

HIGHLIGHTS

volume 3 **number 1**

January 1971

Office of the Secretary

Highway Safety

On January 12, Secretary of Transportation John A. Volpe told 500 leaders of women's national organizations meeting in Washington that the Department's efforts to curb and reverse the nation's traffic accident rate is beginning to pay off in lives saved and injuries reduced.

"In 1970 there were 1,100 fewer highway deaths than in 1969," Secretary Volpe told the delegates attending a two-day Forum on Alcohol Safety Countermeasures. This is the first year that fatalities failed to climb over the preceding year. While final figures will not be available for at least two weeks, Secretary Volpe said that early data suggests that the accident rate for 1970 has dropped from 5.6 to about 5 deaths per 100 million miles traveled. He noted that this is the fourth consecutive annual decline in the rate, and the sharpest drop since 1958.

"All this happened in spite of the fact that auto registrations are up substantially, and the number of miles driven rose five percent. We drove five percent more miles last year while traffic fatalities dropped 2.5 percent. We still have a long way to go, however, when you consider that 55,000 American families lost a dear one on our American highways in 1970," Secretary Volpe said.

He described the Department of Transportation's three-pronged campaign to drive down the number of motor accidents and their consequences each year. "We are studying the man, the machine and the highway," the Secretary said.

He called attention to the safety-engineered Interstate Highway System, and other roads built to interstate standards, which are saving an estimated one life a year for every five miles built. The provision in the 1970 Highway Act which permits Highway Trust Fund money to be spent for safety improvements will also cut the accident rate, Secretary Volpe said.

He cited tough Federal standards as revolutionizing safety performance of automobiles, including shatterproof windshields, collapsible steering columns, improved braking and handling, better signals, interior padding, and safety belts as major factors in reducing the accident toll.

Looking ahead, he held out great promise for the air bag, or other possible restraint devices, energy absorbing bumpers, stronger roofs, side panels, and experimental safety cars.

Office of the Administrator

On December 18, 1970, the Department of Transportation made public a bibliography of 225 major research reports published by the Federal Railroad Administration's Office of High Speed Ground Transportation.

The publication, entitled "Published Reports," also includes selected reports by the Federal Railroad Administration's Office of Policy and Planning and by the Northeast Corridor Transportation Project. These reports represent results of contracted research and development, systems engineering, transportation surveys, and model development, along with in-house research reports and program summaries.

Single copies of the bibliography are available from the Public Affairs Office of the Federal Railroad Administration, Department of Transportation, Washington, D. C. 20591.

Director's Message

On January 14, 1971, white "hard hats" were presented to the Chairman of the National Transportation Safety Board, John H. Reed and nine members of his staff.

The presentation was made in the Chairman's office by the Acting Federal Railroad Administrator, Carl V. Lyon. Accompanying Mr. Lyon, and representing the Director, Bureau of Railroad Safety was Jean U. Chrisman, Chief, Field Operations Division.

Included with each hat was a liner to be worn in cold weather. The hard hats and liners are the same as the Bureau recently furnished to each Inspector and other Bureau employees when their activities require them to be out on the railroads where these hats are usually worn.

Safety

I want to call to everyone's attention to a hazardous duplicating fluid, direct process spirit, FSN 9Q7510-272-9800, Type II, O-D-8258, manufactured by Phipps Products Corporation. Even when used under proper conditions with adequate ventilation, operators complained of eye irritation, nausea, and headaches. In addition the fluid may present an unacceptably high fire hazard. In the event any of our offices are using this fluid it must be disposed of, using precautions appropriate for flammable liquid.

Highway Sign and Signal Test

Last year 1,182,131 persons took the Illinois driver's test. Among them were persons applying for their first driver's licenses, others being retested under the state's newly established reexamination program, those over 69 years of age being retested because their former licenses expired and new Illinois residents turning in their out-of-state driver's licenses.

Of those tested, 235,029 failed the examination the first time they took it -- applicants can take the test three times within a year. Only a relative handful, 1,846, failed because of inadequate vision. The overwhelming majority, about one of every five persons tested, flunked because they did poorly on either the written or the driving portion of the examination.

For the record, 123,852 failed the sign and signal test -- that's the test where you have to identify traffic signs by their shape and color -- 40,984 flunked the written test on traffic laws and procedures and 93,895 were unsuccessful on the road test.

On the sign and signal test, a person who can picture a triangle, a rectangle, a hexagon, a circle -- and know what they mean -- will have no problem. There are 10 signs on the test. All must be identified correctly or the person fails and does not get his license.

Try the test yourself and see how you do. Answers are on the last page of the paper.



