

HIGHLIGHTS

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Office of the Secretary

New reporting procedures on railroad locomotive inspections are predicted to save \$146,000 and reduce the workload by 350,000 man-hours, Secretary of Transportation John A. Volpe announced on July 21, 1972.

Under the Federal Locomotive Inspection Act, railroads are required to inspect their locomotives each month and certify and report their rail worthiness. This resulted in a monthly flow of 33,000 notarized reports to the FRA's Office of Safety.

By administrative directive, the FRA has changed the reporting requirement to semi-annually, while retaining the requirement for monthly inspection and certification. A log of each month's inspection is to be kept in the cab of the locomotive to be readily available for official inspections.

The FRA makes 100,000 spot safety checks on locomotives throughout the year. These inspections are not affected by the administrative change in reporting requirements.

The revised reporting procedures will result in a saving to the taxpayers of \$59,000 in FRA processing costs and save another \$87,000 in printing and postage expenses for American railroads.

"This step is one in a continuing program outlined by President Nixon to ease official paperwork requirements.

"I suggest that such imaginative administrative practices be examined by State and local governments as a tool for reducing the paperwork reporting burden upon American industry," Secretary Volpe said.

"These savings to both the taxpayers and the railroad industry will be made at no cost to safety in the Nation's railroad locomotive fleet," Secretary Volpe added.

Secretary of Transportation John A. Volpe announced August 5, 1972 the award of a contract for a study designed to increase the efficiency of intermodal freight transportation.

Reebie Associates of Greenwich, Connecticut, was awarded the \$490,000 contract to perform a feasibility study of a nationwide intermodal network.

"President Nixon has pledged the Nation a balanced transportation network -- which means exploiting to the fullest what each mode of transportation does best," Secretary Volpe said.

"Through studies such as this we can define the full potential of rail, highway and marine freight transportation as they relate to each other in an integrated system.

"Preliminary investigations by our Federal Railroad Administration indicate that a national intermodal network could make significant savings in distribution costs to the Nation's shippers as well as improve the service package offered by the nation's rail carriers.

"The study will emphasize a systems approach to the problem, in both economic and hardware terms. It will draw upon the worldwide knowledge and experience gained in recent years by shippers, railroads, truckers, and steamship lines.

"The results of this study will be valuable in determining future programs recommended by the Department of Transportation," Secretary Volpe added.

Office of the Administrator

On July 26, 1972, Federal Railroad Administrator John W. Ingram announced the appointment of Rose A. Benas as Public Affairs Officer of the Federal Railroad Administration.

Rose Benas brings to the Federal Railroad Administration those specialized skills in the public affairs field which have been developed in her previous activities in aviation and space. As the principal speech and article writer for the Associate Administrator for Manned Space Flight at the National Aeronautics and Space Administration, she played an important role in informing the public during the critical period before and after the first lunar landing.

Secretary Volpe commented on this appointment, "This is in line with President Nixon's declared intention of placing qualified women in responsible positions in Government."

Ms. Benas was previously President of Airworld Publishing Company which produced a monthly magazine which was distributed on board by 10 U. S. airlines. Prior to that she was Editor of Airlines Magazine, an international airline publication which covered principal events during the airlines' period of spectacular growth. As Assistant to the President of Aviation Financial Services, Inc., she

was concerned with the generation of funds for jet purchases by U.S. and foreign airlines. Her additional experience as an independent consultant in aviation and tourism will also be useful in describing FRA activities to the public.

"Techniques which have been effectively used to bring these highly developed technological areas to the attention of the public will be applied to the innovative work now being done by FRA in support of the railroad industry," Mr. Ingram said.

Ms. Benas is a native of Louisville, Kentucky but has made her home in New York for a number of years. She has been active in the Aviation/Space Writers Association and in the charitable organization, Metropolitan Washington Chapter of the ARCS Foundation (Achievement Awards for College Scientists).

Office of the Associate Administrator for Safety

Recently many of the Nation's Railroads suffered extensive flood damage. I wish to personally extend my appreciation to those employees that assisted the carriers, where they could and also expended a lot of effort to keep me informed as to the extent of the damage.

It is very satisfying to know that the Office of Safety has so many dedicated employees. Well done.

