

HIGHLIGHTS

volume

5

January - February 1972

number

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Office of the Secretary

Secretary of Transportation John A. Volpe recently announced that construction will begin this spring on a 10.2 mile extension of the federally-owned Alaska Railroad from the city of Fairbanks to the Fairbanks International Airport.

The spur is designed primarily for rail-air freight interchange to meet the increased freight requirements caused by recent oil discoveries at the North Slope, the Secretary said.

The Department's Federal Railroad Administration estimated the cost of construction at approximately \$800,000 with completion in six months.

Secretary Volpe pointed out that Congress authorized the spur's construction, but did not appropriate funds for the project. Capital improvement programs must be borne by the Railroad since it is under Congressional mandate to operate within its revenues. All the Railroad's revenues are put into a revolving fund from which all the Railroad's expenses must be paid.

The Alaska Railroad has not required an appropriation from Congress for operating expenses since 1939. With the exception of emergency funds needed for rebuilding after the 1964 earthquake, the Railroad has not requested funds for capital improvements since fiscal year 1956, the Secretary added.

Last year, projected losses for the fiscal year of 1972, beginning July 1, 1971, cast serious doubts on the revolving fund's solvency. Increased revenues during the first five months of the fiscal year, however, converted early estimates of a \$2.9 million operating loss into an estimated \$4.4 million operating profit. Accordingly, the Railroad will proceed with its planned capital improvement program, including the airport spur, without depleting the revolving fund.

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Office of the Administrator

The first permanent building at the Department of Transportation's High Speed Ground Test Center in Pueblo, Colorado, has been completed, Federal Railroad Administrator John W. Ingram announced February 21, 1972.

The Project Management Building, built at a cost of \$518,000 by H. E. Whitlock Construction Co. of Pueblo will provide office and administration space for Department and contractor personnel. The 50-square mile Center is managed and operated by the Department's Federal Railroad Administration. Other Department administrations participating in the development of the Center are the Urban Mass Transportation Administration and the Federal Highway Administration.

The Center will be the most advanced of its kind in the world and will contribute substantially to President Nixon's program for meeting future transportation needs with new technology. It will have the capability of testing full-scale models of new high speed ground transportation and transit systems, as well as safety devices and procedures on conventional railroad equipment. Testing of a Linear Induction Motor (LIM) research vehicle has been underway since May of 1971 when the Center was dedicated by Secretary of Transportation John A. Volpe. Plans call for testing to begin by the summer of 1972 on a Tracked Air Cushion Research Vehicle (TACRV), which is designed ultimately for speeds up to 300 mph. Also this summer construction will begin on a railroad dynamics research laboratory.

The Project Management Building is a single-story steel structure which measures 160 by 110 ft. with a 40 by 40 ft. interior courtyard, and is designed for a possible future expansion.

Approximately four acres around the building have been graded and will be landscaped, and paved parking for 110 cars has been provided.

The building was designed by the firm of Bertram A. Bruton of Denver, the only black-owned and operated architectural firm in the State of Colorado.

On February 2, 1972, Federal Railroad Administrator John W. Ingram announced the appointment of Henri F. Rush, Jr., former Minority Staff Counsel to the Senate Commerce Committee, as Deputy Administrator of the Department of Transportation's Federal Railroad Administration.

Mr. Rush played a significant role in formulation of legislation which resulted in the Merchant Marine Act of 1970 and the Rail Passenger Service Act of 1970 and, in recognition of his work on

these measures, was presented with pens used by President Nixon in signing the bills into law. Before leaving the Committee, he was also active in pending legislation on freight car shortages.

In naming the 34-year old lawyer as his Deputy, Mr. Ingram said: "We have long needed in FRA someone whose background and expertise includes not only a good knowledge of the needs and problems of the railroads but a broad general base in the whole transportation spectrum."

"We must do more to relate the railroad perspective with the country's need for transportation in the broadest sense -- with our ultimate aim of having a balanced transportation system. I think Mr. Rush can bring us the perspective and professionalism we need to see the whole picture."

Born August 9, 1937 in St. Louis, Missouri, Mr. Rush attended the University of Minnesota and received a B.A. degree in 1959 in Public Administration. He received his LL.B from Georgetown University Law School in Washington, D. C. in 1963.

From 1963 until 1966, Mr. Rush was an associate in the law firm of Donovan, Leisure, Newton & Irvine of New York City which represented among other clients the Boston and Maine Railroad and Hughes Tool Company. In 1966, he became a member of the staff in the Litigation Section of the Office of the General Counsel at the Interstate Commerce Commission where he was involved with motor carrier and rate decisions as well as with railroad merger proceedings.

After two years with the ICC, Mr. Rush returned to private law practice in the District of Columbia with the firm of Swidler & Belnap. In that position he participated in the representation of Federal Barge Lines and shipper associations, including the Manufacturing Chemists Association and the Association of Home Appliance Manufacturers. In January of 1970 he was appointed Minority Staff Counsel to the Senate Commerce Committee. While with the Committee, he was active on legislation for consumer protection, environmental protection, land use management and transportation, in addition to his work on maritime and rail passenger legislation.

Mr. Rush is a member of the American Bar Association and has been admitted to practice before the State and Federal Courts in New York and the District of Columbia as well as the U. S. Supreme Court.

He lives in Washington, D. C. with his wife and two daughters and is active in civic and community affairs, being a member of the Board of Deacons of the National Presbyterian Church and of the D. C. Republican Central Committee.

Office of the Director

Railroad Accident Investigation Course #2

The second session of the Railroad Accident Investigation Training Course was held at the Transportation Safety Institute in Oklahoma City, Oklahoma from January 31 thru February 11, 1972. Attending the course, representing six of our eight Regions, were the following Field Inspectors:

G. C. Abar	Region I	J. F. Madden	Region IV
G. Childers	Region III	J. A. Phelps	Region VI
R. J. Harrison	Region VII	W. C. Rockey	Region II
W. H. Hemmans	Region I	W. A. Rogers	Region III
C. E. Lett	Region V	R. C. Trego	Region II

In addition the Railroad Industry was represented by the following carrier and labor personnel.

O. A. Durant	Union Pacific
F. A. Albey	Southern
H. A. Linderer	St. Louis - San Francisco
C. R. Kailin	Atchison, Topeka and Santa Fe
R. P. Hoffman	Chicago Northwestern
K. H. Kannowski	Illinois Central
R. P. Madigan	AAR - Chicago
F. K. Griffin	AAR - Chicago
J. M. Waybright	B. of L. E. - Cleveland

The attendees were welcomed by Stanley Henceroth, Deputy Director of the F.A.A. Aeronautical Center at Oklahoma City and Robert Creson, Director of the Transportation Safety Institute. Mr. Oscar Laurel, member of the National Transportation Safety Board gave the opening address. During the instructional phase of the course, a lecture was given by Robert Kessler, recently appointed Secretarial Representative at Denver, who had previously served as Chief Counsel, Federal Railroad Administration.

The course concluded with a graduation exercise on February 11, 1972, with the presenting of certificates an address by Al Coulter, Director of the Aeronautical Center.

There were no unusual occurrences during the two week stint with the exception of Dub Rogers having his coat stolen and John Madden losing his wallet. Fortunately John recovered his wallet. -- Dub is still thawing out.

