

news

NHTSA



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Editor M. J. Noll

May 1976

You Want It When?



Eleanor Kitts, at her desk, is surrounded by (left to right) Robert Reedy, Glorious Harris, Norman Harmon, Janet Venable, Gary Harmon, Wendell Smith, and Terri O'Donnell.

Eleanor Kitts, Supervisor of Distribution/Printing, General Services Division, has probably asked that question hundreds of times over since first arriving on the scene in 1970 to head-up this very important function of NHTSA. Terri O'Donnell, Eleanor's right-hand printing assistant, and her staff are responsible for the printing and distribution of many of those publications which you or I, or John Q. Public, request.

The distribution staff serves all NHTSA's Washington and regional offices, plus other government agencies as well, and thousands of people throughout the country--consumers, educators, scientists, special interest groups--anyone who might be interested in NHTSA's traffic safety-

related publications.

Literally, thousands of requests are received for a single publication and her staff handles them all--from the original printing and stocking of the publication to the final distribution. No small task, and they do it with courtesy and dispatch.

Just what kind of publications does this office handle? There is quite a list. For a start, they handle the printing and distribution of numerous NHTSA publications. This includes, but is not limited to; technical reports, motor vehicle standards, defect recall campaign pamphlets, NHTSA directives, NHTSA portion of the DOT telephone directory; all duplicating work and smaller printing jobs such as letters and

(See Distribution on page 2.)

Distribution (from page 1.)

in-house technical notes. All orders received for printing must be reviewed for quality (1) to ensure that they will get a good reproduced copy, (2) to assure that they don't print anything not consistent with JCP regulations, and (3) to make doubly sure that proper clearances are obtained. Even though the details of printing major NHTSA publications are first handled by Mr. Richard Jordan, the Senior Publications Specialist in the General Services Division, coordination between Mr. Jordan and Mrs. Kitts is a very necessary part of the printing and publications function for it is her office which will eventually end up with the distribution and storage of the newly printed material. Also, the Federal Register, the Congressional Record, and all other materials forwarded to or requested by NHTSA offices must be ordered and distributed by Mrs. Kitts and her staff. Eleanor must see that all people in NHTSA who are supposed to get these very necessary non-NHTSA publications do, indeed, get them.

One of NHTSA's newer publications, "Tips on Car Care & Safety for Deaf Drivers," is a good example of the type of request Distribution must handle. The first supply of 5,000 was exhausted shortly as requests poured in from individual consumers throughout the country. In January,

another 5,000 copies were printed, but by the middle of February the demand had become so great that 50,000 more were ordered for the third printing.

At this writing there are over 5,000 requests for this booklet being filled as a result of the press coverage on just one new NHTSA consumer publication.

The NHTSA office originating a publication discusses with Eleanor the user audience so that she can get a "feel" of what the needs are going to be. For the needs, in turn, affect the printing operation, the storage, and finally the distribution which often requires a big mailing. The office maintains printing shop schedules for they must assign printing jobs according to the workload in the OST Print Plant. They also make arrangements for special printing rush jobs. The Distribution staff handles very large orders--in the thousands, typing up the individual labels and mailing the publications. They do have a contract with Goodwill Industries to handle mass mailings, such as on the alcohol brochures, and the Office of Defects Investigation Multi-Piece Wheel/Tire posters.

Finally, contract technical reports are also printed, stocked and distributed within NHTSA. Mrs. Kitts also furnished the National Technical Information Service (NTIS) with an initial supply of

copies that will go on sale. All other publications go on sale at the Government Printing Office, but stock is kept in Distribution to handle individual requests.

"You want it when?"--that question asked by Eleanor or her staff may be the start of a chain of events in an operation that takes you from a rough draft to distribution of the final product. Terri O'Donnell has an attractively framed cartoon picture with that title, given to her by Eleanor's husband. She is going to hang it in their new offices (recently relocated to room 4423). So be prepared for a hearty laugh, and if you happen to be the author of an approved Administration publication, come prepared to answer all questions that will take you from the beginning to the end of your publication's journey.

Two Less Votes

Two fools had cars they thought perfection; They met one day at an intersection, Tooted their horns and made a connection. A police car came and made an inspection; An ambulance came and made a collection. All that is left is a recollection, And two less votes in the next election.