Mac E. Rogers

Safety - From the NTSB From Jim Kelly, Safety Officer

"TEN FOR THE WATER"

To insure an enjoyable and safe outing on our Nation's beautiful waters, the Safety Board suggests that our boatmen observe ten basic safety precautions:

1. Check and heed the weather forecast before sailing.
2. Advise family or friends of your itinerary.
3. Make sure the boat is sound, fully equipped, and suitable for the planned trip.
4. Do not overload or overpower the boat.
5. Take enough life preservers for all hands and make sure non-swimmers and children wear them.
6. Make sure one of the party is familiar with operating the boat and the area of operation.
7. Be careful in changing position in a moving boat.
8. Keep a good lookout and avoid swimming areas.
9. Stay with the boat in event of flooding.
10. Save happy-hour until you return home safely.

Driving Safety

DRIVERS' TEN COMMANDMENTS

- I. The good driver keepeth his car in safe condition.
- II. He driveth only when sober, and never to great weariness.
- III. His mind doth not wander, for safe driving keepeth a man busy.
- IV. He keepeth always to the speed which giveth perfect control.
- V. He passeth intersections and grade crossings with care.
- VI. To children and pedestrians he giveth thought, for over them he hath the power of life and death.
- VII. He obeyeth the law of the land, knowing obedience may increase his years.
- VIII. For the hazards of driving in the night, he maketh allowance.
- IX. Though his soul be tried, the good driver remembereth that courtesy is the first law of self-preservation.
- X. When he goeth on foot, the good driver remembereth the Golden Rule.

CROSSING THE TRACKS

No good driver will race a train to a crossing. He will take more positive action to meet the grade crossing danger: He will...
...SLOW to easy stopping speed at all crossings.
...OBEY flasher and other signals as though his life depends on them - which it does.
...WAIT, after a passing train has cleared, to be sure there's not another.
...CROSS in second gear over multiple tracks, or where he can't see clearly.
...DOUBLE precautions at night and in bad weather.

LOOK-LISTEN-LIVE

Washington Office

Training

To start the new year - fiscal year, that is - the training office pleads guilty to an omission from the last issue of Highlights. During the rash of training courses being conducted the final days of June, we neglected to acknowledge a pilot course in the Transportation of Hazardous Materials presented the week of June 26th. This course was conducted at the Transportation Safety Institute and included all modes of transportation. The Office of Safety was allotted four slots which were filled by W. Rockey, Region II, H. Bird, Region III, C. Laws, Region V and W. Ingham, Region VI. Three more sessions of this course have been scheduled for FY 73.

The fourth session of the Railroad Accident Investigation course is scheduled for the weeks of the 21st and 28th of August. Those selected to attend have been notified. More details will be forthcoming in the next issue of Highlights.

The shippers Car Line Division of A. C. F. is developing a Tank Car Seminar to be conducted at their Milton, Pa. plant the week of September 25th. This effort is directed principally toward Hazardous Materials. Those nominated to attend will be notified as soon as final arrangements are completed.

During fiscal year 1972 the Office of Safety headquarters and regional personnel participated in technical training courses a total in excess of 1300 man days. From all indications the days were well spent and will result in a more proficient and effective operation.

Engineering and Accident Analysis Division

During the month of July 1972, 29 accidents were reported to the Accident Analysis Branch, of which five "C" type investigations were assigned. There were no railroad accident reports published.

Miss Erma Weinstein, Supervisory Clerk, has been recommended for a Performance Award. Awards are administered under authority of FRA Order 3402.2A.

On June 14, 1972, Deputy Associate Administrator for Safety Robert H. Wright and Civil Engineer Paul J. Seidel accompanied Governor Reed and other members of the NTSB on a walking inspection of Penn Central's continuous welded rail laying operations on tracks between 6th Street and east of 4th Street, Southwest, in Washington, D. C.

On June 20 through 23, 1972 Bud Bishop and Paul Seidel assisted in an inspection of the SCL track, signals and crossing protection between Orlando and Miami, Florida, in connection with determining requirements for operating the DOT Turbo Jet Train at speeds over 100 m.p.h.

