

# HIGHLIGHTS

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## Office of the Secretary

Secretary of Transportation John A. Volpe made an inspection tour of rail facilities in the St. Louis, Missouri Metropolitan Area on May 19 in conjunction with a study to consolidate and relocate 37 separate railroad (or freight) yards owned by 19 railroads.

The Secretary made the tour by special train and was accompanied by Federal Railroad Administrator John W. Ingram, and State and local officials. Rail facilities in both St. Louis and East St. Louis, Illinois were covered. The tour was a highlight of Transportation Week, May 14 through May 20. May 19 is also National Defense Transportation Day.

Earlier this year the Department awarded the East-West Gateway Coordinating Council of St. Louis \$400,000 for the study and development of plans and recommendations for the consolidation and relocation of rail facilities within the area.

The State of Illinois is providing an additional \$35,000 and the U. S. Department of Housing and Urban Development (HUD) \$30,000, raising the total funding for the project to \$465,000.

The study is designed to consolidate the rail yards in the area in order to facilitate the flow of rail traffic. This, in turn, will provide city officials with an opportunity to plan land use alternatives for the 500 acres of valuable riverfront land along the Mississippi River which could be freed through the relocation project.

Secretary Volpe said, "this study will lay the long-range groundwork necessary to relieve congestion in the St. Louis-East St. Louis Gateway, taking into consideration the rail needs as they relate to the total transportation picture in this area." The Secretary further stated that "since the passage of President Nixon's Environmental Policy Act of 1969, the Department has devoted considerable time in assessing the impact of transportation and transportation facilities on the environment."

"This project holds the promise of great environmental benefits to the entire St. Louis Metropolitan area as well as speeding up the passage of freight through this vital railroad Gateway," Secretary Volpe said.

Office of the Administrator

A pilot project designed to prevent vandalism and pilferage in the Philadelphia area rail network through use of a surveillance helicopter was announced on June 6, 1972 by Federal Railroad Administrator John W. Ingram.

The project, funded by the Federal Railroad Administration as part of a continuing Department of Transportation program to curb cargo theft in all areas of transportation, is a joint venture with the Penn Central Transportation Company and the Reading Company.

In making the announcement, Administrator Ingram said: "We feel that continued surveillance of railroad property in large cities from the air may be an effective means of curbing the stealing and vandalism which seems to be a regrettable way of life for many people -- juveniles and adults alike.

"The magnitude of the problem has yet to be defined and we expect to gather much useful data through the use of this helicopter in an area where some 550 daily commuter trains plus heavy through-passenger and freight traffic will provide an ideal laboratory."

The cost to the railroad industry -- and ultimately the consumer -- is enormous. When all factors are considered, such as lost interest while claims are being settled, the cost of the railroad's 4,500-man police force, and all other indirect costs, the total cost to the economy may very well be in excess of \$100 million a year in the railroad industry alone.

Office of the Associate Administrator for Safety

Summertime Driving Tips

1. With the summer season, a critical period of high accident potential exists. The period will commence with Memorial Day, summer's first real holiday, and will run well past Labor Day.
2. The summer season will mean increased driving on the nation's highways for everyone. Unfortunately, it is also a period of many accidents, personal injuries, and fatalities.
3. It is during this period that we may become complacent and over extend ourselves beyond our capabilities. Vacations are dangerous times simply because people toss caution to the four winds. We try to go -- too fast and too far, and it is just too bad. We try to cram too many waking hours into the day and often go to sleep behind the wheel. The "wee hours" are the big hours for accidents.

Lets look at some of the major causes of accidents. These are:

### Distractions

There are five common distractions to deal with in driving. One or more of these distractions generally is present when a driver makes a wrong move in traffic. By understanding these distractions, the driver is less likely to be so intent on a particular distraction that he gets into trouble because he did not see a problem in time to avoid it. He also will understand that other drivers often become distracted so that he cannot always depend on them to take correct action in traffic.

The five common distractions are:

a. Route Problems. Each driver starts his trip from a different point and has his mind on the route to his personal destination. Over 50% of all traffic collisions occur when drivers get intent on a route problem -- on heading into or out of a parking place -- turning at a particular corner -- looking for a road sign or street address -- and fail to see that they are crowding or blocking in traffic.

b. Mental Disturbances. The driver looks with his eyes but sees with his mind, and many things can cause his mind to pay less attention to what his eyes view. Unless his everyday seeing habits are good, he is sure to make seeing errors when hurrying, worrying or irritating another driver -- or when he's bored, tired, not feeling well, or lost in personal thoughts. Alarmed over a traffic conflict he is slow to see what causes him to set up another conflict by a blind swerve or panic stop. The hurry habit - a desire to avoid delay in traffic - is another big reason for errors in seeing.

c. Scenery. Scenery covers anything along the road that makes the driver curious and hold his eyes too long - such as staring at an accident scene, watching a fire truck speed down the street, girl watching, or window shopping while driving past some stores. At night, many drivers fix their eyes too long on roadside lights. Young drivers often stare too long at a new sports car they see on the road or stare too long to see if their friends are watching them drive.

d. In the Car. A driver with weak seeing habits will stare at a bee that got into the car or will pick the wrong time to light a cigarette or to check the gasoline gauge. Some drivers turn their heads to talk to passengers or get distracted by children quarreling in the back seat of the car.

e. Unfamiliar Driving Tasks. Any time a driver exceeds his normal top speed, his seeing habits can trap him. City and rural driving, day and night driving, expressway and icy road driving,

all take practice. Switching from an automatic shift car to a standard shift car or driving a truck when a driver is used to driving a car may cause the driver confusion and thereby result in a driver being distracted. Driving in another state where traffic signs and driving customs may be different, also bring distraction.

### Rear End Collisions

Rear end collisions occur with alarming frequency where traffic congestion is heavy. Why?

Well one reason is what legal profession call "attractive nuisances." Disturbances, accidents, odd sights, displays, girls and flashy automobiles all of which take their toll in causing momentary distractions.

Drivers who are not charmed by the attractive nuisance situations are still subject to rear end collisions if they permit their clear distance vision to be cut off. Remaining too close behind a bus or commercial vehicle often causes a blind driving situation. Being able to look around, above or through the windshield of the vehicle ahead affords a driver the chance to obtain clues and thereby anticipate the need for sudden stops.

Every driver needs time to think and act to stop, especially when traffic lights change, brake lights on the car ahead blink or traffic slows down. This means you should allow an adequate following distances. By thinking ahead and reacting to clues, the time required to stop is reduced greatly. This anticipation affords a margin of safety which averts rear end collisions.

### A Reminder:

The average time it takes to pass another vehicle at sixty miles per hour is TEN SECONDS! At that speed you will need nearly one half mile of clear road space to pass safely. The best rule to follow -- if you are in doubt don't pass!

### Don't Get Caught Dreaming And Driving

Have you ever driven along with your thoughts trailing far behind, letting your vehicle pretty much handle itself, and then suddenly been confronted with an emergency?

And did you find you didn't have time or almost didn't have time to avoid an accident? If so, then you should have learned for sure that driving automatically guarantees too many emergency situations.

The trouble is that each time a guy does a little drifting, dreaming and driving and gets by with it, it makes him more of a sucker for the habit.

Driving demands your full, alert attention.

### IF EVERYONE

If everyone who drives a car could lie a month in bed, with broken bones and stitched up wounds, or fractures of the head and there endure the agonies that many people do, they'd never need to preach safety any more to you and me.

If everyone could stand beside the bed of some close friends and hear the doctor say "no hope" before the final end, and see him there unconscious, never knowing what took place; the law of rules and traffic, I am sure, we'd soon embrace.