Director's Message on Safety

A summary of 1971, "Zero In On Safety" reveals that the FRA did not meet the disabling injury frequency per million man hours goal of 4.4% as set by the Secretary. The rate was 7.4%. This was due to the high rate on the Alaskan Railroad of 9.02% for the year. The rate for the FRA excluding Alaska was 2.82%.

I ask that each one of you take the time to analyze what we are doing for the safety of ourselves and our fellow employees, both on and off the job. For instance, do we shrug off the water leaking around a water fountain or do we take the time to report it to the proper office. How about the carpet tear in the hallway or the balding tire on one of our sedans? These, however minor, involve the act of caring. The act of leaving the hazard for the next person is all too common and very easy to correct. Simply by our individual concern for ourselves and our fellow co-workers we can prevent an unfortunate accident. We should do everything possible to insure all of our employees have a safe and healthful working environment. Lets bring the rate of injuries down in 72.

Safety and Your Automobile Tires

Inflate 'Em Right

The most common tire "crime" is failure to maintain proper inflation pressure. A recent Bureau of Standards survey showed that at least one tire on one of every four cars is underinflated. Such tires just cannot do their job correctly--they wear unevenly and more rapidly, are more subject to failure, and adversely affect handling. In the area of wear rate, a study by the Pirelli Tire Company has shown that underinflating tires produces the same effect as increasing vehicle speed. If for example, a bias-ply tire is supposed to carry 30 pounds of pressure but is inflated to only 24 psi, and you are driving at 70 mph, that tire is being flexed and stressed as if it were traveling at 95 mph (a 20 percent inflation decrease produces the effect of a 30 percent increase in speed)!

What about overinflation? Before we answer this one, we'd better define just what it is. Inflation pressures of "cold" tires should never exceed these figures: load range B(4-ply rating)--32 psi; load range C(6-ply rating)--36 psi; load range D(8-ply rating)--40 psi. (Confused? Simply check the tire sidewall for maximum inflation figures. Tires made after 1 Aug. '68 have the info molded into them.) Inflating tires to 4 pounds above the car manufacturer's basic recommendation (see owner's manual) is okay... provided you don't exceed the maximums listed above. In fact, this is the proper action to take prior to doing any sustained high-speed driving.

Now, then, overinflation can be just as bad for a tire as underinflation. Put too much air in those skins, and their cords will get so taut they'll snap from ordinary road shocks. And, of

course, the tires will wear excessively in the centers, reduce footprint area, and afford less traction.

Don't Bleed

Pressure build-up from driving is normal; so if you check inflation pressures when tires are "hot," allow for 5 psi over and above the maximums shown above. Better yet, always check tires when they are cold. . . and never bleed air from them when they are hot.

One additional, important point: Tire gages which are used by everyone cannot be relied upon to be accurate. Buy your own tire gage and use at least once each month.

Another Crime

Along with incorrect inflation pressure, overloading is another serious threat to a tire's health. Overloaded tires will promote poor vehicle handling and eventually suffer premature failure. To determine the load carrier by a tire, add the weight of your car to the passengers' and load's weight and divide by four . . . and add a safety margin for the extra load tires carry during cornering. Again, the tire's maximum safe load limit figure at its maximum safe inflation pressure is molded into the sidewall. The weight a tire can handle is directly related to inflation pressure. (For complete information in this area, check with your tire dealer . . . or see the tire interchangeability and load inflation tables in June '61 DRIVER.)

Balancing

To have the tire/wheel balanced statically ("bubble" balanced while off the axle) or dynamically (by special machine while wheel is spinning on the axle)--that's a "question" Hamlet didn't have to address. (Thank goodness. He had enough troubles.) But it's one that puzzles many a motorist. Well, be perplexed no longer; because to do the job right, you have to do both!

Static balancing must be accomplished first--this serves only to distribute weight evenly around the tire/wheel circumference. Only dynamic balancing can cure lateral (shoulder-to-shoulder) imbalance. Moreover, a tire-wheel combination may be balanced perfectly by the static method, but still be out-of-round. This condition will show up only during dynamic balancing.

Can a tire wear out-of-balance? Very definitely, and the most common causes are improper toe-in or toe-out, incorrect camber and/or caster, faulty or excessively worn shock absorbers, faulty or grabbing brakes, bent wheels, broken springs, loose moog joints, worn bushings, and sprung axle housings. It won't do much good to re-balance the wheels unless you first correct the mechanical problem(s).

Four Pounds of Lead?

This leads us to those little lead weights which are clipped to the rim to achieve balance. You'll find that the better tire shops distribute the required lead evenly between the inside and the outside of the rim (otherwise dynamic balance is changed). Is there a limit on the amount of lead to be used? "Not necessarily," Mike Induni, Manager of passenger car tire engineering for Firestone, told us. "But," he added, "no one wants an extra 4 pounds of lead jangling around on his wheels. There would have to be something wrong with either the tire or the wheel to create a need for that much extra weight." DRIVER suggests that the next time you buy new tires and observe the shop man about to add more than 6 ounces of weight to the rim, you ask his to reindex the wheel to the drum. If more than 6 ounces are still needed, tell him to reindex the tire to the rim. If that doesn't do it, insist on a different tire (assuming the rim is okay, of course)!

Tire Rotation--Controversy

Now here's a subject that has become a bit controversial lately. If you always maintain perfect front-end alignment, proper inflation pressures, etc. (big "IFs"), is tire rotation really of any value? The answer is YES. Even when the spare is not used in the swap, rotating tires every 5000 to 8000 miles will extend tire life by as much as 20 percent. Here are a few clues as to why: Front and rear tires wear differently due to differences in fore and aft vehicle suspension systems, and due to the rear wheels being "pulled" around turns while the fronts lead. Typically, front tires wear more near their shoulders while the rears wear more in the tread-area centers.

"But just a darned minute," you say. "Won't the cost of periodic rotation offset any momentary 'advantage' gained by the practice?" (Bear in mind that the brake drum to which a wheel is bolted figures into dynamic balance--so after rotation you should have dynamic balance rechecked.) Well, that's for us to know and you to figure out, depending on whether your friendly tire shop provides free rotation (many do) and, if not, whether you care to do the job yourself; initial cost of the tires; cost of balancing and rotation in your area, etc. As for the DRIVER staff, we prefer to rotate all five every 8000 miles and rebalance each time. And we believe we are money ahead by doing so . . . not to mention the added peace of mind provided by tires which stay in the same general good condition all around.

Two New--What To Do?

Here's another question which has stirred a bunch of controversy: If you buy only two new tires, should they be placed on the front or the rear? Contrary to popular belief, they should go on the rear axle.

A Bureau of Standards survey has shown that vehicles involved in accidents have a larger number of severely worn tires on the rear, indicating that more safety can be had by placing the less-worn rubber on the rear wheels. Carrying this a step further, a car is easier to control when a front tire fails than when a rear one gives out. Furthermore, on slick surfaces, worn tires provide less traction than do good tires; thus, during cornering or braking, good front skins could hold while worn rear ones are breaching loose, causing an oversteer skid. This type skid is very difficult to handle . . . much more so than is the understeer skid. (If you don't know oversteer from understeer, read the "High-Performance Driving" articles, June and July '71 issues.) 'Nuff said.

