

news

NHTSA



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Editor M. J. Noll

July 1976

NHTSA's New Administrator

NHTSA's new Administrator, John W. Snow is well aware of NHTSA's programs and the problems that we, as a regulatory agency, face. He has been with the Department of Transportation since June 1972, and has served in a variety of positions. Most recently, since May 1, 1975, he was Deputy Under Secretary of Transportation. He was sworn in as NHTSA Administrator on July 8.

Mr. Snow has also served in the Department as the Deputy Assistant Secretary for Policy, Plans and International Affairs and earlier as the Assistant General Counsel for Legislation. Prior to his DOT service, Mr. Snow was associated with a Washington, D.C. law firm.

Mr. Snow was born in Toledo, Ohio. He received his high school diploma from the Gilmour Academy in Gatesmills, Ohio. His undergraduate work was done at Kenyon College and then the University of Toledo, from which he graduated magna cum laude with a Bachelor of Arts degree in 1962. From there, he went on to graduate study at Johns Hopkins University and the University of Virginia and received a Ph.D. in Economics from the University of Virginia in 1965. He was a National Defense Fellow at the University of Virginia and was a Dissertation Fellow of the U.S. Department of Labor.

In 1967 Mr. Snow was



John W. Snow

graduated summa cum laude from George Washington Law School with a Doctorate of Jurisprudence degree. And while at GW University, he was a member of the Order of the Coif honor society.

NHTSA's new Administrator has been a member of the Economics Faculty at the University of Virginia and the University of Maryland. Also, he has been a member of the Graduate Faculty at the George Washington University Law School.

Mr. Snow is a member of the American Bar Association, the District of Columbia Bar Association, the American Economics Association, the ICC Practitioners Association, the Maryland Council on Economic Education and several university honor societies.

He is married to the former Carolyn Kalk of Washington, D.C. and has two sons. The Snows reside in Washington, D.C.

(Additional pictures on page 8.)

Special Interest

The constant summer companion of many a harried home owner is a lawn mower, and truly a friend indeed.

But like any power tool, a lawn mower must be treated with respect or friend will quickly turn to foe. And a biting one at that. Fingers, toes, hands, legs and eyes have been lost when power mowers, carelessly handled, showed little mercy on their bewildered operators.

The U.S. Consumer Product Safety Commission offers the following suggestions for the purchase, safe use, and maintenance of power mowers. Follow them, and have a safe summer.

Purchase

There should be a rear guard to prevent your hands or feet from coming in contact with the rotating blade.

The discharge opening should be aimed downward.

The handles should have "upstops" which prevent them from rising up when the machine hits an obstacle.

The engine exhaust should not be directed at the grass-catching bag because sparks from a back-firing engine could ignite the bag. The grass-catching bag should be located or guarded so that it cannot come in contact with the muffler when it is in use.

Safety instructions should be provided with the mower, and there

should be warning labels on the machine itself.

Use

Read the owner's manual and pay attention to its recommendations before each use of the mower.

Never allow young children to operate power lawn mowers, and keep them away from the area when you are mowing.

Wear sturdy, rough-soled work shoes and close-fitting slacks and shirts. Never operate the mower in bare feet, sandals, or sneakers.

Rake away wires, cans, rocks, and twigs before you start mowing.

Never mow a wet lawn because you could slip and come in contact with the

rotating blade.

The wet grass could clog the blades and tempt you to try to clear the machine without first turning it off.

Always turn off the mower and wait for the moving parts to stop before you leave it.

Always turn off the machine and disconnect the spark plug wire or the electric plug when you need to unclog or adjust the machine—a slight rotation of the blade could start the engine.

Mow across the slope when using a hand (walk-behind) mower. With a riding mower, however, drive up and down the

(Continued on next page.)

Common Accident Patterns

Some accident patterns associated with lawn mowers are:

Contact with the rotating blade. This often occurs when the victim is clearing the discharge chute of grass clippings, especially when the grass is wet; when the victim adjusts the machine without turning it off and waiting for the blade to stop; or when the machine hits an obstacle such as a rock and the victim's foot slips under the housing.

