

# OFFICE OF SAFETY NEWS

## HIGHLIGHTS

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### Office of the Secretary

Secretary of Transportation John A. Volpe presented Presidential Medals of Honor on April 3 to four railroad employees for risking their lives to save the lives of others.

Recipients of the Medals are J. J. McLaughlin and S. C. Meyers, both of the Santa Fe Railroad; Robert Q. Garner, Penn Central Railroad; and James H. Hughes of the Louisville and Nashville Railroad.

Engineer McLaughlin and Head Brakeman Meyers were operating a train on December 26, 1970, in Gainesville, Texas, when an automobile plunged down an embankment, rolled over alongside the railroad tracks and burst into flames. The car was occupied by a couple and their two small sons.

The two quickly halted the train, radioed for help and rushed to the burning car. Mr. Meyers saw that the two children were trapped in the back seat of the car, so he smashed out a window, crawled inside and passed the youngsters out to Mr. McLaughlin. While fighting the fire with extinguishers from the locomotive, the men noticed a third victim trapped by a broken front seat. Mr. Meyers again climbed into the car and with Mr. McLaughlin's help pulled the man to safety. The wife, the fourth occupant of the car, had been thrown clear by the initial impact.

Their official citations read: "These men manifested extreme daring and disregard for their own lives and did in fact, sustain personal injuries in their efforts to save this family from death or crippling injury."

Office of the Administrator

The TurboTrain and a Tracked Air Cushion Research Vehicle will be exhibited at the Department of Transportation's international exhibition -- TRANSCO '72 -- to be held at Dulles Airport May 27 - June 9, Federal Railroad Administrator John W. Ingram announced on April 5, 1972.

"We want to make certain the rail mode is represented at this major international event," Administrator Ingram said. "This exhibit will reflect a dynamic railroad industry handling the problems of today as well as looking to the technology of tomorrow." Some railroads already have indicated they will exhibit at TRANSCO '72.

In addition to the TurboTrain and the TACRV, the FRA will have indoor exhibits contained in an 80-foot geodesic dome structure. The exhibits are intended to emphasize modern innovations, advanced technology and future systems as they relate to intercity passenger and freight movement. They will include a section on subsystems that serve both passenger and freight service needs.

The exhibit will be in the exposition's thematic area portraying the crossroads of technology within the overall theme of "Man in Motion."

TRANSCO '72 was authorized by the Congress as a showcase for advanced transportation systems, products, equipment, concepts and technologies. The 360-acre site will contain four prefabricated steel exposition halls containing 320,000 square feet of covered exhibit space. More than 1,000,000 square feet of additional space will be devoted to outdoor exhibits and demonstrations. Over one million people are expected to attend the nine-day exhibition.

Office of the Director

Safety

A General Motors safety researcher says nearly all car occupants who wore both shoulder and lap belts during accidents he studied escaped serious injury.

In a study presented to the Society of Automotive Engineers in Detroit, Wilton D. Nelson of the G. M. safety research and development laboratory found that in 160 accidents where one or more occupant of a car was wearing both shoulder and lap belts, 99 per cent of the belted riders escaped with no injury or only minor injuries.



Ninety-six of those accidents were serious ones in which injuries would normally be expected, he said.

In one example cited by Nelson, a 22-year-old driver, who had been drinking, crashed a 1969 car into a freeway guardrail at 95 miles per hour. The car tore up 70 feet of guardrail, then skidded more than 100 yards. Both the front and back ends of the car were demolished, but the driver walked away unhurt.

In another accident, a Michigan State Police trooper rammed a freeway exit ramp guardrail at 70 m.p.h. His car was air borne for 70 feet, then rolled for 200 feet before coming to rest. The roof of the car was caved in 27 inches.

The driver, who had been wearing both belts, suffered a broken back and shoulder and internal injuries, but survived.

In a third case, two cars collided head on at 65 m.p.h. The driver of the first car, who apparently had not been wearing any belts, was killed. The driver of the second, smaller car, who was wearing both lap and shoulder belts, escaped with bruises and minor internal injuries.

In the accidents studied, he said, only two persons wearing both belts were killed. In one case, the driver was killed when the hood crashed thru the windshield and struck him.

In the other, the car rammed a tree, tearing of a door and the tree actually struck the driver. Nelson said there was doubt the driver actually was wearing a shoulder belt.

All new cars sold in the United States since 1968 have been equipped with shoulder and lap belts in the front seats. But Nelson said studies have shown that only between 2.5 and 4 per cent of all drivers involved in accidents were wearing the belts.

Do you wear yours?

### When You Open Your Eyes

When you open your eyes, reports the National Research Bureau, you set in motion a process that's faster than sound. It's also more efficient than photography and a thousand times more complex than any electronic system.

Nearly 85% of what you know is funneled through the eyes. And 90% of everything you do is guided by eyesight.

There are many persons who have adjusted to life without sight and carved out rich, full careers in the process. There is no question that you can get along without your eyesight. But, once experiencing this precious gift, would you want to get along without it?

How much do you think your eyesight is worth?

It's hard to put a price on your eyes. State workmen's compensation laws will pay up to \$20,000 if you lose an eye. If you should lose both eyes, more than twice that amount is paid. But no amount can buy another eye.