If everyone could meet the wife and children left behind, and step into the darkened home where once the sunlight shined, and look upon "the Vacant Chair" where daddy used to sit; I am sure reckless drivers would be forced to think a bit.

If everyone who takes the wheel would say a little prayer and keep in mind those in the car depending on his care, and make a vow and pledge himself to never take a chance, the Greatest Crusade for safety then would suddenly advance.

### Control Of Your Car

Drivers, not fate, cause auto accidents. Occasional lapses in judgement, attention, courtesy, and self-control are the traffic toll's heaviest contributors. That's why driving should never be taken for granted. It isn't child's play.

It requires you to make as many as 2,000 split-second decisions daily. To make the right decisions, thorough training and constant alertness are essential. Driving demands your best, every minute you're behind the wheel.

### Develop These Habits

Continually adjust speed and spacing to changes in driving conditions.

Anticipate mistakes of others.

Know what evasive action to take.

Drive within the limitations of your car and nature's laws.

Cooperate; don't compete.

### Think as Much About Stopping as Going

Wise motorists never depend solely on posted speed limits to tell them how fast they should drive. The good rule of thumb is: slow down when more stopping distance is required, your view is obstructed, or your path ahead is narrowed.

### Stay Just as Alert on Side Streets

Because these streets aren't busy is no reason to drop your guard. There are unmarked intersections, driveways, children at play,

bicycle riders, parked cars, schools, and parks. All can spell instant trouble. There's also the frequent problem of neighborhood residents ignoring traffic lights and signs. So make sure your foot is poised on the brake pedal at every corner and as you approach cars parked on both sides of the street. When over-taking a car or bicycle, watch for a sudden turn of the driver's head. Consider this a signal of the direction he intends to turn his vehicle.

#### Let Them Have The Right-Of-Way

Although the car on the right normally proceeds first, don't count on it when you're the driver on the right. A life or limb would be a high price to pay for taking such an uncertain claim. So, yield if there's the slightest doubt.

#### Heed Traffic Signs and Markings

Know what they mean and believe what they say. Never try to second guess them.

#### Slow Down Before Entering a Curve

This means decelerating and whatever braking is necessary. You maintain better traction that way and can follow the curve with easier steering. The outward push of centrifical force is counter-acted which is equally important on dry or slippery roads. Thus, crowding the center line or over-steering to get back on course will be prevented. In the act of turning, braking only hampers steering and increases the risk of locking your wheels. Both can cause skidding or sliding. On a curve, the slightest loss of control can run you right off the road.

#### Steer With Both Hands

They belong on the outer rim of the upper half of the wheel, balanced comfortably apart. You're in better control that way and also more likely to be in proper driving posture which helps avoid fatigue. Casual steering is a sign of overconfidence, a dangerous trait because drivers are most vulnerable to an accident when they least expect it.

#### Blend With The Traffic

Keep pace with the general flow. If you're crowding behind or passing too many cars, slow down. If you're holding up other vehicles consistently, speed up a little. Never correct driving mistakes abruptly. Wait until traffic is clear or go around the block to the next exit.

#### Give Ground to The Car Ahead

The less you need to use your brakes, the better driver you are. By staying far enough back to get a broad view of traffic, you

can spot distant problems and adjust properly before you're right on top of them. You'll also eliminate a lot of stop-and-go foot work which encourages car wear and rear-end collisions. Remember, you can never react as fast as the driver you're following, so keep your distance.

#### Center Your Car in Your Lane

Weavers, line huggers, and lane straddlers trigger many accidents. Stay primarily in one lane and aim down the middle of it. You gain a big advantage in reaction when you keep a space cushion all around you.

#### Communicate With Others

You're not ready to make a move in traffic until you signal your intentions properly. Allow enough time to be seen. The faster you travel, the earlier you should start signalling. In a tight situation, or if you think you're being overlooked, use other means to attract attention in addition to your regular signals. Blink your headlights, wave one hand rapidly, or pump the brake pedal to flash your taillights.

#### Look Behind Before You Change Lanes

Most drivers know that lane changing requires clear passing distance ahead but often forget about the situation behind. Always check your rear and side blind spots -- in addition to your rear-view mirror -- before you pull out. In this way you can be sure another vehicle isn't passing you at the same time.

#### Training

The months of May and June have been banner months for the Office of Safety in the area of training for Regional inspection personnel.

These two months have seen the entire field and headquarters staff of Signal and Train Control attend the Signal and Communication course at the W.A.B.C.O. facility in Swissvale, Pa. The principal session was conducted the week of May 8th with a make up session being given the week of June 26th for those who provided regional coverage during the initial session.

A one week training course on General Electric's Locomotive Design and Operation was conducted for Locomotive Inspectors at the G. E. Erie, Pa. plant the week of June 5th. All field Locomotive Inspectors who did not attend a similar session provided by G. E. in 1971 were nominated to attend. Excellent instruction was provided by Ed Winkleman, Dave Smith and Ken Anderson of G. E. The course was very well received by all O.O.S. personnel who attended.

The Air Brake Division of W.A.B.C.O. provided a training class presented by Andy Pommer and Dr. George Campbell on the operation

of Equipment Air Brake Systems and Brake Shoes for Regional Safety Inspectors at the W.A.B.C.O. facility in Wilmerding, Pa. This session was conducted the week of June 26th and was attended by those inspectors who did not attend the previous session given by W.A.B.C.O. in February of 1971.

The third session of the Railroad Accident Investigation Course was conducted at Transportation Safety Institute, Oklahoma City, Oklahoma from June 12 thru June 23. This session was an all Office of Safety class and was attended by twelve field inspectors from the various Regions. Bill McCarthy, Chief of the Accident Analysis Branch attended the course as an observer and provided excellent analysis and critiques during the various exercises. A tradition was established during this session with the institution of an award - the Silver Spike. Marv Dooley (Region III) was chosen to receive this award as the most deserving student. Jean Chrisman, Chief of Field Operations attended the final two days of the course. He was given a tour of the new facilities being constructed for T.S.I. and participated with Al Coulter, Director of the F.A.A. Aeronautical Center in awarding class certificates.

The fourth session of the Accident Investigation Course is tentatively scheduled for the final two weeks in August. Nominees are in the process of being selected and will be notified shortly.

### Washington Office

#### Field Operations Division

For the information of all concerned, the recent Tropical Storm "Agnes", in June, did the following damage to the listed railroads:

Lehigh Valley: Lines out between Ithaca and Van Etten and Sayre to Wilkes Barre. Main Line Bridge at Athens, Pa. is out. One bridge is out and two are damaged at Towanda, Pa. Three locomotives and freight office under water. Communication facilities damaged. Estimated damage \$1½ million.

Western Maryland: Main line out between Westminster and Baltimore. Main line between Hagerstown and Baltimore is partially out of service. Bridge out at Owings Mills, Maryland. Back in service about July 10. In the meantime, trains are being detoured over B&O RR Cherry Run to Baltimore. Service with 20 mph slow orders Porters to Emory Grove. Main line between Baltimore and Hanover back in. Estimated damage \$2½ million.

Penn Central: East of Harrisburg single track to Lancaster, Pa. West of Harrisburg, single track to View, Pa. Double track open to Pittsburgh June 27. Harrisburg - Buffalo is out to Williamsport. A&S Branch closed. York Haven Branch closed. Columbia Branch closed until about June 30. Corning Branch closed. Wilkes Barre Branch is out Wilkes Barre to Sunbury, Pa. Columbia Port Deposit

Branch is out Enola to Baltimore until about June 30. Shocks Bridge, which is on main line east from Enola to Philadelphia, over the Susquehanna River is closed. About one month for repairs. Several bridges out at Elmira. Overall return to normal service: indefinite.

