

news NHTSA



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Editor: M. J. Noll

December 1976



In the Spirit of Christmas

It has been traditional for NHTSA to send a special holiday greeting to Children's Hospital. This greeting consists of a joint contribution, accompanied by a giant-size greeting card signed by the contributors.

Last year NHTSA's contribution was \$505.50. And, as has been customary, Children's Hospital used the card as one of its holiday decorations.

Any NHTSA employee who wishes to contribute to the Children's Hospital fund in lieu of exchanging greeting cards can do so again this year. Donations should be given to Mrs. Alice McGonagle, AD, Room 5238, or any of the Associate Administrators' secretaries, no later than December 17. Those who contribute are encouraged to sign this year's poster greeting card, which is on display outside the Administrator's office, Room 5220.

In a letter to all NHTSA employees concerning the Children's Hospital Fund, Administrator Snow said: "I personally believe this is a good idea--and I know that it is fully endorsed by the Associate Administrators. I want to stress, however, that participation in the joint contribution is entirely voluntary. There is no thought in this suggestion that any of you who prefer to exchange cards should refrain from doing so."

A Worldwide Effort To Make Cars Safer

Over the past 10 to 20 years, there have been tremendous changes in automobile construction. Many of these changes have been brought about by government regulations of safety related features of automobiles. In the United States these regulations are developed by the Motor Vehicle Programs of NHTSA. In Europe they are developed by The Group of Experts on Construction of Vehicles (WP-29) which is part of the Economic Commission for Europe of the United Nations. In many instances, the European regulations impose requirements on automobile builders which are in conflict with the requirements of U.S. regulations. These conflicts cause difficulties for builders who want to sell cars in both the U.S. and Europe.

As one means of reducing these conflicts, the United States participates as a voting member of WP-29. To achieve this, the Department of State has requested that NHTSA provide the official U.S. delegation for these meetings. During the past 2-1/2 years, our representative has been Dr. August Burgett of the Office of Crashworthiness. The meetings of this group take place three times a year at the Palais des Nations in Geneva, Switzerland. In addition to the United States there are 24 other countries which participate in these activities. They are: Austria, Australia, Bel-



Dr. August Burgett, MVP, ably represents NHTSA at the WP-29 meetings.

gium, Canada, Denmark, Spain, Federal Republic of Germany (West Germany) Finland, France, Hungary, Italy, Japan, Norway, The Netherlands, Poland, Romania, German Democratic Republic (East Germany), The United Kingdom, Sweden, Switzerland, Czechoslovakia, the Union of Soviet Socialist Republic and Yugoslavia.

The most recent meeting of WP-29 (the 50th session) was held the week of October 25. During this meeting, a major topic of discussion was harmonization between the U.S. and other countries of motor vehicle construction regulations. A feature of the meeting was the remarks by Mr. John W. Snow, NHTSA Administrator, in support of harmonization. In his remarks, Mr. Snow addressed two basic questions: "How can performance and testing aspects of safety regulations be harmonized?" and "How can

certification procedures be harmonized?" Mr. Snow took note of the difficulties of finding answers to these questions, but expressed full support for harmonization efforts and offered to provide as much information as possible about rulemaking efforts and supporting research.

Job Openings

For complete details, see the official vacancy announcements.

Property Administration Specialist, GS-301-9/11, AD. Opens: 11-18, Closes: 12-9. NHTSA 77-41.

Supervisory Voucher Examiner, GS-540-8/9, AD. Opens: 11-19, Closes: 12-10. NHTSA 77-42.

Voucher Examiner, GS-540-7, AD. Opens: 11-22, Closes: 12-13. NHTSA 77-43.

Secretary (Typing), GS-318-6/7, AD. Opens: 11-23, Closes: 12-14. NHTSA 77-44.

Program Analysis Officer, GS-345-15, P&E. Opens: 11-22, Closes: 12-13. NHTSA 77-45.

Program Analysis Officer, GS-345-15, P&E. Opens: 11-22, Closes: 12-13. NHTSA 77-46.

Research Psychologist, GS-180-11, RD. Opens: 11-22, Closes: 12-13. NHTSA 77-47.

Physical Scientist, GS-1301-14, RD. Opens: 11-23, Closes: 12-14. NHTSA 77-48.

Highway Safety Research Engineer, GS-801-13, RD. Opens: 11-26, Closes: 12-16. NHTSA 77-49.