That's why it's smart to wear safety glasses in any area where there is the slightest chance of eye injury. Yet, in spite of company regulations, many workers shun safety glasses. Last year, several hundred thousand eye injuries were reported. Most of these could have been prevented had the injured person been wearing industrial safety glasses.

Some people who don't wear the glasses shrug off their carelessness with the complaint that the glasses are "uncomfortable." Others don't wear eye protection because "it doesn't look good." Yet modern safety glasses are handsomely styled and are comfortable.

So, in the end, it's your choice. You'd better guard your eyes. They damage easily. Your glasses can be replaced...your eyes cannot.

## Safety and Your Automobile Tires

### More on Tires

#### Truing

Perhaps those of you who have spent much good money over the years having the "heavy" spots cut from the tread areas of newly purchased tires are hoping we'll report the money was well spent. Okay, the money was well spent. The practice of "truing" is a valid one, particularly for radials which are more sensitive to out-of-roundness. Truing will do much to correct smooth road shake; however, research conducted in the USAF Vehicle Evaluation Program seems to indicate that the practice will not increase tire life or decrease requirements for suspension repair.



### Inspection

A good time to make a thorough inspection of every tire is when your car is up on the rack. Tread depth should be a primary concern. A tire should be replaced when (1) worn to the point where less than 2/32-inch of tread design depth remains in any two or more adjacent tread grooves (exclusive of the tie bars) at three locations spaced about 120 degrees apart around the tire circumference (2) when any part of the ply or cord is exposed, or (3) when any tire is worn to the level of the tread wear indicators in any two or more adjacent tread grooves. By the way, tires falling into any of these categories are illegal in many States.

Other causes for replacement include tread or sidewall cracks and cuts or snags deep enough to expose body cords; any bump, bulge, knot, or separation; and any tire which has been re-grooved or re-cut below the original tread design depth.

### Nails? Ooh!

Nails, small stones and bits of metal or glass imbedded in the tread should be removed. If loss of air results, the tire should be removed from the rim, inspected for damage and a permanent repair made from the INSIDE. Bent, loose, cracked or otherwise damaged rims should be replaced.

Impact injuries may cause blowouts or flat tires, but rarely at the time an object is struck. The tire may run for many miles before failing, because the break usually occurs in the fabric on the inside of the tire. Constant flexing of the tire as it contacts the road increases the size of the injury until failure occurs.

Sometimes, tire damage cannot be detected externally. A tire may appear to be in good shape, even though its cords have broken or plies separated. So, if your tires strike a curb, or any object, with force, you definitely should have those tires demounted and carefully inspected.

### Tubeless Tire Repair

Here's where a lot of motorists unknowingly stretch their necks across the chopping block. Ever had a service station attendant glue a rubber plug into the hole without removing the tire from the rim? It may be necessary at the time, but should be considered an emergency and temporary repair only.

The only safe way to repair a tubeless tire is to demount it, plug it from the inside and install a hot or cold patch (hot is preferable) directly over the plug from the inside.

Tread punctures up to 1/4-inch may be repaired permanently, only from the inside of the tire. Radial-ply tires can be repaired only in the central tread area, between the far-right and far-left grooves.

Always check a wheel assembly in a water tank after tire repairs. Other, previously undetected leaks may appear.

#### Temporary Patching?

Should you be forced to resort to temporary patching--aerosol-type sealants or outside plugs--do not drive faster than 50 m.p.h. nor for more than 100 miles, and have the tire repaired permanently as soon as possible.

There may be times when, for the sake of survival, you're forced to drive on a flat, or nearly flat, tire to get off a bridge, off-ramp, etc. Surveys show that as many as two of three tires run even a short distance while flat are damaged beyond repair.

#### How Many Miles?

What if you're doing everything "right on" and you get only 10,000 or some other ridiculously low number of miles from a set of tires? Then, the tires are at fault, there's a vast range of quality in the many tires on the market today, and various kinds should be expected to wear at different rates under the same circumstances. The quality of a tire, and therefore its wear rate, is a reflection of (1) quality of construction, (2) type of construction, (3) kind and quantity of cord material used, and (4) type of rubber compound used. You cannot expect a two-ply bias-ply tire to wear as well as a radial-ply tire which uses six or eight plies in the body plus a different rubber compound. "It's like comparing a plow horse and a thoroughbred," Mike Induni told us. "They look alike and they both eat hay, but there is a definite difference when they're running."

#### Incredible Tires

Today's tires are just short of incredible compared to those of the early 1900s. They cost about twice as much back then and weren't likely to last a thousand miles. And there were problems such as the tires popping off the rim during fast cornering.



You demand a lot from your tires; and while they don't need much in return, what they do need is of great importance. Keep a close eye on inflation pressure; do balance, rotate, and inspect periodically. Don't overload or beat 'em to death and you'll get your money's worth from them.

### Training

During the months of March and April three sessions of a roller bearing refurbishment course were given by the Timken Co. The course was specifically designed to instruct selected Office of Safety inspectors and headquarters personnel in the correct procedure for the refurbishment and remanufacturing of the Timken roller bearing. The course consisted of two days of instruction at the Timken Canton, Ohio, facility and the final day at their plant in Columbus, Ohio.

Attendees at the course were: W. A. Hemmans, Region I; W. H. Yarber and B. E. Reynolds, Region II; I. D. Sturgeon, Region III; J. F. Madden and R. J. Galvin, Region IV; F. L. McCool, Region V; R. Dixon, Region VI; J. D. Commons, Region VII; L. A. Straight, Region VIII; and J. C. Boughers and J. J. Sharpe, Headquarters.