Track Inspector Joseph R. Zebrowski joined the Engineering Branch on June 30, 1972. He will be assigned to Region 2 but will have his office in Washington, D. C. He holds a Civil Engineering Degree from Newark College of Engineering, Newark, New Jersey, and has worked as an Assistant Project Engineer, Trackwork for an Engineering Consulting Firm and earlier as a Track Supervisor for the Penn Central. He is a native of Newark, New Jersey.

Mechanical Engineer William Henry Fletcher joined the Engineering Branch on June 12, 1972. He holds an Engineering Degree from the University of Georgia and is currently working toward a Master's Degree in Transportation at George Washington University. Bill was a Special Equipment Engineer with the Southern Railway. He is a native of Parrott, Georgia.

. . . And now for the good news, Chief Accident Investigator Frank Fanelli has successfully lost 57 pounds in 20 weeks. (His stocks have also tumbled.) He is now at fighting weight -- 158 pounds. Frank strongly urges anyone wanting to lose weight to join Weight Watchers. "The program is sensible and it works." (Editor's note - That is if you like eating raw carrots and cottage cheese all day.)

Safety Programs Division

Locomotive Branch

At the request of Mechanical Department Officials of the Burlington Northern, Messrs. Brannigan, Humble, Curry and Rumpf resumed the joint inspection of the carrier's locomotive maintenance and inspection practices and procedures and visited facilities at Lincoln and Alliance, Nebraska and Denver, Colorado. To date, such inspections have been made at Livingston and Havre, Montana, and in the Portland - Seattle, Twin Cities and Chicago areas.

As the result of a recommendation submitted by the Locomotive Control Compartment Committee, the Federal Railroad Administration has sponsored a comprehensive review and analysis of all accident data available within the Administration and which involved casualties to cab occupants.

As the result of a further recommendation of the Cab Committee, the group recently visited with representatives of the Canadian National Railways at Montreal, Quebec, to exchange information related to efforts being put forth in an attempt to improve the level of safety provided cab occupants in collisions and derailments. While in Montreal, the group had an opportunity to view a mock-up of a newly designed cab built by the Canadian National. The design incorporates several unique features, including the application of $\frac{1}{2}$ inch steel plate on the end, sides and top of the full width, heavily reinforced short hood, full height passageway from the cab to the front end of the unit, and the use of two doors at the rear of the cab.

It is our understanding that the Canadian National has recently placed an order for 40 new locomotive units which will be equipped with the modified cab and front end arrangement.

Members of the Washington staff recently conferred with representatives of the Saint Louis Car Company in connection with new cars being built for service on the lines of the Staten Island Rapid Transit.

Equipment & Operations Branch

Transportation Specialist W. F. Holl participated in a United Transportation Union Educational Seminar at Manchester, New Hampshire on July 14 and spoke on the Hours of Service Act. During the week of July 31 he met with Denver and Rio Grande Western Railroad

management in Denver to discuss claims being processed under the Federal Claims Collection Act. While in Denver Wally and Inspector Jack Fortier met with officials of the Burlington Northern and with a group of General and Local Chairmen of the United Transportation Union to discuss matters of mutual interest.

Signal & Train Control Branch

Mr. C. M. Bishop will attend the 1972 National Conference on Railroad-Highway Grade Crossing Seminar on August 29 - 31 at Ohio State University, Columbus, Ohio.

E. V. Soper will be the instructor for the signal investigation class at the Transportation Safety Institute August 29, 1972. Mr. Soper has been the instructor for the signal investigation class for the three previous sessions.

Regional News

Region 2

During the week of July 17 representatives of the General Accounting Office at Norfolk, Virginia conducted a Hazardous Materials audit at this office. Earlier in the month they had conducted audits at our Norfolk, Virginia and Baltimore, Maryland offices.

Regional Supervisors Auman and Laser attended a Civil Service Commission course entitled "Supervision and Group Performance" the week of July 24.

Inspectors J. T. McDonald and R. C. Trego together with Chief, Hazardous Materials Branch William Black attended a Hazardous Materials course held at Cleveland on July 27, 1972. The purpose was to discuss Hazardous Materials problem areas as they relate to drum reconditioners, new container manufacturers and shippers.

