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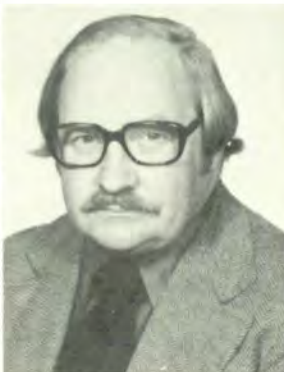
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Editor M. J. Noll

November 1976

Secretary's Award Goes to



Frank A. Berndt



Gilbert L. Watson



Robert L. Carter



John R. Burke



Charles F. Livingston



William H. Marsh

Six of NHTSA's Finest

Six NHTSA employees received the prized Secretary's Award for Meritorious Achievement during the annual Department of Transportation Awards Ceremony on October 27. So honored were Frank A. Berndt, Robert L. Carter, Charles F. Livingston, and Gilbert L. Watson, who were recognized individually; and John R. Burke and William H. Marsh, who share their award jointly.

This is the second highest Departmental award given, and the highest for which nominations are accepted. To be eligible, an employee must have made an exceptional contribution in performance, planning, authorship, leadership, or the equal employment opportunity program. The last NHTSA recipients of Secretarial honors at the annual ceremony were James Wilson and Richard Dyson in 1973. Since then, only two other NHTSA employees have received Departmental awards, in special circumstances: Lawrence R. Schneider (former Chief Counsel), posthumously, in 1974, and Dr. Gregory, on his retirement as Administrator earlier this year.

(Story continues on page 2.)

Awards *(from page 1.)*

Frank A. Berndt has been with the agency since 1970; and is currently Assistant Chief Counsel for Litigation and Acting Chief Counsel of NHTSA. His responsibilities involve the whole range of administrative and other Federal law affecting the agency. More particularly, he directs the defense of our standards and the prosecution of manufacturers for failure to comply with them or to recall products with safety defects.

Mr. Berndt is commended in the award nomination for outstanding service and for having developed novel theories of interpretation of the National Traffic and Motor Vehicle Safety Act, which were ultimately responsible for the success of the Government in establishing the existence of safety-related defects.

One of the theories is that the Government can establish the existence of a "defect in performance" under the Act by proving that a large number of failures of a vehicle component has occurred, without having to further identify or describe the design or manufacturing flaw which was causing the large number of failures. Another, as applied to a case involving carburetor defects and vehicle fires, is that a vehicle fire is per se safety related; that is, the Government need not litigate extensively to show how, why, and to what extent an engine fire endangers public safety. Mr. Berndt also argued for the first

time, in the same case, that an engine fire is itself an "accident" within the meaning of the Act, even though no collision subsequently occurs.

Robert L. Carter, Associate Administrator, Motor Vehicle Programs, came to NHTSA's predecessor in 1967 as a task force leader, later becoming Director, of the Office of Vehicle Structures Research. With an education and experience in aviation physiology, he was responsible for planning, organizing, and conducting research and development necessary to establish a sound biomechanical and engineering basis for motor vehicle safety standards.

In 1972, he was assigned to his present position where he serves as principal advisor and consultant to the Administrator in developing and implementing MVP approaches, methods, and procedures. The award nomination cites Mr. Carter for having provided effective leadership, developed a foundation for pacing the development of future standards at levels of technical adequacy not previously attained, improved the Standards Enforcement and Defects Investigation Programs, developed productive relationships with other elements of the Department, Congress, and the automotive industry, and established a quality of program purpose and direction which were not previously present. These technical and managerial achievements have resulted in great benefit to a major segment of the

Department's mission. The present award joins a previous one bestowed in 1973.

Charles F. Livingston, who is cited for having advanced the state of the art in driver and pedestrian highway safety programs, currently serves as Director of the Office of Driver and Pedestrian Programs. He has also been a Special Assistant to the Deputy Administrator, Program Manager and Analyst of NHTSA's Research Institute, Director of the Office of State and Community Comprehensive Programs, and, most recently, Director of the Office of Alcohol Countermeasures. It is his work in this last position which is particularly commended by the award.

The primary objective of the Alcohol Countermeasures Program has been to combat the drinking driver problem by designing, and implementing, a systems approach which is applicable at both State and local levels. Mr. Livingston's direction of the program, including the management of 35 Alcohol Safety Action Projects (ASAP's) has resulted in the establishment of mechanisms to tackle the problem in every State of the Nation. The ASAP's have been hailed as having a major impact on the overall community response to alcohol abuse, extending beyond drinking-driving issues. Mr. Livingston has received several other honors, among which are Outstanding Performance Awards from NHTSA in 1970 and

1971, and the Secretary's Certificate of Appreciation in 1973.