A course presented by the Signaling and Communication Division of WABCO has been scheduled for the week of May 8, 1972. All signal and train control field inspectors are slated to attend, as well as Bud Bishop, George Bottke and Ed Soper of the Washington office. This represents the first time the entire Office of Safety S&TC group have been together. It is anticipated that not only will the training session be informative in the operation of WABCO existing signaling equipment and what is planned for the future, but the meeting will also enable all Regions and the Washington office to discuss mutual ideas and problems.

The third session of the Railroad Accident Investigation Course is scheduled for the two weeks beginning June 12, 1972. The course will be conducted at the Transportation Safety Institute in Oklahoma City, Oklahoma. The nominees selected to attend this session will be notified shortly.

### Washington Office

#### Field Operations Division

Personnel actions in field operations since our January-February 1972 issue have resulted in the following assignments:

Civil Engineer:

Edward R. English, Chicago, Illinois, effective April 17, 1972.

Track Inspector:

Harold (Bud) Wall, Chicago, Illinois, effective April 17, 1972.

Reassignment:

Safety Inspector C. E. Lett from New Orleans, Louisiana, to Omaha, Nebraska, with the actual transfer taking place when Mr. Lett's youngsters finish the present school term.

Resignation:

Mrs. W. J. Cappello, Secretary in San Francisco, California, resigned at close of business April 21, 1972.

It was our pleasure during March to visit regional offices in Kansas City, Missouri, and Fort Worth, Texas.

In connection with these visitations we also met with the AAR Regional Safety Conference in Kansas City and the Texas Safety Association in Dallas, Texas. Approximately 200 railroad, State and Federal Government personnel were in attendance at each of the meetings. As always, time was somewhat limited, however we were able to work in some side meetings with our capable personnel in both Kansas City and Fort Worth.

A most pleasant sidelight of the Dallas meeting was the opportunity to visit with retired safety inspector Errett R. Albritton. "Britt" not only came by for a visit but sat in on the business meeting with us on March 21. Britt looked the perfect picture of health, seemed to be enjoying his retirement immensely, and we were most pleased that he could work us into his busy schedule.

Associate Administrator for Safety Mac E. Rogers and the Washington staff wish to compliment inspectors that assisted us in completing the recent Harriman Awards inspection. With their cooperation we were able to meet our deadlines and on April 20 the Harriman Awards Selection Committee met in Washington, D. C., to determine the winners for employee safety performance during calendar year 1971.

The awards will be presented in Washington, D. C., on June 14, 1972. Administrator John W. Ingram has been requested by the Committee to present said awards.



Plans have been finalized for training courses at Swissvale, Pennsylvania, for the Signal and Train Control staff on May 8, and an Accident Investigation Course in Oklahoma City to be held the weeks of June 12-23.

Depending on additional training and travel funds, tentative plans are being developed for a course in Erie, Pennsylvania, the week of June 5 for the remainder of the Locomotive Inspectors that were not included in the first session. A completion course for Safety Inspectors that were not included in the Westinghouse Air Brake School at Wilmerding, Pennsylvania, is also under consideration. Further data will be supplied on these courses as soon as the necessary details can be worked out.

Chief, Engineering and Accident Analysis Division, Rolf Mowatt-Larssen and Dan Inabinett attended the Department of Defense Computer Institute Intermediate Executive Course. It was a most informative and well administered course. We hope to enroll others of our staff as spaces are available. The course is given at the Washington Navy Yard.

We were saddened to learn of the passing of Mr. Shirley N. Mills on April 22. Mr. Mills retired in 1955 after serving as Director of the Bureau of Safety, ICC, for 17 years.

Services were also held for retired Safety Inspector W. W. Smith in Portland, Oregon, on April 11, 1972. Regional Director Anderson and retirees Irv Saucerman and Tony Rook attended the service.

### Safety Programs Division

#### Locomotive Branch

At the request of representatives of the General Electric Company Mr. P. J. Brannigan visited the General Electric facilities on January 18 and 19, 1972.

The entire visit was devoted to discussing certain design proposals expected to be incorporated in the new model E60C locomotive and observing the newly constructed car manufacturing facility.

The E60C locomotive (3 units) is to be built for the Black Mesa and Lake Powell Railroad, a privately owned road to be operated between coal fields and an electrical power generating plant to be constructed in the western United States.

Since the builder anticipates that the E60C unit will provide the basic design for future electric locomotives used in main line interstate common carrier railroad service, it was desired to insure that all elements of the design were in compliance with existing regulations. It appears that the unit will meet all existing requirements. However, since the unit is to derive energy from a 50KV overhead trolley wire, the desirability of providing ready access to the roof of the unit and equipping the unit with an emergency pantograph pole is questionable. The builder indicated that after further consideration was given to these matters they would again confer with us.

The first commuter car, completed to the extent that it was capable of self propulsion and fitted with a great deal of instrumentation, was being readied for movement from the shop to the builder's test track.

The newly completed car-building plant is probably one of the finest of its type in existence. It is our understanding that it involved an expenditure of approximately 14 million dollars and was completed in about one year despite many original estimates that construction would require no less than three years. Plant equipment includes the most modern types of lighting, machine tools, materials handling facilities, transfer tables, etc.