Propelled objects. Wire, rocks, and twigs can be shot out either through the discharge chute or from under the housing. Many of these victims are bystanders.

Overturning. This occurs primarily with riding mowers which are used on steep slopes or embankments. The victims can come in contact with the blades or sustain injuries during the fall.

Mower running over the victim. This often occurs when a riding mower or garden tractor is being driven in reverse; the victims are usually young children who, unseen by the operator of the mower, were in the vicinity of the mower which was operating. Another frequent accident pattern occurs when the operator pulls the mower backward over his or her foot.

slope for stability.

When using an electric mower, be very careful not to run over the cord or entangle it in the blades. Start mowing the grass nearest to the electrical outlet and gradually move out.

Wait for at least one-half minute after shutting off the engine to be certain the blades have stopped.

Push--don't pull--a hand mower.

Never remove the safety shield or any other safety devices on a lawn mower.

Never refuel a mower while it is running or while the engine is hot.

Never refuel a mower indoors because the unseen vapors may be ignited by a spark.

Start the mower outdoors, not in a garage or basement where carbon monoxide gas can collect.

Don't smoke around the mower or gasoline storage can because the gasoline fumes can easily ignite.

Keep children away from the machines and the gasoline.

Maintenance

Replace all loose or broken parts, especially blades.

Keep gasoline in a well-ventilated area (away from your living quarters) and in tightly-capped safety cans.

Get expert servicing regularly—it can save you injury and money.

One thing to remember while driving on the highways is that other people can be as careless as you are.

Survivor's Benefits

Should Death Come Unexpectedly

What benefits will my family receive should I die while I'm still working? A question several NHTSA employees have asked, primarily those who are heads of households.

Each case, of course, is unique. But our Office of Personnel Management has furnished the following information describing in general the benefits to which survivors of NHTSA employees are entitled.

Eligibility

For a survivor to be eligible for benefits, the employee must have completed at least 18 months of civilian service and at time of death held a position subject to the retirement system.

Survivor Entitlements

Generally, a survivor is entitled to:

1. Unpaid compensation consisting of salary accruing to date of death, lump sum payment for accrued Annual leave and any residue in a bond account. This is computed and paid by our payroll office.
2. Life insurance. Paid by the Federal Employees Group Life Insurance Company in New York. The survivor can elect to receive a lump sum or installment payment.
3. Survivor annuity computed and paid by the Civil Service Commission.

When Death Occurs

The survivor should:

1. Notify the immediate

supervisor by phone of the date of death.

2. At the appropriate time, arrange for 4 copies of the Death Certificate.

The supervisor should:

1. Notify the Office of Personnel Management by phone.
2. Secure the personal effects of the deceased.
3. Be responsive to the requests of the survivor.

The Office of Personnel Management will:

1. Notify the payroll office by phone.
2. Notify the DOT Credit Union.
3. Prepare the necessary forms.
4. Compute the approximate dollar value of each of the survivor entitlements.
5. When possible and at the time designated by the survivor, meet with the survivor to obtain signature, Death Certificates, and answer questions.

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.

Data Control Clerk,
GS-301-5, RD. Opens:
7-2, Closes: 7-23.
NHTSA 76-88.

Have Camera...Will Travel

Walk into Gerald Royston's office where he is a budget analyst in the Office of Administration and one of the first things you notice are the two framed pictures, in color, of African wildlife hanging on the wall behind his desk. On inquiry you learn that Gerry took them on an extended trip to that fascinating continent, Africa, from October 1974 to May 1975. It doesn't take much encouragement to get Gerry talking on the subject, and he has a battery of color snapshots he magically brings forth, taken on the game reserves and at the tribal villages. The photos both amaze and delight you--amaze, because the animals seem so close to the unseen camera; delight--because these beautiful, magnificent animals in their natural habitats are regal, graceful, powerful. Lion, giraffe, cheetah, water buffalo, ostrich, wildebeest, elephant, zebra, and many more--in the parched wilderness and luxuriant jungle. But all is not necessarily peaceful, as Gerry discovered when his car was charged by two water buffalo. He floored the accelerator and, plunging into the brush with his heart in his mouth, managed to outrun his pursuers. "When they go after you," Gerry recalls, "they don't give up." Had there been a cliff, he would have gone right over--but had he been on foot, he might not have



Gerry Royston

come back to tell the tale.