Gilbert L. Watson has served NHTSA as Assistant to the Administrator and for the last 5-1/2 years has been Chief of Consumer Services Division, Office of Public Affairs and Consumer Services. As a public affairs officer, Mr. Watson advises the Director of PACS on the impact and effectiveness of existing and proposed highway safety policies and programs; he is also responsible for developing and maintaining a responsive consumer information/services program. The citation for his Meritorious Achievement Award salutes Mr. Watson for his pre-eminent successful Auto Safety Hotline, which became nationwide earlier this year.

The Hotline was conceived as an effective mechanism to: 1) assemble and convert usable consumer experience into valid baseline data in support of NHTSA programs; and 2) respond, as comprehensively as possible, to consumer complaints, problems, and inquiries by disseminating all safety-related public information available in NHTSA, proffering all statutory remedies available through NHTSA, and providing every possible help in directing the consumer to the proper authorities or best source of counsel.

The pilot Hotline became operational in October, 1975, and quickly proved its capacity for

substantial contributions to the accomplishment of the Department's mission. Measurable benefits include significant input to the Office of Defects Investigation's computer data bank, statistical information useful in determining complaint frequency and in early recognition of developing patterns, development of follow-up and failure verification procedures, increased response to bulletins released by NHTSA from that segment of the public which is willing to supply information but does not care to write letters, and rapid, sympathetic, and effective treatment of individual concerns. The accomplishment of these objectives, enhanced by the development of time- and expense-saving methods, adds to the Department's capacity to further the goal of highway safety.

John R. Burke is Special Assistant to the Associate Administrator for Planning and Evaluation. William H. Marsh is NHTSA's Executive Secretary. Both men share recognition for their contribution, via the Road Safety Pilot Study, to the international traffic safety effort. Led by the United States for the North Atlantic Treaty Organization's (NATO) Committee on the Challenges of Modern Society (CCMS), this program involves nine other nations as well as the Departments of Transportation, State, Health, Education, and Welfare, the Environmental Protection Agency, and the Presi-

dent's Council on Environmental Quality.

The Road Safety Pilot Study was initiated in 1970 and completed in 1974. A 2-year follow-up phase followed, culminating in a final report to the plenary meeting of the CCMS in April 1976. The pilot study was aimed at the use of a systems approach to the international road safety problem. Russell E. Train, Environmental Protection Agency Administrator and the U.S. Representative to CCMS, in a "Kansas Law Review" article, stated, "The Road Safety Pilot Study has been one of the most successful of CCMS efforts. It is probably safe to say that it has generated the widest ranging and most effective international exchange of information on road safety ever undertaken."

Mr. Marsh was CCMS Program Manager from February 1973 to July 1974, and as such was primarily responsible for the completion phase of the study. He has been with NHTSA or its predecessor since 1968, serving in various positions with the Office of the Director, NHTSB, the Office of Program Evaluation, and the Office of Planning and Evaluation. In his present capacity, Mr. Marsh presides over a central facilitative staff for the Administrator, in addition to functioning as the Executive Director of the National Highway Safety and National Motor Vehicle Safety Advisory Committees, and coordinating the activities of

(continued on page 4.)

Awards *(from page 3.)*

the Youth Highway Safety Advisory Committee. These three groups are instrumental in guiding the agency's programs through involvement with the general public, the automobile industry, and concerned young people.

Mr. Burke, who was responsible for the follow-up portion of the study from 1974 to July of this year, also assisted Mr. Marsh during the completion phase. Prior to assuming his current position, Mr. Burke worked in Motor Vehicle Programs and in the Office of the Chief Scientist. While serving as a senior staff engineer for the latter, he received certificates of appreciation from the NHTSA Administrator and the Secretary for contributions to Transpo '72. His present duties include coordinating international activities, environmental impact investigations, and congressional reports, in addition to acting as U.S. observer-representative to the European Conference of Ministers of Transport Road Safety Committee, and alternate on the Sole Source Review Board.

The award citation commends both for their dedicated management and leadership under a minimum of supervision by higher authority. Former NHTSA Administrator Gregory stated, in his presentation at the CCMS plenary meeting, "Follow up is continuing in good hands with a viable operating mechanism. In each case the work is merging

Executive Correspondence Workshop



Eunice Moran cheerfully dispenses instruction in correspondence procedures to her class of NHTSA employees.

Any secretary can find that preparing correspondence is a momentous task unless she knows the rules of the road.