Inspector E. T. Hunter was assigned to investigate a derailment which occurred on the Southern Railway at Fall, Virginia on July 2, file C-1-73. This accident was caused by the brake beam dragging on the lead truck of the 59th car of the train. The brake beam wedged in the locking tie bar causing switch point to open at the north end of double track resulting in derailment.

In my absence Defense Coordinator Henry Libby contacted Regional Supervisors Eberz and Laser, Sunday, July 2, requesting assistance for the U. S. Coast Guard. As a result of Hurricane Agnes there was an oil spill on the Schuylkill River near Pottstown, Pa. The Coast Guard had a need for railroad equipment for oil removal. Our Supervisors were most helpful to the Coast Guard and worked with the Interstate Commerce Commission here at Philadelphia on that matter.

Region 3

On August 2-4, inclusive, Regional Supervisor Jones and Inspectors Hooker and Powell met with officials of the major carriers in the Atlanta area. Various discrepancies involving the carriers' timetable instructions were corrected.

Inspector and Mrs. Delaney were on a "house hunting trip" in the Atlanta area during the week of July 10. We are looking forward to Earl's transfer to Atlanta and we welcome them to the sunny south.

On July 12, 1972 Inspector Timmons was issued a Red Cross Standard First Aid Multimedia Certificate after successfully completing the course which was held at Atlanta.

Congratulations to Regional Director McLellen and "Lil" on the birth of their granddaughter, Kimberley, on July 30, 1972!

Region 4

The following personnel from Region 4 have recently attended training sessions:

Westinghouse Air Brake	G. E. Locomotive
M.C. Nicholson	A.T. Ireland
C.E. Bowles	P. Carney
G.E. Strawser	E.R. Butler, Jr.
J.F. Madden	F.N. Breeze

Transportation Safety Institute	Union Switch & Signal
R.J. Galvin	R.W. Hackenbracht
	T.J. Fernandes

Track Engineer E. R. English and Track Inspector H. E. Wall, Jr. have both purchased homes in Lombard, Illinois, and moved their families. It's always nice to have a home again after a long stay in a hotel room.

We would like to welcome aboard Nancy L. Wollenhaupt in our Indianapolis office. Nancy transferred from FAA in Washington.

Miss Deborah M. Richardson in the Chicago office and Sandra L. Hicks in the Minneapolis office have transferred from the stay-in-school program to Summer Aide. We are real proud of these two little ladies who have been so much help to us.

Inspector Benskin and family enjoyed a two-week vacation in Florida. Harold reports that they missed the heavy rains and had a fine time in the sun.

Inspector Shand and family visited friends and relatives in western Kansas during the last two weeks of June.

Supervisor A. T. Ireland and Inspector Don Williams represented FRA at the Southeastern Meeting of the Brotherhood of Locomotive Engineers. There was a general discussion of Locomotive Inspection activities and rules.

Inspector Bowles recently met with the South Dakota Fertilizer and A. G. Chemical Association in Pierre, S. D. Mr. Bowles discussed the handling of hazardous materials shipped by rail with special emphasis on proper unloading procedures.

Hazardous Materials Inspector Pritchard has been appointed by Sec-Rep Norman Erbe to be Chairman of the FCG Hazardous Materials Task Force. This task force will make a study of haz-mat regulations to promote a better understanding of multimode shipments.

Region 5

Mrs. Murray Johnston, wife of Supervisory Railroad Inspector Cecil N. Johnston, entered a Fort Worth hospital July 13 for surgery. She was released from the hospital July 26 and we are pleased to know she is satisfactorily progressing.

Welcome aboard to Region 5 - E. K. Hatchell, Safety Inspector, New Orleans office and Lorraine Laredo, Clerk-Steno, Fort Worth Regional Office.

Regional Director D. R. Holmes took annual leave the week of July 17 to attend the National Shrine Convention in Dallas-Fort Worth. Mr. Holmes plays the clarinet in the Dallas Shrine Band, and he reports their band won first place again in the state competition, not to mention first place winner in the North American Continent.

