

news

NHTSA



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Editor M. J. Noll

November 1978

Two Key Appointments Announced

Frank A. Berndt ▶



◀ Michael M. Finkelstein

Michael M. Finkelstein and Frank A. Berndt have recently been appointed to two key positions in NHTSA. Mr. Finkelstein has been named Associate Administrator for Rulemaking and Mr. Berndt is Associate Administrator for Enforcement.

Michael M. Finkelstein joined NHTSA in October 1976 as Associate Administrator for Planning and Evaluation. While in that position he was instrumental in formulating the agency's five-year program plan for rulemaking.

Mr. Finkelstein began his Federal career in 1965 as a management intern with the Post Office Department. In 1968 he transferred to the Department of Transportation where he worked first as a program analyst in the Secretary's Office of Planning and Program Review and, later, as

Chief of that office's Highway and Mass Transit Program Division.

Mr. Finkelstein, a native of New York City, earned his bachelor's degree from Columbia University and his master's from Rutgers University.

Frank A. Berndt joined NHTSA in 1970 and has served as Assistant Chief Counsel of Litigation, Acting Chief Counsel and Deputy Chief Counsel, prior to his appointment as Associate Administrator.

He has been with the Federal Government since 1962, except for a brief period with private practice. Mr. Berndt served as a litigation attorney with the Department of Labor from 1962 to 1967 and with the National Labor Relations Board from 1967 to 1970.

Prior to entering the
(See **Key Appointments**
on page 2.)

Federal Bike Council in Drive To Expand Membership

In the three years since it was formed by a devoted nucleus of government cyclists, the Federal Bicycle Council, representing commuting bicyclists from over 50 Federal agencies, has succeeded in improving bike riding conditions in the Metropolitan Washington area.

The Council operates unofficially without direct government support which it hopes to obtain in the future, according to its president, Howard Harris of the Environmental Protection Agency. Currently, the Council is conducting a drive to increase its membership and involve hundreds of additional government bike riders in its far-flung activities. Reportedly, there are 35,000 regular bicycle commuters in the D.C. area.

Broadly stated, the Council's major efforts have been concerned with creating a safer and more secure environment for bicyclists in the Washington area; make it more convenient and practical to ride a bike for transportation and recreation; and to encourage bicycling for pleasure, physical fitness and energy conservation.

Specifically, its principal objectives have been to:

Coordinate bicycle commuter-related activities among Federal and District of Columbia agencies.

Provide a representative voice to address government agencies, directing their attention to the needs of commuting bicyclists.

Promote government agencies provision of facilities for safe and convenient bicycle storage and biker clean-up (shower) facilities.

Map and disseminate information on safe routes; identify where special lanes, bike paths and traffic signals are needed; and work with local jurisdictions toward the removal of safety hazards or obstructions.

The Council has achieved numerous improvements through its five standing Committees: Legislative, Parking, "Dirty Dozen," Federal Program Study Group and Membership. It has won the cooperation of the General Services Administration in conducting a study of bike parking facilities in government buildings.

Its highly successful "Bike Days" program in 1977 and 1978 have included bike safety demonstrations, maintenance clinics, commuting caravans, bike races, et. al. Those interested in joining the Council and lending their support within their agency should contact: Tom Pendleton, FBC Membership Chairman, 1101 - 15th Street, N.W., Suite 304, Washington, D.C. 20005.

Key Appointments

(from page 1)

field of law, he worked in a variety of jobs and operated a small business.

Mr. Berndt was born in Cleveland, Ohio, and received his bachelor's from Ohio State University in 1960. He later went to Case-Western Reserve School of Law, where he served as editor of the Law Review. He is a Member of the Bar of the State of Ohio and the U.S. Supreme Court.

SAE Presentation

The Society for Automotive Engineers (SAE) is sponsoring a slide presentation on fuel economy at 10 a.m. November 8 in Room 4436 of the Nassif Building.

The presentation will pass along "Driving Tips to Save Dollars" and focus on the question "Will There Be A Gallon of Gas Left in the 20th Century?" All NHTSA employees are invited.

This presentation is part of SAE's overall efforts to bring to the American public's attention the need for fuel conservation. The Society has specifically designated November 1978 as Fuel Economy month.

For more information about this presentation or SAE's efforts to promote the conservation of fuel, contact Joseph Innes, TSP on 426-1597.

A word in earnest is better than a speech.
-- Charles Dickens

Personnel

Welcome Aboard

Victoria M. Bennett, Clerk-Typist, NTS, 10-8.
Shiron C. Brown, Clerk-Typist, NTS, 10-8.
Johannah Hankey, Clerk-Typist, NTS, 10-8.
Jocelyn Karp, Law Clerk, OCC, 10-8.
John Malcolm, Supervisory Management Analyst, AD, 10-8.
Denise L. Miller, Law Clerk, OCC, 10-8.
Tanya L. Rainey, Clerk-Typist, NTS, 10-8.