These rules, along with a number of helpful pointers, were clearly and concisely covered in the pilot course workshop in Executive Correspondence Procedures. The 30-hour workshop was based on the revised NHTSA Correspondence Manual. Topics covered included letters, memoranda, controlled correspondence, telegrams, quick communications, concurrence and coordination, due dates, controls, acknowledgements, envelopes, addresses, and correspondence routing symbols.

with related ongoing international activities of a continuing nature. While the CCMS pilot study may rapidly lose its identity through the merger, its contribution will endure."

The course was conducted by Miss Eunice Moran, Correspondence Coordinator. Miss Moran was instrumental in setting up the correspondence procedures used by NHTSA and developed those for the new Correspondence Manual.

The ten NHTSA people who completed the pilot program represented a cross-section of all NHTSA offices. They were Stephanie Zushin, Exec. Sec; Helen Jackson, PACS; Shirley Siles and Barbara Williams, MVP; Pat Price, TSP; Judy Grabusnik and Betty Sampson, RD; Peggy Burrill, P & E; and Gail Boger and Hattie Clark, AD.

In their evaluations of the 30-hour session, all participants said that the workshop was helpful and and felt that it should be mandatory for all NHTSA secretaries. Consequently, future courses will be held on a regular basis. Check with the Office of Personnel Management for additional information.

The Safest Ride

The following appeared in the September-October issue of "Emphasis," a newsletter published by the Highway Safety Division of Virginia.

Where is the safest place for kids to ride?

This is a question asked frequently by safety conscious parents.

Backseats are the answer says the Insurance Institute for Highway Safety. The Institute's two year survey involving 26,971 passengers under 15 years of age showed restrained back seat travel was the safest location for young passengers. Next in order of safety is restrained front seat, then unrestrained back seat and finally unrestrained front seat as the least safe location.

Over 90 percent of the children involved in this study were unrestrained--a finding similar to previous Institute studies. To make young passengers as safe as possible, follow these suggestions made by the Institute's study:

Always restrain children. If they are large enough, use a regular safety belt, otherwise a specially designed child seat is recommended.

If a child must travel unrestrained, they should ride in the rear seat.

Never allow children to travel unrestrained in the right front passenger seat.

The Institute's survey also suggested that mandatory safety belt legislation not exclude any age child from using appropriate safety restraints.

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.

Program Analyst, GS-345-7/9, TSP. Opens: 10-13, Closes: 11-3. NHTSA 77-13.

Standards Engineer, GS-801-14, Office of Automotive Fuel Economy. Opens: 10-15, Closes: 11-5. NHTSA 77-14.

Standards Engineer, GS-801-13 and Standards Engineer, GS-801-14, Office of Automotive Fuel Economy. Opens: 10-15, Closes: 11-5. NHTSA 77-15.

Standards Engineer, GS-801-13 and Standards Engineer, GS-801-14, Office of Automotive Fuel Economy. Opens: 10-15, Closes: 11-5. NHTSA 77-16.

Regional Administrator, GS-2125-15, Region V. Detail not to exceed 120 days. Opens: 10-12, Closes: 11-2. NHTSA 77-17.

Industry Economist, GS-110-15, Office of Automotive Fuel Economy. Opens: 10-19, Closes: 11-9. NHTSA 77-18.

Industry Economist, GS-110-14/15, Office of Automotive Fuel Economy. Opens: 10-19, Closes: 11-9. NHTSA 77-19.

Industry Economist, GS-110-14, Office of Automotive Fuel Economy. Opens: 10-19, Closes: 11-9. NHTSA 77-20.

Financial Manager, GS-501-12/13, Region VIII. Opens: 10-22, Closes: 11-12. NHTSA 77-21.

Personnel

Welcome Aboard

Betty Kaehn, Clerk-Typist, AD, 9-26.

Helen McLane, Sec. Steno, TSP, 9-26.

Catherine Campbell, Clerk-Typist, Exec. Sec., 10-3.

Charlotte Clark, Sec. (Typing), TSP, 10-3.

Sonja Blocker, Clerk Steno, TSP, 10-4.

Mark Cassidy, Math. Stat., RD, 10-4.

Ruth Marshall, Clerk-Typist, PACS, 10-4.

Hazel Wallace, Clerk (DMT), Office of Automotive Fuel Economy, 10-4.

'Bye and Good Luck

Larry Bruno, DOT Trans. Intern, AD, 9-11.

John S. Fang, Mech. Engineer, MVP, 9-25.

Christopher Weber, Safety Standards Engineer, TSP, 9-25.

Mary Mahoney, Clerk Steno, Region I, 10-2.