C&O-B&O: Second sub-division of the Buffalo division, Wharton sub-division and the Clearfield sub-division all in service June 28. Old main line Relay, Baltimore to Frederick, Maryland, out of service indefinitely account shifted bridge. Georgetown Branch at Washington, D. C. out of service account bridge gone. Main line between Baltimore and Point of Rocks out of service. Line from Clifton Forge to Newport News out of service - expected to be restored to service July 11. Buckingham sub-division lost bridge between Brems and Dillwyn - out of service indefinitely. In all, 212 miles of track were damaged or washed out; six bridges were damaged or destroyed; 50 miles of communication lines were lost and three buildings were destroyed. Damage estimated at \$4.8 million.

Seaboard Coast Line: One of the least affected carriers, reporting damages of \$99,500. The majority of this was to signals and communication equipment.

Reading Company: The main line between Snyderstown and West Milton (south of Williamsport) is closed until June 30. Catowissa Branch Tamagua to West Milton is closed indefinitely. All commuter lines open June 27. Open Philadelphia to Hagerstown. Open Allentown to Hagerstown. Reading to Lancaster open. Wilmington - Northern open Birdsboro to Coatesville. Using B&O RR for detour into Wilmington. The major areas of damage were Williamsport, Sunbury, Coatesville and Harrisburg, the major lines through many out of service.

Central Railroad of New Jersey: No significant damage reported. Several trains encountered delays due to fallen trees, debris, etc. Major effect on CNJ will be loss of revenue due to storm damage to connecting carriers.

Lehigh, New England: One branch line reported out for two weeks. Estimated damage \$15 - 20,000.

Norfolk and Western: Main line from Roanoke to Hagerstown out of service June 22 to June 25. Roanoke to Winston - Salem out same dates. Slow orders. Estimated damage \$½ million.

Pittsburgh & Lake Erie: Tracks submerged in Pittsburgh and McKees Rocks. All lines restored June 25.

Erie-Lackawanna: Main track closed between Hornel, N. Y. and Salamanca, N. Y. Railroad submerged in many places east of Hornel. Trains being re-routed over Penn-Central into Buffalo and Cleveland. Earliest estimated time to return to normal

service July 15. Railroad filed a reorganization petition on June 26, 1972 because of their cash position. Estimated damage \$2½ - 3 million.

Southern: Washouts and other damage experienced between Washington through Manassas to Lynchburg, Va. Branch line from Manassas to Harrisonburg, Va. out of service until June 5. Slow orders. Estimated damage \$1 - 1½ million.

Delaware and Hudson: Main line from Wilkes Barre to Hudson out of service. The Fish Island bridge, Plymouth bridge and Gauntlett bridge over the Susquehanna damaged. Damage estimate unknown.

R. F. & P.: Main line, Milford to Penola, Va., out of service. Estimated damage \$250,000.

Track Restoration, Rapid City, S. D. as of June 29, 1972.

Chicago, Milwaukee, St. Paul & Pacific: Service restored on main line, Mitchell to Rapid City, on June 17. Restoration of main track washouts totaling about ½ mile completed June 16. Restoration of steel bridge just east of town completed June 18 or 19. Milwaukee portion of interchange tracks completed June 17. Second bridge washed out on service track to packing house. Restoration depends on industry's decision to replace. Roundhouse facilities destroyed. No decision as to replacement. Turntable not restored - depends on city and civil defence officials. No dollar cost damage estimate made at this time.

Chicago and North Western: Line south to Chadron, Nebraska - service restored to Rapid City June 14. At Hermosa (21 miles south of Rapid City), 4000 feet of track and roadbed replaced. Line North to Bel Fourche: service to cement spur resumed June 17. Service to Bel Fourche restored June 23. The tressel at Box Elder Creek was repaired. The Supreme Channel was relocated. Bridge 225 o.k. Line east to Pierre: service expected to resume June 29. Both Y-bridges at Rapid City washed out. All four girders were located downstream undamaged. Two have been salvaged and have been replaced. One leg of the Y is back in service. Management considering not replacing second leg of Y. 2000 feet of track just east of Y was lost but is now replaced. Intermittent locations totaling one mile in length between Rapid City and Underwood require bank widening. No cost estimate at this time. Should amount to at least \$300,000.

#### Short Line Railroads

Short Line Railroads have reported damage from the storm as follows:

Baltimore and Annapolis: \$250,000.

Bath and Hammondsport: Communications have not been established yet. It is understood that half of the railroad line has been destroyed.

Bellefonte Central: \$25,000.

Cambria and Indiana: 40 miles. \$100,000.

Danville and Mt. Morris: 10 miles. \$85,000.

Maryland and Pennsylvania: 39 miles. \$125,000.

New York, Susquehanna and Western: 71 miles. \$400 000.

Steelton and Highspire: 28 miles. \$500,000.

Wellesville, Addison & Galetton: East end: \$50,000. West end: \$250,000. (Request for abandonment of west end lines was made several weeks ago.)

West Pittston & Exeter: \$25,000.

Personnel actions in field operations since our March issue have resulted in the following assignments:

Safety Inspectors:

Ed Hatchell, EOD June 12, 1972 - New Orleans, La.  
Don Sheets, EOD June 30, 1972 - San Francisco, Calif.  
M. R. Tunnell, EOD June 30, 1972 - Los Angeles, Calif.

Track Inspector:

Joe R. Zebrowski, EOD June 30, 1972 at Washington, D. C. Joe will be working in Region 2 as a field employee assigned to Washington, D. C.

Clerical:

Miss P. A. Love, EOD June 12, 1972 - San Francisco, Calif.  
Mrs. Nancy H. Wollenhaupt, EOD June 19, 1972 - Indianapolis, Ind.  
Mrs. Lorraine D. Melies (to be effective July 9, 1972) transfer from Omaha, Nebr. to Fort Worth, Texas.

Training and/or indoctrination sessions are underway for the aforementioned employees and we are most pleased to have them with us at their new locations.

Also a "tip of our hats" to all of you that are assisting us, so ably, in making our new employees feel at home and for the Texas hospitality extended to Lorraine.

Frank Breeze and Jim Cochran, we hear, are spending more time in and around the Indianapolis office this month.

It was my pleasure to join with Training Officer Dan Inabinett for a part of the excellent training courses held in Oklahoma City, Oklahoma and Pittsburgh, Pennsylvania during June.

In addition to the most welcome opportunity to say "Hello" to old friends it was nice to see the degree of interest and participation

displayed by our fellows in attendance. This held true for the accident investigation course conducted by T.S.I. as well as the Signal Course at Swissvale, Pa. and the Air Brake school at Wilmerding, Pa. The professionals in charge of the three courses were most complimentary to our students and rated them exceptionally high on their attendance lists. This, of course, came as no surprise to us, but it was good to hear such complimentary remarks accorded our capable people.

P.S. - I was not a member of the committee who nominated Marvin Dooley for the "Bent Spike" award. JUC

### Regional Conferences

Our present plans project two conferences this year. One in the Denver or Colorado Springs, Colorado areas and tentatively set for the week of October 16-20. About half of our field force will be in attendance, primarily drawing from Regions 4, 6, 7 and 8.

The second to be held in the eastern half of the country with Eastern Pennsylvania, Roanoke, Va. or Atlanta, Ga. as possible conference sites. Negotiations are under way for the eastern location, however with Holidays in October and November and conflicting trade meetings scheduled for September we have been unable to firm a satisfactory date.

It is our intention to schedule a major portion of the meetings to deal with the Federal Railroad Safety Act of 1970. We also want to cover as thoroughly as possible ongoing activities. We earnestly solicit advice from all of you, as to items of special interest that you would like to have scheduled on the agenda. Your cooperation in this matter will be appreciated.