Personnel

Welcome Aboard

Robin Campbell, Consumer Info. Respondent, PACS, 10-24.

Pamela Hanton, Consumer Info Respondent, PACS, 10-24.

Yvonne Hawkins, Consumer Info. Respondent, PACS, 10-24.

Sylvia Smith, Clerk-Typist, RD, 10-24.

Isabel Turman, Clerk-Typist, AD, 10-24.

Robert Lemmer, Industry Specialist, MVP, 11-1.

'Bye and Good Luck

Marie Greene, Secretary (Typing), P&E, 10-15.

Linda Cannon, HSM Asst., Region VI, 10-22.

Martha Queen, Sec. (Steno), TSP, 11-3.

George Hartman, Dir., OPP, P&E, 11-5.

Phyllis McClendon, Clerk (DMT), Exec. Sec., 11-6.

Congrats on Promotion

Alan Feinberg, Mech. Engineer, MVP, 10-24.

Clayton Hall, HSMS, TSP, 10-24.

Edward Korzeniowsky, Mech. Engineer, MVP, 10-24.

Shirley Lloyd, EO Specialist, Ofc. of Civil Rights, 10-24.

Nellie McConnell, Clerk-Typist, Region IV, 10-24.

Sherri Sheppard, Prog. Analyst, TSP, 10-24.

Delores Stevens, Clerk (Steno), Region V, 10-24.

Jonathan White, Safety Defects Engineer, MVP, 10-24.

Pray to God, but keep rowing to the shore.

--Russian Proverb

Wherever You Go, It's Christmas

Whether heading north, south, east, west or staying home, here are some events you may want to take in over the holiday season.

Dec. 11-12--CALIFORNIA. The Christmas Bicentennial Boat Parade will be held in Naples this year. A procession of boats with a Bicentennial theme will display garlands of lights on the evening waters.

Dec. 14--INDONESIA. Garebeg Besar is the Moslem feast of Idul Adha. Court nobility walk in procession from the court of the Grand Mosque in Yogyakarta and Surakarta for congregational services. Following that, ceremonial troupes distribute cone-shaped piles of rice, decorated eggs and fruits and vegetables to the poor.

Dec. 16-Jan. 1--WASHINGTON, D.C. The Pageant of Peace includes the lighting of the National Christmas Tree on the Ellipse of the White House by the President on the 16th. The tree will stay lighted through Jan. 1 along with trees representing each state in the union. Choirs from across the country will be performing nightly through the 23rd.

Dec. 17--NORTH CAROLINA. Anniversary of the first flight is observed at Kill Devil Hills with ceremonies at the Wright Memorial.

Dec. 18-Jan. 1--SOUTH CAROLINA. Hilton Head Island hosts the Sea Pines Christmas Program. A yule log is cut and burned in the tradition of Low Country forefathers. Caroling,

tree-trimming parties, oyster roasts, home decoration contests and a special holiday program for teens are planned.

Dec. -Jan. 2--TEXAS. El Paso hosts the Southwestern Sun Carnival. All types of sports events and cultural activities highlight the festival which has as its focal point the annual American football game to be held in the Sun Bowl Stadium on Jan. 2.

Clothing for Kids

Have you ever noticed a sad-faced youngster, nose pressed against the window, as he watches the other children on their way to school. He would like to be with them. But he has nothing to wear.

This is the real-world situation for thousands of youngsters in the D.C. area. They need your help!

Over 33,000 needy youngsters have been helped during the last three years through the "Clothing for Kids" Campaign. There are boxes for the collection of clothing in all three DOT buildings in Washington, D.C. The campaign will continue until December 15. Clothing can be for children of all ages through high school. All types of clothing, except used shoes, are desired.

This clothing is sorted, mended, or otherwise repaired. Then it is fitted to individual young people at a volunteer staffed "Children's Boutique" on Sherman Avenue, N.W.

And oh, it's good to see them smile.

After 37 Years, He's On To a New Career

Many people in NHTSA are sorry to see him go, for we are losing not only one of the most innovative forces in regional administration, but one of the most dedicated, high performing team members in the whole agency as well. Jim Tracy, Financial Manager of Region VIII, having served the Federal Government nearly 37 years in a career ladder that reaches from GS-1 clerk to GS-14 administrative officer, is saying goodbye.