Carolyn Roleson, Security Coordinator, AD, 10-4.

Rosemary Horning, Sec. (Typing), OCC, 10-9.

Congrats on Promotion

Patricia Bryant, Clerk-Typist, OCC, 9-26.

Charles Elder, Spec. Asst. for Planning, Prog. and Budgeting, TSP, 9-26.

Beulah Evans, Clerk-Typist, RD, 9-26.

Richard Lorr, Attorney Adviser, OCC, 9-26.

Alden Ose, Computer Systems Analyst, AD, 9-26.

William Reitingier, HSMS, Region VII, 9-26.

Dolores Richard, Pers. Staff Specialist, AD, 9-26.

He Says They Irritate People

As usual with someone whose work comes naturally, Bill Smith always finds time for a word with a friend, and he gives the impression that he makes friends easily. An amiable, informal, and cheerful man, he is one of the dedicated engineers of the Office of Crashworthiness, Motor Vehicle programs, where he specializes in occupant protection.

Born in Coffeyville, Kansas, he spent what he considers a typical mid-western boyhood throwing snowballs in the winter and fishing in the summer, and playing the tuba in his school band. Aviation fascinated him from an early age. His first memory of an airplane is of a tragic event at age three, when he saw a Curtiss Jenny barnstormer crash, killing three people. That experience, photographically vivid to this day, motivated a powerful interest in the whys and hows of flying. But chemistry attracted him also, and he enrolled in the chemical engineering program at the University of Kansas, only to be called to active duty in the Army Air Corps after one semester.

Two years later, having spent 13 months flying P-47's and P-51's in the Pacific Theater, he re-enrolled in chemistry but soon switched to aeronautical engineering, receiving his degree in 1950. Barely a year into his first job at Convair, he



Bill Smith of OCW, MVP

was recalled to active duty in Korea; and finding research challenges in the Air Force (which had changed its name in 1947), Bill remained with the service until his retirement from it 17 years later.

Much of his work with the Air Force was intimately allied with the space program, particularly through NASA's use of the Thor, Atlas, and Titan missiles, all Air Force brainchildren. Among his projects were operational suitability testing of bombers, limited warfare support facilities, the T-34 primary trainer, electric (ion) propulsion, and expandable space structures. One fascinating development was an emergency reentry vehicle for astronauts. Made of soft plastic and folded up into a package the size of a small suitcase, this amazing device could be unfolded in space, where

it hardened under the influence of the sun's ultra-violet radiation. Fully deployed, it contained a couch and compressed air jets for maneuverability, and was capable of bringing a suited astronaut to earth safely for a soft water landing.

Bill was also associated with instant runways, made of fiberglass, which could be laid and cured in 2 hours; a tiny ion engine that could provide 10,000 hours of thrust and, in numbers, would be ideal for propelling large loads through space—for instance, a payload of 1,000 pounds to an orbit around Jupiter, compared to the recent Mariner instrument package weighing 10 pounds; and a personal propulsion system for use in space similar to the Army's terrestrial Flying Belt—a rocket contraption which, strapped onto one's back, enables one to leap small buildings and trees in a single scorching bound.

Here in NHTSA, Bill Smith carries primary responsibility for the standards concerning interior impact protection, steering control displacement, seat belt assemblies, windshield zone intrusion, and bicycle carriers; and secondary responsibility for the controversial restraint standard, 208. At this writing, he was gamely wrestling with the distillation of some 7,000 comments from the public on active and passive restraints.

An avid and informed proponent of seat belts and other safety measures,

he is also aware of the fine lines and paradoxes that crop up in their actualization. He points out that automobile manufacturers have throughout their history pioneered an enormous number of safety devices, many of which have been dropped because the public did not demand them, or because the nature of the market and the industry encourages every possible cut in manufacturing costs. Therefore, he feels that public education, and the introduction of safety measures which require little action on the part of the user, hold the keys to a safer future.

Bill's concern for safety carries over into his private life in the form of a personal campaign to help rid the road of reckless and ignorant drivers. He often traces flagrantly dangerous drivers through logos or license plates and has the satisfaction of acquainting someone in authority with hazardous or irresponsible behavior.

Scratch a worker and you'll always find a player; scratch Bill Smith and you'll most likely find a hand-thrown pot, or an abstract painting, in the making. His wife, Norma, a fine artist who sells a good deal of her work, quickly encouraged him into projects of his own. Ceramics and porcelain are among his hobbies. He is so painstaking that he spent 6 months fashioning grapes, leaves, and stems for a soup tureen he had cast. When he entered the tureen in a contest of hand-molded decorations,



"ODE TO THE ON-RAMP STOPPER"

AS I TURNED ONTO THE FREEWAY RAMP
BEFORE ME THERE DID LOOM,
STOPPED IN THE MIDDLE OF THE ACCELERATION LANE
A PREDICATOR OF PENDING DOOM.