Authorizations are being issued to cover requests to transport dependents in G.S.A. Autos. As a matter of information our driving experience was very good during our first authorization period. Please keep up the good safety performance. Also be extra careful during the heavy vacation period ahead and don't take unnecessary chances.

### Engineering and Accident Analysis Division

Paul J. Seidel recently made a two week inspection of the Alaska Railroad and was impressed with the Railroad and the people. This Railroad has problems of extreme temperature changes, slides, rock falls, slow continuous movement of entire mountain sides, frost heaving, melting frozen tundra, ice jams. track washouts, and moose on the track.

The dedication of the Alaska people to keeping the Railroad in good operating condition, no matter what problems arise, is the old "Frontier Spirit" personified. We could use more of this in the States.

Chief Accident Investigator Fanelli, Chief of Accident Analysis Branch McCarthy, and Civil Engineer Paxton conducted an on-the-scene investigation involving a derailed car of a Penn Central freight train jackknifing in front of a Southern Railway passenger train. This accident occurred on April 27, 1972, at Arlington, Virginia. The National Transportation Safety Board declared this a major accident and preempted.

Frank Fanelli attended the General Electric Locomotive Instruction School at Erie, Pennsylvania, the week of June 5.

The Reports Branch is happy to have two new employees, Mrs. Carol Jackson and Miss Faye Tolbert. Welcome aboard.

Mathematician Miss Mary Maker joined the Engineering Branch on June 19. She holds a B. S. degree in Mathematics from Longwood College, in Farmville, Virginia, and for the last three years has worked as a computer programmer in industry. She is a native of Falls Church, Va.

## REGIONAL NEWS

### Region 1

Complaint activity in all areas of enforcement increased throughout Region One during the month of May.

Safety Inspector Lawrence C. Anunson, Newark, New Jersey, remained occupied with Hours of Service matters on the Penn Central. On June 2, he completed two weeks of National Guard training at Camp Drum.

Hazardous Materials Inspector John C. Buckingham completed an extensive Hazardous Materials complaint investigation on the Central Railroad of New Jersey.

Safety Inspectors Donald T. Brady, Syracuse, New York, and William W. Hemmans, Albany, New York, are jointly investigating a safety appliance matter on the Delaware & Hudson Railway. Their itinerary includes the beautiful Adirondack region in upper New York State.

Don Brady was awarded a letter of commendation for his efforts investigating a Hazardous Materials accident on the Penn Central in Hammond, Pennsylvania.

Safety Inspector Lawrence Willison, Newark, New Jersey, and Supervisory Inspector James F. Sheridan, Boston, Massachusetts, completed an involved safety appliance investigation on the Erie-Lackawanna. Larry Willison also handled two other equipment incidents and conferred with the Mayor of Stamford, Connecticut, on rail safety matter.

Safety Inspector Martin J. Pastrick, Buffalo, New York, handled two Hours of Service matters on the Baltimore & Ohio. Both involved excess service in the East Salamanca, New York, area. He also handled an involved safety appliance complaint on the Penn Central at Ashtabula, Ohio.

Several people in the Region are looking forward to attending the impending rail safety instruction seminars in Oklahoma City, Oklahoma and Pittsburgh, Pennsylvania during the month of June.

### Region 2

Inspector Ketenheim and Supervisor Eberz made a sample inspection at Johnstown, Pennsylvania, Bethlehem Steel Car Corporation on Monday, April 24. We had previously inspected the Burlington Northern hopper car involved, however, pusher pads were being applied at this time and they wished a further inspection and to be advised.

Inspector W. H. Yarber, Locomotive Inspection, attended the Timken Roller Bearing Course at Canton and Columbus, Ohio April 18, 19 and 20.

Inspectors Reynolds and Plumb investigated a derailment on the Penn Central Company at Carpenter, Ohio on Easter Sunday, April 2, file C-68-72. Hazardous Materials submissions were involved and this has been reported on.

Inspector Ketenheim inspected two cars at the Pullman Standard Company at Butler, Pennsylvania on May 8. One of the cars involved was a 100-Ton Covered Hopper car being built for the Union Pacific Railroad, a lot of 1,000 to be built. The other car inspected was a 100-Ton Covered Hopper car being built for North American Car Corporation, a lot of 200 cars, files 125237 and 125257.

Inspector B. E. Reynolds was assigned to investigate a derailment caused by journal failure which occurred at Newcomerstown, Ohio on May 14, file C-74-72. A carload of hazardous materials was involved, therefore, a representative of the Environmental Protection Agency was also on the scene.

Inspectors J. L. Burt, J. H. Causley and D. Jaco were assigned to investigate a rear end collision involving two Norfolk and Western freight trains. This accident occurred at Carson, Virginia on May 22, file A-19-72.

Signal Inspectors O. M. Middleton, H. J. Causley, and B. T. Failor attended a Signal and Train Control Technical Training Course at Wilmerding, Pennsylvania the week of May 8.

Inspectors R. J. Urban and R. C. Ketenheim along with Mechanical Engineer Russell of the Washington office observed and participated in further testing (8 year tests) of ABD brake valves on cars in captive service on the Penn Central Transportation Company. This testing was performed at Altoona, Pennsylvania on May 15, 16 and 17.

Inspector Robert Keyes and Regional Director Johnson inspected a car at the Berwick Forge and Fabricating Company at Berwick, Pa., on Tuesday, June 27. The car was an EJ&E gondola. This was one of a lot of 150 to be built. A report has been submitted, file 125278.

Inspector W. C. Rockey attended a Hazardous Materials Seminar held the week of June 5 at Oklahoma City at the Transportation Safety Institute.

The following Inspectors attended an Air Brake Training Course at Westinghouse Air Brake Company in Pittsburgh the week of June 26:

W. C. Rockey	R. C. Trego	R. J. Urban
J. L. Burt	B. E. Reynolds	O. J. Ross
E. T. Hunter		

Regional Supervisor Laser attended a Railway Signal and Train Control Course held at Pittsburgh June 26, 27 and 28.

Inspectors Hunter and Ketenheim attended an Accident Investigation training course held at the Transportation Safety Institute in Oklahoma City the weeks of June 12 and 19.

Inspectors W. H. Yarber and B. E. Reynolds met with Transportation Specialist J. Sharpe of the Washington office at Chicago, Illinois June 12, 13 and 14. The purpose was to receive further instructions in regard to roller bearing maintenance.

Inspector Keyes was on Military Leave for two weeks beginning May 22, duty being performed at Camp Pickett, Virginia. This was his last tour of duty; he has retired from the service.

The following Inspectors attended the General Electric Locomotive Training School at Erie, Pennsylvania the week of June 5:

G. H. Anderson	W. H. Yarber	R. R. Smith
R. E. Keyes	M. C. Giaquinto	M. Sanders

Inspectors B. E. Reynolds and E. K. Hatchell were assigned to a "C" investigation on the Baltimore and Ohio Railroad at Carlisle, Ohio. This accident occurred on June 20. A caboose and rear car of a freight train became uncoupled and when the train came to a stop, the car and caboose ran into the rear car of the train injuring the conductor, file C-82-72.

We made a desk investigation of an accident on the Chesapeake and Ohio Railroad which occurred at Logan, West Virginia June 21. This was a rear end collision between two freight trains. Two employees received slight injuries. Probable cause was the failure of the Engineer to operate the following trains in accordance with a restrictive signal indication.

Regional Supervisor Laser and Inspectors Keyes and Ketenheim were assigned to investigate a rear end collision involving two freight trains which occurred near Lancaster, Pennsylvania on the Penn Central Company June 29. File A-22-72.

### Region 3

Inspector Williams really hit the "jackpot" on opening day of the trout season. Don landed a 7-pound brown trout at his favorite fishing hole on the Little Tennessee River.