--Arthur Unknown

Personnel Welcome Aboard

Harold A. Butz, Jr.,
Supvy. HSMS, TSP, 3-28.

Harriet A. Clark,
Clerk-Typist, AD, 3-28.

Donna M. Hatfield,
Clerk-Steno, Reg. VII, 3-28.

Joan C. Taylor, Clerk-
Typist, PACS, 3-28.

Gary E. Toth, Res. Hwy.
Engr., RD, 3-28.

Dolores S. Wynn, Clerk
(DMT), RD, 4-5.

'Bye and Good Luck

Donna M. Bell, Writer-
Editor, Exec. Sec., 3-29.

Congrats on Promotion

Gloria A. Beale, Sec.
(DMT), TSP, 3-28.

Marion T. Boyd, Sec.
Steno, MVP, 3-28.

William Davies, Fin.
Manager, Reg. X, 3-28.

Eva M. Freeman, Pur-
chasing Agent, AD, 3-28.

Catherine G. Moran,
Hwy. Safety Management
Specialist, TSP, 3-28.

Patricia A. Warren,
Sec. Steno, Office of the
Administrator, 3-28.

Editor's Mailbox

All NHTSA employees are invited to submit their views, questions, observations or suggestions to the Editor's Mailbox, NHTSA News, room 5215, Nassif Building. Topics can cover any facet of NHTSA's day-to-day activities.

Those letters with broadest interest to NHTSA employees will be published, either in full, or in part, as space permits.

Although all letters must be signed, your name will be withheld from publication upon request.

Who's Who in NHTSA

She's Devoted To Helping Others

"I am devoted to trying to help others, especially youth, and particularly those from poor families."

Florence Watson is a publications review assistant in the Office of Defects Investigation, MVP.

Florence, who is a native of Ohio, graduated from Miami of Ohio with a bachelor's degree in education. She now teaches seventh grade students at Peoples Congregational Church.

She is also the president of the Petworth Community Parents' Club. The Club works with youth in the community. Each year, based on faculty recommendations, it presents a scholarship to a graduate student of Roosevelt High School. This student must be from an indigent family. The club also presents a trophy to the most improved student of Clark Elementary School.

Florence has volunteered her time for innumerable worthwhile causes.

She has been a speaker for the American Red Cross, speaking to junior high school students on the value and necessity of education.

At her urging, the D.C. Recreational Department organized a football program for area youths.

Florence has helped arrange for an annual presentation of young artists in her area, where they display their talents in art and music. "I found a young lady who made it



As president of the Petworth Community Parents' Club, Florence Watson (MVP) presents a trophy to James D. Cox. Cox was instrumental in obtaining more than \$300,000 in scholarships for local students.

to the Metropolitan Opera," she says.

Another point of concern for her is drugs. "I talk to kids about dope and try to persuade them not to use drugs or even cigarettes."

When a young person is in trouble with the law, Florence will go to the authorities on that individual's behalf.

In her drive to better the conditions and opportunities for the young, Florence has even gone to Congress. She has conferred with members of Congress to get blacks as aides and pages. She took two members of Congress on a tour of her community school to show them the school's poor condition. Since then, a new school has been built.

When Florence is not busy with the young people, she tries to spend some time on dress-making and tailoring, a favorite hobby.

NHTSA Employees Join Foot Traffic On Chesapeake Bay Bridge Appreciation Day

From 9 a.m. to 5 p.m., on April 11, the second annual Chesapeake Bay Bridge Appreciation Day, about 40,000 persons (twice as many as last year) walked across the original Chesapeake Bay Bridge.

Among the many walkers were at least two of our NHTSA co-workers; Mrs. Catherine Larsen and Mrs. Alleyne Monkman.

When asked if she enjoyed the walk, Catherine replied, "It was fun and and I also enjoyed the scenery. It took about 2 hours to walk the span."

The crowd was gleeful as they skipped, climbed, and jogged across the span. After the walk each person received a certificate.

Buses were provided from four parking lots to carry the walkers to and from the Bridge; Navy Stadium,

Anne Arundel Community College, Sandy Point, and Kent Island.

For safety reasons, policemen were stationed along the bridge. Food and drinks were not allowed, but if you got thirsty, there were stops along the bridge where you could get water. Children under 16 had to be accompanied by an adult 18 years of age or older. One adult could not supervise more than five children.

