OFFICE OF SAFETY NEWS

HIGHLIGHTS

OFFICE OF THE ASSOCIATE ADMINISTRATOR FOR SAFETY
FEDERAL RAILROAD ADMINISTRATION WASHINGTON D.C. 20591

volume 5 September 1972 number 9

Office of the Secretary

Secretary of Transportation John A. Volpe announced on September 6, 1972 that a United States delegation of railroad specialists, headed by Federal Railroad Administrator, John W. Ingram, would visit the USSR from September 8 to September 23, 1972, as part of the United States/USSR Cultural Exchange Program for 1972/73. This visit reciprocates the visit in June of a USSR railroad delegation, headed by Minister of Railroads Boris P. Beshchev, which included a visit to TRANSPO 72.

The delegation visited Moscow, Leningrad, Kiev, Grebeuka, Poltava, Kharkov, Rostov, Tuapse, Sochi, Sukhumi, Tbilisi, to become familiar with Soviet railroad and containerization technology. It is hoped that this visit will lead to cooperation in the railroad area which would be included in the overall United States/USSR cooperative effort which resulted from President Nixon's visit to Moscow. The 10-man group included, in addition to Administrator Ingram and other departmental officials, senior representatives from United States railroads.

Among the points of particular interest seen by the U.S. delegation were: the locomotive depot servicing AC electric locomotives and diesels of the Yugo-Vostochnaya (South East) Railroad; a diesel locomotive repair shop; refrigerator car depot; Tikhoretskaya Station rail welding shop; welding of rails along the track; track flaw detection equipment; marshalling yards; route control systems; and terminals in various cities.

Special attention was given to containerization prospects for transport on the Europe-Far Eastern route. Attendance at an international containerization exposition at Leningrad was included in the visit program.

In addition, the U. S. delegation will see significant experimental work being carried out with Mobil Machine Shops. They will spend some time at the All-Union Rail Transport Scientific Research Institute where research and development is being carried out on "wheel-rail" interaction; development of locomotive crew compartment durability standards; development of an automated rail transport control system; development of technical requirements for design of rolling stock; and, testing of rolling stock, track design, etc.

Office of the Administrator

The Federal Railroad Administration collected $825,987 from railroads during Fiscal Year 1972 in claims based on alleged safety violations.

The claims were made under the Federal Claims Collection Act of 1966 procedures.

The use of Claims Collection Procedures, authorized by the Secretary of Transportation under the Act, enabled the Federal Railroad Administration to consolidate all civil penalty claims against an individual railroad for safety violations occurring on its lines during a given period of time, and attempt to settle them administratively through direct negotiations with the carrier before resorting to court action.

Prior to the Act, the Government's only recourse was to file individual civil penalty or forfeiture suits in the United States District Court jurisdiction where the offense occurred, and seek the statutory penalty for each violation. This procedure resulted in a multiplicity of suits pending simultaneously throughout the country against the same railroad for violations occurring at various points on its lines.

The Federal Railroad Administration has adopted, and utilizes in the settlement of these cases, the standards for the administrative collection of claims issued jointly by the Comptroller General of the United States and the Attorney General of the United States which are published in the Code of Federal Regulations (4 C.F.R. 101-105).

Tables identifying the railroads involved and listing the number and type of violations and the amounts paid are available from the Office of the Chief Counsel, Federal Railroad Administration, Department of Transportation, 400 Seventh Street, S. W., Washington, D. C. 20590.

The Department of Transportation's Linear Induction Motor Research Vehicle (LIMRV) hit 187.9 miles-an-hour at the Department's High Speed Ground Test Center near Pueblo, Colorado, the highest speed recorded for a magnetically propelled train. Only the 6.2 mile track prevented the vehicle from reaching its potential of 250 miles-an-hour.

"These speed runs are not stunts but carefully planned and controlled scientific experiments in line with President Nixon's instructions to this Department to modernize the nation's transportation systems," Secretary of Transportation John A. Volpe said. "At each step of the tests our engineers are studying wheel dynamics, rail and wheel adhesion, suspension systems, and related matters."

While the LIMRV runs on steel wheels on steel rails, Federal Railroad Administrator John W. Ingram said the current series of tests are part of a program to evaluate linear electric motors for propulsion of air cushion or magnetically levitated vehicles. He said such motors may also have value for very high speed rail vehicles, and that they have been considered for possible use as boosters for railroads on steep grades.