On April 14, our good friend, Jim Gates, purchased a \$4,600 boat. Jim could not have been prouder of any possession he has ever owned. The boat was indeed a beauty and performed like a dream. It was evident that Jim, his wife and their grandson would spend many, many happy hours touring lakes and rivers. However, on April 21 a dastardly thief stole the boat which was secured by

a heavy chain and lock. Jim, don't throw away your "captain's hat", and we will keep our fingers crossed with the hope that your boat will be returned.

Our sympathy is extended to Inspector "Dub" Rogers on the death of his sister on May 19, 1972.

We also extend our sympathy to Inspector and Mrs. Dooley on the death of her father on May 22, 1972. Faye's father was 87 years old and had retired in 1952 as a machinist from the Louisville and Nashville Railroad.

Regional Supervisor W. S. Auman of Region 2 at Philadelphia met with all of our locomotive inspectors in May. Bill also accompanied three of our inspectors on tours of inspection. We have not had a locomotive supervisor on board in this region since December 1970 and we certainly appreciate Supervisor Auman's assistance.

During May we held a meeting at Atlanta with our safety inspectors. The meeting was highlighted by the attendance of Chief Chrisman. In addition, Mr. Bill Black, Chief of the Hazardous Materials Branch, was very helpful in presenting a program about hazardous material matters.

We welcome Miss Sheila Little to our clerical force in Atlanta. She will be with us for the summer months after which she will enroll at Mercer University. Sheila is a competent young lady - pretty too - and we are delighted to have her assistance.

A delegation from Czechoslovakia headed by Minister of Transportation, Dr. Stefan Sutza, visited Atlanta on May 30 and spent the day touring railroad facilities, studying procedures and observing operations. The group was accompanied by Secretarial Representative Theodore McDowell and, from the FRA, Henry Libby, John McLellen, Ivan Wright and Norman Crothers. The group seemed very interested in all aspects of railroading and appeared to have an enjoyable day. They expressed their appreciation to us for arranging the tour and accompanying them.

Locomotive Inspector Williams missed a few days work during June account of an off-duty injury to his foot. Don has completely recovered and is now back on the job.

#### Region 4

On April 3, Inspectors Breeze and Cochran (LI) at Indianapolis, Indiana, attended a meeting of the UTU Indiana State Legislative Board and answered questions relative to Locomotive Inspection Rules.

Inspector and Mrs. F. G. Podruch took a three week vacation into the southwest, which included several days in Mexico. Gerry took a lot of film with him so the trip will be adequately recorded.

Inspector R. J. Galvin (E&O) attended the training course at the Timken Roller Bearing facilities at Columbus and Canton, Ohio. Dick reports this as being the finest training course he has ever been privileged to attend.

Several members of the Region 4 and Region 8 staff met with Mr. Batcheller and Mr. Russell in the Minneapolis office for a general discussion of railroad safety problems and concerns. They also met with officials of the Burlington Northern and attended their seminar on train handling. The BN also introduced a new air brake rule book.

The Twin-Cities FEB honored their secretaries on National Secretaries' Day, April 26. Inspector C. E. Bowles had Mrs. Margaret Anderson as his guest. Margaret has been our secretary in Minneapolis for many years.

Regional Director G. R. McConnell attended a three day seminar at the Illinois Beach State Park Lodge. The seminar was sponsored by the Chicago FEB and conducted by the University of Wisconsin Center for Advanced Study in Organization Science. This year's seminar was titled "Management and the New Federalism".

Recently Miss Sandra Hicks was hostess to Mrs. Anderson and Inspector Bowles at a breakfast at the Raddison Hotel in Minneapolis. Some 1200 high school students who are participating in the school-work program were involved. Sandy works part-time in our Minneapolis office in the Stay-in-School Program, and is doing a very fine job for us.

Region 4 is pleased to welcome two new employees. Mr. Edward English, Track Engineer, and Mr. Harold Wall, Track Inspector. Both men came to us from the Penn Central Railroad. Mr. English from Jackson, Michigan, and Mr. Wall from Wellington, Ohio. Both have purchased homes in the western suburbs, and will be moving their families in June. There were several track complaints on hand when they arrived in Chicago, so we put them to work immediately.

#### Region 5

Safety Inspector (Locomotives) F. L. McCool participated in a training program conducted by the Timken Co. at Canton and Columbus, Ohio on April 3, 1972.

Regional Director D. R. Holmes attended The 23rd Annual Pipe Line Conference of The Division of The Transportation of the American Petroleum Institute, April 9-12, 1972, Statler-Hilton, Dallas, Texas. The conference was attended by more than a thousand representatives of pipelines and related industries and even though much of what was said was highly technical Regional Director Holmes received an introduction to their industry and some of its problems.

Safety Inspector (Locomotive) Charles M. DeWitt came back to work April 25 after having surgery performed in March.

Safety Inspector F. N. Vincent was in the hospital during April, later recuperating at his home after an illness. We are happy that he is now able to be back on duty.

A local minister recently received the following letter: "In replying to your request to send a check I wish to inform you that the present condition of my bank account makes it almost impossible. My shattered financial condition is due to federal laws, state laws, county laws, city laws, corporation laws, liquor laws, mother-in-laws, brother-in-laws, sister-in-laws, and outlaws. Through these laws I am compelled to pay a business tax, amusement tax, head tax, school tax, gas tax, light tax, water tax, sales tax, liquor tax. Even my brains are taxed. I am required to get a business license, dog license, car license, truck license, not to mention a marriage license. I am also required to contribute to every society or organization which the genius of man is capable of bringing into life: to women's relief, the unemployment relief, to every hospital and charitable institution in the city including the Red Cross, the black cross, the purple cross, and the double cross. For my own safety I am required to carry life insurance, property insurance, liability insurance, burglary insurance, accident insurance, business insurance, earthquake insurance, tornado insurance, unemployment insurance, old age insurance, and fire insurance. My business is so governed that it is no easy matter for me to find out who owns it. I am inspected, expected, suspected, disrespected, rejected, dejected, examined, re-examined, informed, reformed, summoned, fined, commanded, and compelled until I provide an inexhausted supply of money for every known need, desire, or hope of the human race. Simply because I refuse to donate to something or other, I am boycotted, talked about, lied about, helped up, held down, robbed until I am ruined. I can tell you honestly that had not the unexpected happened, I could not enclose this check. The wolf that comes to so many doors nowadays just had pups in my kitchen. I sold them and here is the money. - - Sincerely yours,"

District Locomotive Inspector R. H. Taylor and Supervisory Inspector (Locomotive) J. S. Glynn attended the April meeting of the Southwestern Railway Club at Little Rock, Arkansas. There were approximately 170 area Railroad Officials and Railway Supply Representatives in attendance.

Mothers Day, celebrated May 14, is a big day for "moms" all over the country. Young Miss Beth Evans (12 year old daughter of Regional Track Engineer & Mrs. Thomas E. Evans) summarizes it this way:

"Mom"

A mother's life it ain't so easy  
with sniffles, grime and pans so greasy.  
But still she does it with a smile  
and then goes on to iron a while.  
She washes clothes and hangs 'em up  
Then cleans up the messy pup.  
She fixes meals and serves the bread  
And then goes on without a dread.  
She works and works with no complain  
And then puts out a dress to drain.  
She vacuums rugs and dusts the wood  
With no praise at all to say she's good.  
She sprays the cleaner on the glass  
And then goes out to wet the grass.  
But still she doesn't give a frown  
To get in the yard and churn the ground.  
She does all the yelling and she adds a scream  
But still I love her ... she's really keen.

Supervisory RR Inspector W. B. Bobkoski and Signal Inspector S. H. Stotts attended the Signal and Train Control Technical Training Course in Pittsburgh, Pennsylvania the first week in May.