The bridge was closed to the walkers at 5 p.m. and car traffic resumed.

There are various sight-seeing vantage points as you walk along the bridge:

Ferry Slip, terminus of old Sandy Point-Matapeake ferry; Westinghouse Oceanic Research Plant; Sandy Point State Park; U.S. Navy communication towers; Main ship channel; Orange and white tower,

site of Chesapeake Bay model; Bloody Point, dividing Chesapeake Bay and Eastern Bay; Love Point, dividing Chesapeake Bay and Chester River; Kent Island; and Eastern ship channel. On a clear day, you can also see the Thomas Point Lighthouse; White dome of Capitol and Navel Academy buildings; and Rock Hall, Maryland.

The Chesapeake Bay has always been a dominant part of Maryland life. In early days when most Marylanders traveled by boat, the Chesapeake was their highway and their market place. It linked the eastern and western shores.

As the population grew and spread inland, development and usage of the wagon road, the railroad, and later the automobile and truck, gradually relegated the bay boat to obscurity . . . and the Chesapeake assumed the role of barrier rather than bond between eastern Maryland and the remainder of the State.

It is told that as early as the 1880's sketchy studies were made of the possibility of building a bridge across the bay. Over the years, a variety of ideas were projected that could overcome the gap between Maryland's two shores. By 1919 the demand and pressure for some sort of bay crossing led to the inauguration of a regular ferry service. At best, the bay ferries served only as a temporary

expedient until the hope of the years for a fixed crossing could be realized.

The Second World War brought postponement of legislation passed to authorize detailed planning for a bay crossing. The need for such a facility never waned but rather grew more intense as time went by.

Under the leadership of Governor William Preston Lane, Jr., at the regular and extraordinary session of the 1947 General Assembly the State Roads Commission (now the State Highway Administration of the Maryland Department of Transportation) was directed to proceed with the building of a Chesapeake Bay Bridge.

The bridge, which includes both spans, was named the William Preston Lane, Jr., Memorial Bridge. Most people, however, refer to it as the Chesapeake Bay Bridge.

Once again, the Chesapeake Bay links, by way of its parallel spans, its separated shores and brings them together in a matter of minutes.

The original span opened on July 30, 1952; the parallel span on June 28, 1973.

It cost approximately \$41 million to build the 4.03 miles original span and \$120 million to construct the 3.98 miles parallel span. Escalation of prices and wages over a roughly two-decade period accounts for the difference in costs. The newer span, also, provides for an additional lane of traffic.

Normally traffic on

the original span is eastbound; westbound on the parallel span. During peak travel times adjustments could be made in the number of lanes heading either east or west.

The toll plaza serving the bridge consists of ten traffic lanes and nine toll booths.

Prior to the opening of the new span, traffic volume reached its highest monthly figure, 864,204, during August of 1972. Since the opening of the parallel span, traffic has peaked at 1,083,275 during August of 1975.

"Sandwich" Engine Mounts Investigated

NHTSA is currently investigating the possibility of a defect in the engine mounts of certain 1965 to 1970 Ford model cars. The cars in question are 1965-1969 Ford Fairlane and Rancheros, 1965-1969 Mercury Montegos, 1965-1970 Ford Falcons, and 1965-1970 Mercury Comets.

This case was initiated as the result of six separate consumer reports, all concerning engine mount failure in Ford Fairlane and Mercury Montego cars. All indicated a sticking throttle due to the broken engine mounts.

Engine mounts serve to support the engine on the vehicle's frame and to absorb noise, vibration, and torque reaction forces generated during engine operation. Those under investigation can be de-

scribed as a "sandwich" type. In these mounts a thick layer of rubber is bonded between two layers of formed sheet metal. If the "sandwich" layer of rubber splits in two or delaminates, this would cause the outer two metal pieces to separate.

This, in turn, could result in a partial rotation of the engine during acceleration, which would cause the accelerator and/or gear shift linkages to jam.

How can a driver tell when this has happened? By a "thumping" sound immediately after let up of the accelerator pedal. This "thumping" is the sound of the engine dropping back onto its mounting supports after being raised due to engine torque.

Job Openings

For complete details, see the official vacancy announcements. Vacancy announcements are posted on the NHTSA Bulletin Boards at both the Nassif and Transpoint Buildings. They are also distributed to each Office Director.