Retired Safety Inspector E. R. Albritton and Mrs. Albritton and their daughter Phyllis left Fort Worth June 3rd by auto for Monmouth, Oregon. Then several days later, accompanied their eldest son, Dr. Robert Albritton and his family from Oregon to Sitka, Alaska by plane, arriving Sitka about noon, June 11th. While at Sitka they stayed at Sheldon Jackson College where Robert conducted a 3-week work shop on Outdoor Education. His students were teachers from various places in Alaska, Oregon and Washington. Retired Safety Inspector Albritton accompanied his son and the students on several trips and enjoyed the scenic outdoors immensely. He did some fly fishing on nearby lakes and caught a few nice sized brook trout. Sitka is located on a good sized island in Southeastern Alaska and was the capital of Russian Alaska. Traces of Russian culture still can be found and the furnishings of the Russian Orthodox church are beautiful and quite valuable. "Britt" reports the Tlingit tribe of Indians, who were on the island before the Russians came, are a hardy and intelligent people and many of them are well educated and hold Doctorates. Their totem poles (family histories) at Ketchikan and Sitka are considered the best examples of that type of wood carving. One of these Tlingit Indians who had a doctorate complimented Britt by saying, "I see you are an honest man." Of course,

Britt was quite impressed by this statement and inquired why he thought he was honest. The Indian replied, "I can see you don't let the sides of your hair grow long in order to cover up the top part." Britt reports the mountains around the city are rugged and snow capped; the temperature ranges from 40 to 52 degrees and there was a misty rain falling most of the time they were there. Most of us are familiar with the expression "South 40" -- well, Britt says they left Sitka for the "South 48" (as Alaskans refer to us) on June 30 and departed from Monmouth, Oregon July 1st for Colorado. There they spent about 10 days near Steamboat Springs (their old home) with their youngest son, Commander David Albritton and family. They had their usual good trout fishing and enjoyed the beautiful scenery but he reports Colorado is getting overcrowded with people. This is because there is excellent skiing in winter, clean air and streams all in one place, making quite a drawing card. No wonder people are building fine homes like mad all over the mountains. Britt and his wife and daughter arrived home July 15. All three agree it was one of their most interesting and satisfying trips but it was good to be back home. (Thank you, Britt, for sharing this wonderful vacation with us.)

Supervisory Railroad Inspector, S&TC, Walter B. Bobkoski spent the last week in July in the Washington office working with the staff of the Signal and Train Control Branch.

As written in the following poem, each generation must present an image to be emulated by the next:

"Your Name" (Author Unknown)

You got it from your father
It was all he had to give
So it's yours to use and cherish
For as long as you live.

If you lose the watch he gave you
It can always be replaced
But a black mark on your name, Son,
Can never be erased.

It was clean the day you took it
And a worthy name to bear
When he got it from his father,
There was no dishonor there.

So make sure you guard it wisely,
After all is said and done
You'll be glad the name is spotless
When you give it to your son.

Region 6

Region 6 is very honored to report that Inspector D. H. Byrum, of Spokane, Washington, was elected Vice President of Local 2814, American Federation of Government Employees.

Mr. Tom Evans, Regional Track Engineer, FRA, Fort Worth, Texas, was a visitor at our Portland office, July 10, 1972.

All Region 6 personnel were in Portland for a meeting conducted by Associate Administrator Mac Rogers; and to attend a retirement dinner party for Inspector of Locomotives H. C. Whitacre, on July 12, 1972. The dinner was held at the Quay restaurant in Vancouver, Washington. There were 38 persons present. Mr. Mac Rogers gave an interesting talk at the dinner, and a telegram was read from the Locomotive Branch in Washington, D. C. Mr. Whitacre was presented with a wrist watch and a retirement book of pictures, cards and letters from all of his co-workers and friends. We all wish Mr. Whitacre a long, happy retirement.

Regional Director Anderson's son, Bruce, is touring Europe during July and August on a Euro-rail pass.

Mr. and Mrs. John Eagan were pleased to have their daughter, Mrs. John Lydick, and their two grandsons of Lincoln, Nebraska, for a visit during July.

Region 7

Mechanical Engineer J. Sharpe together with Regional Supervisor J. D. Commons inspected the roller bearing facilities of the Western Pacific and Southern Pacific Railroads, at Sacramento, California, during the month of June.

Transportation Specialist W. A. Jeffers was a visitor in the San Francisco office during the latter part of June.

Inspector R. J. Harrison of the Salt Lake City office attended the WABCO course at Erie, Pa., in June and reports the course was well presented and very interesting.