Jim was born in Denver, Colorado, where he has remained for most of his life—a true Denver native, scarce as a true D.C. Washingtonian, rarities in cities that attract the starry-eyed, the powerful, and the rich. The only child in a railroad family (his father was a section foreman and a roadmaster for the Union Pacific), he attended local schools and graduated from high school just as the great depression hit America, destroying his chances for a university education. Even seasonal work was hard to find, but it had to suffice until the WPA brought him first a labor job, riprapping (shoring up) the South Platte River, and later an office job.

Jim began his career as a public servant with the Railway Retirement Board in Denver, Colorado, at the beginning of 1940; that fall, he accepted an appointment to the Denver office of the Bureau of Public Roads. Successive



Jim Tracy, Region VIII

promotions brought him to the position of Construction Cost Auditor in 1956. As such, he evaluated railway and utility company right-of-way claims. (These are made when land is appropriated by a State for railroad, highway, or utility use; the Federal Government often absorbs a portion of these payments—a share of Interstate Highway construction costs, for example.)

Word of his expertise in handling right-of-way claims got him detailed to Indiana in 1957, Albany, New York, in 1959, and Atlanta, Georgia in 1963. The last assignment included a reorganization of the audit system in Florida. What started out as a 60-day special detail tangled into a 5-month ordeal; at its conclusion, Jim had the rare pleasure of handling a bonafide check for over \$21 million, the total amount due the State that year. When such

checks change hands (at a ceremony, of course), two are usually prepared: a functional one for the bank, and an elaborate display check for pomp and pageant. Jim fondly keeps a photostat of the ornamented one, a reminder of the satisfaction which came from unravelling a difficult audit and fulfilling such a large financial obligation.

Following his stint in Georgia, where he was actually Acting Regional Audit Manager for the Bureau of Public Roads, Jim returned to the Denver office, becoming Area Supervisory Auditor and Colorado Division Auditor-in-Charge in 1964 and 1967, respectively. The Bureau of Public Roads (which became the Federal Highway Administration upon DOT's organization in 1967) office was next door to that of the National Highway Safety Bureau, which was to become NHTSA; and FHWA was already under contract to NHTSA to audit its financial operations (which, by the way, it still is; our payroll and audit are managed by FHWA according to NHTSA guidelines).

Jim was engaged in the first audit of the NHTSA regional programs, and became attracted by what he could see of our Administration. One day, on a coffee break with NHSB Region VIII Administrator Bob O'Connell, he commented that he'd like to be considered for an opening, should there be

one—and about a year later, in 1970, there was. He came on board well qualified, to say the least, with a working knowledge of the regional office's programs already under his hat.

Since his advent into NHTSA, Jim Tracy has cut an impressive path of innovation, farsightedness, and management coordination which has time and time again resulted in administrative gains. Arne Johnson, of the Washington Office of Financial Management, estimates with a straight face that Jim's contributions have netted the agency millions of saved dollars in management costs. These contributions, too numerous to detail, include designing effective systems to review not only agency procedure but also State capability and performance with regard to traffic safety programs; a system to organize the handling of audit and system review findings through the entire region-to-Washington progression (this system has since been adopted by NHTSA nationwide); an effective system for making changes to a State's annual work program, at both the State and NHTSA levels, with minimum effort; writing one of the first policy and procedure manuals for use in a NHTSA region office (as a result of which he was subsequently selected to serve on a committee responsible for determining the content of such manuals in all the regions); serving from time to time as an instructor of other regional

financial managers; establishing, after taking special training in Washington, a letter of credit procedure in several States whereby Federal funds can be drawn on as soon as they are appropriated (thus greatly diminishing the delay during which such funds are entangled in red tape—previously, a waiting period of 2 years was not uncommon), and training State and other regional NHTSA personnel in these techniques; devising a Management By Objectives system which enables each operating group in the region to estimate accurately the amount of man-hours required to accomplish objectives; serving, beyond his duties, on the following voluntarily: Denver Intergovernmental Training Committee, intergovernmental committees on equal employment opportunity, civil defense, and the NHTSA emergency relocation plan, and as manpower and training coordinator for the region and six States; and, through all the above and more besides, having designed all innovations to be consistent and harmonious with headquarters policies and procedures.

During his entire Government career, Jim has been at the vanguard of the gradual decentralization of regional office management. As Washington, D.C., loosened its apron strings, he helped the regions show that they were capable of tying their own. In recognition of his achievements, he has received, throughout his employment, five out-

standing performance awards, a special achievement award, and two quality pay increases; in a fitting climax to these many years of superlative productivity, Jim will be given the Distinguished Career Service Award when he retires.