(The Japanese "Tokiado Express", linking Tokyo with Osaka, is the world's fastest train in regular passenger service, zipping along at 125 miles-an-hour, driven by a conventional electric motor. Amtrak's Metroliner with electric drive and the TurboTrain which is turbine-powered are restricted to 100 mile-an-hour speeds by track limitations although each is capable of much higher speeds. An experimental French TurboTrain not yet in regular service, has reached 180 miles-an-hour.)

The LIMRV is a test bed for the linear motor and is not a prototype of a passenger vehicle. It runs on steel wheels and steel rails on 6.2 miles of track at the Test Center. It also is being used to accumulate ride dynamics data to be employed in the design of high-speed trains.

The LIMRV makes its test runs on a railroad track of conventional design constructed with great accuracy. Between the tracks there is 22-inch high, 5/8 inch thick, continuous aluminum reaction rail. The principle of the linear motor is the same as a conventional electric rotary motor; the configuration differs in that the motor parts are arranged in a line rather than a circle. The aluminum rail makes up one-half of the linear motor. The other half is the windings in the vehicle which are horse-shoe shaped and pass over the aluminum rail without touching it. Thrust is created by the magnetic attraction between the aluminum rail and the motor windings on the vehicle.

The 2500 hp linear motor is supplied power by an on-board turbine-driven alternator. This is the most powerful linear motor built to date.

The linear motor was designed and built by the AiResearch Division of the Garrett Corporation, Torrance, California. The vehicle was built by Halibrand Engineering of Torrance, California to Garrett's design and the specially tailored railroad tracks were produced by the Budd Company, Fort Washington, Pennsylvania, all under direction of the Federal Railroad Administration with consulting advice provided by the British Railways Research Laboratories, Derby, England. The aluminum rail was produced by Dow Chemical, machined by the Pueblo Army Depot, and installed and welded by Richard Peck, Inc. of Albuquerque.

The track was constructed to specifications prepared by the Federal Railroad Administration. The Denver regional office of the Federal Highway Administration supervised the construction, which was performed by Morrison Knudsen, of Boise, Idaho.

Office of the Associate Administrator for Safety

Driving Safety

Are you fit to drive?

Before you take the wheel...make sure you are fit to drive. You may think you are in good health. You may have an excellent safety record . Yet, under certain circumstances, it can be dangerous for you to be in the driver's seat! And if in doubt--don't take the car out!

Emotional upsets may mean...Accidents! Doctors agree that the emotional stability of the driver is as important as any single factor in maintaining traffic safety. The stakes in human life and suffering are great. The damage done by the troubled driver can be devastating. That's why you owe it to others--and to yourself--not to drive when you have serious problems on your mind. For instance:

IF --you're still thinking about that argument you had before you left your home or office...

IF --you're in a depressed or angry "I-don't-care-what-happens-now" mood...

IF --you're very worried about a personal problem...

THEN --think twice before you take the wheel!
You're better off not driving...unless
you can keep your mind on the wheel!

Night driving is different. The dusk-to-dawn hours have 1/3 of the traffic, 2/3 of the fatal accidents. To drive safely at night:

...Keep your car, especially the lights and brakes, in first-class condition.

...Depress your lights for the oncoming driver, even if he fails to return the courtesy.

...Also, keep the beam down to prevent glare in a car in front of you.

...Watch for parked vehicles and pedestrians.

...Keep speed low enough so you can stop within your own headlight range.

...Never dull your senses with fatigue. "Another fifty miles" might be too many.

REMEMBER: After looking into approaching headlights, at 40 mph you may travel 200 feet before you can see clearly again!

"Drive Both Cars"...Courtesy buys a lot of safety! "Drive both cars" means that an expert, alert driver figures out what the other fellow may do, and acts accordingly. Among other things ...

...he's ready to stop for the fellow who runs through "on the yellow."

...he lets the reckless passer into line, even though tempted to squeeze him.

...he watches for the fellow who may pull out of a parking space.

...if he possibly can, he stays out of the way of the approaching driver who's trying to re-enter his own lane.

...he shrugs his shoulders and lets the road hog have his way. that kind of competition is too expensive.