Speaking of new tires, proper break-in calls for limiting speed to 60 mph for the first 50 miles. This enables the many complex elements in a tire to adjust gradually to each other and begin functioning as an integral unit.

-- More On Tires In The Next Issue --

A Six-Letter Word - S A F E T Y

S is for safety; which is very important in the discharge of duty, and I would like to spread this out a little to include everything we do going to and from and about the home.

A is for after; it's pretty easy for one to tell someone what to do or to tell them what they should have done after an accident has happened. Try to get the point across before and there will be no after.

F is for first; one must think before he starts his duties to insure that things are in order to prevent accidents.

E is for effort in preventing accidents. If everyone puts forth a little effort getting everyone on the bandwagon, there will be no accidents.

T is for tears that people shed after an accident.

Y is for you and I to be careful on our job and on everything we do in our daily life.

Paul Braddock, Conductor
Member Fort Wayne Division
Safety Committee

Sent in by -
Regional Director R. A. Johnson

Washington Office

Field Operations Division

Personnel actions since our December 1971 issue have resulted in the following assignments:

Civil Engineers:

R. E. Bunker, EOD January 31, 1972 at Kansas City, Missouri.

T. E. Evans, EOD January 31, 1972 at Fort Worth, Texas.

Locomotive Inspector:

R. R. Smith, EOD February 7, 1972 for Charleston, W. Va. Ralph comes to us from the B & O Railroad in Punxsutawney, Pa., and is presently undergoing training throughout Region 2 before locating in Charleston, West Virginia.

Recruiting actions are still underway to fill three of our field vacancies that have resulted from resignations or transfers. We are now attempting to fill Safety Inspector positions in San Francisco and Los Angeles, California, and it appears the third vacancy to be filled will be in New Orleans, Louisiana. Additional data on these actions will be supplied in a later issue.

We have recently approved several requests from field inspectors for the transportation of dependents in Government-owned vehicles while on official business in accordance with FRA Order 4300.1 Change 1. It has long been our belief that safety is really a "family affair", and we earnestly solicit your help to improve our accident experience in Government-owned vehicles during 1972. Please drive safely both on and off the job.

Present indications are that we will receive some relief from current travel restrictions, and we are in process of submitting revised figures to our regional offices.

As a reminder, certain railroads are being considered for nominations for the various Harriman Awards, and to those of you that are engaged in this survey we will appreciate your cooperation in prompt submission of all reports to reach this office no later than April 10.

Safety Programs Division

Chief Safety Programs Division, K. W. Batcheller, and Chief Signal and Train Control Branch, C. M. Bishop rode the TurboTrain on the newly inaugurated experimental service between Washington, D. C. and Parkersburg, West Virginia. BRS interest was in the proper timing of railroad crossing protection consistent with the higher speeds used in cutting about one and one-half hours, from the former nine and one-half hour schedule of conventional trains over the 351-mile line.

Also the performance of air brake and train inspections were given attention. All performance was found to be in compliance.

Signal and Train Control Branch

In 1972 carriers will continue to replace in the field two-way radio, channelizing and microwave equipment with solid state designs supplanting older vacuum tube models. As many as 600 radio sets will be replaced in 1972.

More than 150 automatic car identification systems will be installed in 1972.

Centralized traffic control projects in 1972 will total more than 750 miles.

More than 1300 automatic rail-highway protecting devices will be installed during the year 1972.

Other signal devices with emphasis on safety will be increasingly employed by the rail industry, such as, the installation of 150 hotbox and dragging equipment detectors.

Engineering and Accident Analysis Division

Engineering Branch

Transportation Systems Analyst J. A. McNally recently visited Regions 3, 4, and 7, in conjunction with the study of the Bureau of Railroad Safety being conducted by Office of the Secretary of Transportation.

The Records Branch has recently become a part of the Engineering and Accident Analysis Division.

Engineering Branch personnel have been active in evaluating the study being conducted, by the contractor Tolis Cain Corporation, on a Railroad Accident Information Reporting System.

Civil Engineer P. J. Seidel's effort to help control the deer population was successful on December 11, 1971, in Loudoun County, Virginia.

A program is underway in the Records Branch to automate compiling of statistics relative to BRS inspection reports of locomotives and safety appliances.

Our sympathy to Dave Gobbett, Transportation Industry Analyst, who's father Samuel Gobbett passed away February 25, 1972.

Civil Engineer P. J. Seidel had the unfortunate experience February 3rd of riding a locomotive while checking track conditions on a short line railroad in Florida, at a speed of one mile per hour, when the locomotive derailed.

The Locomotive Section of the Reports Branch has caught up their back-log thanks to all of the hard workers.

Congratulations to Margie Jones on her promotion, and to Jean Burgess for her completion of a 10-week course in shorthand given by Civil Service Training.

Fannye Lockley's defensive driving failed to pay off when the other driver's offensive driving was better than hers. He hit her in the back of (her new Maverick). The Maverick has recovered.

Joe Musselwhite, Supervisory Statistical Officer, joined Inspector Jack L. Burt during his personal injury inspection of the C & O - B & O Railroad at Baltimore on February 22nd and 23rd. They reviewed six hundred personal injury files that were not considered reportable to FRA by carrier officials. Many doubtful cases were noted and held for further discussion with reporting officials.

The second FRA Railroad Accident Investigation Course was held at the Transportation Safety Institute January 31 - February 11, 1972. Rail Accident Analyst Frank Fanelli, prepared lesson plans and held the train operations investigation, Introduction to Rail Highway Accident Investigation, and Motor Carrier Investigation classes.

The program to develop a thermal shield specification for tank cars conducted the first of seven scheduled 1/5 scale model tank fires at White Sands Millile Range, New Mexico on November 22, 1971. The tank was uncoated and partially filled with water. The second 1/5 scale model test was originally scheduled for February 18, 1972, however instrumentation problems were encountered and the test was rescheduled for March 10, 1972. This tank will be uncoated and loaded with propane. Measurements will be made of the safety valve lift, the liquid level, the internal pressure, the internal and external tank shell temperatures, the liquid and vapor temperatures and the fire temperatures.

Accident Investigation Branch

Rail Accident Analyst Don Largess was awarded the position of Supervisory Transportation Safety Specialist (Track Guided Vehicles) with the Transportation Safety Institute, effective February 20, 1972.

Regional News

Region 2

Inspector Rockey and Supervisor Eberz made a sample car inspection December 14, 1971, at Steelton, Pa. The car involved was a Pullman Standard Company low deck flat car TTX 501263. The car is being converted for pipe loading.

Regional Supervisor Laser and Regional Director Johnson attended a Labor Management Relations Seminar at Atlantic City, December 13 to 16 inclusive.

Inspector Burt investigated an accident which occurred at Sidney, Maryland on December 14, B & O Railroad. This accident was caused by a broken truck side frame. File C-45-72.

Inspector R. Trego was assigned to investigate an accident which occurred at Akron, Ohio, Erie-Lackawanna Railroad on December 17. The crew of the yard switcher apparently failed to wait the required time after operating a cross over switch with a time release. The equipment being handled by the yard crew was struck on the side by a road train. File C-47-72.