1



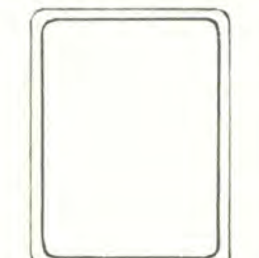
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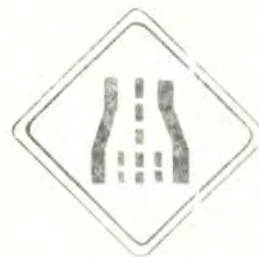


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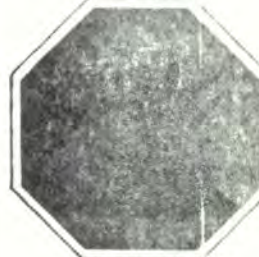
Can You Pass This Test?

**YOU MUST KNOW
WHAT EACH SIGN
MEANS.**

**EACH SIGN MUST
BE IDENTIFIED
CORRECTLY IF
YOU ARE TO PASS
THE TEST.**



6



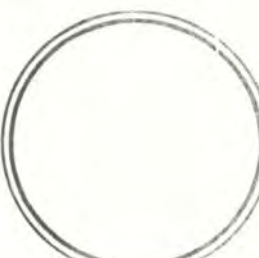
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Night Driving

Driving at night requires a special type of driving. The most important requirements are increased alertness, better control of the car and reduction of speed.

Studies show that the faster you drive at night, the shorter the distance ahead you can see. Actual tests show that a driver doing 20 m.p.h. can see and identify objects 80 feet further away than a driver going 60 m.p.h.

At 60 m.p.h. it will take you, under average conditions, about 366 feet to stop. If you can see only 200 feet ahead, you will be in serious trouble if a stopped vehicle or other obstruction requires you to stop at that speed.

Your eyes play tricks at night. You can see any unexpected object only about half as far ahead as you can see an expected one. For example, you can see your own driveway much sooner than something you don't expect, and the unexpected could be almost anything.

As a person gets older the problem of distinguishing objects becomes more acute. The average 55-year old person with 20/20 vision needs twice as much light on the same object as does a 20-year old with the same vision.

The safe, and smart, driver will always try to get his disabled vehicle off the roadway and will place flares or lights in the proper position to alert other drivers well in advance of a hazard. Make repairs as quickly as possible. If you work on the car close to the road, position yourself so that the flow of traffic is in your field of vision.

On the road at night always give the driver ahead plenty of room. Be alert for his signals. If you follow too closely your headlights (even on low beam) will reflect in his rear view mirror and seriously reduce his vision. His reduced vision increases your chances of getting into trouble right along with him.

The Nation's Railroads

Return of the Sleeper

Once upon a time -- not so very long ago -- the sleeping car was considered the plush way to travel across the country.

But the advent of the private automobile, the superhighway and the jetliner quickly changed all that after World War II, and eventually the sleeping car disappeared from transcontinental trains.

Now it's back. The Penn Central, Southern and Southern Pacific railroads have joined in establishing a revived sleeper service between New York and Los Angeles on a three-times-a-week schedule.

The trains travel along a highly circuitous route, to offer passengers a broad view of the scenery en route. In fact, riders will even have a few opportunities for tourism; the eastbound train, for example, spends two days going from Los Angeles to New Orleans where an overnight stop is made in Washington, D. C., before the train chugs into New York on the morning of the fourth day.

D. C. - New York Train Travel

Train travel between Washington, D. C. and New York in the 12-month period that ended last June 30 was up 14 percent, the Federal Railroad Administration reported. Travel on airlines during the same period was estimated to have decreased by 1 percent.

The FRA said the number of passengers traveling the full distance between the two cities has increased 39.5 percent -- to 711,000 -- since the Penn Central's Metroliners began operating early in 1969.

Total patronage -- including passengers who got on or off at intermediate points -- on both Metroliners and conventional trains between Washington and New York climbed 6.9 percent to 7.2 million, the FRA report noted. After Metroliners were introduced, conventional trains lost 7.6 percent of their riders.

The FRA report revealed that 80 percent of Metroliner riders interviewed said they would use the service on their next trip. Of those interviewed, 22 percent said they switched from private automobiles and 20 percent from airplanes.

Field Inspectors Working Manual

A change in part of the Hazardous Materials section of the manual will be mailed soon to everyone concerned. I urge you to post this immediately upon receipt in order to keep the manual current. Other changes will be made in the future. Thanks for your comments on the manual.

Washington Office

Field Operations Division

Combined conference for Regions 3 and 5 was held in January at New Orleans, Louisiana. Everyone appreciated the fine participation by Washington office personnel and our many friends from labor and industry. Without cooperation of this type it would not be possible to conduct these conferences on the level we have attained. Many of the wives were present and this helped everyone to get better acquainted. My thanks to all of you for making this a fine conference.