Messrs. Batcheller and Brannigan attended a meeting in Philadelphia at which a description of the WABCO/Reliance PWM (pulse width modulation) propulsion system and its potential operational advantages were presented. The PWM system performance and early operating experience on the Cleveland Transit was reviewed. In addition, the locomotive inspection, repair and maintenance practices, particularly as related to Metroliners, were observed in the Penn Central maintenance shops at Wilmington, Delaware.

Subsequent to a meeting of Locomotive Branch personnel with representatives of the Office of High Speed Ground Transportation, Mr. Brannigan accompanied representatives of that office and the United Aircraft Corporation on a visit to Providence, Rhode Island, to observe the TurboTrain maintenance facilities in use at that point.

Personnel of the Locomotive Branch participated in presenting a brief resume of the Bureau's activities to Deputy Administrator Rush.



Transportation Specialist, W. A. Jeffers, of the Locomotive Branch delivered a presentation on Locomotive Accident Investigation at the Transportation Safety Institute at Oklahoma City on February 8 and then continued on to make a review of locomotive conditions in Region 3 which included making inspections with all of the Locomotive Inspectors in that region in their respective districts and a visit to regional office at Atlanta.

#### Equipment and Operations Branch

It has often been necessary to delay transmittal of Hours of Service Violation Reports to Chief Counsel because certain essential information was not included. The most frequent omissions are information indicating whether the employees involved were provided with the prescribed off duty period of either eight or ten consecutive hours subsequent to the violative service, and identification of employees available for relief. The cooperation of all concerned will be appreciated in insuring that this information is furnished when submitting Hours of Service Violation Reports.

#### Engineering and Accident Analysis Division

##### Engineering Branch

Mechanical Engineer Jake Sharpe assisted in the preparation, instrumentation and firing of the first 1/5 scale model tank car loaded with propane at White Sands Missile Range, New Mexico. This uncoated model was subjected to a 30 minute 1,800°F fire on March 17, 1972. Many instrumentation problems were encountered and successfully overcome. The data recorded relative to the fire, tank shell, propane pressure and safety valve lift will be of tremendous value in planning for the full scale tests and development of thermal shield specifications. Two coated 1/5 scale model tanks of propane are scheduled for fire tests in May.

The Sherman House in Chicago was the site of this year's American Railway Engineering Association's annual convention. Many interesting reports were presented during the three-day conference, including a special panel discussion March 6 on the recently published track safety standards. Representing the Federal Railroad Administration on the panel were Mr. J. E. Rourke, Director of the Office of Standards, and Mr. W. R. Paxton of the Office of Safety's Engineering Branch. Other panel members were moderator R. M. Brown, Chief Engineer, Union Pacific; Mr. W. S. Autrey, Chief Engineer, AT&SF; Mr. W. O. Johnson, Assistant General Manager-Maintenance, C&O/B&O Railroad; Mr. P. H. Croft, President, American Short Line Railroad Association; and Mr. R. A. Lane, California Public Utilities Commission.



### Reports Branch

Secretary Volpe recently presented Medals of Honor for Acts of Heroism involving railroading to Messrs. J. J. McLaughlin and S. C. Meyers of Gainesville, Texas. Presentation of these two particular Medals of Honor Awards marks a milestone, as they were the first such awards ever initiated internally by the Office of Safety.

### Accident Analysis Branch

Chief Accident Investigator Frank Fanelli conducted an on-the-scene investigation of the Penn Central freight train/school bus collision resulting in four fatalities and forty-six injuries at Congers, New York, on March 24, 1972.

## REGIONAL NEWS

### Region 1

Our deepest sympathy is extended to Safety Inspector and Mrs. Martin J. Pastrick on the death of their son who was fatally injured by automobile on March 18, 1972.

Mrs. Hemmans has now joined Safety Inspector Hemmans in Albany. We welcome Mrs. Hemmans and hope she enjoys this part of the country.

Hazardous Materials Inspector John C. Buckingham and Signals and Train Control Inspector James W. Moffett investigated an accident between a school bus and a Penn Central freight train at Congers, New York on March 24, 1972. There were four persons fatally injured and 40 critically injured which were passengers on the bus.

Safety Inspector MacIsaac investigated a Penn Central accident between a local freight and a Highway-Rail-Car at Fall River, Massachusetts, on March 3, 1972. This was a rear end collision resulting in one subsequent fatality, three serious injuries to the Highway-Rail-Car passengers.

Safety Inspector Francis H. Hayes investigated an accident occurring on the Boston & Maine on March 10, 1972. A cut of passenger cars operated by unauthorized individual moved out of control and landed in enginehouse pit. Damage was estimated at about 3/4 million. There were no personal injuries.



Inspector Brady and Supervisory Inspector Sheridan completed the investigation of an air brake complaint on the Lehigh Valley in central New York State.

Safety Inspector MacIsaac investigates a head-end collision between a local freight and a snow plow on the Maine Central, February 28, 1972. This happened in train order territory. The snow plow operator neglected to obey a time order. Fortunately, the injuries were slight.

Safety Inspector Willison is investigating an accident which occurred on the Penn Central at So. Elizabeth, New Jersey on March 30, 1972. A crane moving on a flat car became disengaged, toppled over, and struck another train moving on an adjacent track.