...he keeps pedestrians, especially children, always in mind.

How Is Your Bank Account

If you had a bank...that credited your account each morning with $86,400, that carried over no balance from day to day, and allowed you to keep no cash in your account, and every evening cancelled whatever part of the amount you had failed to use during the day, what would you do?

Draw out every cent each day, of course! Well, you have such a bank and its name is "TIME." Every morning it credits you with 86,400 seconds. Every night it rules off, as lost, whatever of this you have failed to invest to good purpose.

It carriers over no balances. It allows no overdrafts. Each day it opens a new account with you. If you fail to use the day's deposits each night it burns the records of the day. The loss is yours. There is no going back. There is no drawing against the "tomorrow."

You must live in the present--on today's deposits. Invest it so as to get from it the utmost in health, happiness and success!

Washington Office

Engineering and Accident Analysis Division

During the month of August 1972 24 accidents were reported to the Accident Analysis Branch. Four of these were assigned for investigations.

August was vacation time for Dave Gobbett and Frank Fanelli of the Accident Analysis Branch. Frank spent about two weeks at Myrtle Beach, S. C., enjoying the ocean breezes with his family. Dave cruised about the Carribean Islands for two weeks, drinking up sunshine and whatever else was available aboard ship.

Jake Sharpe reports that the initial visits to the AAR approved roller bearing maintenance facilities by qualified safety inspectors were very successful. Several major and minor discrepancies were observed and brought to the attention of the officer in charge. A goal of December 13, 1972, has been set to have all

these facilities visited at least one time. This program was initiated because of a noticeable increase in the percentage of roller bearing failures.

Jake also reports that the tank car fireproofing fire tests are continuing in an effort to develop a specification for a coating to protect hazardous material tank cars in fires. There are two 1/5 scale model tanks and three full scale tank cars remaining to be tested.

Paul J. Seidel and Mac Rogers and personnel from our Chicago office attended a meeting in Chicago with Chicago and North Western Railroad officials to discuss mutual problems. Suggestions were made on ways and means of assisting each other.

Paul Seidel and Joe Zebrowski, Track Inspector from Region 2, checked track conditions at various locations in New York, Pennsylvania, Ohio and West Virginia over a six-day period.

The Administrator was requested by HUD to give assistance in developing a suitable and safe securement method for shipping mobile homes by rail. Bill Fletcher of the Engineering Branch was assigned to the project. Impact and over-the-road tests were conducted which indicated it was possible to move the rather fragile structures in unit trains. If costs are in line with highway, movement of mobile homes may be a future source of revenue for railroads as well as an alternative method of delivering housing to emergency distress areas.

On June 14, 1972, Jack Russell, from headquarters Engineering Branch, and Walter Rockey, Regional Safety Inspector, witnessed brake shoe net force tests of two Penn Central FlexiVan cars at Philadelphia, one a type Mark IV and one a Mark V. The results indicated that both cars had marginal air brake capacity and hand brakes producing less than minimum recommended braking percentages. Both cars had been reworked on a repair track prior to testing. The results of these tests are being evaluated to determine what corrective measures may be desirable. Such tests to determine actual brake shoe pressures developed provide an indication of brake rigging efficiency and probable braking capability and are especially valuable in connection with sample car inspections of new cars.

Engineering Branch provided supportive data to the Office of Research, Development and Demonstrations for preparation of a report

investigating the risks of increased Metroliner speed. The data was extracted from the computer tape files of accident data and included a report on all passenger train accidents involving casualties since 1967 and two reports of Penn Central passenger accidents -- one for the entire network and one for the Metroliner roadway. The Office of Research, Development and Demonstrations' report concluded that the risk of injury or death to a Metroliner passenger is independent of train speed. Notably, this risk is very small.

Safety Programs Division

Locomotive Branch

Chief of the Locomotive Branch, P. J. Brannigan, as Chairman of the Locomotive Control Compartment Committee is completing arrangements for the next meeting of that group, to be held in Washington, D. C. on November 9, 1972.

The staff of the Locomotive Branch conferred with representatives of the Central Technology, Inc., relative to accident investigation data.