Printing Assistant,
GS-1654-5, AD, Opens: 4-15,
Closes: 5-5. NHTSA 76-70.

graffiti V.H.
R.L.
You can't have
back-seat drivers
in jet planes. They
travel faster than
sound. ✱
Anonymous



OF SPECIAL INTEREST

In Spring, a young family's fancy may turn to the purchase of a swimming pool. We hope safety is also considered in the purchase price. If you're contemplating the purchase of a pool, keep the following guidelines in mind.

Construction

Use nonslip materials on the deck surrounding your pool and on the diving boards and ladders. Be aware, however, that the use of these materials may cause water to collect on the deck and, if the deck is not regularly cleaned, algae may begin to grow.

Avoid sudden drops in depth when building a pool. Indicate safe diving areas with a different color on the pool bottom. Paint numbers on the edge of the pool showing the water depth at various points.

Make all water pipes flush with the walls and bottom of the pool.

Have the electrical systems installed by licensed electricians and in accordance with recognized standards for safety.

There should be sufficient lighting so that people can see at night. If the pool is to be used at night, there should be underwater lighting.

Ladders should be equipped with handrails on both sides. The diameter of the handrail should be small enough for a child's firm grip. There

should be at least one ladder at each end of the pool.

The steps of the ladder should be at least three inches wide and made of a nonslippery material.

There should be a fence around all four sides of the pool to keep children out when there is no supervision. Do not provide direct access to the pool area from a house or patio door. Toddlers, in particular, could wander out and fall into the pool.

The barrier should be difficult to climb. The gates should be self-closing and secured with a lock.

Check local ordinances for safe pool construction requirements.

Use and Maintenance

Always have competent adult supervision while the pool is in use.

Never swim alone.

Don't use diving boards in pools which aren't deep enough for them. (The frequently-recommended depth of 8-1/2 feet is not necessarily deep enough. A safe depth depends upon the way of diving and the skill of the diver.)

When diving, go

straight off the end of the board.

Standards for water depth under slides have not been established yet, but never put a slide in the shallow end of a pool because a person entering the water head-first can hit the bottom and be seriously injured. The "sitting down leg first" position is the safest way to use a slide.

Place a safety float line where the bottom slope begins to deepen (approximately the five-foot level).

Keep essential rescue devices and first aid equipment ready at the pool. A floatable shepherd's crook is especially useful.

Don't swim after drinking, eating, or taking drugs and other medications.

Keep all electrical appliances, such as radios, away from the pool because of potential shock hazard.

Don't show off by swimming long distances under water.

Never run or push others into the pool.

Learn to swim well.

Keep the fence in good repair.

STICKER OF THE MONTH:

AS SEEN ON A REAR BUMPER

**ALLERGIC TO
FRONT BUMPERS**

Safety Tips for the Would-Be Cyclist

Ah, Springtime in the Nation's capital! It conjures up images of rosebuds and bikers glutting the paths in and around D.C. In this and a future article, TSP's Office of Driver and Pedestrian Programs combines its efforts with those of the Consumer Product Safety Commission to caution the would-be cyclist. A bibliography on many aspects of bicycling (especially safety) is available from Katie Moran, room 5319, Nassif Building.

Selecting the Bicycle

If you're buying a bicycle for a child, choose one that fits his size as he is today, not one he will "grow into" later. If your child outgrows his bike, get him a larger one. A bike that is too small can be just as hazardous as one that's too big.

Studies indicate that children under 9 cannot handle a bicycle safely in traffic and they should only drive their bicycles under close adult supervision. Children under five should not have a bicycle at all.

No matter what age the rider, select a bicycle that suits the rider's ability and kind of riding.

Ask for reflectors that will make the bike visible at night from front, back, and sides.

Tape retroreflective trim to the fenders, handlebars, chainguards, and wheel sidewalls to make

it recognizable in the dark as a bicycle.

Attach headlights and taillights.

Check hand and foot brakes for fast, easy stops without instability or jamming. If the bike has drop handlebars and auxiliary brake levers or "brake extenders," check to make sure the extenders give full braking power before they reach the handlebars. Otherwise, it would be safer to remove them.

Avoid slippery plastic pedals. Look instead for rubber-treaded pedals, or metal pedals with serrated ratchet edges or with firmly attached toe-clips.