HE'D BEEN TOLD THE RIGHT WAY TO MERGE
BUT JUST REFUSED TO LISTEN.
NOW HIS SMASHED TAILLIGHT LENSES
CAUSE THE FREEWAY TO GLISTEN.

the judges rejected it because the grapes were so good, they had obviously not been hand-cast at all!

Norma suffered a similar reverse when a Maine seascape she was very proud of won only a couple of points from a panel. When, puzzled, she politely asked why, they explained that it didn't look like Maine water. She had learned her water technique in Florida . . . and the thought that it might look different in Maine had never crossed her mind.

Both he and his wife belong to the Southern Maryland Art League, which sponsors shows of its members' work several times a year. Bill sells his creations also; he usually makes ceramic Christmas trees (some have been 3 feet high) for the holiday season, but might not this

year because of other projects at home. He occasionally brings a piece to the office, where there is usually at least one for visitors to admire—despite his claim that he brings them in to irritate people.

Bill would one day like to retire to Florida, which he has loved since his tour of duty at Patrick Air Force Base in Cocoa Beach. He speaks longingly of becoming involved in scouting again, having run the gamut of Cubmaster, Webelos Den Leader, Merit Badge Counselor, etc. For the meantime, he enjoys his work and his daily contact with people at NHTSA.

As for us, we're glad to know him, and to be with him on the same big bird. And --need we say it?--looking forward to being bothered by a few more of those pots!

Especially for Clericals

The Annual Training Requirements Survey identified a special need for the training of clerical employees. The Office of Personnel Management is announcing the programs available for the remainder of Fiscal Year 1977. The program is directed toward three general areas (1) language skills, (2) correspondence, and (3) the administrative responsibilities of clericals. There is heavy emphasis on language skills since they are essential to success in the clerical schedule for their clerical personnel.

Preference for spaces in these courses will be given to persons who requested the training on the Annual Training Requirements Survey. Future requests for training must be submitted in accordance with NHTSA Order 341-2, dated September 22, 1976; Subject: Employee Training and Development. Nominations should reach the Office of Personnel Management no later than three weeks prior to the beginning of class. For additional information contact Beverly Smith on extension 60958.

English 2200 is a programmed course consisting of 2200 short exercises in grammar, punctuation, and sentence structure. Participants do the exercises, check their answers and receive immediate feedback. A prerequisite to this course is Magnetic Patterns of the English Language. Dates to be announced.

Workshop in Executive Correspondence Procedures is designed to teach participants how to accurately prepare various types of NHTSA correspondence which include general and controlled correspondence, telegrams, and quick communications. Participants will learn to use desk references--The newly revised Executive Correspondence Manual, GPO Style Manual, DOT Telephone Directory, etc. Dates to be announced.

Federal Travel Regulations will cover per-diem, in-house travel, transportation, and Comptroller General decisions relating to allowances and entitlement. Includes selection, authorizations, use and payment of various modes of transportation, increased per-diem and mileage rates in the Travel Expense Amendment of 1976. Date: November 17 (one day), Room 4234, Nassif, time to be announced.

Time and Attendance Workshop deals with guidelines and procedures needed to accurately maintain time and attendance records. Course will include up-to-date instructions regarding overtime, compensatory time, and other pertinent information in connection with the Fair Labor Standards Act. Recommended for all designated timekeepers and alternate timekeepers. Date: November 30, Room 4234, time to be announced.

Transactional Analysis is a 12-hour course to

help clericals handle such factors as communications problems, feelings of being "put down," making decisions, and how to be important while being lost in a massive structure. Course contents include: the basic TA model, types of transactions, roleplaying, psychological games, and the employee's representation in an organization.

Reading Improvement is designed to improve the employee's reading ability and language skills. Reading comprehension is increased through the techniques stressing the ability to recognize main ideas and supporting details, understand implications, make logical inferences, and reach conclusions. The training also stresses vocabulary, and study and reference skills. Dates to be announced.

Effective Listening--this listening course is designed to teach participants to constantly analyze a speaker's statements; organize what is being said into main points and supporting reasons; cut through distractions; and discriminate between relevancies and irrelevancies. The course is four hours long and is programmed using a workbook and cassette tape. Dates to be announced.

graffiti

Positive:
Mistaken
at the top
of one's
voice.



—Ambrose Bierce