Subsequent to the conclusion of the last series of joint inspections conducted on the Burlington Northern by members of the Locomotive Branch, the following communication was received from Mr. R. E. Taylor, Assistant Vice President, Mechanical:

"Dear Mr. Rogers"

"This has reference to the joint Federal Railroad Administration-Burlington Northern Locomotive inspection Seminar recently conducted on our railroad.

This educational program was overwhelmingly received at all locations with the response and end results being most gratifying to me.

A good indication of the program's success was our locomotive defect percentage ratio, which for the month of June 1972, was 4.5 percent. This is an all time low.

New Lines of communication and understanding were opened up between FRA and BN officers which can be attributed to your Mr. Brannigan's enthusiasm for this program.

His enthusiasm prompted our officers and your locomotive inspectors to promote the program most successfully.

The seminars conducted with field personnel wherein locomotive inspecting and testing aspects were discussed, and where your inspection forces demonstrated proper inspecting techniques was most beneficial to the program's success.

As the program progressed, our field personnel soon found out the group was not making inspections to check their ability. Thus lines of communication opened further making these people feel more at ease resulting in the exchange of many questions and answers regarding proper locomotive inspections. Our Regional Mechanical Managers were calling this office inquiring as to when this program was scheduled for their regions.

BN inspectors and supervisors voluntarily arrived early or stayed late and in some cases came in on their days off to participate in the seminar.

The benefits obtained from such a program could never be fully measured, but this joint venture has solidified communication between the Federal Railroad Administration and the Burlington Northern with one main objective in mind and that is to have a safe operable locomotive.

Again want to express my appreciation for the time, effort and cooperation extended to the Burlington Northern by your Locomotive Insection Division.

We would like to extend our sincere thanks to Messrs Ireland, Humble, Dixon, Carney, Doncoes, Nelsen, Podruch, Whitacre, Smith, Rumpf, Curry, Geary, and others who helped make such a success of this undertaking."

Members of the Washington staff briefed a group of Penn Central supervisory personnel and a representative of the Central Railway of India on the responsibilities and method of operation of the Branch.

Signal & Train Control Branch

Edward Soper attented the first session of the Signal System Program at T.S.I. This pilot session of the Orientation Training Program should prove helpful to all new employees.

George Bottke attended hearing at Denver, Colorado involving the Union Pacific Railroad's request to discontinue its automatic block signal system between Oakley, Kansas and Lemon, Colorado.

Charles Bishop attended the Annual Association of American Railroads Signal and Communication Meeting in Chicago, Illinois.

Regional News

Region 2

Inspector Urban inspected a sample car, a 100-ton covered hopper, one of a 300-car order being built for the Illinois Central Railroad. This inspection was made at the Pullman Standard Company facility at Butler, Pennsylvania on August 14.

Inspector R. E. Keyes and Inspector B. T. Failor attended the Accident Investigation School at the Transportation Safety Institute at Oklahoma City during the period August 21 through September 1, 1972. Inspector B. E. Reynolds was hospitalized with a serious illness on Friday, August 18. He was released from the hospital on Thursday, August 31.

Inspector Russell C. Trego's father passed away during the month of August.

Inspector Ketenheim and his family attended graduation exercise for their son, Robert Jr., at the Pennsylvania State Police Academy at Hershey, Pennsylvania on July 6, 1972. Trooper Ketenheim is presently assigned to the Uniontown, Pennsylvania Barracks.

Region 3

Miss Cheri Lee Underwood, daughter of Inspector and Mrs. Carl I. Underwood of Charlotte, North Carolina, became the bride of

Keith Allen Dennis at a 2 p.m., ceremony on Saturday, August 12, in the University Lutheran Church at Champaign, Illinois. A church reception followed the ceremony. The bridegroom is the son of Mrs. Thomas J. Dennis of Montgomery, Illinois, and the late Mr. Dennis. Both the bride and groom are rising seniors at the University of Illinois.

Former Safety Inspector P. L. White, Knoxville, Tennessee, died on August 29, Graveside services and interment were held at Woodlawn Cemetery on the 30th. Mr. White retired in 1958 after more than 32 years service.

Regional Director McLellen, along with representatives from FAA and FHWA, Regional Secretarial Representative, and FRA Associate Administrator for Policy and Planning James Hagen, met with Florida congressional, state and local officials at Lakeland, Florida, on Saturday, August 12, to discuss possible improvements and new systems needed to alleviate transportation problems created by the great attraction to Disney World.