Locomotive Inspector R. D. Barker attended the Southern Pacific Supervisory training course for operating and mechanical officers at Sacramento, California, during the month.

New employees in the Region are Don T. Sheets, Railroad Safety Inspector, San Francisco, Mark R. Tunnell, Railroad Safety Inspector, Los Angeles and Paulette Love, clerk-steno, San Francisco.

Region 8

We are pleased to welcome on board in Region 8 FRA Omaha, Safety Inspector Charles Lett, who entered on duty July 3. Inspector Lett transferred from Region 5 FRA New Orleans.

The score is being evened up by Region 8 FRA Omaha, since Region 5 has lost Safety Inspector Lett, as Secretary Lorraine Milies is being transferred to the Regional FRA Office in Fort Worth, effective July 10. Lorraine reports she has been with FRA since July 6, 1964 and has loved every minute of it! We will certainly miss Lorraine in Region 8.

We were honored by a visit from Civil Engineer Bill Paxton of the Engineering and Accident Analysis Division in FRA Washington on June 7, 1972.

Regional Track Engineer Russ Bunker of Kansas City, Hazardous Materials Specialist Bill Barwick of St. Louis, and Locomotive Inspector Rufus Pierce of Des Moines, attended a two-week Railroad Accident Investigation School from June 12 through 23. This course was conducted by DOT's Safety Institute at the FAA Aeronautical Center in Oklahoma City, Oklahoma.

Safety Inspectors Lou Straight (Kansas City) and Maurice Wood (St. Louis) were found among those present at the air brake training program presented at WABCO facility in Wilmerding, Pennsylvania during the week of June 26. The training program was provided by Westinghouse Air Brake Division of WABCO and concentrated on freight brake equipment and technical advances in air brake systems.

The FRA Denver office recently was pleasantly surprised when former Locomotive Inspector H. B. Harms stopped in for a visit. It was reported that he looks well and is enjoying his retirement.

We are sorry to report that Denver's FRA secretary Wava Lewton's 84-year old mother, Mrs. Leota Lewton, fell recently in the middle of the night and fractured a vertebra. She was hospitalized in the Brighton Community Hospital, and is required to wear a brace for walking purposes. Wava says her mother is very self-sufficient and strong and she believes will soon be able to take care of herself again.

Kevin Fortier, son of Safety Inspector Jack Fortier of Denver, we are happy to report, is out of the hospital. His dad reports that soon his leg will be fitted with a walking cast so he can get around better. Due to the generosity and concern of our FRA employees in Washington, the established FRA Personnel Blood Bank supplied Kevin with 13 pints of blood during his hospital treatment. Another 4 pints of blood were supplied by the Denver Public Service Blood Bank.

Regional Locomotive Supervisor Bill Humble of Kansas City attended the Regional Intermodal Planning Group Meeting on June 20. The next day, June 21, found Locomotive Supervisor Humble in attendance at the DOT Field Coordination Group Meeting in Kansas City, where Deputy Assistant Secretary for Administration Wm. P. Davis was introduced and discussion centered around major functions of the Intermodal Planning Group and the St. Louis mass transportation and planning concerns. Luncheon was served at the new Alameda Plaza Hotel and the Field Coordination Group members toured the Kansas City International Airport in the afternoon, which will be open to the public in the Fall of 1972.

We were honored in Region 8 FRA Kansas City by visits from Mechanical Engineer Jake Sharp of FRA Washington and Locomotive Inspector F. L. McCool of FRA Fort Worth, who, along with Safety Inspector Lou Straight of Kansas City, inspected roller bearing plants here in Kansas City during the week of June 12.

Regional Director Bill Callicotte FRA Kansas City attended the Executive Seminar during the weeks contained from June 18 through 30 at Oak Ridge, Tennessee, which centered around the general theme of administration of public policy.

District Inspectors C. C. Gillespie and G. R. Butaud, Jr. of FRA St. Louis assisted Region 5 safety agents in the investigation of the Burlington Northern accident near Yates City, Illinois on May 31 and June 1-2 at the scene of the accident and at the Galesburg Shops. Inspector Butaud was used as expert witness during the NTSB Hearing at Galesburg, Illinois on June 15-16.