On May 11 Regional Director Holmes attended a luncheon meeting of the Rotary Club at Tyler, Texas where Chief of Field Operations Chrisman was the principal speaker. A large crowd was present among who were many railroad people including Mr. R. M. Hall, President, Cotton Belt Railway, who chaired the meeting.

We are happy to have Regional Safety Supervisor Cecil N. Johnston return to duty May 15 after recuperating from surgery in April.

Supervisory Railroad Inspector (Locomotive) J. S. Glynn attended the graduation exercise May 20 for his son, Roger, at the University of Texas in Austin. Mrs. Glynn, who was recuperating from surgery in a local hospital, was unable to attend this event. Congratulations to both Roger and his family in this accomplishment.

Safety Inspector F. N. Vincent was in the hospital for a few days during June. He is now released and back on duty.

Safety Inspector G. M. Randall attended the National Secretariat of the Cursillo Movement in Dallas, Texas, of which he is a member, from June 30 until July 4. The Cursillo Movement is a movement for Christian renewal oriented within the Catholic Church.

Region 5 Inspectors attending the General Electric Locomotive Training School in Erie, Pennsylvania:

J. S. Glynn  
W. E. Gordon

C. M. DeWitt  
C. M. Williams

Safety Inspector C. H. Laws attended the Transportation of Hazardous Material Training Course held by the Transportation Safety Institute in Oklahoma City during June.

Regional Track Engineer Thomas E. Evans and Safety Inspector Mearl Bees attended the Railroad Accident Investigation Course at the Transportation Safety Institute, in Oklahoma City during June.

Signal Inspector D. M. Preston attended the Signal and Train Control Technical Training Course in Pittsburgh during this month.

Safety Inspectors Mearl Bees and V. J. Satterlee attended during June a training program by the Westinghouse Air Brake Division of WABCO at Wilmerding, Pennsylvania.

Supervisory Railroad Inspector (Locomotive) J. S. Glynn spent the last week of June in the Washington office working on proposed changes in the locomotive inspection rules.

#### Region 6

Regional Director E. H. Anderson accompanied by Supervisor Leckband, attended funeral services for former Safety Agent W. W. Smith, on April 11, 1972. Also in attendance were retired employees Irv Saucerman and Antone Rook.

Safety Inspector R. L. Davidson of Spokane, Washington, recently purchased a new home and will now reside at South 2211 Herald Street, Spokane, Washington 99206.

A sudden tornado, which swept through Vancouver, Washington, demolished the home of Supervisor Russel Dixon. Fortunately, none of his family were injured. The Dixon family are presently residing at temporary quarters until their home can be rebuilt. The tornado caused much property damage throughout the city. It completely demolished one school, a bowling alley and a store. Four people were killed and many injured.

Assistant Regional Director Eagan attended a Fire Command School at Yakima, Washington, on April 11 and 12, at the invitation of the Burlington Northern Railroad. Mr. Eagan presented a film display of recent major fire and explosive situations involving railroad equipment. This school involved approximately 300 fire chiefs from cities in Idaho, Washington, Oregon, Alaska, Montana and British Columbia, Canada. He also showed the film at a number of fire stations throughout the Pacific Northwest, at the invitation of attending fire chiefs.

Regional Director Anderson and Inspector Byrum attended a panel discussion on railroad safety, which was taped at Station KREM TV April 13, Spokane, Washington. Mr. Cal Avery, Regional Director of Safety & Rules, represented the BN. Mr. Steven Hermann of Station KREM was the moderator. Previous films taken of FRA work procedures incorporated with the panel tape to produce a one-half hour special program was shown on May 10, 1972.

Supervisor Dixon accompanied Inspector C. A. White at Salt Lake City and Ogden, Utah, on an investigation of a complaint concerning Union Pacific remote control units operating from Ogden to North Platte, Nebraska. His trip also included shop inspections at Salt Lake City and conferences with UP mechanical officers at Salt Lake City concerning remote control locomotive operation.

Supervisor Dixon attended the Timken Roller Bearing School at Canton and Columbus, Ohio, on April 17, 18 and 19.

#### Region 6

Region 6 congratulates Inspector J. H. Phelps, Jr., Billings, Montana, on his graduation from Idaho State University. He received a Bachelor of Science Degree on May 19, 1972 (but actually earned as of December 23, 1971), and awarded in ceremonies for that date.

Inspector Phelps is also a proud grandfather of a baby boy born to his son who resides in Eugene, Oregon.

Inspector Charles Faletti was in the hospital recently for surgery, but is now back on duty and feeling better.

Two sample car inspections were made by Inspector Ingham at the Pacific Car & Foundry Co. at Renton, Washington. On May 5, 1972, he made an inspection of WP 61052 at the builder's plant at Renton. This is one of a series of 36 cars to be constructed. The cars are insulated 70-ton RB box cars without roof hatches. On May 31, 1972, an inspection was made of UP 465002 at the builder's plant at Renton. This is one of 100 insulated RBL box cars to be constructed. Both inspections disclosed that the cars appeared to comply with the Safety Appliance Standards.

Assistant Regional Director J. J. Eagan made a sample car inspection of ATSF-64040, an all-steel hopper car with drop bottom for hauling copper concentrates, at Gunderson Engineering Corporation, Portland, Oregon, on May 16, 1972. The inspection disclosed that the car was constructed in compliance with the requirements and no exceptions were noted.

A head-on collision was investigated by Inspector Faletti. The accident occurred on May 14, 1972, between two BN freight trains near Paxton, Oregon. The collision resulted in injury to one member of the train crews. Four locomotives and three cars were derailed. One locomotive was destroyed. The apparent cause of the accident was the failure of the engineer of the westbound train to comply with the provisions of a train order directing his train to take the siding and meet the opposing train.

Supervisor Leckband and Inspector Pettus attended the US&S Training Program at Swissvale, Pennsylvania. They found the program to be

very good and enjoyed the interesting discussions, as well as meeting with their contemporaries in signal and train control work.

A conference was held June 19, 1972, by Portland and Seattle Region officials of the Burlington Northern, Inc., and Special Assistant to the Administrator for Safety, John Boughers; Kenneth Batcheller, Chief, Safety Programs Division; Regional Director E. H. Anderson; Assistant Regional Director J. J. Eagan and Supervisors Russel Dixon and L. H. Leckband. The meeting was held at Seattle, Wash., to exchange ideas and discuss new problems. Also, Mr. Boughers and Mr. Batcheller, along with a medical research team from FAA, made tests for carbon monoxide and other gases in the Cascade Tunnel.

Supervisor Eagan and Inspector Ingham traveled to Skagway, Alaska, during June for complaint work on the Pacific & Arctic Railway & Navigation Company. They took advantage of the occasion to make regular inspections of this remote common carrier, and report that new facilities for locomotive and car repair now replace those destroyed by fire several years ago. Two new locomotives were added to their fleet recently.

Inspector Phelps attended the Air Brake Training Session at Wilmerding, Pa. He reports he considered it a great help to him and very well presented.

Supervisor Dixon spent a week in Washington, D. C. working with the staff of the Locomotive Branch. His evaluation of proposed regulations and comments were of help.

Inspector and Mrs. Charles Faletti traveled to Spokane, Washington for their daughter's wedding on July 1. Charles reports that all went smoothly and he gave his daughter away without muffing his lines.

Miss Martha Phelps, daughter of Inspector J. H. Phelps, Jr., of Billings, Montana, won the state-wide charm and beauty contest of the Job's Daughters for the State of Montana. She will now go to Anaheim, California, where she will compete for the national title.