On the 31st of December, Jim Tracy will bid farewell to Federal Government and establish, with Charles J. Schorr (former Region VIII Executive Officer for FHWA, recently retired), a management consulting firm. Operating out of Denver, they will try to provide services that larger, higher powered firms often pass over, but for which real needs exist—for example, writing manuals for State highway safety offices, and auditing annual work programs.

Judging from his record, it might be said that Jim enjoys nothing better than working hard, but that would be a mischaracterization. "Well," he says, "I honestly can say that what I've enjoyed the most, really, is the people that I've met. I've met some real fine people, and I have a million memories." Equally busy away from the office, he leads his church choir, in addition to being active on the church council. His youngest son's baseball streak sparked an involvement with the Little League which still continues, years later. Another abiding interest is ham radio. WMPU has been his

(See "A New Career" on page 6.)

A New Career (from page 5.)

"handle" since 1933; Jim is looking forward to working the ether with renewed vigor now that he'll have more time.

The Tracys are four: Donald, 24, an avid golfer who has traveled to tournaments in the British Isles, and is currently studying law at Creighton, in Omaha, Nebraska, having already earned his CPA; David, 21, varsity base-

ball player and junior at Colorado State; and Margaret, Mrs. Tracy, also a Denver native, and who takes time away from running a busy home to work in insurance. One of these days, they'll get around to trying some of the winter sports that attract the multitudes to Colorado--as with many natives in the world's romantic places, famil-

ilarity and daily pressures, antithetical to the tourist state of mind, have had their effect on the family's priorities.

Jim Tracy will be sorely missed, no doubt about it. Jack Connors, Financial Manager for Region I, penned the following in his honor and presented it at the recent headquarters financial manager conference last October:

Till We Meet Again-Trace

Every day brings different news which is
Either good or bad
Today the news is not so good--we're
Losing our Denver lad.

He started as a low paid clerk back
Before Nineteen Forty
He's done a lot of things since then and
None of them were shoddy.

For every buck that Tracy got his uncle
Got full measure
And though he always worked quite hard he
Thought it was a pleasure.

He audited the highway bucks before there
Was Interstate
And even the country was smaller then--
The original Forty Eight.

He travelled this land far and wide by
Train as tho' he were single
Since audits only had three men then -
Tracy, Smith and Pringle.

They did the job and did it well - and
The pay was mighty lean
But they proved the worth of our work
Then so that we now earn more green!

In Nineteen Hundred and Seventy Jim came
Over to work with us
And since that time he's done his job
Quite well and without fuss.

But he did his job so gol darn well it
Was sure a pain to us
Arne still says "If you do it like VIII
You too will get A plus!!"

But even now as a short time man he
Continues to plead our case
Many would not get involved at this point
But not so with our good old Trace!

So now that he has decided to go and
Start a business this year
We all thought we'd get together this
Night to toast him and give him a
Cheer.

I know that I speak for everyone here
When I wish him success and goodbye-
In our hearts and our minds he'll remain
Like his birthplace and that's over
One mile high!!

Jack Connors
Regional Financial Manager

OF SPECIAL INTEREST Remember mama sloshing out to the back yard in the worst of weather, hanging wet clothes on a frozen clothesline, or attempting to keep a sheet from flying away on the wind? Then came the clothes dryer. The Consumer Product Safety Commission warns us, though, that there can be dangers involved with both electric and gas dryers. The Commission suggests:

Electric Dryers

If you are buying an electric dryer, be sure that your electrical house wiring can carry the electric current which will be required. Consult an electrician for expert advice. You may have to install an additional circuit and additional wiring.

Be sure that the dryer is grounded by a three-prong plug and a properly-grounded outlet, or other means. Have an electrician check this to be sure.

If you ever sense even a small electric shock when you touch the dryer, have it checked immediately by a competent electrician. Current leakage in a dryer can give you a serious electric shock, especially if you are wet or standing on a wet floor.

If you use anti-static compounds when you dry clothes, do not spray the substances directly on or near the electric coils in the dryer. This can

cause the dryer to over-heat and start a fire.

Gas Dryers

If you are buying a gas dryer, choose one which has an electric ignition system. This eliminates the need for a pilot light and thus avoids the difficulties and risks associated with lighting a pilot light.

If you have an older gas dryer with a pilot light, be aware that the gas is highly flammable. Have a match ready before you turn on the gas so that you can light the pilot light immediately.