It is with great pleasure we welcome Mr. Max A. Ferguson to the FRA staff in Atlanta as Regional Track Engineer. We are confident his knowledge and skills will contribute much to our safety program. Max, we hope you and your family will like Atlanta as much as we like having you here. Our best wishes to you in your new assignment!

Region 4

Locomotive Inspector Butler and his family took a camper trip and toured the west, stopping at Yellowstone Park and Rocky Mountain National Park.

Safety Inspector Madden and his family spent a week at Corey Lake in Michigan.

Our sympathy is extended to Regional Director and Mrs. G. R. McConnell on the death of Mrs. McConnell's mother.

Safety Inspector Galvin spent a week with his family relaxing on Lake Huron.

Frances Litzkuhn and her husband had a fast week's vacation in the Ozarks -- 2200 miles by bus!

Inspector F. G. Podruch recently spent two weeks in the St. Paul VA Hospital having a sinus condition taken care of. Podruch is back on the job and hoping for an early frost to stem the hay fever.

Regional Director McConnell and family had a delightful vacation camping in the mountains of Virginia. The weather was good and the fishing was excellent.

Several other members of the Region 4 staff also had summer vacations but we have not as yet received a report. We do know that all of them arrived back on the job "safe and sound".

Locomotive Inspector Doncoes and family spent several weeks in Michigan while on vacation.

Signal Inspector Hackenbracht spent a week on the lake in Warsaw, Indiana. He said it was the first time in 29 years that he and his wife had a vacation together.

Signal Inspector Kreamer and his wife took their camper and drove to Alaska, returning part way on the inland ferry. He said that he had five weeks of "seeing our beautiful country".

Locomotive Inspector Carney drove to New York City while on vacation Our sympathy is extended to Locomotive Inspector Carney on the death of his mother.

Associate Administrator Mac E. Rogers, Track Specialist Seidel, Regional Director McConnell and his staff attended an all day meeting with the C&NW President, L. Provo and his staff discussing the over-all operation on the C&NW.

Safety Inspector B. Shand had a close call the other day when a wheel came off his GSA auto. Fortunately no one was hurt.

Region 5

Safety Inspectors G. M. Randall and E. K. Hatchell and Railroad Safety Inspector W. E. Gordon attended the Railroad Accident Investigation Course August 28 through September 1 in Oklahoma City, Oklahoma

The following inspectors enjoyed one or 2 weeks vacation during August: F. L. McCool, Mearl Bees, Collier H. Laws, Don M. Preston, Vincent J. Satterlee and Farrel N. Vincent.

Miss Carolyn D. Moore, daughter of Safety Inspector & Mrs. W. D. Moore of Oklahoma City, received her Masters Degree in Business Administration from Oklahoma State University at Stillwater. Inspector and Mrs. Moore attended graduation exercises on July 28 at Stillwater.

Region 6

Inspector R. L. Davidson attended the Accident Investigation Course at Oklahoma City during the week of August 21, 1972. He reports the course was very worthwhile, and he enjoyed it very much.

Inspector D. H. Byrum attended an AFGE Union Management Meeting in Washington, D. C. on August 17 and 18.

Mr. Oscar Lofstrom, retired S&TC Inspector, San Francisco, California, was a visitor at our Portland office on August 25.

Several reports were submitted concerning forest products loaded on open-top cars, which had shifted dangerously due to improper handling by railroad crewmen.

Three sample car inspections were made by Inspector W. B. Ingham for the Pacific Car & Foundry Co. at Renton, Washington:

On August 1, an inspection was made of SP 694232, one of a series of 400 cars (SP 694230-694629) to be constructed under this order. These are 70-ton capacity insulated box cars, RBL designation, constructed on 20" travel Hydra-cushion underframes.

Also, on August 1, an inspection was made of WP 67030. This is one of a series of 22 cars (WP 67020 - 67041) to be constructed under this order. These are 100-ton capacity insulated box cars, RBL designation, constructed on 20" travel Hydra-cushion underframes.

On August 18, an inspection was made of MILW 3800, one of a series of 100 cars (MILW 3800-3899) to be constructed in this order. These are 70-ton box cars measuring 56' 2" over strikers. Cars are equipped with a "Cushion Ride" cushioning device having 20" travel. All the inspections indicated that the safety appliance and brake arrangements appeared to comply with the requirements of 49 CFR 231.27.