Gerry was born in London, England, of European parents who went to England during the war to escape the holocaust. When he was three, the family came to New Jersey, and later to Maryland. He enrolled in Case Western Reserve University in Cleveland, Ohio; for his junior year (Fall 1971 to Spring 1972) Gerry attended Tel Aviv University in Tel Aviv, Israel, where he studied archaeology. The Holy Land, with the many biblical and pre-Christian sites and excavations is, as he says, "a great place to study it." He has some fine photos taken in Jerusalem. During his semester break he traveled to Ethiopia, Kenya, Tanzania, and Uganda, traveling overland from Addis Ababa, Ethiopia to Nairobi, Kenya, said to be one of the roughest overland routes in Africa. On completing his junior year he returned to the

States, on the way traveling to Cyprus, Lebanon, Syria, and Jordan. He found this excursion fascinating. Beirut at that time was a lovely city with a very European atmosphere. In Damascus he did some "great shopping" in the 2000 year-old market place. He says, regretfully, that it would be quite impossible to visit these places today with all of the fighting going on. Before flying on to New York, he stopped at Belgium, Holland and England.

After graduating from college in May 1973 with a B.A. in Physical Anthropology, he worked for the government for 16 months. But the travel bug had already bitten him hard and he was off again to far-away places. This time he traveled by way of South America, spending some time in Costa Rica and Brazil before settling down in Cape Town, South Africa. He says he toyed with the idea of continuing his studies in anthropology in Johannesburg, but this proved to be a bit too impractical because he would have had to take an extra year of preparatory courses. He had also come up against the most common drawback of an arts and sciences degree--few job opportunities, even teaching ones. While in Africa, however, he came upon his former anthropology professor from Case Western, Dr. Johannsen,

who, with Richard Leakey, recently discovered a remarkable fossil, the skull of an advanced, erect man estimated to be 3 million years old, that has badly shaken the theory that man was still at an ape-like level at that period of time.

In Cape Town he rented a small flat on the beach and worked as a bartender at a local pub at night. It proved to be a most pleasant existence, he said. South Africa is a beautiful country with many remarkable sights. The water on the Atlantic side of the Cape, though, is very cold, even during the hottest part of the year when the sun is practically unbearable. This is due to the cold antarctic currents, which also bring many seals to a small island not far south. Yet, just 30 miles up from Cape Town on the Indian Ocean side of the coast, the water is extremely warm.

After three months it was time to move on again. With a friend he bought a camper with kitchen, beds, and other comforts, and for two months they toured all through southern Africa. They visited Zululand, Swaziland, Rhodesia, and Botswana. They found the African villages and the game parks fascinating and the sight of the mighty Victoria Falls in Rhodesia was worth the trip in itself! While in that area they also stopped at an ostrich farm where Gerry tried his hand at riding one of those big birds,

(Continued on page 6.)



The ferocious water buffalo, Kenya Game Reserve



Young male and female lions, Kenya Game Park



Stately giraffes, Rhodesia Game Park

Who's Who (from page 5.)

"but I nearly killed myself in doing so." He has a movie of himself falling off. "The thing about riding an ostrich, you have to wrap your legs around their legs and hang onto the wings." He says that the legs of an ostrich bend backwards and so they have a very awkward gait, but they run very fast. The native jockeys who ride them do a great job of staying on. The large ostrich eggs are tough--Gerry stood on one and could not break it. The baby ostriches inside really have to be pretty strong by the time they peck through that shell. The birds are grown for their meat and feathers and, of course, the eggs, the shells of which are hand decorated. Gerry says it would take 24 chicken eggs to make an ostrich-egg sized omelet.