Signal and Train Control Inspector, T. J. Fernandes was promoted to the position of Supervisory Railroad Inspector (S&TC) at Chicago, Illinois effective February 8, 1971.

The two remaining Supervisory Railroad Inspector (Locomotive) positions have not been filled and at this writing the applications have not been forwarded to our office by the Personnel Operations Division.

Action in filling the Regional Director position in Kansas City is expected to be completed within the next two weeks.

Travel funds will have to be carefully watched during the remainder of this fiscal year and we earnestly solicit your cooperation in this matter.

Safety Programs Division

Equipment and Operations Branch

Arrangements were completed for an Air Brake Training Program at Westinghouse Air Brake Company, Wilmerding, Pennsylvania, February 8-12, 1971. Thirty-one Safety Supervisors and Safety Inspectors representing approximately half the safety field force are attending.

Messrs. W. E. Barnes of the Washington office, and Thomas D. Styles of NTSB will also attend. Messrs. C. E. Roy, J. H. Russell, J. U. Chrisman and others from the Bureau visited the class for two days.

A later class for the remaining half of Safety personnel is tentatively scheduled for sometime in 1971.

We are extremely grateful to representatives of Westinghouse, Mr. H. R. Odell and his staff for splended assistance in arranging the Training Program.

Branch personnel are continuing to work with the office of Chief Counsel to further define the provisions of the Amended Hours of Service Act, Public Law 91-169. Technical Bulletins TB-71-1 and 71-3 were issued relating to excess service reporting form and outlining our position that "duty calls" are not to be considered as interrupting a prescribed off duty period, respectively.

The Bureau's Circular "Summary of Laws" has also been updated to reflect recent legislation and is available for distribution.

The Safety Appliance and Power Brake Handbook is scheduled for delivery in January 1971. Distribution will be promptly made after handbooks are received.

Director Rogers, Chiefs Batcheller and Hilzinger conferred with representatives of New York Air Brake Company on problems of mutual interest.

Officials of Norfolk and Portsmouth Belt Line Railroad conferred with Chief Hilzinger and his staff about Hours of Service Problems on their railroad.

Mr. Alan F. Pegler, President, Flying Scotsman Ltd., conferred with Branch officials relative to future plans for operation of his Steam Train.

Wilder E. Barnes attended meetings of U. T. U. members and railroad employees at Logansport, Indiana and Atlanta, Georgia to participate in discussions of safety appliance, power brake and Hours of Service problems. He also conferred with local officials of Southern Railway during special inspection of hand brake on tank car at Chattanooga, Tennessee.

Engineering and Accident Analysis Division

Engineering Branch

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

FRA's internal final draft of track standards pertinent to the Federal Railroad Safety Act of 1970 is near completion.

A critique has been made on the final draft of a study of human factors affecting the safety of railroad operations.

An extremely difficult project concerning our office ecology has culminated with the discontinuance of tobacco burning by Civil Engineer W. R. Paxton.

Notice of proposed rule making has been signed by the Administrator and sent to the Federal Register for the purpose of exempting FRA approved aluminum resevoirs from hammer testing or drilling of telltale holes as presently required by Locomotive Inspection Rule 206.

Deputy Director Wright and R. Mowatt-Larssen recently attended an RPI meeting in Chicago concerning a joint study by RPI and AAR on railway tank cars.

Fireproofing

Beginning on January 12, 1971, the FRA advertised in the Commerce Business Daily for fireproofing material to be used on railroad tank car shells. These materials will be evaluated by FRA for application to tank cars carrying liquified flammable gases. This project originated in the Bureau of Railroad Safety and members of the Engineering Branch had been in contact with the Naval Ordnance Laboratory in White Oak, Maryland, who have submitted a proposal to perform the necessary tests for this evaluation. We hope to find a suitable low cost, lightweight fireproofing material which will protect the tank car shell from thermal damage when subjected to derailment environment conditions. The fireproofing material must be able to resist exposure to an open flame of at least 1,800°F for a minimum time of two hours without increasing the temperature of the shell surface to more than 800°F and must have a practical application on existing and new tank car shells. Because of clearance limitations on some of the existing tank cars the thickness of the fireproofing material will be limited to about 1/4 inch.

Regional NewsRegion 2

Inspector McDonald, on November 12, investigated an explosion at the Fuel Gas Corporation at Hudson, Ohio. This involved a storage tank facility at that location. Four persons were killed.

Inspectors Hunter and Keys attended a Defensive Driving School course here at Philadelphia on November 23 and 24.

Regional Supervisor Auman entered on duty at Philadelphia on December 7 having made a lateral transfer from the Atlanta, Georgia office.

Miss Delores Barber entered on duty at Columbus, Ohio, on December 24 for a period of one week as a clerk-typist in the Youth Opportunity Campaign program.

