of February 22.

Inspector J. T. McDonald attended a Community Leaders Luncheon at Cleveland, Ohio, on March 2, 1971. This luncheon was sponsored by NBC and Cleveland television station WKYC. Purpose to establish more rapport between community leaders and broadcasting media.

Inspectors Ketenheim and Dooley made an inspection of a sample car at the Bethlehem Steel Corporation plant at Johnstown, Pennsylvania on March 18, 1971. The car involved was a Burlington-Northern 100-ton hopper, file 124829.

Inspector Urban inspected a sample car in the Greenville Steel Car Corporation Plant, Greenville, Pennsylvania on March 18, 1971. The car involved was an EJ and E 100-ton HOT BILLET car.

Regional Supervisor Eberz attended a Security Seminar on March 22, 1971, which was co-sponsored by the Philadelphia Federal Executive Board and the Philadelphia Civil Defense Council.

Regional Supervisor Auman participated in a Locomotive Inspection Branch Task Force held at Washington, D. C. during the week of March 22-26 inclusive.

Inspector Urban and Inspector Ketenheim attended the 46th Annual Western Pennsylvania Safety Engineers Conference and Exhibit at Pittsburgh, Pennsylvania on March 24, 1971, together with Chief of Field Operations Division, J. U. Chrisman and Executive Assistant to the Director, John Boughers. Director, M. Rogers being the speaker for that day.

Inspector Urban attended funeral services for retired Inspector W. R. McCormick on March 30, 1971, at Pittsburgh, Pennsylvania, Mr. McCormick having passed away Saturday, March 27. He had been retired about six years.

Region 3

On January 27, 1971, Regional Director McLellen and Regional Supervisor Bird addressed the members of the Southeastern Short Line Railroad Association regarding the Hours of Service Act.

Regions 3 and 5 annual Regional Conference was held at New Orleans on January 19-22. This year's meeting was very beneficial to our field people and many favorable comments were received. Also, the "sea-food" was excellent.

Inspector and Mrs. Childers are the proud grandparents of a baby girl born on January 24. This was the Childers' first grandchild and they were very pleased with this "living doll".

Our deepest sympathy to Mrs. Sara Kirkman of our Atlanta office. Sara's mother, who was 79 years of age, passed away during the latter part of January.

On March 6, 1971, Regional Director McLellen and "Lil" attended the wedding of No. 2 son Jeff and his beautiful bride Linda. The wedding was held in Orlando, Florida, where Jeff is employed by the FDIC. Jeff was graduated from Georgia State University prior to accepting employment with the Federal Government. Congratulations Jeff and Linda!!

Region 4

Region 4 personnel were engaged in investigating three Class "A", two Class "B" and two locomotive accidents during January. These accidents included a runaway train, unattended cars set in motion by wind action, a derailment presumably caused by a broken rail, a rear end collision, another derailment, inoperative shutter control and a defective uncoupling lever. These gave our men a variety of accidents and a good workout.

Inspector C. E. Bowles recently completed a course on "Effective Writing for Government Employees" at the University of Minnesota. This course was offered in connection with the Twin-Cities Federal Executive Board.

Inspector and Mrs. Carl Nelsen represented FRA at the introductory luncheon and Inagural Ball for Minnesota Governor Anderson.

Inspector and Mrs. F. G. Podruch enjoyed a week's vacation in the Carribean. It must have been a real jolt to return to the sub-zero temperatures of Minneapolis. Gerry said it was great while it lasted.

Supervisor Carothers spent the holidays in Florida. He returned tanned and enthusiastic about the advantages of warm climates vs. cold climates. We can't all live in the sunny Southland.

We wish to express our sympathy to Inspector M. C. Nicholson, of the Minneapolis Office, whose wife passed away recently. Nick wished to extend his appreciation for the cooperation and understanding he received from the Washington Staff, the field staff and, especially, the inspectors headquartered in Minneapolis.

Inspector G. E. Strawser has been nominated for the Chicago Federal Executive Board's Employee of the Year Award in the technical category. The basis for this nomination is the excellent work he did on the Crescent City accident.