Flying on to Nairobi, Kenya, he rented a Volkswagen Bug with a sunroof (for game viewing) and went on a photographic safari. On his first visit to East Africa he had not had the time to really see all of the parks extensively, so on this trip he made up for it. It was on this trip that he took the pictures he is so proud of. After the safari, he says, "I recuperated with a few lazy days on the beautifully lush and tropical Kenyan coast, easily the most beautiful beach I've ever seen."

From Kenya Gerry flew on to Tel Aviv, where he spent a few months as an

English instructor; besides Hebrew, he also speaks French. He found, however, that English sufficed for his African travels. After teaching about four months, he went on a motorcycle trip with a friend all through the Sinai Desert. He found the desolation of the place quite overwhelming, but the beaches along the coast had the best snorkeling he has ever seen, especially at Sharm el Sheikh, at the very tip of the Sinai Peninsula. From Israel he flew to Austria where he decided to see what Eastern Europe was like. He was able to get his visas and then traveled through Czechoslovakia, Poland, and East Germany. These countries were very interesting, even though a bit difficult to travel in. Crossing the border from Poland into East Germany, he was hauled off the train at 5:30 in the morning by a guard whose only English was "big trouble!" The Polish customs officers, going through his belongings, had found a book printed prior to World War II. It was a prayer book made in the 1800's. After being detained several hours he was permitted to proceed, minus the book. "When I got back to West Germany," he says, "I almost kissed the ground!" "It wasn't until I visited these countries that I realized or began to appreciate how good we have it in America," Gerry says. From East Europe he went through Switzerland, France, and England and



Mama Baboon displays motherly love. South Africa

on back to Washington. "If there is one thing I learned from my travels," he emphasizes, "it is that just about every country in the world strives for the kind of lifestyle and standard of living that we Americans take so for granted."

Gerry is now attending George Washington University at night, working toward his Masters degree in Public Administration. With so many of his travels behind him, he is enjoying his work as a budget analyst very much. But does a seasoned traveler ever get over the travel bug? We think not--but Gerry says a few short weeks in Jamaica would be a more likely possibility for his next sojourn. We wish we would print many of Gerry's photographs, but such are the limits of space. You have done a beautiful job of recording your travels Gerry, and we hope you will always keep that camera ready, and your suitcases near at hand.

Cancer Hot Line

It's Here If You Need It

Do you have a cancer-related question? Are you, or is a friend or relative, a victim? Has cancer touched you in any way and do you need help --- or are you interested in helping others who do? The Cancer Hot Line, a resource project established by the National Cancer Institute (NCI) of the Department of Health, Education and Welfare, is ready to serve you at 10 telephone locations across the nation, with more to come.

Not a treatment service in and of itself, the project is designed to bring together the most up-to-date information about cancer and make it easily available from a reliable source. One of its principal aims is to refer people to doctors with experience in cancer; another is to counsel people with cancer problems. Callers can receive information on symptoms, treatment, and advice on home care of cancer patients. Questions range from whether a certain manifestation is a symptom to how to tell someone they have cancer. Current news items often influence callers. Does asbestos cause cancer? Is it contagious? I can't talk to my doctor --- what should I ask him? What do these terms mean? How can I examine myself, and what should I look for? What hospital has the best facilities? Family doctors and community hospitals can also consult with

experienced Hot Line physicians, and be referred to specialists across the country.

Referrals, the most comprehensive service offered, range from physicians for second opinions to special diagnostic projects and researchers seeking special sorts of subjects. They include community sources offering everything from meals on wheels to financial assistance, consumer protection from quackery, and Government agencies with related responsibility such as the Food and Drug Administration and the Environmental Protection Agency.

Manned by a small paid staff and volunteers, the Hot Line Centers are seeking people who are sensitive to the needs of callers and who are willing to learn about cancer or have some experience --- victims and relatives, medical technologists, interns, wives of doctors or residents, nurses and nursing students --- and interested persons need only call the nearest Center.

Most Centers have been operating 2 or 3 months, and public response has been good. Each has been receiving about 400 calls a month, and they would like to expand their volunteer staffs from an average of 20 to around 40 per Center. Federal funds currently support the project, but the appropriations expire in 3 years and the NCI hopes that State programs will assume the burden at the

end of that time. Given the rapid changes in what is known about cancer and its treatment, a service which coordinates and disseminates the latest information can only be an asset in the global war against cancer.