If you smell gas, call the gas company immediately. Do not turn any electric switches on or off because an electric spark could ignite the highly flammable gas.

Child-Proofing

Be sure that any dryer that you purchase has a safety start button on the control panel which must be pushed after the door is closed in order to start the dryer. This will reduce the risk of a child being entrapped in a dryer that is operating.

Purchase a dryer with a door which can be opened easily from the inside so that a child who does climb inside can get out. Avoid dryers whose doors can be opened only by means of a latch from the outside.

Maintenance and Use

Keep the lint trap clean. Remove lint before every load of laundry.

Check for leaks in the vent piping and have them

repaired immediately.

Vent all dryers directly to the outside, not to a chimney. Avoid turns in the piping because they can permit lint to block the piping and poisonous gases to leak.

Do not overload a dryer because heavy, wet laundry can impede the motion of the drum and cause overheating.

Follow directions for drying various types of clothing, in order to preserve their quality and safety features:

For synthetic, permanent press fabrics, extremely hot drying can cause shrinking and melting. Use a moderate heat.

For flame retardant treated fabrics (such as children's sleepwear), extremely hot drying can reduce the effectiveness of the flame retardant treatment. Use a moderate heat.

'Round About NHTSA

Congratulations to Dr. and Mrs. Rolf H. Eppinger who became the proud parents of a baby boy, Dwight Steven, born November 12. Dwight weighed 7 lbs., 11-1/2 oz. They have another son, Justin Rolf, age 2. Dr. Eppinger works in the Office of Vehicle Systems Research, RD.

Mr. and Mrs. James Mungenast became the proud parents of James Davis, weighing 6 lbs., on November 8. This is their first child. Jeanie Mungenast is with the Office of Statistics and Analysis, RD.

graffiti



CONVERSATION MEANS BEING
ABLE TO DISAGREE AND STILL
CONTINUE THE CONVERSATION

-Dwight MacDonald



Pressed for Time?

Learn To Read More Effectively

If you are an average American, you read fewer than 250 w.p.m. with less than 70 percent comprehension. Or, to look at it another way, the reading rate and comprehension of the average business man or woman is at the same level as that of the average seventh grader.

It's no wonder that many employees view their incoming boxes with perturbation. Wading through the piles of written material and work can be a mammoth task.

But there is help at hand. A course in effective reading can help you double, triple, even quadruple your present reading speed while maintaining an equal or better rate of comprehension.

Such a course was recently given to 22 NHTSA employees. Thomas Glenn (effective reader extraordinary) of RD was the instructor. The course, itself, was based on material developed by the Xerox Corporation.

In evaluating the 16-hour course, practically all the students indicated that they had more than tripled their original reading speed with a comprehension level equal to or better than when they had started. Almost all said it would help them in their work and also increase their enjoyment of pleasure reading. When asked if they would recommend the course to others, the response was an overwhelming "yes!"

Persons attending the course were: Alden H. Ose, AD; Leamond H. Strickland,



Instructor Tom Glenn administers a progress check to students in the effective reading course. Such a test is given at the end of each class session. This enables students to accurately gauge their improvement in reading speed and comprehension as they apply newly learned techniques.

Shirley R. Siler, Barbara L. Williams, Rita H. Babb, Claude Harris, Edward Korzeniowski, Barbara Brown, John Diehl, William Liu and Ernie Wittich, MVP; Daniel Ancona, Wendell Cook, Ida Ferguson and Stuart Liner, TSP; Gary R. Toth, Timothy E. Abney, Dennis Grieder, John L. Jacobus and Gerald

Cohen, RD; Catherine Larsen and Mary Jane Noll, Exec. Sec.

A reading improvement course for clerical employees is scheduled to begin on March 31, 1977. Another effective reading course geared more to professionals is also being planned, but no date has yet been set.

Awards...Awards...Awards...Awards

Fourteen NHTSA employees have recently received awards for especially noteworthy contributions on the job.

Outstanding performance ratings were given to Bernard Ames, PACS; Calvin Burkhardt and Alden Ose, AD; Robert Doherty, Exec. Sec.; David Fay, Leonard

Pirato and Hattie Smith, MVP; Clayton Hall, Clayton Hatch and Charles Venturi, TSP; and Charlotte Uram, OCC.

A Special Act Award was awarded to Vilma Prather, AD.

Receiving Quality Step Increase Awards were: John Womack, OCC; and Flo DeMeo, Region VII.