Safety Inspector Lawrence C. Anunson completed an extensive investigation on the Central Railroad of New Jersey whereby the carrier consolidated train dispatching offices. Mr. Anunson's investigation was designed to determine if safety of operation was being comprised.

## Region 2

Regional Supervisor Eberz made a sample car inspection on February 1, 1972 at the Berwick Forge and Fabricating plant at Berwick, Pennsylvania. The car involved was a Bangor and Aroostook Railroad box car. Reporting has been accomplished, file 125226.

Inspector Urban inspected a Kansas City Southern 100 ton hopper car 304476, one of 75 cars being built and leased by Pullman Transport Leasing Company, file 125225. This inspection was made on February 15, 1972 at Butler, Pennsylvania.

Inspector Urban made a sample inspection of Pullman-Standard 125 ton hopper car PTLX-26092, one of 135 cars being built and leased by Pullman Transport Leasing Company, file 125224. This inspection was also made on February 15, 1972 at Butler.

Inspector Urban, Mechanical Engineer Jack Russell and I met at the Berwick Forge and Fabricating Corporation plant at Renova, Pennsylvania, where we observed the "Golden Shoe" brake test on a heavy duty freight car being built for Zurn Industries at Erie, Pennsylvania, file 125157. The brake equipment readily passed this particular testing procedure.



Inspector McDonald was assigned to a Baltimore and Ohio Railroad derailment which occurred at Ravenna, Ohio, on February 5, 1972, file C-57-72. This accident was caused by a metal object lodging itself in a guard rail at a frog.

Inspectors W. C. Rockey and R. C. Trego attended the Accident Investigation Course at the Transportation Safety Institute, Oklahoma City, Oklahoma, the first two weeks in February.

Regional Supervisor Auman assisted Messrs. Don Johnson and Jack McNally on a management systems study survey regard to Locomotive Inspection Records Log Book Test, Erie-Lackawanna Railroad at Marion, Ohio, on March 9 and 10, 1972.

Inspector Rockey investigated a sideswipe accident on the Penn Central Company which occurred on March 1, 1972 at North Philadelphia Station. This was caused by a plug door being open on a refrigerator car on a local train which struck and scraped the side of a passing commuter train.

Inspectors Rockey, Burt and Keyes initiated an investigation of the Penn Central Company head end collision which occurred at Herndon, Pennsylvania, on March 12, 1972. The National Transportation Safety Board preempted us on this investigation.

Inspector Urban investigated a derailment which occurred on March 31, 1972 at Willock, Pennsylvania, Baltimore and Ohio Railroad. The preliminary cause for this derailment was improper cross levels resulting in a rock and roll condition of the cars being set up.

Inspector Reynolds attended a special course conducted at the Timken Roller Bearing Company for training in the inspection of roller bearings at Canton and Columbus, Ohio, March 27, 28 and 29, 1972.

Inspector W. H. Yarber, Locomotive Inspection, Pittsburgh, Pa., returned to duty on March 20, 1972 having recovered from serious surgery.

Inspector J. T. McDonald of the Cleveland office just returned from a pleasant two-week vacation to Florida visiting relatives and friends.



Miss Mary Marburger, Clerk-Stenographer, Pittsburgh office attended an "Advanced Secretarial Techniques Seminar" March 28-30, 1972.

Mrs. Dorothy Nichols, Secretary-Steno at Philadelphia attended an "Advanced Secretarial Techniques Seminar" on February 29 and March 1 and 2, 1972.

### Region 3

Mr. Walter R. Boehner, DOT Director of Budget, was a visitor in the Atlanta area on March 18, 1972. Regional Supervisor Bird met with Mr. Boehner and they made a tour of all of the major rail carriers.

Mr. W. E. (Will) Cantey, Chief, Information and Analysis Division, Office of Economics, was a visitor in the Atlanta area on March 20 and 21, 1972. Mr. Cantey met with our Atlanta personnel and explained various aspects of the Office of Economics. He was also afforded the opportunity of meeting with Southern Railway officials about the carrier's control center which includes computers costing in excess of 50 million dollars. Mr. Cantey's responsibilities include the design of a system of analysis of data received in Washington from the Office of Safety field offices.

Regional Director McLellen and Supervisor Bird attended the Southern Railway's annual Safety meeting which was attended by approximately 500 carrier officials and Brotherhood representatives. The highlight of this meeting was a talk by a former railroad employee who had lost the sight in both eyes when an emery wheel unexpectedly disintegrated. This gentlemen revealed that he foolishly was not wearing safety glasses at the time of his accident.

Miss Jane Benson of our Nashville office made her annual trek to Florida the week of March 13, 1972. This year she visited Disneyland as well as her favorite Daytona Beach.

### Region 4

Safety Inspector R. J. Galvin (E&O) and Regional Director McConnell presented a talk to the Car Foremens Association. The theme of the program was a review of the Office of Safety and Federal Railroad Administration activities during the past year.

Safety Inspectors J. F. Madden and R. J. Galvin attended the Timken Roller Bearing Training Course, held at the Timken Company, Canton, Ohio, and also at their Columbus, Ohio, facility. They report the course was most beneficial to them relative to roller bearing rebuilding techniques.

At the request of the DOT-FCG, FRA has set up a program for inter-modal study of the hazardous materials regulations, as they apply to the local area. With intermodal shipments of hazardous materials on the increase, a closer coordination of the inspectors of the various modes becomes more important. Hazardous Materials Inspector E. W. Pritchard is representing FRA on this project.