Regional Director G. R. McConnell recently attended the Civil Service Commission's Executive Seminar at the Merchant Marine Academy at Kings Point, Long Island. The topic of the seminar was, "Management of Public Policy". This was a "live-in" seminar and all the facilities of the academy were available. The program was excellent and very well conducted. The Civil Service Commission also operates a similar seminar at Oakland, California, and on July 1, 1971, they will open the third one at Oak Ridge, Tennessee. About 4,600 persons have attended these seminars in the past few years and we hope that more of our people will be able to take advantage of the programs offered. We understand that a course on transportation is now being offered.

Region 4 continues to have a large share of the accidents to investigate. Our inspectors are alarmed at the number of accidents which have resulted from, or were directly connected with, failure of the human element.

The Central Air Brake Club has prepared a program to be presented at the Fall Air Brake Association meeting. The program consists of a series of slides showing the procedures of an air brake test and an in date test. Inspector R. J. Galvin was chosen to make the tape recording of the commentary due to the excellence of his diction and his fine, rich voice.

Those who have seen the program have complimented Dick very highly on a fine performance.

Region 5

Region 5 together with Region 3 inspectors met in New Orleans, Louisiana to attend the Joint Regional Meeting the week of January 18-22. It was reported to be a very interesting and informative meeting, and everyone left the meeting feeling better equipped to perform his duties.

Regional Supervisor Cecil N. Johnston and his wife, Murray, moved into their new home the last week of January. Their new address is: 4336 Westdale Drive, Fort Worth, Texas 76109. Their telephone number is 817-924-6304.

Regional Director D. R. Holmes and Regional Supervisor C.N. Johnson attended a meeting of the General Committees of the Cotton Belt and Rock Island on January 13 in Dallas. They were invited to attend and discuss the Hours of Service Law. Many questions were asked and they were very appreciative of the information given them.

Do you have days when everything seems to go wrong? Well, when you read what happened some years ago to a man in Barbados perhaps your problems will not seem so bad after all. His letter to his employers explained what happened when he went to repair a building damaged by a hurricane:

"I rigged up a beam with a pulley at the top of the building and hoisted up a couple of barrels full of bricks. When I had fixed the building, there was a lot of bricks left over. I hoisted the barrel back up again and secured the line at the bottom, and then went up and filled the barrel with extra bricks. Then I went to the bottom and cast off the line. Unfortunately, the barrel of bricks was heavier than I was and before I knew what was happening the barrel started down, jerking me off the ground. I decided to hang on and halfway up I met the barrel coming down and received a severe blow on the shoulder. I then continued to the top, banging my head against the beam and getting my finger jammed in the pulley. When the barrel hit the ground it bursted its bottom, allowing all the bricks to spill out. I was now heavier than the barrel and so started down again at high speed. Halfway down, I met the barrel coming up and received severe painful cuts from the sharp edges. At this point I must have lost my presence of mind, because I let go the line. The barrel then came down giving me another heavy blow on the head and putting me in the hospital. I respectfully request sick leave."

Attending the Special Training Program of Westinghouse Air Brake Company, Wilmerding, Pennsylvania, February 8-12, 1971, were the following Region 5 and 8 Safety Inspectors:

C. N. Johnston, Regional Supervisor
 C. H. Laws
 C. S. Luker
 W. D. Moore
 J. H. Witthauer
 R. H. Matlick
 B. J. Marquardt

Attending the General Electric Training School, Erie, Pennsylvania, on February 22-26, inclusive were the following Region 5 and 8 Locomotive Inspectors:

W. V. Humble, Regional Supervisor
 B. L. Stull
 F. L. McCool
 R. H. Taylor
 J. P. Harter
 J. E. Curry
 G. R. Butaud
 R. F. Pierce

All inspectors had high praise for the efficient manner in which these courses were presented and have expressed appreciation for the opportunity to attend. There seems to be the opinion, no doubt, that such training will enable each inspector to perform his duties in a more thorough and expert manner.