Regional Supervisor Humble, District Inspectors Curry and Rumpf, in company with Chief of Locomotive Inspection Branch Philip Brannigan participated in a special Burlington Northern Employee Inspection and Instruction Program at the Burlington Northern Inc., Lincoln, Nebraska, Denver, Colorado and Alliance, Nebraska Shops. The Burlington Northern participants included Chief Mechanical Officer, Director of Mechanical Services, Assistant Superintendent of Diesel Engines, Superintendent of Air Brakes, Chief BN Inspector and his assistant, Regional Manager of Mechanical Equipment-Omaha Region, Superintendent of Locomotives-Omaha Region, Diesel Supervisor-Omaha, Master Mechanics from Lincoln District, Alliance District, Fort Worth and Denver RR Company also participated in their districts.

Signal Inspector John Hacker of St Louis relayed the good news that permission has been granted by Editor Marsh Hacker, his son, who edits the Nutone Family News, published monthly by and for NuTone Division, Scovill Mfg. Co., Cincinnati, Ohio, to copy the following much-requested editorial concerning U. S. SAVINGS BONDS:

"U. S. SAVINGS BONDS ARE EASY MONEY

"Back around 1950, when my father was lucky to be driving a 1937 Oldsmobile (which he left at a junk yard, where it was long overdue) a man with two kids had a hard time saving a buck. Things were cheaper then, it's true, but people were paid less, and many of today's necessities weren't even luxuries then. Most people rode the bus to work, television was frivolous, and air conditioning was unheard of.

"But there was one thing Pop knew about that's still around today, and that's a way of saving money without feeling the pinch: UNITED STATES SAVINGS BONDS. Every paycheck had a little bit taken out in advance and once a month a Savings Bond came home with the wages.

"They called it the Bond-A-Month Plan, and though there were times when the folks had to cash a bond a month to cover the bills, enough bonds were stashed away (earning interest all the while) so that when the time came, the kids could get as much education as they wanted.

"Of course some of the bonds came in handy for other things, like when the car gave up the ghost and Pop bought a brand-new '53 Ford. Savings Bonds were the down payment on a lot of things that helped make life just a little more enjoyable.

"UNITED STATES SAVINGS BONDS are still helping young families (and older families) to save some money they probably wouldn't otherwise, and the interest rates are better than ever. If you haven't tried the Bond-A-Month Plan . . . well, you really ought to give it a try. You never know when you might want to cash one."

Retirements and Resignations

Linda Lewis resigned effective August 11, 1972. Linda was Secretary in the Locomotive Inspection Branch for two years.

Helen Hawthorne Retires

Dulles Airport lost a very fine administrative assistant on June 30. A very charming lady with a lovely smile by the name of Helen Hawthorne has retired from the Government after 27 years of service. Mrs. Hawthorne, who came to Dulles in June 1968 from the Federal Railroad Administration (from trains to airplanes), coordinated the actions for all Dulles personnel, this involves roughly around 335 people. I wonder if she knows them all by sight? Helen started her career as a clerk for the Interstate Commerce Commission in Washington, D. C.

Born in Ashbury, Va., Helen attended grade school there until the school happened to burn down. (Doris in the airport manager's office attended the same school with Helen -- maybe there was a conspiracy). Helen then went to Leesburg where she finished her education. Married with a daughter, Lisa Anne, Helen and her family live in Broad Run Farms, Va.

It seems like there are two careers in the Hawthorne family. Helen's husband, Master Sergeant Harrison Hawthorne, is an Air Force Chief, and also has 27 years of federal service, and just re-enlisted for another stint. One of the main reasons for Helen's retirement is to allow her and her daughter to join her husband on an exciting assignment in Tehran, Iran. The Hawthornes will arrive there around September 15, where Sgt. Hawthorne will serve as an Advisor for the Imperial Iranian Armed Forces. They plan on traveling extensively abroad, and I imagine with all the Embassy social functions that Helen plans on keeping busy. They enjoy movies and Helen would like to try her hand at Interior Decorating.

Mrs. Hawthorne has a great personality, good sense of humor, hard worker and is just a great person. This happens to be the general consensus of all the people that have known her.

-- Good Luck in Iran, Helen. --

Mrs. Helen Hawthorne



By MURIEL JACKS