An equipment exhibition was held on August 15 through the efforts of this office in conjunction with the BN, Inc., at the request of

Washington County Fire Chief K. Foster, to acquaint the personnel of his department and 11 other fire departments with the mechanics of locomotives, mechanical refrigerator cars, insulated and uninsulated tank cars, and conventional freight equipment equipped with roller and friction bearings in use on the railroads operating in this area.

The exhibition was conducted by supervisory personnel of the BN and provided an opportunity for the firemen to become acquainted with the inherent hazards involved in the operation of a railroad.

The exhibit was attended by approximately 450 supervisory and fire personnel, who displayed a keen interest and extended their sincere thanks for the opportunity afforded them. This is one of several such exhibits conducted throughout the Pacific Northwest the past year.

Mr. W. A. Jeffers, Transportation Specialist, visited our Portland office the week of August 7, and while here attended the Brotherhood of Locomotive Engineers, International Western convention, which was held in Portland on August 11, 1972. The following FRA representatives attended the convention and served on a panel discussion of the various federal laws administered by the Administration: W. A. Jeffers, Transportation Specialist, Washington, D. C.; E. H. Anderson, Regional Director; J. J. Eagan, Assistant Regional Director; Russel Dixon, Supervisory Inspector (LI); and C. Faletti, Safety Inspector. The convention was also attended by top officials of the B. of L. E. and 200 delegates representing the various lodges of their organizations throughout the Western portion of the United States.

The Panel received wide acclaim for their explanation of numerous personal and hypothetical questions raised by the officers and delegates, who also extended their thanks and appreciation for the success of their convention.

Regiona 7

Safety Inspectors D. D. Sheets and Mark Tunnell attended the Oklahoma City Accident School in August and reported very favorably on the course and the manner in which it was presented.

Retired Railroad Safety Inspector R. W. Woodbury passed away suddenly, from a heart attack, in Phoenix, Arizona, August 31. Private services were held in Long Beach, California. The family requested donations be made to the Heart Fund in lieu of flowers for Rod.

Inspector Clarence E. Bowles of Minneapolis, was the successful applicant for the post of Hazardous Material Inspector in San Francisco and will take up residence here during the latter part of September. Welcome to Region 7 Clarence.

Inspector R. J. Harrison, of our Salt Lake City Office, was assigned the position of Hazardous Material Inspector at Houston, Texas. We wish him success in his new endeavor. Win one lose one.

Region 8

During the last week of August, Regional Track Engineer Bunker inspected the Cumbres and Toltec Scenic Railroad - the 64-mile narrow gauge steam-operated railroad - which climbs from Chama, New Mexico, crosses 10,000-foot Cumbres Pass, meanders along and above the Rio de Los Pinos, passes President Garfield's monument, Toltec Gorge, and goes into the Sage Brush Country of the San Luis Valley, terminating at Anotonito, Colorado.

Also, on August 22 and 23, Locomotive Supervisor Humble and Locomotive Inspector Rumpf inspected two steam locomotives belonging to the Cumbres and Toltec Scenic Railroad at Chama, New Mexico.

Mrs. Mary F. Filkins assumed the clerk-stenographer position in the Omaha FRA Office on August 28, 1972. We are happy to have Mary with us in Region 8.

Summer Aid Jill Townsend's last day in the Des Moines FRA Office was August 18. Inspectors Pierce and Marquardt said they certainly will miss Jill but are glad she is continuing her college education and are looking forward to having her efficiency again next summer.

Special commendation was given by Associate Administrator for Safety Mac E. Rogers to Safety Inspector Lett of Omaha on the action that he took in bringing to the Southland Oil Company's attention the poor condition of their tank car fleet. Mr. Rogers was pleased to

note that as a result of his efforts, Southland is phasing out their 149 old tank cars and replacing them with newer DOT specification 111A100W3 tank cars. As a further result of Mr. Lett's inspection and follow up with the shipper, the overall hazardous materials safety picture has been improved.

Our sympathy is extended to Mickey Callicotte upon the death of her sister, Mrs. Adele Schleinitz, Hankinson, North Dakota, on August 9, 1972.