Don't buy a bicycle with sharp points and edges, especially along fenders, or with protruding bolts that could scrape or tear clothing.

Don't buy a bicycle with gear controls (or other protruding attachments) mounted on the top tube of a man's bicycle.

Maintaining the Bicycle

Regular maintenance is essential for safe riding. An experienced repairman should do complicated work.

Cover sharp points and edges with heavy, waterproof tape.

Replace protruding bolts with shorter bolts, or add crowned nuts or other protective devices to prevent catching on bolts.

Align (or 'true')

wobbly wheels for better control. Spokes also may need adjustment.

Replace all missing, damaged, or worn parts such as chainguards, chain links, spokes, screws and bolts, handlebar grips.

Tighten and/or adjust loose parts.

Inflate tires to recommended pressure, and replace worn tires.

Lightly oil and clean moving parts. Keep oil off rubber.

Keep bicycle indoors when not in use--moisture may cause rust and weaken metal parts.

Historic Firsts

Necessity, it is said, is the mother of invention. And it was through necessity that the creation of the "ice cream sundae" came about.

This popular American dessert made its debut in a drugstore in Evanston, Illinois. In Illinois it was against the law to serve ice cream sodas on Sunday. So a clever young "soda jerk" came up with a popular substitute, ice cream and syrup, minus the soda. In this way, the customers were placated, and he stayed within the letter of the law.

The new dish became known as a "Sunday" and later "Sundae."

Today the "Sundae" is a popular treat with millions of Americans, especially when eating out.

How Durable Are Those Oldies (But Goodies)?

Everyone knows that any horse worth its hay has to prove himself. 'Twas the same with the horseless carriage.

So its durability was put to test. And the great New York to Paris Auto Race of 1908 is still considered the most extraordinary episode in the history of the automobile.

Now beginning at the end of May 1976, as part of the National Bicentennial Celebration, a recreation of the Great Around the World Race of 1908 will take place. The race will start in Paris and end in New York on August 29, 1976. It will follow as closely as possible the original 1908 route in reverse order. Entries will include 15 antique cars, all pre-1915 vintage, five will be American, five European, and the remaining five representing other global areas. And who will be the winner?

In 1908, it was the American car, the Thomas Flyer.

The starting mark for the 1908 Race was New York Times Square. The date: February 12. There were six entries in the competition—The American Flyer; the German Protos; the Italian Züst; and three French cars—the Moto-bloc, Sizaire-Naudin and the DeDion.

At the crack of the gun, the cars headed west

across the United States where they were boarded on ship to Japan. They traveled through Kobe, Kyoto and Tsuruga, and were then shipped to Vladivostok. They continued on through the Soviet Union, then Germany and Belgium to the finish line in Paris.

Three of the six cars proved sturdy enough to complete the race. It was July 1908, and the German Protos was the first to arrive. Also in July, not too far behind, was the American Flyer. On September 17, 1908, the Italian Züst reached the mark. The three

French cars failed to finish.

The eyes of the world focused on the Race Committee as it made a final review of trip details. During this review, the American Flyer was awarded extra credits for going to Alaska, and the German Protos was penalized. The Flyer's mileage was estimated at 13,341 or 3,246 miles more than that of the Protos. The Race Committee declared the American Flyer the winner by 26 days.

And how will we fare in this second super auto race? Up, up and away, America!

Federal Government Slims Down

By 1977 the federal government will employ the smallest percent of the overall workforce than at any time since World War II, according to a projection cited in the Federal Budget for 1977.

"Federal civilian employment as a percentage of the total employed workforce is projected at 3 percent for 1977," the Budget states. "The lowest it has been since World War II.

"Employment for all governmental units as a percentage of the total employed labor force has been steadily rising due to significant increases in state and local governments."

At the Federal level the reverse, or at least

a leveling off, appears to have occurred. United States Civil Service Commission statistics show that excluding the U.S. Postal Service full-time Federal employment declined by 1,952 in FY 1975.

This represents a change from an average increase of 185,330 in the past 2 years, following a decline in the total number of Federal employees from FY 69 to 72.

From 69 to 72 the number of Federal employees decreased an average of 134,579 per year. Throughout the sixties, up to 1969, reflecting the build up in Southeast Asia, the size of the federal workforce steadily increased.