Several members of the Chicago staff attended selected meetings of the Railway Engineers Association. We were privileged to hear our new Deputy Administrator, Mr. Henri Rush, speak to the group and to meet with him following the meeting.

Margaret Anderson, secretary to the Minneapolis office, participated in the new employee Health Testing Program, which is paid for by the Federal Government. The Twin-Cities February Newsletter published a picture of Margaret, along with an article stating that she was the first Twin-Cities Federal employee to participate in the program. Margaret reports that "it is certainly a good 'deal', and very thorough".

Pearl Caldwell, of the Chicago office, attended a three-day Advanced Secretarial Seminar sponsored by the USCSC, Chicago Region. She reports that the course was well attended, very interesting, and very beneficial in many aspects relating to new ideas and techniques that would aid in maintaining a more productive and progressive office.

Safety Inspectors C. E. Bowles and M. C. Nicholson, Minneapolis, recently met with a cross section group of operating employees from several railroads in the Twin-Cities area. This was a question and answer program, with most of the questions pertaining to the Power Brake Law, Safety Appliance Regulations, and the Hours of Service Law.

Regional Director McConnell and family recently enjoyed a week's vacation spent in Virginia.



Word received from C. B. Carothers is that he is doing fine, and enjoying heavenly 80 degree temperature in Florida. Cloyd's retirement was official the end of April.

Our personnel staff has increased with the addition of our two new employees - Civil Engineer Edward R. English, and Safety Inspector (Track) Harold E. Wall, Jr. They will work in the newly added Track Inspection Branch for this region. Mr. English heralds from Jackson, Michigan, and Mr. Wall from Wellington, Ohio.

Safety Inspectors R. J. Galvin and G. E. Strawser; Supervisory Locomotive Inspector A. T. Ireland, of the Chicago office; B. J. Marquardt, Safety Inspector; R. Pierce, Locomotive Inspector, of Den Moines; B. J. Shand, Duluth; J. R. Geary, Fargo; and M. C. Nicholson, W. W. Kreamer, C. A. Nelsen, F. G. Podruch, and C. E. Bowles, all of Minneapolis, met with K. W. Batcheller and J. H. Russell of the Washington staff in our Minneapolis office for a general discussion of railroad safety in the upper midwest. They also attended the premiere showing of the Burlington Northern Training Program "To Improve Train Handling and Operations". All in attendance expressed their appreciation for the opportunity to meet with members of the Washington staff and to see the very fine BN program.

### Region 5

Congratulations to Safety Inspector Wayne D. Moore on being designated "Elk of the Year" by Oklahoma City, Oklahoma, Lodge No. 417. Inspector Moore received this honor March 9 for his Loyal and Meritorious Services for 1971-1972. Oklahoma City Lodge No. 417 was instituted May 12, 1898 at Oklahoma City, Oklahoma Territory with 31 charter members. This award was only the 4th such "Elk of the Year" ever issued. Thus we can understand why he is so happy receiving this honor and rightly so.

Railroad Safety Inspector C. M. DeWitt entered the hospital March 15, 1972 for surgery. He is now reported recuperating satisfactorily at his residence. Keep up the good progress, Charlie.

Clerk-Steno Ruth Wade, San Antonio field office, reports her husband, Doyle, is making very good recovery, after surgery on March 24, 1972.



March 6 through 10, 1972 Inspector V. J. Satterlee participated in the Joint SP-FRA Car Department Educational training program at Houston together with the Southern Pacific Company Mechanical Department Supervisors holding about 12 classes with more than 90% of the car department employees attending.

Inspector F. N. Vincent participated in a Car Department Educational program on the Cotton Belt Railroad at Pine Bluff, Arkansas March 28 through 30, 1972; also with mechanical department employees and supervisors.

March 16 and 17, 1972 Inspector Carl Luker participated in four sessions of the Car Department Educational training program on the SP at San Antonio. Inspector Luker reports as follows: The carrier's slide presentation "A Thousand Eyes" was shown. Then carrier mechanical officers spoke briefly on the carrier's "Clean Car-Clean Train Program". Inspector Luker gave a very brief outline of the origin and history of the Safety Appliance Acts. The meeting was then opened for questions from the carmen and car foremen present. Inspector Luker purposely kept his remarks brief to permit more time for questions since all of the participants were knowledgeable carmen and car foremen. The questions asked of him and the carrier officials who participated all appeared to be the sincere questions of knowledgeable and proud craftsmen wanting clarification of technical points and carrier policy.

March 20 and 21, 1972 Messrs. Quentin Banks, Dan Inabinett, and Jean Chrisman accompanied Regional Director D. R. Holmes to the Fort Worth Regional Office for a brief visit. All were attending the Texas State Safety Council Meeting in Dallas where Mr. Chrisman was the featured speaker of the railroad section of that conference.

Regional Director D. R. Holmes attended the Fourteenth Annual Transportation Conference on March 23 and 24, 1972 at College Station, Texas. Regional Director Holmes was happy to learn ways and means are being developed to eliminate a great deal of paperwork now required in the transportation industry.