Regional Secretary Betty Zinser has returned to duty following a month-long hospital illness.

Locomotive Supervisor Humble and Locomotive Inspector Smith of Kansas City attended a conference which was held with the Rock Island System Mechanical and Operating Officers at Kansas City concerning unsatisfactory locomotive inspections and repairs. They were assured an improvement would be made.

Student Aid Jacqueline Adams, who began duty FRA St. Louis on July 24, found it necessary to be operated on soon after employment the latter part of August. We are glad to report Jackie is now back on duty and we hope she will not need any more operations.

Safety Inspectors Jack Fortier (Denver) and Maurice Wood (St. Louis) attended the Fourth Session of the Railroad Accident investigation Course held at the Transportation Safety Institute, Oklahoma City, Oklahoma, from August 21 through September 1, 1972.

Hazardous Materials Inspector Barwick of St. Louis was given special commendation by Associate Administrator for Safety Mac E. Rogers for recognition from Chairman John H. Reed, NTSB, regarding the excellent report filed by Inspector Barwick on the storage of Liquefied Petroleum Gas at Livingston, Illinois in June, 1972.

Safety Inspector Lou Straight and wife Mary have moved to a brand new home, occupancy taking place Sunday, August 26. Their home is in a new subdivision in Olathe, Kansas.

At present writing, the Straights and Sisks (Signal) are vacationing together in the Red River area of the Northern United States. They are planning on doing a great deal of fishing, going from Rapid City, North Dakota and on into Winnipeg, Canada. Look out catfish and lake trout!

Locomotive Inspector Rufus Pierce's vacation didn't turn out very well this year. It seems his son was using the family car to shop while on vacation and had parked it on the street and someone ran into the front end of the car, causing damage amounting to $500. This necessitated Mr. Pierce's taking a few more days off than anticipated. Quotes Mr. Pierce: "This is the worst vacation I've ever had." Better luck next vacation, Mr. Pierce!

Safety Inspector Maurice Wood of St. Louis detected and developed a history of broken welds in butt-weld type flanged fittings, particularly at the pipe bracket end of retainer pipes and the reservoir end of reservoir connecting pipes. At Inspector Wood's request, WABCO performed an analysis of a typical broken butt-weld fitting and the analysis indicated a "very poor welding job." The condition and findings have been called to the attention of the carriers and car builders involved.

Signal Inspector Fegley, wife Ardith and son Ray have moved into a condominium in the Hillcrest Suburb of Thornton, Colorado, occupancy taking place on August 26, the same day the Straights moved into their new home. Quotes Mr. Fegley: "We are glad to finally be in our new home even though the street is still torn up and muddy, downspout loose, and guttering leaking over door." We hope adjustments will be made soon to the new residence of the Fegleys and inconveniences put at a minimum!

Local 2814 News

Administrator John W. Ingram held an initial consultation with Union Officers Gordon, Utter, Byrum, and Levine on August 17, 1972. Deputy Associate Administrator for Safety, Robert Wright, presented a chart that represents management's thinking on the proposed Office of Safety organizational chart. Mr. Ingram advised that he would consult further with the Union as plans progressed for the reorganization and that the Union would be given every opportunity to discuss and comment before implementation.

As a result of the recent election of Union officers, the following were elected:

President W. E. Gordon, Shreveport, La.
Vice President-Field D. H. Byrom, Spokane, Wash.
Vice President - Washington, H. E. Levine

Secretary-Treasurer R. P. Utter, Tampa, Florida

Regional Grievance Chairmen:

Region 1	F. H. Hayes, Boston, Massachusetts
Region 2	O. J. Ross, Toledo, Ohio
Region 3	G. F. Goulding, Jacksonville, Florida
Region 4	J. F. Madden, Chicago, Illinois
Region 5	F. L. McColl, Ft. Worth, Texas
Region 6	D. H. Byrum, Spokane, Washington
Region 7	A. V. Sverko, Los Angeles, California
Region 8	R. H. Matlick, Kansas City, Missouri

Regional Conference

The next regional conference will be for all of our western regions including Regions 4, 5, 6, 7 and 8.

It will be held October 17-20, 1972 at the Ramada Inn, Pueblo, Colorado. Emphasis for this round of conferences is technical and there will be conferences for each respective discipline.