Co-workers and friends of Locomotive Inspector Milton W. Little were shocked to learn of his sudden illness on February 11 and his passing on February 13, 1971, of an apparent heart attack. We are saddened by the loss of Mr. Little and our sympathy is extended to his wife, five brothers and three sisters.

Safety Inspector Wayne D. Moore attended a DOT Field Coordination Group Meeting in Oklahoma City on February 26, 1971, where participation in field coordination group award ceremonies and other matters were discussed.

Regional Director D. R. Holmes attended a seminar conducted by the U. S. Civil Service Commission at their Executive Seminar Center at Berkeley, California on February 1 to 12, inclusive. The agenda was "Administration of Public Policy." Regional Director Holmes feels the seminar was truly an education and was well worth the time and expense incurred.

Regional Director D. R. Holmes was among other FRA Regional Directors who were in on a conference hook-up with Acting Administrator Carl V. Lyon on February 26, 1971. Among other things it was announced that effective March 1, 1971, the new Regional Director for Region 8 is William F. Callicotte. Warmest congratulations are extended to Mr. Callicotte.

Our sincere sympathy is extended to Safety Inspector J. H. Witthauer on the loss of his father January 31. Funeral services were held on February 2 in Council Bluffs, Iowa.

Farrel N. Vincent, Jr., 19-year old son of Safety Inspector and Mrs. Farrel Vincent is attending the University of Arkansas on an Athletic Scholarship and is a pitcher on the Varsity Baseball Team. This young man has reportedly participated in playground ball since about 8-years old. He was on an American Legion Championship team in 1968 and also elected on the All State Team for that year. After completing high school at Memphis he was drafted by a Major League Team and offered a handsome bonus to sign a contract with the St. Louis Cardinal System. However, he chose to further his education by accepting an Athletic Scholarship at the University. Best of luck to this fine young man.

A tornado hit Kenner, Louisiana, about 2:10 a.m., March 10, 1971, and Signal Inspector S. H. Stotts reported no damage, but received golf ball size hail. Safety Inspector C. H. Laws, who lives at Harahan, Louisiana within three miles of Inspector Stotts, reported golf ball size hail also. Four or five people were injured and one man died as a result of a heart attack during the storm.

Supervisory Railroad Inspector, S&TC, W. B. Bobkowski's wife had surgery in March. He had just brought his wife, Leotta, home from the hospital when he was notified his father was seriously ill in a Pennsylvania hospital and he had to fly to see his dad. We wish them a speedy return to good health.

Regional Director Holmes attended a Civil Service Seminar on Labor Relations for four days, starting March 29, in Dallas. He reports the seminar very enlightening and informative.

Region 6

Regional Director and Mrs. Anderson embarked January 11 on a very interesting trip to Nairobi via New York, Lisbon and Rome. They went on a safari to Mombasa, Kenya; then to Arusha, Tanzania; and finally to Loliondo, to visit Mrs. Anderson's sister and her husband,

who are missionaries. At one point they were given some trouble by a large elephant from which they backed away at a fast clip. On February 5th they left from Nairobi to Johannesburg and then to Rio de Janeiro where they spent a week. They arrived back in Portland on February 16.

Inspector Rook's father died in January after a lengthy illness.

Inspector Rook has moved into a new home. His address is now: 13909 S. E. Oatfield Road, Milwaukie, Oregon 97222.

Inspector Whitacre has completed an investigation of an accident which occurred on the Burlington Northern, Inc., January 2, 1971, resulting in injuries to the engineer.

Assistant Regional Director Eagan, Regional Supervisor Dixon, and Safety Inspectors Byrum, Faletti and Ingham attended two meetings with the Burlington Northern, January 11 and 12, 1971. The purpose of the meetings was to outline and discuss the BN regional mechanical program for the fiscal year 1971. The BN officials have been concerned about the many violations which they have incurred this past year. They hope that by better training of employees and by stricter enforcement of rules for inspection and repair, that they can reduce the percentage of equipment defects. If this plan is successful in the Seattle Region of the BN, it will be adopted system-wide.