#### Region 6

John W. Ingram, Administrator, Federal Railroad Administration, U.S. Department of Transportation, was a guest of the Portland



City Club, Friday, March 31, 1972. Administrator Ingram addressed the group in the Mayfair Room at a luncheon at the Benson Hotel. His topic was, The Future of the Railroads, which was well received by all in attendance, including representatives of the railroads operating in the Pacific Northwest.

Administrator Ingram was accompanied by Deputy Assistant Secretary Robert H. Binder, of the Office of Policy and International Affairs for the Office of the Secretary, and Governor Dan Samuelson, Regional Representative of the Secretary. The purpose of his visit was to inform the community and discuss the President's proposals pending before Congress related to transportation and the railroads in particular.

Inspector of Locomotives Charles M. DeWitt of San Antonio, Texas, was a Portland visitor during the first week of April. Mr. DeWitt spent part of his vacation visiting at the home of his sister in Portland.

Antone Rook visited the office to inform us of his new address, which is 5905 N. E. Sacramento Street, Portland, Oregon 97213. He is enjoying his retirement and highly recommends this way of life.

Supervisor of Locomotives Russel Dixon worked with inspectors in Region 7 during the week of March 12-17, 1972 at Los Angeles and San Francisco, California. His trip was very successful and helpful to him in becoming more familiar with the overall operation of Western railroads and to further programs of Region 7.

An investigation is being made by Inspector R. L. Davidson, Spokane, Washington, of an accident which occurred on the Butte, Anaconda & Pacific Railroad at Rocker, Montana, on March 28, 1972. The accident was a rear-end collision, which was caused when an unauthorized person or persons moved a diesel-electric locomotive unit from a plant of the Anaconda Company in Butte and allowed it to run free on the tracks of the BAP Railroad. The freight train conductor was killed and the rear brakeman was seriously injured. The caboose of the freight train was demolished and the rear car of the train was heavily damaged, but not derailed. Local police and sheriff departments are investigating this accident.



## Region 7

Locomotive Supervisor Russ Dixon of Region 6 at Portland, Oregon, accompanied three of our Locomotive Inspectors on tours of duty during March evaluating conditions and carrier compliance in this region. Mr. Dixon reported that conditions looked good and all the districts appeared well managed.

Mr. C. E. Weithoner, Deputy Director of the Office of Management Systems, was a visitor in the San Francisco office recently.

Regional Director Johnson of the Philadelphia office attended an Executive Seminar at the University of California in March and while here managed to visit with most of the San Francisco personnel.

Signal Supervisor R. B. Bishop toured the Bay Area Rapid Transit facilities in the interest of rail safety a day prior to a tour of the system by Administrator John Ingram.

Supervisor J. D. Commons and Inspector E. D. Hagen will conclude the joint FRA-SP educational safety seminar this month. The Southern Pacific officers and employees have been very enthusiastic about the program and Supervisor Commons and Inspectors Hagen and Harrison have been highly commended by all those involved with the program.

Locomotive Inspector C. A. White participated in a Union Pacific Safety Award luncheon at Pocatello, Idaho, March 29, 1972. Inspector White addressed the group on the importance of safety to the employees and their families.

Supervisor J. D. Commons, Locomotive Inspector R. D. Barker and Regional Director Hynes were guests at the inaugural run of the British Steam Train "Flying Scotsman" March 16, 1972. This is an excursion train operating on weekends along the Embarcadero from Fisherman's Wharf in San Francisco.

The annual NDER-OET meeting was held at San Diego, California, March 23-24, 1972. Regional Director Hynes attended for FRA. After the meeting the group toured San Diego Bay aboard the U.S. Coast Guard Cutter Venturous and observed USCG amphibious search and rescue operations.



## Region 8

The Kansas City Regional FRA Office was honored by a visit from Chief of Field Operations Jean Chrisman during the week of March 13, 1972. Staff meetings were held during the week and on March 15 all staff personnel attended a regional safety conference on the Association of American Railroads, where Chief Chrisman was scheduled for a speech. Discussion included safety practices on the railroads and hours of service complaints. A film entitled, "TRANSP0 72" was presented by Regional Director Bill Callicotte. On March 16, we were again honored by a visit from Chief of Reports Branch Joe Musselwhite.

One day in March a distinguished-looking gentleman came strolling into the FRA Regional Office in Kansas City and proceeded to ask for a job. Upon inquiring what kind of a job he was interested in, he replied..."oh, cook, janitor, etc." When he was informed that we didn't have those kind of jobs, he admitted that he was Safety Inspector Jack Fortier of Denver and already had a very good job. We were pleased and surprised to have a visit from a very well-looking gentleman!

We are glad to welcome Betty J. Winston to the St. Louis FRA Office, who assumed the Working Aid position on March 13, 1972.

The St. Louis FRA Office have moved to different quarters in another Federal Building in March and the report that comes to us is that everyone is pleased with their new quarters. Their new address is: 647 U.S. Court & Custom House, 1114 Market Street, St. Louis, Missouri 63101.

The Des Moines FRA Office also moved in March to different quarters in the same Federal Building. They report they are also pleased with their new quarters. Their new address is 210 Walnut Street, Room 915, Des Moines, Iowa 50309.

Locomotive Supervisor Humble of Kansas City visited the Chicago & North Western carrier shops at Marshalltown and Oelwein, Iowa, for assessment of the carrier's mechanical inspection procedure.

Safety Inspector Lou Straight of Kansas City attended the Timken Roller Bearing Training Course on April 4, 5 and 6, 1972 at the Timken Company, Canton, Ohio.