The following numbers are currently available. All 800 numbers are for use only within that State. Users should confirm whether it is necessary to dial 1 first in their locality.

California (Los Angeles): 213-226-2371
Colorado (Denver): 800-332-1850, 303-333-1516.

Connecticut (New Haven): 800-922-0824.

District of Columbia: 797-8876.

Florida (Miami): 800-432-5953, 305-547-6920.

Illinois (Chicago): 800-972-0586.

Massachusetts (Boston): 800-952-7420.

Minnesota (Minneapolis): 800-582-5262.

North Carolina (Durham): 800-672-0943.

Pennsylvania (Philadelphia): 800-822-3963.

Texas (Houston): 800-392-2040, 713-792-3245.

Wisconsin (Madison): 800-362-8038.



'Round About NHTSA

Get Well Soon

We are very happy to learn that John Knievel's heart surgery was successful and he is home from the hospital and convalescing nicely. He is expected to return to the office around the end of July.

Glad You're Back

It's nice to know that Jerry Byrnes, Office of Personnel Management, is back to work and feeling fit. He has been out sick and returned to duty on July 6.

News, Anyone?

Do you have an item that you would like to share with others in the agency? If so, give us a call on X62876 or stop by room 5215 in the Nassif Building.



The Swearing In Ceremony

Secretary Coleman congratulates New NHTSA Administrator John W. Snow on his appointment while Mrs. Snow proudly looks on.

Administrator Snow shares happy moments with Secretary Coleman; his predecessor James B. Gregory; and Deputy Secretary John W. Barnum.



Personnel

Welcome Aboard

Timothy Abney, Mech. Engineer, RD, 6-20.

Alan Berkowitz, Oper. Res. Analyst, TSP, 6-20.

Robert Foster, Voucher Examiner, AD, 6-20.

Corine Hibbler, Math. Stat., RD, 6-20.

Joseph Kanianthra, Hwy Safety Res. Engr., RD, 6-20.

Michael Lane, Mech. Eng. Tech., RD, 6-20.

Jo Ann Nunn, Clerk-Steno, MVP, 6-20.

Patrice Parr, Clerk-Typist, Reg. X, 6-20.

Frances McRane, Sec. Steno, Engineering Test Facility, East Liberty, Ohio, 6-20.

Helen Speight, Con. Info. Resp., PACS, 6-20.

David Ulrich, Elec. Tech., Engineering Test Facility, East Liberty, Ohio, 6-20.

Roger VanErem, Elec. Tech., Engineering Test Facility, East Liberty, Ohio, 6-20.

James Downey, Hwy. Saf. Mgmt. Specialist, Reg. V, 6-27.

Alan Feinberg, Mech. Engr., MVP, 6-27.

Keith Klaber, Mech. Engr., MVP, 6-27.

Ellen Levine, Res. Psychologist, RD, 6-27.

Jonathan White, Gen. Engr., MVP, 6-27.

Jeffrey Volpe, Gen. Engr., MVP, 6-27.

John Fang, Mech. Engr., MVP, 6-28.

Lee Franklin, Mech. Engr., MVP, 6-28.

Edward Korzeniowski, Mech. Engr., MVP, 6-28.

Herbert Litteral, Engr. Tech., Engineering Test Facility, East Liberty, Ohio, 6-28.

Patricia Wells, Clerk-Steno, Engineering Test Facility, East Liberty, Ohio, 6-28.

Robert Frey, Res. Psychologist, RD, 6-30.

'Bye and Good Luck

Christine Foley, Edit. Assistant, PACS, 6-26

Christine L. Rush, Clerk-Steno, TSP, 6-27.

Congrats on Promotion

Thomas Coe, Economist P&E, 6-20.

Ronald Engle, HSMS, TSP, 6-20.

Jacqueline Hilliard, Clerk (DMT), MVP, 6-20.

Roy Shammon, Mech. Engr., MVP, 6-20.