Inspector of Locomotives, Herman Whitacre, retired June 30, 1972. A retirement dinner will be held July 11, which will be attended by Associate Administrator Rogers, at last report. Mr. Whitacre has been a faithful worker for many years in Region 6 and will be missed by all.

Regional Director Anderson attended a Signal School session at Swissvale, Pa., during June, and he stopped and visited the attendees of the Air Brake School at Wilmerding, Pa. Upon return he attended a meeting of the Inter-Modal Planning Group in Seattle for one day.

## Region 7

Regional Supervisor J. D. Commons and Inspector E. D. Hagen concluded the joint FRA - Southern Pacific Educational Safety Program in this region during April. We have received a great many compliments from Southern Pacific personnel on the manner in which Supervisor Commons and Inspectors Hagen and Harrison presented the safety program and they are to be commended for a job well done.

Signal Supervisor R. B. Bishop and Mrs. Bishop have returned from a two-week vacation in the Hawaiian Islands.

Chief of Field Operations J. U. Chrisman and Training Officer Dan Inabinett were in San Francisco April 27-28 attending a meeting of Railroad Operating Rules officers.

Locomotive Inspector P. W. Berner attended a two-day Supervisory training course for Southern Pacific Operating and Mechanical officers at Sacramento during April. Perry reports the course was excellent.

Regional Supervisor J. D. Commons attended the Timken Roller Bearing training course at Canton and Columbus, Ohio, during the week of April 17. Jack said that this was the best training session he ever had the pleasure of attending.

Locomotive Supervisor Russel Dixon, of Region 6, accompanied Locomotive Inspector C. A. White, of the Salt Lake City office, on a tour of duty in the Ogden, Utah area during the week of April 10. Russ is beginning to get attached to the climate in this region and says he enjoys working with our Locomotive personnel.

During the month of May the San Francisco office was visited by a group of South and Central American Trade Unionists on a tour sponsored by the Department of State. The visitors were interested in learning about DOT and FRA activities and projects.

Later in the month the Polish Minister of Transportation and the Embassy delegation visited the Bay Area escorted by FRA's Charles J. Amos. This group was taken on a tour of the San Francisco and Oakland port terminals and also took a trip on BART and our famous cable cars in addition to seeing some of the other interesting San Francisco sights.

Deputy Director R. H. Wright was a visitor in the Region recently. He met Supervisor J. D. Commons at Sacramento, California, prior to taking a trip on a Southern Pacific freight train over the rugged Sierra Nevada mountain range.

During National Transportation Week, FRA had an exhibit on the History of Railroad Signalling on display in the lobby of the

Federal Building here in San Francisco. The exhibit was viewed by thousands and we received many favorable comments on it.

Retired Railroad Safety Inspector G. H. Danis and his wife Evelyn were recent visitors to the San Francisco office. They have a lovely new home at 7234 Fairfield Drive, Oakmont, Santa Rosa, California. The zip code is 95405 and they would be happy to hear from all their friends.

We were also visited by retired Signal Inspector Oscar Lofstrand during May. He is in good health and wanted to have us say Hello to all his old friends.

After Signal Supervisor R. B. Bishop and Signal Inspector R. H. Harris attended the WABCO School at Erie, Pa., Supervisor Bishop was detailed for a week in the Signal Section at Washington, D. C.

Associate Administrator for Administration M. K. O'Rourke was in the San Francisco office during the latter part of May on administrative business.

Carol Commons, daughter of Regional Supervisor J. D. Commons, became Mrs. John Krone on April 14. Carol is employed by the General Accounting Office in San Francisco and John works at the Veterans Administration Hospital. He is also a full-time student at Skyline College in San Bruno. They are making their new home in Pacifica.

#### Region 8

Locomotive Inspector Rumpf of Denver found it impossible to obtain lodging during the week of April 17 while on duty in Chama, New Mexico because a movie-making company had occupied the town to capacity. Inspector Rumpf had to stay 50 miles away. Movie Stars Dean Martin and Rock Hudson were in Chama working on the Western "SHOWDOWN" using the services of the CUMBRES & TOLTEC SCENIC RAILROAD (a 64-mile narrow gauge railroad) in their movie. Inspector Rumpf didn't get to see the movie stars himself but found the town looking like the 1800's!

The Kansas City Office was notified of snow amounting to blizzard proportions in Denver on April 26. The Interstate Highway between Denver and Colorado Springs, along with the Denver International Airport, was closed. We think Mother Nature is confused -- the first day of Spring appeared long ago...March 22nd!

Locomotive Inspector Rufus Pierce and Safety Inspector B. J. Marquardt attended the Defensive Driving Techniques Course offered in their area on April 28, 1972.

Mr. J. B. Rose of the Department of Transportation Regional Audit Office conducted an audit of the Kansas City Regional Office on April 6 and 7, 1972, with no discrepancies noted.

The Kansas City Office welcomed a visit from Hazardous Materials Specialist Bill Barwick from St. Louis on April 24, 1972.

Locomotive Supervisor Bill Humble and Locomotive Inspector Charles Smith attended the Kansas City Diesel Club meeting on April 24, 1972. The Locomotive Officers Maintenance Association Mechanical Committee made a pre-convention presentation.

Regional Secretaries Frances Hamilton and Betty Zinser of the Kansas City Office were honored on April 27, 1972 during National Secretaries Week with the presentation of carnation corsages by Regional Director Callicotte. Then, Regional Director Callicotte and his secretaries were invited to attend a luncheon at the Holiday Inn by Rock Island Railroad Superintendent of Safety John H. Gilfillan. Those in attendance from the Rock Island were Superintendent (Missouri-Kansas Division) Dave E. Visney, Chief Clerk Sophia Wayland, and Secretaries Joyce Eaton and Marianne Smith. The luncheon was particularly delicious and the company particularly charming. In other words, the occasion was great fun and returning to duty was difficult!

Signal Supervisor Ray McCurry and Signal Inspectors Sisk, Fegley and Hacker attended the Signal and Train Control Technical Training Course provided by the Signaling and Communication Division of WABCO, which was conducted at the WABCO Swissvale Facility in Pittsburgh, Pennsylvania, during the week of May 8, 1972.

The Denver FRA Office has recently had the honor of sharing their quarters, from February 1 to April 14, 1972, with Mr. Volpe's DOT Secretarial Representative, R. L. Kessler.

During the week of May 8, Locomotive Inspector Butaud of St. Louis traveled to Washington to assist the Office of Safety, Locomotive Branch, in proposed locomotive multiple unit rule making.

Shortly after Midnight, about 1 P.M., on May 1st, Regional Secretary Frances Hamilton, her husband, Harold, and 18-month old son, Brian, were awakened by a terrific roar caused by the wind of a tornado. It ripped the roof off their barn, which caused it to lean or sag in various directions, tore up a maple tree near the house, and turned upside down a 300-gallon gas tank, which was half full of gas. Of course, it goes without saying, that we are delighted to report that the Hamiltons escaped injury and their home is still intact.

Regional Director Callicotte attended a DOT Field Coordination Group Meeting in Kansas City on April 28, 1972.

Safety Inspector Jack Fortier recently bought some property in the mountains southwest of Denver. He plans to have it improved, put in a well and build a cabin eventually. It better be a big cabin because we'll all want to visit him!

Locomotive Supervisor Humble attended a conference with the Nebraska State Railroad Commission Officials at the Nebraska State Offices on April 11, 1972.

On April 26, 1972, Engineering Technician Bottke of Washington FRA met Signal Supervisor Ray McCurry and Signal Inspectors John Hacker and Marion Sisk in Springfield, Missouri, to attend the Western Sectional Meeting, C&S Section, of the Association of American Railroads. The meeting covered modern applications of signaling, use of 2-way radio, and hot box detectors. Senior Systems Engineer J. J. Jacobus of the General Railway Signal Company, gave an informal talk on "Video CTC" and illustrations were by slides and moving pictures.