Hazardous Materials Inspector Bill Barwick spoke at the monthly meeting of the St. Louis TOFC Association on March 9, 1972.

Locomotive Inspector Rumpf of Denver recently conferred with the Department of Labor, Occupational Safety & Health Administration representatives regarding railroad safety matters.

Safety Inspector Jack Fortier attended the Denver Federal Executive Board luncheon at the Brown Palace Hotel where the U.S. Industrial Savings Bonds 1972 Campaign was launched.

The Norfolk and Western carrier is conducting a study of locomotive truck maintenance and rebuilding at its Decatur, Illinois, Shop. A new high pressure wash rack has been installed at Decatur and the engine room, trucks and carbody of each unit are programmed to receive washing at the 30-day inspection period.

Regional Director Bill Callicotte and Regional Track Engineer Russ Bunker attended the St. Louis Railway Club Workshop session on April 4, 1972, where Director of Safety Standards Task Force John Rourke discussed the new FRA track Safety Standards.

Regional Track Engineer Russ Bunker would like to express his appreciation for the reception that the FRA people in Washington and Region 8 have given him and his family. He says everyone has been very friendly and most helpful and that his family feels quite at home.

Transportation Specialist Quentin Banks came from Washington to collaborate with Hazardous Materials Specialist Bill Barwick of St. Louis to investigate the Southern Comfort Whiskey Corporation located at Olivette, Missouri, who are shipping flammable scotch whiskey in unauthorized portable tank containers.

Signal Inspector Bob Sisk of Kansas City recently obtained permission to take his wife, Donna, along with him on business trips, and Donna was looking forward to going. However, her joy was short-lived when Bob's GSA vehicle broke down twice, had to be towed in twice and fixed in a small town twice. It's too bad this had to happen on her first trip because she declares she'll never go again....but we think she will!



Safety Inspector Billy Marquardt and Locomotive Inspector Rufus Pierce attended the Burlington Northern Air Brake Seminar at St. Paul, Minnesota, on April 6, 1972.

Locomotive Supervisor Humble attended the DOT National Transportation Week Committee Meeting held March 1, 1972 at the Nebraska State Offices in Lincoln, Nebraska. The Committee is proceeding on a three-day activity plan for a Region-wide speaking and publicity tour during National Transportation Week. This activity is scheduled for May 15, 16 and 17, 1972.

Locomotive Supervisor Humble of Kansas City attended a DOT Inter-modal Planning Group Meeting in Kansas City on March 3, 1972.

The Regional Track Engineer recently made inspection trips over the Norfolk and Western and Chicago, Rock Island & Pacific Railroad tracks between St. Louis and Kansas City.

Regional Director Bill Callicotte, Locomotive Supervisor Bill Humble and Safety Inspector Dick Matlick attended the Lincoln, Nebraska Transportation Workshop recently. Workshop presentation dwelt heavily on intermodal transportation planning. Six different presentations were led by individuals who were knowledgeable on their particular topics. These six topics were (1) Railroads (2) Arterials (3) Highways (4) Airports (5) Public Transportation and (6) Bicycle and Walking.

Regional Secretary Frances Hamilton of Kansas City attended a one-day "Seminar for Successful Secretaries" on March 22, 1972 at the Muehlebach Hotel in Kansas City. Some of the valuable information Frances learned that day, we are passing on to you, as follows:

- 1) The sum total of our combined efforts can exceed the sum total of our individual efforts.
- 2) To be "tough-minded" means to have confidence and faith in self. It's what you are in life rather than what you say that has the most effect on people.
- 3) When a communicatee does not understand fully the meaning intended by the communicator, the responsibility rests with the communicator.

- 4) Management is the development of people--not the direction of things. Consequently, a manager is one who accomplishes objectives through the organized direction of the talents of people. Build on strengths, do not focus on weaknesses. People will overcome weaknesses if encouraged through their strengths.
- 5) In writing a letter, ask yourself if the following are answered: WHO, WHAT, WHEN, WHERE, WHY, and HOW.
- 6) Criticisms Secretaries have regarding bosses:
  - a) Need for more information regarding the job.
  - b) Skills are not being used enough.
  - c) Need more guidance from the boss.
  - d) Boss does not realize impression he makes on people (insensitive).
  - e) Boss fails to communicate important things.
- 7) Criticisms bosses have regarding Secretaries:
  - a) Secretary forgets to do important things.
  - b) Secretary does not face up to her responsibility.
  - c) Secretary is too sensitive to criticism.
  - d) Secretary is not sensitive to other people's feelings.
  - e) Secretary is too inquisitive about things that are not her business.
  - f) Secretary is overbearing.
  - g) Secretary is uncooperative with other people in the organization.

- Local 2814 News -

A Labor-Management Meeting will be held in Washington Monday, May 8, 1972, and information of interest will be in the next issue.

As information, Management has agreed that all positions that are to be filled within the Bargaining Unit, and vacancies in non-management, non-supervisory positions outside the Bargaining Unit will be announced. For other competitive service positions outside the Bargaining Unit, i.e. supervisory and managerial positions, vacancies may or may not be announced. If a vacancy is not announced and Management decides to fill the position from outside FRA, the record will be documented as to the consideration given to FRA employees and the reason for going outside FRA to fill the position.