'Bye and Good Luck

James M. Jones III, Clerk, NRM, 9-29.
Christopher Kocsis, Writer-Editor, Exec. Sec., 10-1.

Congrats on Promotion

Richard W. Charles, Equal Opportunity Specialist, OCR, 9-24.
George R. Booth, Operations Research Analyst, P&P, 10-8.
John Jacobus, Program Analysis Officer, P&P, 10-8.
Billy R. Johnson, Hwy. Safety Mgmt. Specialist, Region IV, 10-8.
Keith Kalber, Mechanical Engineer, RD, 10-8.
Jerome Scheidman, Math. Statistician, RD, 10-8.
Joan C. Taylor, Secretary, NTS, 10-8.
James Thomas, Safety Defects Specialist, NEF, 10-8.

Job Information Hot Line
202-755-4953

CFC Works When Least Expected

The Combined Federal Campaign works.

It works for all of us, sometimes even when we least expect it.

Several NHTSA employees have definite personal experiences of the Combined Federal Campaign agencies coming to their assistance in time of emergency.

Each will testify that under extreme emergency conditions--when least expected--CFC provided direct assistance to them.

One example is a NHTSA executive who would least expect to benefit from volunteer services (name revealed upon request).

But the unexpected happened--his son was in a severe automobile accident and was taken to D.C. General Hospital in a condition described by doctors as hopeless.

He and his wife spent over a week, night and day, at the hospital, not wanting to leave the side of their dying son, even though they could well have afforded a hotel room. Suddenly out of the blue, the Volunteer Services appeared with a pot of coffee and doughnuts and cots and pillows for them to use.

At the end of a long and nerve shattering week, their son began to improve. But it was still a long road ahead. Again Volunteer Services came to their aid and transported their son back and forth from their home to an outpatient clinic twice a day for six or seven

weeks. Thus, the husband could return to his job and his wife could run the household and care for the other children.

"We always thought that we were in a position to pay for services such as transportation if we would ever need them," the executive said. "But it's hard to realize the enormous costs involved when something like my son's accident occurs."

"CFC through the volunteer services came to our aid when we least expected yet most needed help. It is something for which we will always be grateful." Another NHTSA executive, Nelson Erickson, also has a tale to tell on how the Combined Federal Campaign helped him and his family. His story appears on page 4.

Job Openings

For complete details on these job openings, 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.

Electronics Technician, GS-856-7/9, RD. Opens: 10-20, Closes: 11-09. NHTSA 79-10.

Operations Research Analyst, GS-1515-13, P&P. Opens: 10-23, Closes: 11-10. NHTSA 79-12.

Highway Safety Management Specialist, GS-2125-11, NTS. Opens: 10-25, Closes: 11-15. NHTSA 79-13.

Combined Federal Campaign Provided a Way

The Combined Federal Campaign helps many people in many different ways, and I would like to cite two examples which portray the benefits and effectiveness of the programs.

(1) I have served as a Board Member of the Centers for the Handicapped for eight years, and I know that the Combined Federal Campaign funds have been used effectively and economically for handicapped citizens of Montgomery County. These are citizens who would not be served were it not for the volunteer services provided to the various member agencies. There are programs for the young, the middle-aged and the old with varying degrees of handicaps-- physical, mental, psychological; and the lame, the hurt; the afflicted, mentally and physically.

The funds allotted to each agency are evaluated on a regular basis during the year to assure that the Combined Federal Campaign funds are used effectively. Many of their workers are volunteers who give freely of their time to serve those who are less fortunate.

I feel that the programs and the goals of the Centers for the Handicapped are worthy of my participation, and I can assure any member of NHTSA that their donations are deeply appreciated and well spent.

The infant programs,

Administrator Joan Claybrook hands CFC Campaign Vice-Chairman Rhoads Stephenson a memo to employees urging their support of this worthwhile project.



the workshops, the work activities, the sheltered workshop programs serve those from the age of 2 months to 75 years. No one knows the day or the hour when he may need help. Some day, you may need the help of the Combined Federal Campaign agencies.

(2) Closer to home, my son John because of an accident at birth was born with cerebral palsy. He could not speak and was severely handicapped motorwise. When he reached school age, there were no public school programs for the handicapped. However, a Combined Federal Campaign funded organization provided help in schooling both in Cleveland and Washington.

Because of the fine education and training he received from the professional staff and volunteers of the Cerebral

Palsy Associations, John was able to keep up with his peers. And when the public school programs integrated the handicapped after the Education Act of 1974, John entered Jr. High. Today he is a happy sophomore at Kennedy High School in Wheaton, Md.

Without the Combined Federal Campaign programs, John would not be where he is today. When there was no road to travel, the Combined Federal Campaign provided a way.

Nelson F. Erickson
Office of Crash
Avoidance, NRM

'Round About NHTSA

Marelena Glaze, Secretary, Traffic Safety Programs, and her husband Richard became the proud parents of a baby girl, Raquel Alicia, on September 2. Congratulations to the Glaze's.