Region 3

It is with a great deal of pride for us to report that the employees in this region have completed another injury free calendar year. We feel this is a real accomplishment when considering the thousands of miles traveled and the various hazards involved in our work. We look forward to the coming year with a great deal of enthusiasm and another accident free year will be our safety goal for 1972.

Regional Director McLellen is proudly wearing his "I.Q." (I Quit) pin. John quit smoking on August 23, 1971, after spending 40 years with the habit.

Our "Green Thumb Award" of the year goes to Inspector Wright who recently was successful in having three blooms on his camellia bush. This is the first time in five years Inspector Wright has had any blooms on his camellia bushes which usually thrive in this area.

After several months Safety Inspector Timmons has finally finished an elaborate stone and masonry lawn fountain with fish pool for a public school in Tucker, Georgia. Our inspector spent many hours in the construction of this project. Our hats are off to Inspector Timmons for the school was well pleased and the results so professional that the authorities made plans to enclose the area and use it as a classroom terrarium.

Chief of Field Operations Chrisman advised that Inspector M. M. Dooley will be transferred to our Louisville office on January 10, 1972. We are looking forward to working with him in the years ahead and we are most happy to welcome Inspector Dooley to our region.

The regional office force had lunch with former Inspector Edward L. Dover during the Christmas holidays. To his many friends who wish to contact him, his address is: 4255 Melania Lane, College Park, Georgia 30337. Ed Expressed a desire to hear from his many long-time friends and promised to reply to each letter.



OFFICE OF THE TREASURER

245 STATE CAPITOL
ATLANTA, GEORGIA 30334

BILL BURSON
STATE TREASURER

December 6, 1971

Mr. Elias W. Timmons
Safety Agent
Safety Inspection Division
Federal Railroad Administration
U. S. Department of Transportation
P. O. Box 2063E
Atlanta, Georgia 30320

Dear Mr. Timmons:

There are no words adequate to express my profound gratitude for your compassion and assistance when I had my accident last Friday. I don't know what I would have done had you not come to my aid and, thanks to your concern and help, I was able to get my car back into service and to proceed with a minimum of delay.

It is a source of great comfort to me to know that we have men of your dedication and humanity in the service of our Federal Government and, in order that your superiors might know of your assistance to me and my gratitude for it, I am sending a copy of this letter to your Division Director.

I sincerely hope the future will afford me an opportunity to return your courtesy to me in some small way and I look forward to your calling on me whenever I can do so, personally or officially.

In highest esteem and with deepest gratitude and kindest personal regards,

Sincerely,

Bill Burson

(A fine act of assistance, Elias, I add my personal "well done".)

M. E. Rogers

Attached is a self-explanatory memorandum from Inspector Sturgeon giving a run-down on his recent trip to Nicaragua. As information, Inspector Sturgeon also paid all his own expenses during this trip.

Trip to Nicaragua, Central America.

This trip covered the period from December 26, 1971 through January 3, 1972, inclusive, and was made for the Missionary Society of the Nazarene Church. The purpose of the trip was to install amateur radio stations in three missionary locations and to properly instruct the missionaries in the operation of same.

Transceivers were installed at the Bible School in Riva, at Jinotega and at the home of the mission superintendent in Managua, Nicaragua. All radio equipment and antennas were carried from Nashville, Tennessee as hand baggage. No difficulty was encountered until we entered Customs in Nicaragua. At this point the equipment was impounded for three days by custom officials for clearance and/or inspection. At the expiration of the three days they were finally cleared and were installed at the above mentioned location and placed in operation. There were six additional personnel on this trip, including three preachers, two Sunday school superintendents, an additional church layman and myself. Enroute to and from Nicaragua stops and/or plane changes were made at the following places: Belize, British Honduras, El Salvador, San Salvador, Tegucigalpa, Honduras, Guatemala City, Guatemala, San Pedro Sula, Honduras, New Orleans and Shreveport, Louisiana, and Memphis, Tennessee.

The area we visited is tropical and although this time of year is considered winter, the average daily temperatures were in the mid-nineties, with very, very high humidity. Scorpions, spiders, insects, snakes and bugs were plentiful, to say the least. Two days prior to the time we arrived at the Bible School at Pantasama two deadly Bushmaster Snakes, reported to have been between six and eight feet each, were killed. I took their word as to the size of them. Two active volcanos, Concepcion and San Miguel, were visited and photographed.

Saturday and Sunday prior to our departure on Monday turned out to be the most interesting days as we had a total of twenty earthquakes which registered up to 5.5 or 6 on the scale.

Since returning home I have, by use of my amateur station, contacted the stations we placed in operation in Nicaragua.

In addition to the spiritual guidance offered by these dedicated people, medical assistance is also provided. At Pantasama Bible School, Mrs. Burchard, the wife of Reverend Burchard, is a registered nurse, and three days a week they operate a dispensary at that location treating the natives. Over 1700 people have been treated since this operation started in April 1971. Treatment is for everything ranging from malaria, malnutrition, broken bones, cuts, gunshot wounds, intestinal parasites, typhoid fever, snakebite

and about any other disease you can think of. One gunshot case was carried ten days by litter through the jungle for treatment and survived. A lady who could not terminate a pregnancy walked five days to get to the dispensary, where she was delivered, attended church at night, picked up her newborn daughter and walked back to her home.

On Sunday, January 9, I was asked to give a report of the trip at the Nashville Trinity Church of The Nazarene and at the conclusion of my report was unexpectedly presented a bronze engraved plaque from the church for my small part in this effort. I prefaced my remarks by saying there were two places in the world I did not think I would ever be, one being Central America and the other a church pulpit.

In conclusion, it was a very interesting trip and the results were most gratifying.

I. D. Sturgeon

On January 10-11, 1972, Chief Chrisman, Systems Analyst McNally, and three representatives from DOT and FRA Management Systems Offices were visitors in the regional office. Various activities by the Bureau personnel and railroad operations in this region were discussed.

For months Jerry Gamble, our clerk-steno, and her husband have been agonizing with the contractor and builder over construction of their house, but finally the correct cabinets and doors have been installed and the floor creak eliminated. Now the Gambles have moved in and they can settle down to the routine chores of home owners. We are very happy for them and congratulate this young couple for their stamina and thrift to acquire such a beautiful possession. Enjoy it, Jerry. You deserve it.

During the month of February Transportation Specialist Jeffers visited various places in our region, at which time our Locomotive Inspectors all had the opportunity to work with him and receive guidance in conducting their inspections as provided for by FRA rules and regulations. At the conclusion of Mr. Jeffers' visit he informed us that compliance in this region was good with the exception of a large terminal in North Carolina.

Our Nashville personnel moved into their beautiful new office on February 7. This office is fully carpeted and all of our people are very pleased with their new location.

From an anonymous author:

A SHORT COURSE IN HUMAN RELATIONS

The SIX most important words:
"I ADMIT I MADE A MISTAKE"

The FIVE most important words:
"YOU DID A GOOD JOB"

The FOUR most important words:
"WHAT IS YOUR OPINION?"

The THREE most important words:
"IF YOU PLEASE"

The TWO most important words:
"THANK YOU"

The ONE most important word:
"WE"

The LEAST important word:
"I"

Region 4

In December, 1971 Mrs. Frances Litzkuhn of my office informed me of a most interesting exhibit by her husband, Kurt. He is a wood carver with rare skill and for the information of Bureau personnel, I have asked that the newspaper clipping of his most recent exhibit be published in the Highlights.