Regional Supervisor Auman's mother passed away at Norristown, Pennsylvania on Tuesday, December 15.

Inspector Grey, Locomotive Inspector of our Roanoke, Virginia office passed away on December 17 after an illness of several weeks. Mr. Grey was a most efficient Inspector and his services will be missed. We regret his loss as an individual and as a worker.

Clerk-Stenographer, Dorothy Britton, passed away at Cleveland, Ohio, as a result of a heart attack on December 8. She was a well liked, courteous and efficient employee and will be missed by all.

Inspector Burt was assigned to investigate an accident which occurred on Tuesday, December 15 at Singerly, Maryland. This accident occurred on the Baltimore and Ohio Railroad. The cause was apparently a broken wheel. File C-29-71.

Hearing Examiner Robert Boyd held hearings at Pittsburgh, Pennsylvania, on Friday, December 18. Our Inspector R. Hackenbracht, Signals and Train Control, provided assistance as needed. These involved applications BS-Ap-472, Penn Central, Remote Control, Leetsdale from East Conway, Pennsylvania, and BS-Ap-447, Norfolk and Western Railway and Wheeling Pittsburgh Steel Railroad discontinuance Mingo Junction Interlocking.

Region 3

Herrell Bird, recently assigned to a supervisory position in the regional office, transferred from Denver and has bought a house. He, his wife, Virginia, and son, Mike, like the area and are comfortably settled in their beautiful new home. They have a new addition to their family, a cute little girl, Mary Ann, of one year. Several weeks ago Virginia's younger sister, Marilyn, and her husband were involved in a tragic air crash in which Marilyn lost her life and her husband was severely injured, leaving little Mary Ann somewhat stranded in life. Herrell and Virginia have taken her as an addition to their family and everyone is very happy, especially the Bird's and Mary Ann.

Safety Inspector I. D. Sturgeon, Nashville, recently volunteered to act as fireman on a coal burning locomotive with Armstrong stoker which was operated on a rail fan passenger train between Chattanooga and Birmingham.

Inspector I. M. Wright's chest is inflated again since he and Mrs. Wright became the proud grandparents of No. 2 grandson born to their daughter, Lynn, on December 5. Master John Phillip Scarborough and mother are fine, father too.

Region 4

The December issue of "Train Dispatcher", the publication of the American Train Dispatchers Association, had two items which might be of interest to some of our personnel. One concerns the appointment of Mr. R. J. Irvin, Jr., as Vice-President of the ATDA. Mr. Irvin was a Safety and Service Agent with the old BRS&S several years ago. Also, the issue has a story on the new Hours of Service Law which was written by Mr. G. J. Nixon, Jr., who was also a former Safety and Service Agent. Mr. Nixon is now a Dispatcher on the L&N Railroad at Danville, Illinois.

District Inspector R. J. Galvin assisted with a presentation to the joint meeting of the Chicago Car Foremen's Association and the Central Air Brake Club. Dick narrated the slides and did a very fine job.

Inspectors Galvin and Martin spoke to the UTU members from the Milwaukee Railroad at Milwaukee on December 16. Their main topic was, "Hours of Service", but as usual, the questions drifted into the area of the Power Brake Law and Safety Appliances.

Hazardous Materials Inspector Ed Pritchard conducted an all day program on Hazardous Materials Regulations, for Elgin, Joliet and Eastern Railroad Operating personnel on December 2. EJ&E officials report that Ed did an excellent job of making the presentation.

Region 4 personnel reported a wide variety of activities over the holidays. Supervisor Carothers visited in Florida and Supervisor Ireland traveled to California and New Mexico. Others had family gatherings and visits with friends and relatives. Most of all, we are pleased they all returned to work safely even though some encountered considerable delay due to the storms and heavy snowfall.

Regions 5 and 8

Region 5 and 8 employees were busy with routine work with only a few accidents occurring requiring investigation. This was good news since it enabled the inspectors to spend more time with their families during the Christmas holidays.

Safety Supervisor Cecil N. Johnston spent Christmas with his family at Sinton, Texas, and hunted in Medina County, Texas, after Christmas. He was fortunate to bag his limit with a buck and a doe.

We extend our sincere sympathy to Locomotive Inspector Rufus Pierce, Des Moines Field Office, in the loss of his mother, Mrs. Lola Pierce. Funeral services were held in Cleveland, Ohio on December 19.

Sincerely,

Mac E. Rogers

Correct answers to the highway sign recognition test on page 4 are:

1. Side road. 2. Right and left curve. 3. Yield right of way.
4. Warning. 5. Regulatory sign. 6. Two lanes merging into one.
7. Stop. 8. Winding road. 9. Crossroad. 10. Railroad crossing.