We are most delighted to announce that Peggy and Tony Knopp, daughter and son-in-law of Regional Director Bill Callicotte, adopted a 9-day old baby daughter on April 25, 1972. She will be known as "Katrina Ann" and will reside with her parents in San Antonio, Texas, where her father is a professor at San Antonio College. We were very happy to see pictures of a beautiful baby girl, with a whole head of dark curly hair, which were displayed by proud "Grandpa Bill".

Regional Director Bill Callicotte, Safety Inspector Dick Matlick, Locomotive Inspector Charles Smith and Signal Inspector Bob Sisk took a couple of days off from their busy schedules to try their luck fishing at Lake View, Arkansas. They reported, on return, that the fish were biting, the weather cooperative and the freezers stocked with good eating in the future.

A new modern load-test facility to test high horsepower locomotives for governor performance, diesel engine components, and electrical equipment has been installed at Springfield, Missouri by the St. Louis-San Francisco Railway.

By special invitation of The Secretary of Transportation John A. Volpe, Regional Director Callicotte and Safety Inspector Jack Witthauer were invited to board the special train at St. Louis Union Station at 9 a.m. on May 19 to join The Secretary of Transportation and Administrator John W. Ingram for a rail inspection tour of St. Louis, Missouri and East St. Louis, Illinois, in connection with a study and development of plans for the consolidation and relocation of rail facilities in the St. Louis Metropolitan Area involving 19 railroads and 37 railroad yards and their interconnecting corridors.

Hazardous Materials Specialist Bill Barwick was invited to speak on May 10 at the Safety Meeting of the Chicago, Rock Island and Pacific Railroad in St. Louis, Missouri.

Mr. & Mrs. Ray McCurry recently returned from a pleasant one-week vacation in Binghamton, New York, where they visited Son Robert.

Locomotive Supervisor Bill Humble and Locomotive Inspector Charles Smith, in company with Locomotive Inspector Jim Curry of Omaha, inspected the Union Pacific facilities at the new service shop at North Platte, Nebraska during the week of May 15.

We are happy to report that Signal Inspector Bob Sisk's mother-in-law, Cora Alexander, who underwent surgery on May 24 is progressing nicely and on her way to recovery.

We are again glad to welcome Jill Townsend to the Des Moines FRA office, who assumed the Summer Aid position on May 30. Jill worked in the Des Moines office last summer also.

The evening meeting of the Mile Hi Railway Club in Denver, Colorado on May 22 was attended by Locomotive Inspector Charles Rumpf, who presented FRA activities, including "Transpo 72" and the Alaska Railroad films.

Patricia Wood, daughter of Safety Inspector Maurice Wood of St. Louis, was highly honored for her academic skill on June 8. Patricia just recently graduated from St. Cecelia Grade School, and her justly proud father reports that the Knights of Columbus organization presented her with an awards check for \$150.00 for being the girl with the most outstanding achievement performance record, grades 6, 7 and 8, out of many thousands of pupils in the Greater St. Louis Area and outlying districts. One girl and one boy are chosen for this award each year.

Hazardous Materials Specialist Bill Barwick attended the one-day "Seminar on Air Transportation of Hazardous Materials" on May 18 held at the Ramada Inn Berkeley, Missouri, and sponsored by DOT's Office of Hazardous Materials and the Federal Aviation Administration. The International Air Transport Association and the Air Transport Association also participated. The course was designed primarily for air carriers, air freight forwarders and shippers, and took the "How to Use the Regulations" approach rather than discussing details regarding regulations of hazardous materials. There were lecture periods and time was provided for question and answer sessions.

Locomotive Inspector Jim Curry attended the GSA 2-hour Refresher Defensive Driving Course offered in Omaha on May 18. Regional Track Engineer Russ Bunker, Signal Supervisor Ray McCurry, Safety Inspector Dick Matlick and Locomotive Inspector Charles Smith attended the GSA 2-hour Refresher Defensive Driving Course offered in Kansas City on May 24 and 25.

We are not happy to report that Safety Inspector Jack Fortier's 18-year old son, Kevin, was involved in a motorcycle-truck collision on May 24. Kevin is currently hospitalized with a broken arm and leg and other multiple complications. However, in talking with Safety Inspector Fortier recently, Kevin will have his High School Diploma presented to him in the hospital. We wish him a speedy recovery so that he can continue with his education.

Mr. & Mrs. Charles Smith recently returned from an enjoyable one-week vacation trip to Gainesville, Florida, where they visited a nephew.

Those in attendance at the General Electric Locomotive Training School held in Erie, Pennsylvania for one week, beginning June 5, were Locomotive Inspectors Jim Curry, Charles Gillespie, Charles Rumpf and Charles Smith.

Regional Track Engineer Russ Bunker reports that he was very fortunate to have favorable weather conditions during a 3-day track inspection trip on May 16, 17 and 18 in the central and northern part of South Dakota -- Aberdeen, Huron and Pierre.

DOT's Deputy Under Secretary John P. Olsson, visited Wichita, Des Moines, and Omaha as part of the Region's National Transportation Week Program. He gave speeches to groups of about 200 people in each of the three cities. Well-attended press interviews were held in Wichita and Omaha. In Wichita, Mr. Olsson toured the Beechcraft and Cessna facilities, and the Alcohol Safety Action Project. While in Omaha, he toured the facilities of the Union Pacific Railroad. Very favorable radio, television, and newspaper publicity resulted from Mr. Olsson's visits.

The Coast Guard Cutter "WYACONDA" docked in Kansas City on May 31 at 10:30 a.m. for the DOT Secretarial Representative R. R. Waesche to present DOT Annual Awards to Safety Inspectors Maurice Wood and Jack Witthauer. Messrs. Wood and Witthauer were recognized for their competence and the outstanding service performed during 1971.

In order to better appreciate the performance of the service involved by Safety Inspectors Wood and Witthauer, we would like to provide a brief background.

In the early history of the development of the railroads, the Mississippi River was a most formidable barrier. Consequently, the eastern lines ended and the western lines begin at the river. Considerable delays occurred to the movement of traffic through the area because of the interchange between the carriers, and this continued to obstruct a rapid and dependable movement of trans-continental shipments through the gateway.

In order to facilitate the movement and avoid the delay of yarding and switching trains on both - and sometimes three carriers - and to eliminate the slow transfer haul between carriers, the railroads requested relief from certain regulations of the Federal Railroad Administration.

The hearing examiners involved in the petitions for relief needed complete and detail information and recommendations in a short period of time. Consequently, these two inspectors, in addition to other assignments, conducted investigations of train movements around the clock to secure the desired information. They testified

at the formal hearings which followed. The requested relief was granted in some instances, and these two inspectors again assisted the carriers in developing an operation which met the safety regulations of the Department and Administration and also the needs of the railroads. Many of their suggestions to facilitate the movement of cars and trains in compliance with regulations at a minimum expense were adopted by appreciative officials of the carriers.

Safety Inspectors Wood and Witthauer's competence in practical railroading and administering existing regulations, through devoted service under trying conditions, contributed significantly to overcoming industrial difficulties in reducing delays to the movement of traffic through the St. Louis Terminal Area while obtaining compliance and cooperation with the programs of the Department.

Regional Director Callicotte and Locomotive Supervisor Humble Attended the Annual Awards ceremony also aboard the "WYACONDA". After the Awards ceremony, the Coast Guard Cutter personnel served a delicious buffet luncheon and Admiral Siler spoke concerning the mission of the Coast Guard, its duties and responsibilities. Then, as a final treat, visitors aboard the "WYACONDA" went cruising down the Missouri River on a 2-hour scenic trip.