ARTS & HANDICRAFTS EXHIBIT

at Lincoln Federal Savings & Loan Assn.
6655 W. Cermak Road, Berwyn, Ill.
from Dec. 28, 1971 thru Jan. 8, 1972

You are cordially invited to view
this Exhibit

All Art Objects are designed and
handmade entirely
One-of-a-Kind only by
Kurt F. Litzkuhn

Sponsored by Mr. Frank J. Kinst, President
and
Mr. Ron Jelinek, Vice President

The LIFE - Page 18 - Wednesday, January 12, 1972

Lincoln display - Woodcarver shows art

Twenty-seven carved wooden art objects are now being displayed by woodcarver Kurt Litzkuhn of Berwyn at Lincoln Federal Savings and Loan Association, 6655 Cermak road.

One of the highlights of Litzkuhn's exhibit is a portrait plaque of his wife, Frances, which is a true-to-life likeness of her. Litzkuhn also makes church carvings, antique frame carvings, leather and copper embossing, metal filigree pictures and jewelry and linoleum block cuttings for printing.

A retired director of inhalation therapy at St. Francis Hospital, Evanston, Litzkuhn spent 23 years in this paramedical profession in several different hospitals. He now devotes most of his time to his intricate woodcarvings and several other arts and handicrafts.

Several kinds of rare woods, copper, silver, aluminum, linoleum and leather are featured in his exhibit. Patience, skill and a knowledge of woods helps the carver create his works. Self taught he also carves plaques of family crests, emblems, insignias, memorials and award shields.

Some of the most detailed and intricate works he cuts are landscapes in silver and aluminum which are sawed out with a fine jeweler's sawblade in a filigree manner, giving a tri-dimensional appearance.

A hand-carved, giant Bible cover and a 26-inch tall table lamp will also be on view as will a filigreed farm landscape.

Litzkuhn began his woodcarving at age 10, and made it a vocation before World War II. He was born in Germany and came to America in 1927.

In the 1930's, wealthy New Yorkers and famous persons often came to his workshop in New York City. After his induction into the Army, he was approached by a group of officers at Camp Adair, Ore., to make a plaque of Maj. Gen. James L. Bradley, his commanding officer.

Working from photographs, the carving was ready for a surprise presentation to the general on New Year's Eve, 1942. He then carved other generals in the division. November 4, 1953, Litzkuhn presented the American Association of Inhalation Therapists with a giant woodcarved plaque of the society's official insignia.

His Florence Nightingale woodcarving was presented to Michael Reese Hospital.

The articles on display included the following:

HAND-CARVED ARTICLES
MADE BY KURT F. LITZJUHNS

- 1- Carved Bible Cover - Linden Wood - Picture-Illustrated Bible
from Viet Nam
- 2- Leaf Tray - African Mahogany (Khaya Wood)
- 3- Lamp - African Mahogany (Khaya Wood); Base - Philippine Mahogany
- 4- Farm Landscape - Aluminum Filigree Cut - Oak Wood Frame
- 5- "Hunting Scene" - German Silver Filigree Cut - Carved Mahogany
Frame
- 6- "Old Fashioned Scene of Central Park" - New York - German Silver
Filigree Cut - Mahogany Frame
- 7- Portrait Plaque of My Wife - (Mrs. Frances Litzkuhn) - African
Mahogany (Khaya Wood)
- 8- Wall Plate of Cardinal Bird - Walnut Wood
- 9- Maple Leaf Center Piece with Stand - African Mahogany
- 10- Letter Opener - Philippine Mahogany
- 11- Man's Jewel Box - Mahogany Top with Silver Inlay (Family Crest)
- 12- Wooden Spoon - Rock Maple
- 13- Sailing Ship - Copper Embossed - Stained White Pine Frame
- 14- AAIT Plaque - "American Association of Inhalation Therapists"
Honduras Mahogany (Swietenia Wood)
- 15- Portrait Plaque of General James L. Bradley -(Kurt F. Litzkuhn
& The General "Viewing It")
Philippine Mahogany -(Camp Adair, Oregon - World War II)
- 16- Linoleum Cut of Our Church in Evanston, Ill. (and The Print)
- 17- Three (3) Wood Jewelry Pins - Dark Pin - Brazilian Rosewood,
Leaf - Mahogany, Lily - Rock Maple
- 18- Round Bowl - Laminated Birch and Mottled American Walnut
- 19- One Pair Candleholders - Laminated White Oak and Walnut
- 20- One Candleholder - Sumac Wood (also called Zebra Wood)
- 21- Christmas Scene - Copper Embossed - White Birch Frame
- 22- Ebony Box (with Silver Inlay - Family Crest)
- 23- 4-Size Candleholder (Ponderosa Pine Wood)
- 24- Serving Tray - African Mahogany (Khaya Wood)
- 25- 26 & 27- 3 More Portrait Plaques (of celebrities)

One of his finest carvings is a life size one of his wife, Frances. A picture of Mr. Frank Kinst, president of Lincoln Federal Savings and Loan Association, Mr. Kurt Litzkuhn and his wife Frances shown holding the carving of herself accompanied the article, I am sorry that the photo cannot be published along with the article.

For several years, Inspector F. G. Podruch has been collecting railroad antiques and artifacts. Also, for several years he has been building a room in his basement to display his collection. We now understand that he and Mrs. Podruch had the ribbon cutting ceremonies on New Years Eve, and officially named it the "Link and Pin" room. We understand that it is rather plush.

Inspectors Harold Benskin and Edward Pritchard attended a three day seminar on packaging and transportation of hazardous materials at Wayne State University. Mr. Pritchard participated in the program.

Inspector and Mrs. C. A. Nelsen (LI) took a trip to Florida recently, and reported that it wouldn't be such a bad place to retire when you compare the temperature with that of Northern Minnesota.

Safety Supervisor C. B. Carothers has applied for his retirement, effective April 30, 1972. He will be on annual leave during March and April, with his last day on duty February 24. We hope his health improves, and he will enjoy his retirement at his new home in Florida. His address there will be: Post Office Box 1765, St. Augustine, Florida 32084.

Inspector C. E. Bowles (E&O) has been quite active in obtaining unloading compliance from LP gas distributors in Minnesota and South Dakota. As a result of these activities, he was recently invited to attend the LP-Gas Association meeting. Mr. Paul Seay, of OHM, was the featured speaker.

Inspector R. J. Galvin (E&O) and Regional Director G. R. McConnell presented a program to the Joint Council of Carmen of Chicago. The program consisted of a general discussion of Railroad Safety and the slide program "Freight Car and Train Brake Tests - How and Why".

Inspector John F. Madden (E&O) attended the Accident Investigation School at Oklahoma City. John also did some special inspection work on tank cars in the Cincinnati area.

A home buying spree has recently hit the Chicago office. Inspectors Dave Doncoes, Bill Martin, and John Madden have all bought homes within the past month. Looks like we should have a fine series of house warmings.

This is about all I can produce for the dull winter months.

Region 5

Safety Inspector V. J. Satterlee, Houston Field Office, journeyed to Portland, Oregon to visit relatives during the holidays. While there he visited with Regional Supervisor Russel Dixon.