Assistant Regional Director Eagan and Safety Inspectors Byrum and Ingham attended a special training program at the Westinghouse Air Brake Company, Wilmerding, Pennsylvania the week of February 8.

Regional Supervisor Dixon and Locomotive Inspector Smith attended the General Electric Training School at Erie, Pennsylvania, the week of February 22.

More conferences with the Burlington Northern were attended by Region VI representatives, acting as advisors. Assistant Regional Director Eagan and Inspector Byrum attended the meeting in Spokane; Regional Director Anderson, Assistant Regional Director Eagan, and Inspectors Ingham and Whitacre attended the meeting in Seattle. The topics of these meetings were the Locomotive Inspection Act, Safety Appliance Act, and the Power Brake Law. The BN has recently implemented a program to enforce Federal regulations and it has done well to date. The percentage of defective equipment has been greatly reduced and we look forward to continued reduction in the future.

It has been announced by Inspector Antone Rook that he will retire in June of this year. While we are not looking forward to losing him, we are happy that he has arrived at this welcome milestone in his life. He plans to keep busy working on and around his recently purchased new home.

Stenographer Mary McClincy has another grandchild, a boy.

Oregon has been having a heavy accumulation of snow this last month, which is unusual for this time of year. The groundhog was right.

Inspector Ingham is making an investigation of a complaint regarding Hours of Service violations on the White Pass and Yukon Railroad. It will be necessary for him to travel to Skagway, Alaska, near where a temperature of 88° below zero was recently recorded.

Region VI Inspector Phelps and Region VIII Inspector Fortier are jointly investigating A-1871, a Burlington Northern accident which occurred March 28, 1971 at Sheridan, Wyoming. Two deaths resulted when a freight train struck a standing cut of cars during a ground blizzard.

Assistant Regional Director Eagan has a new grandson born to his daughter Judy. This makes the 13th grandchild for the Eagans.

Secretary Mary McClincy, along with the other DOT Regional Directors' secretaries, attended a briefing and tour of Governor Erbe's office in Seattle. Governor Erbe is the Regional Representative to the Secretary of Transportation. The secretaries were also able to tour the new GSA Self Service Store. The day was highlighted by a luncheon in an underground restaurant, hosted by Governor Erbe.

Region 7

Inspector R. L. Davidson has been assigned to investigate the derailment of the Southern Pacific passenger train "Cascade" at Lakehead, California, January 16, 1971.

No injuries were reported to the 123 passengers, although all ten cars of the train were derailed. Cause of the accident has not yet been determined.

Regional Director Hynes and Inspector E. D. Hagen addressed the UTU-T General Committee of the AT&SF at Los Angeles January 22, on Railroad Safety matters.

Regional Supervisor J. D. Commons and Locomotive Inspector R. D. Barker together with Regional Director Hynes addressed the UTU-E General Committee of the Southern Pacific at San Francisco, California on January 28, 1971, also on the same subject.

The San Francisco office was honored by having several Washington visitors during February, including Director Rogers, Administration Director O'Rourke, William Loftus, Chief of Planning Division and C. J. Amos, Special Assistant to the Deputy Administrator among others.

The Southern Pacific Newhall route into Los Angeles, from the north, was blocked by the collapse of several highway overpasses onto the tracks February 9, as a result of the Southern California earthquake.

The line was out of service for four days and traffic was diverted over two other SP routes into the area.

The San Francisco office was visited by William (Bill) Coniff who was in Northern California recently. Bill appears to be in excellent health and enjoying his retirement.

Supervisor R. B. Bishop represented FRA at the semi-annual DOT seminar held at the U. S. Naval School in Oakland, California. Mr. Bishop also attended the Regional Preparedness Committee meeting of OEP which discussed the Disaster Relief Act of 1970.

Supervisor J. D. Commons attended the NDER Regional Training Conference at Treasure Island March 24-25.

Regional Director A. L. Hynes was on sick leave for three weeks with a bronchial condition.

Our Los Angeles force has reported that there was little or no damage to any of their residences during the recent South California earthquake.

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