Regional Supervisor John S. Glynn and family left the mild weather in Texas to visit relatives in chilly Minnesota during the holidays.

Signal Inspector S. H. Stotts and his family of New Orleans visited relatives in Fort Worth during the holidays.

Safety Inspector Mearl Bees and his wife didn't spend Christmas alone after moving to new headquarters in Fort Worth after all! Their niece and her military husband who is stationed at Fort Hood, visited them during the holidays. Mearl reports he went swimming on Christmas day!

The majority of Region 5 employees enjoyed the holidays in and around their respective homes with a lot of good eating and viewing TV football. Happy New Year from all of us to all of you!

Locomotive Inspector C. M. Williams of El Paso will be moving into his new office there as soon as the furniture arrives. The address is:

The First National Building
109 N. Oregon, Room 423
El Paso, Texas 79901

W. B. Bobkoski, Supervisory Railroad Inspector, was in the hospital the first of January with pneumonia. We're happy to say he is now back on duty.

Our sincere sympathy is extended to Locomotive Inspector Charles M. DeWitt and his family in the loss of his wife. She passed away January 20. Services were held January 22 in San Antonio with interment at Bandera, Texas.

Regional Director D. R. Holmes attended the DOT Conference in Washington, D. C. on January 24-27. Mr. Holmes reported that the meeting was very informative and that he feels optimistic for the future of FRA and DOT.

The Fort Worth Regional Office welcomes Mr. Thomas E. Evans, Civil Engineer, Track, effective January 21, 1972. Mr. Evans comes to us from the Southern Pacific at El Paso where he was Assistant Division Engineer. He has worked on the SP from Oregon to Texas in various positions in the track department including that of Roadmaster.

Safety Inspector C. E. Lett of New Orleans left January 30 to attend a two weeks Accident Investigation Course at the Transportation Safety Institute in Oklahoma City, Oklahoma.

We're happy to report Sandra Keebler, Memphis Field Office, is now back on duty after a bout with the flu.

Regional Supervisor-Safety Cecil N. Johnston and Mrs. Johnston represented our bureau at an employer-employee banquet, February 10, as guest of working aid Delores Owens who is sponsored by the Vocation Office Education. Miss Owens was presented a red carnation corsage by the employees of our Fort Worth office.

Civil Engineer, Track, Thomas E. Evans spent several days in the Washington office, being indoctrinated for his new duties.

Regional Supervisor-Safety Cecil N. Johnston is now back at his duties after being hospitalized for tests.

Region 6

Mr. David H. Byrum, Safety Inspector, Spokane, Washington underwent surgery during December and has now returned to duty.

We are happy to report that Safety Inspector Charles Faletti has returned to duty after being on leave since October 26 due to a heart attack. We are all glad to have both Inspectors Byrum and Faletti back on the job.

Inspector Vince Satterlee from Houston, Texas, stopped by our office for a visit while staying with his brother over the holidays.

There were many derailments during the month of December, all of which were assigned as "C" investigations. One derailment was an Amtrak passenger train going through a tunnel in Western Washington, with cause in doubt.

An automobile hit a freight train in Idaho on the UP branch line, killing all four occupants of the auto.

Two other derailments occurred in Central Oregon. All the derailments occurred within 48 hours of each other.

A special investigation was made of the death of a pipefitter on the Milwaukee Road, at Deer Lodge, Montana. The pipefitter was killed from coming in contact with a pantograph while trying to find a leak on the pantograph air cylinder.

A sample car inspection was made by Assistant Regional Director J. J. Eagan of a high side gondola with fixed ends, for the SPT Co. at Gunderson Brothers Engineering Corp., on November 24, 1971. This car is one of a series of 350 such cars under construction as a re-order by the SPT Co.

Region 6 is happy to have Assistant Regional Director John J. Eagan back on duty again after his surgery in December.

Inspector of Locomotives H. C. Whitacre has been admitted to Vancouver, Washington, Memorial Hospital for surgery. We wish Inspector Whitacre a speedy recovery.

Regional Director E. H. Anderson attended a Regional Directors' conference in Washington, D. C. during the week of January 24.

Inspector R. L. Davidson investigated a "B" accident of a BN Amtrak passenger train, which derailed near Cut Bank, Montana, on January 28, 1972. There were no fatalities; however, five passengers were seriously injured and 27 passengers reported minor injuries. The cause of this accident was due to severe weather and drifting snow.

Assistant Regional Director J. J. Eagan, Inspectors Charles Faletti and W. B. Ingham participated in a training program with Southern Pacific Transportation Co. officials. Transportation Specialist W. E. Barnes and Supervisor J. D. Commons of Region 7 also participated. This training program was held in Oregon during the week of January 10.

FRA Mechanical Inspector E. H. Doberstein of the Burlington Northern, Inc., visited the Portland office and conferred with Regional Supervisor Dixon regarding matters in the Locomotive Inspection area.

Inspector of Locomotives H. C. Whitacre reports that the Southern Pacific Transportation Co. Form 1-A, 30-day inspection report test filing procedure is doing very well.

Inspector W. B. Ingham made three sample car inspections during January. One of the inspections was made at the Gunderson Bros. Engineering Corporation Plant at Portland, Oregon. This inspection was of BN-58650; the first of a series of 150 woodchip cars to be constructed in this order.

Two sample car inspections were made at Renton, Washington at the Pacific Car & Foundry Company. One inspection was of D&RGW 61503, one of a series of 250 insulated box cars under construction. The other inspection at Pacific Car & Foundry Co. was of SSW-60611. This car is one of a 500 car order, SSW 60500 - 60999, presently under construction. These cars are double-door box cars.

Region 6 is happy to welcome back Inspector of Locomotives H. C. Whitacre, who returned to duty after recovering from an operation.

Supervisor Russel Dixon, Inspectors D. H. Byrum and H. L. Pettus, spent a day in Spokane, Washington, participating in a T.V. documentary. Each different phase of Safety work was covered, with the inspectors taking the T.V. men in the yards with them and demonstrating the actual work that they do.

Safety Inspector J. H. Phelps, Jr. attended the Transportation Safety School Rail Accident Course, in Oklahoma City, during the first two weeks on February. He reported that he enjoyed the course very much.

On February 23, 1972, BN-Amtrak Train No. 198 was derailed at South Seattle, Washington, while moving at a speed of approximately 60 MPH. Fifty-six persons, both passengers and employees, were injured. Of the 56, nine passengers were hospitalized, seven being released on February 24 and two remaining in hospitals after that date.

The accident was apparently caused by employees of the carrier (section men) lining a facing point crossover switch in front of the train after the train had passed the last controlling block signal.

A special inspection was made at the Pennwalt Chemical Corporation in Portland, Oregon, by Safety Inspector Charles Faletti, in company with Regional Director E. H. Anderson and AAR Bureau of Explosives Inspector R. E. Hart. During the inspection they observed the loading and the tie-down operations of a special flat car. It was agreed that the tie-down arrangement was adequate and provided proper securement for the load.

A sample car inspection was made by Assistant Regional Director J. J. Eagan at Gunderson Bros. Engineering Corporation, of a 70-ton all-steel box car, with hydra-cushion underframe, on February 1, 1972. This car is the first of a series of 70-ton, all-steel box cars, numbering 240000 through 241999, under construction at the present time for the Southern Pacific Transportation Company. No exceptions were noted.

Region 7

Locomotive Inspector C. A. White of the Salt Lake City office attended General Electric Locomotive Instruction Classes on the Union Pacific at Salt Lake City during the week of December 6. The classes consisted of five sessions of two hours each. The class discussions covered mechanical and electrical aspects of GE locomotives and the GE model U50C in particular. Inspector White reports the classes were very interesting and informative.

Heavy rains in Northern California caused a mud slide to interfere with the operations on the North Western Pacific Railroad, December 11, 1971, near Scotia Bluff. Approximately 600 feet of track and a railroad trestle were destroyed and the line was closed for 3 days.

On December 29, 1971, Amtrak train No. 4 derailed at Barstow, California, while approaching the station at a speed of 14 MPH. Five of seven diesel units were derailed. There were no injuries,

however, and the train departed one hour late after changing the locomotive consist.

Representatives of the British Steam Train Flying Scotsman are planning to operate a three car excursion train over the San Francisco Belt Railroad this spring if approval is granted by all concerned regulatory bodies. The train, which is now on display at Fisherman's Wharf, would operate along the San Francisco Embarcadero for a distance of five miles round trip. It is presently planned to run these trains on Saturday and Sunday and only during daylight hours.

The Southern Pacific Co., in conjunction with FRA is presenting a railroad safety course at all major terminals on their system. This program is designed for mechanical department employees as well as the top operating and mechanical officers of the carrier. The first session was held at Eugene, Oregon on January 11, 1972. Regional Supervisor J. D. Commons made the first presentation. Also attending for FRA were Inspectors Ingham and Falletti of Region 6 and Transportation Specialist Wilder Barnes of the Washington BRS office.

During the week of January 10, 1972, members of an OST study team visited the San Francisco office and met with most of the personnel there while conducting their study of BRS reporting procedures.

Railroad Safety Inspector R. W. Woodbury was granted retirement disability recently. Rod and his family plan on staying at their residence at 5158 North Elderhall Avenue in Lakewood, California. He would appreciate hearing from his friends.

Supervisors J. D. Commons, R. B. Bishop and Inspectors P. W. Berner and R. D. Barker, together with Regional Director Hynes attended the UTU California State Legislative Board meeting at Sacramento February 3.

Inspector E. D. Hagen and Regional Director Hynes attended a meeting of the DOT Intramodal Plannign Group at the San Clemente Western White House February 8.

Southern Pacific Company in conjunction with Westinghouse Air Brake Company presented an Air Brake seminar at the Palace Hotel in San Francisco February 12. Regional Supervisor Commons and Regional Director Hynes were among those attending.

A reception was held at the French Consulate for M. Jean Chamont French Minister of Transportation. Regional Director Hynes was among the DOT representatives present.

The San Francisco FRA headquarters office has received a certificate from the United Bay Area Crusade for Meritorious Achievement in the 1971 Campaign.

Secretarial Representative Bertoglio took his seat as the permanent Chairman of the San Francisco Field Coordinating Group at the last meeting of the group. Regional Director Hynes was elected Vice Chairman.

Regional Supervisor J. D. Commons and Inspector R. J. Harrison of Salt Lake City and E. D. Hagen of Los Angeles have devoted many long hours to the presentation of a railroad educational seminar at most of the major points on the Southern Pacific in Utah, Nevada and California. We have received many highly complimentary remarks from Southern Pacific personnel re the FRA efforts and the program has reportedly been enthusiastically received at all the points visited thus far.

Inspector R. J. Harrison of the Salt Lake City office attended the Oklahoma City Accident Investigation course and reports that he was very impressed by the way the course was presented.

Region 8

Region 8 was beseiged by a flu epidemic in January. Many were on sick leave at different periods and some still are victims. Everyone who suffered has returned to normal health - for which we are very thankful!

Transportation Specialist Wilder E. Barnes recently visited the St. Louis FRA Office, and with the assistance of Safety Inspectors Wood and Witthauer, conducted educational classes for the Cotton Belt Railroad (SP) personnel in St. Louis.

Regional Signal Supervisor McCurry of Kansas City attended a meeting of the Federal Executive Board on December 16, 1971, relating to Occupational Safety and Health Regulations, which went into effect in 1971.

Our sympathy is extended to District Locomotive Inspector Pierce of Des Moines on the recent death of his sister in Cleveland, Ohio. Mr. Pierce's sister had been in ill health for some time.

Regional Locomotive Supervisor Humble of Kansas City and District Locomotive Inspector Gillespie of St. Louis recently completed a Congressional Complaint concerning the poor condition of the Chicago, Rock Island and Pacific Railroad locomotives used in Peoria, Illinois area. They found a high percentage of locomotives defective, the daily inspection files deplorable, and untrained employees making inspections and doing maintenance work. The files have been revamped and a clerk assigned to maintain them. The mechanical officials have assigned two diesel supervisors to assist the mechanical foreman train the employees responsible for inspection and maintenance of locomotives in the Peoria area.

A joint conference, comprised of Regional Locomotive Supervisors Ireland and Humble, District Locomotive Inspectors Carney and Gillespie, along with mechanical officials of the Chicago, Rock Island and Pacific Railroad, was held at the Silvis, Illinois office of the Railroad. Cause of the motive power condition was discussed and the Railroad officials offered a solution. This included a call back to duty of furloughed mechanical employees at Chicago and Silvis. Better supervised inspections and an outbound inspection at Silvis and Chicago were instituted.

Safety Inspector Fortier of Denver, we are very sorry to say, was hospitalized again during the month of December. He is now back on the job and in very good spirits. Mr. Fortier asked us to express his deep appreciation to everyone in the Federal Railroad Administration in the United States for the cards, letters and good wishes for his recovery.

Safety Inspector Witthauer of St. Louis flew to Washington on January 11 and 12, 1972, meeting with Director of Railroad Safety Rogers and Administrative Director O'Rourke in Labor Managements discussions.

Regional Signal Supervisor McCurry of Kansas City attended a meeting of the Kansas City Federal Executive Board on November 30, 1971. This was a special meeting held for the purpose of discussing how Labor Management Relations are affected by the New Amendment to the Executive Order on this subject. Jerry Adams, Regional Labor Relations Officer of the CSC at St. Louis, was the principal speaker. Much of his talk related to the present method of dealing with employee unions.

The Omaha FRA office has moved into new quarters in the same Federal Office Building. The Staff and Secretary are delighted with the new offices. They have more room and the redecorated walls in each room are shaded with light and dark gold colors, which gives the illusion of sunchine -- brightening the atmosphere of the offices.

Secretary Lorraine Melies reports that recently retired Safety Inspector Jim Leeson, previously of Omaha, is very happy back in his home town and new home in Massachusetts.

Mr. & Mrs. Leeson are enjoying their beautiful new home with a panoramic view of the New England countryside. Jim was happy to get back in familiar surroundings with familiar faces. He even lost his bronchial irritation of several years standing as soon as he put his foot in his home town!

On January 5, 1972, Safety Inspector Richard Matlick of Kansas City attended a meeting of the Missouri Legislative Department of the United Transportation Union where hours of service matters were discussed.

Regional Director Callicotte, Regional Locomotive Supervisor Humble and District Locomotive Inspector Pierce held a conference on December 1, 1971, with Chief Mechanical Officer Upton and the Staff of the Chicago, Milwaukee, St. Paul and Pacific Railroad to discuss locomotive inspection procedure, reports of tours of locomotive inspections, condition of the locomotive fleet, and proposed plans of the carrier to improve the maintenance of the locomotives.

We were sorry to learn of an accident which caused back injury and the suffering of a broken ankle by Regional Supervisor Humble's wife before the Christmas Holidays. Mrs. Humble was able to return to the home but was required to use a wheelchair. According to Mr. Humble, she is gradually pulling out of the difficulty.

A conference was attended with the Kansas Corporation Commission attorneys on December 21, 1971, at their offices in Topeka, Kansas by Regional Director Callicotte and Regional Locomotive Supervisor Humble to discuss the excessive number of prairie fires allegedly started by burning embers of carbon from diesel locomotive exhaust. A hearing held in January was attended by Regional Locomotive Supervisor Humble and District Locomotive Inspector Smith.

Acting on a complaint in December from the Assistant National Legislative Representative, United Transportation Union, relative to the conditions in the cab of locomotive units operating at Villa Grove, Illinois, on the Chicago & Eastern Illinois Railway near Decatur, Illinois, District Locomotive Inspector Gillespie of St. Louis, upon investigation, found that a portion of the locomotives had defective weather stripping on the cab doors, and that the sliding cab windows were hard to open and close. It was also brought out that there had been cases of air brake defects, such as locomotive brakes creeping on and causing overheating of wheels, and automatic brakes being delayed 20 seconds while making automatic brake applications, plus one F9 locomotive containing exhaust gases in the cab, with the headlight knife switch not making proper contact - the headlight changing from bright to dim when contact was lost. The Railway officials assured Inspector Gillespie that all Master Mechanics on the system would, in the future, set up a strict program to check and correct any defects that might exist in connection with this complaint.

Have you ever heard of going to San Francisco via Chicago - Philadelphia - Denver - Los Angeles? It seems Signal Inspector Sisk's son is a United pilot and Mr. Sisk acquired a pass on a standby basis. So this explains part of what happened to Signal Inspector Sisk. To make matters worse, en route to San Francisco, Inspector Sisk caught the flu, and when he arrived at his daughter's home, everyone there also had the flu. Signal Inspector Sisk tried to report for duty on Monday on his return trip to Kansas City, however, he was delayed one week in returning with the standby pass. Quoting Mr. Sisk, "I'll never leave Kansas City again during the Holidays!" Can you blame him?

The Kansas City Regional FRA Office is happy to report the arrival of a new staff member. Civil Engineer Russell E. Bunker, Regional Track Engineer, reported for duty on January 21, 1972, and comes to Kansas City from the Denver & Rio Grande Western Railroad, located at Denver, Colorado. The Bunkers (Russell, wife Vicki, and 3 boys - Timothy, Jonathan and Christopher) have already purchased a new home at 9701 Hadley, Overland Park, Kansas 66212.

The Atchison, Topeka and Santa Fe Railway has instituted a regular safety meeting of shop personnel every Monday at the beginning of each shift to afford supervisors knowledge of possible accident hazards and to facilitate corrective measures.

Regional Track Engineer Russ Bunker returned from a two-week trip to Washington, D. C. where he was introduced to FRA personnel within the Bureau of Railroad Safety and received indoctrination and orientation of duties, assignments and procedures pertinent to his Regional duties.

The St. Louis-San Francisco Railway mechanical officials have ordered a systemwide study concerning the quality of 30-day and daily inspection and repairs of locomotives.

One of the principal items of complaints received is the condition of the signal pole line due to failure to keep the right-of-way under pole lines cleared. Rule 213.37 of the new Track Safety Standards will cover this item.

Regional Director Callicotte and wife, Mickey, returned recently from a two-week vacation trip to Hawaii.

Regional Locomotive Supervisor Bill Humble attended a DOT - State of Nebraska Intermodal workshop at Lincoln, Nebraska with Nebraska State Transportation & Labor Department officials.

Inspector Jack Fortier attended a one-day GSA Defensive Driving Course at Denver, Colorado.

Safety Inspector Jack Witthauer and wife, Beverly, returned recently from a one-week vacation trip to Las Vegas.

- Local 2814 News -

The third Labor Management meeting was held at our Washington Headquarters on March 8, 1972. Local President Jack Witthauer, with Vice President Bill Gordon, newly appointed Washington Vice President Harold Levine and Secretary-Treasurer Ralph Utter represented the Local. Management was represented by Michael K. O'Rourke, Associate Administrator, Office of Administration, C. L. Amos, Special Assistant to the Deputy Administrator, and Aubrey Robertson, FRA/OST Labor Management Officer.

We have had some favorable congressional responses to the letters requesting the amendment of the Federal Civil Service Retirement Act. Your further cooperation in this area would be valuable.

HOGHEAD'S LAST REQUEST

A Hoghead on his deathbed lay;
His life was ebbing fast away.
His friends around him closely pressed
To hear the hoghead's last request.
He said: "Before I bid adieu
One last request I ask of you:
Before I soar beyond the stars
Just hook me on to ninety cars.

"And let me on that engine there
See how rough I can handle the air;
Oh let me at some water tank
Make a big hole stop, and give a yank.
Then from the corner of my eye
I'll watch the pieces as they fly;
Then, I'll calmly turn around
and watch the dust cloud settle down.

"Oh, let me pull a drawhead out,
Then take my can with its long spout,
And when I'm safely on the ground
I'll take my time and oil around.
Then far behind in that red caboose
I'll hear the conductor cutting loose
A few pet names, as in days of yore
I've heard a thousand times or more.

"Oh just once more before I'm dead
Let me stand a conductor on his head
And see him crawl from out the wreck
With a window sash hung around his neck.
And when he comes and wants to fight,
I will look so innocent like;
And the old excuse I will proclaim
There's a dynamiter in the train.

"Oh let the train with drawbars down
Have every crossing blocked in town,
And, when they chain those cars together
Oh let it be in sloppy weather.
And on my tombstone put no name
If I can't start and break the chain.
And you, kind friends, I'll have to thank
If you let me die at a water tank.

"Let my ears hear that familiar sound -
The tallow pulling the tank spout down;
Oh let me hold in my greasy hand
A bunch of waste and my old oil can,
And let me die there on the ground
When I've spent my life oiling around;
If a hoghead dies with conditions like this
I know he will die in perfect bliss.

"And when at last in the grave I'm laid
Let it be in the water tank shade,
And put within my lifeless hand
A bunch of waste and my old oil can.
A marble slab I do not crave;
Just mark the head of my lonely grave
With a drawbar pointing toward the skies
At the spot where this poor hogger lies."

Then fainter grew the hoghead's breath,
His friends around him closely pressed;
His mind was wandering far away
Perhaps, to some far distant day
When he, a hogger of great renown
Was turning cabooses upside down.
Perhaps his mind had wandered back
To a drawbar lying beside the track,

While he is trying to start the train
Was doing his best to break the chain,
His face lit up with a joyful light
And his soul prepared to take its flight;
His friends bent o'er and called his name -
He smiled and said: "I broke the chain."
Then closing his eyes, he said no more.
He was doubling the hill to the other shore.

- Author unknown -

