

# news

# NHTSA

## A Schedule for Your Needs



Charles E. Ritchey, OP, is the monitor and expert on NHTSA's flexitime order.



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Have you ever wished you could alter your working hours to meet your individual needs?

Now, under the flexitime experiment that went into effect on July 15, most individuals in NHTSA have that choice.

Under this experiment individuals can adjust their working hours by as much as two hours a day so long as it is not detrimental to the office mission. All individuals, however, must be here during the core hours of 9:00 a.m. to 3:30 p.m. Adjusted hours must be followed for a period not less than one week, although supervisors may occasionally approve a one or two day deviation.

This means that an

individual can start work as early as 7:00 a.m. and leave as early as 3:30 p.m. Or, if he chooses, he could start as late as 9:00 a.m. and work until 5:30 p.m. The work day, including a half hour lunch period is 8-1/2 hours. In order to evaluate the workability of this system, individuals choosing to work any hours other than the regular ones of 7:45 a.m. to 4:15 p.m. must sign in and out on a special chart each day. These charts will be evaluated by the Office of Personnel and results furnished to the Administrator to determine whether or not the flexitime experiment

**(See Flexitime Experiment on page 2.)**

## Flexitime Experiment

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should continue. The success of this plan will also help the Administrator determine whether or not the agency should try out varied other forms of flexitime such as the four-day week or other compressed work schedules.

One deviation from this order is the Region VIII office which is on the 5/4/1 compressed time schedule. This parallels the schedules of the other DOT and Government field offices in the Denver area. Under this schedule employees work nine hours a day for five days (excluding the lunch period), 8 hours and 45 minutes for 4 days, and have 1 day off every other week. To insure that the office is covered at all times during the work week employees are given different days off during the pay period.

Plans for the flexitime experiment have been in process in this Agency since the summer of 1978 when the Office of Personnel began a series of meetings with the Administrator, top NHTSA managers and representatives from the Union to determine whether the use of flexitime was both desirable and feasible. The results of these meetings were the basis of NHTSA Order 360-3, which was signed by the Administrator on June 27 and distributed to all employees shortly thereafter.

Prior to the actual

initiation of flexitime, briefings were given to all NHTSA supervisors. Each office then set up the actual procedures that its staff now follows.

Some offices, by the nature of their mission, and certain key individuals are excluded from participating in the flexitime experiment. Employees participating in the flexitime experiment may also be requested to work the regular schedule on an occasional basis when the workload or office mission requires it.

Any comments you may have about the flexitime experiment should be directed to your supervisor or Chuck Ritchey, OP, Room 5220.

## 'Round About NHTSA

### Wedding Bells

Congratulations to Michael M. Finkelstein and Harriet Kronstadt, who were married on June 30. Finkelstein is Associate Administrator for Rulemaking.

### Baby Talk

Michael David II was born to Michael and Sharon Hart, RD, on March 2, 1979 at the George Washington University Hospital. "Mikie" is their first child and weighed 8 lbs. at birth.

Congratulations to Arthur and Tina Foley

(PACP) on the birth of their son, Jeffrey Michael Foley, who was born on June 24, and weighed 6 lbs. and 4 oz.

The Foleys have two other sons, Brian 6 and Gregg 2.

Ronald and Christine Fisher became parents of a baby girl, Juanita D'mitrius, on July 16. Juanita weighed 7 lbs. and 6 oz. The Fishers have a three year old son, Antwan.

Christine works on the Auto Safety Hotline in Enforcement.

Michael John Budnik was born to Mr. and Mrs. John Budnik on July 19, 1979. Michael weighed 6 lbs. and 14 oz. The Budniks also have a daughter, Erin, age 2 1/2.

Jim and Stephanie Quarforth became the proud parents of a son, Scott Christopher on July 19, 1979. Scott weighed 6 lbs., 7 oz. at birth. Stephanie worked in NHTSA's Office of Financial Management until her resignation on June 1.

## Congratulations!

Congratulations to Chuck Livingston and Barry Felrice on their new assignments.

Charles Livingston has been named Associate Administrator for Traffic Safety Programs, effective July 19.

Barry Felrice has been promoted to the position of Associate Administrator for Plans and Programs, effective July 12.

## 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.

General Engineer, GS-801-13/14, NRM, Standards Modification Division. Opens: 7-26, Closes: 8-16. NHTSA 79-69.

Mathematical Statistician, GS-1529-12, Mathematical Analysis Division, NRD. Opens: 7-27, Closes: 8-16. NHTSA 79-70.

Operations Research Analyst, GS-1515-13/14, Standards Modification Division, NRM. Opens: 8-8, Closes: 8-20. NHTSA 79-72.

Supervisory Program Analyst, GS-345-14, NRM. Opens: 8-8, Closes: 8-29. NHTSA 79-71.

Accounting Technician, GS-525-5, NAD. Opens: 8-3, Closes: 8-24. NHTSA 79-73.

Secretary Stenography, GS-318-8, NEF. Opens: 8-7, Closes: 8-27. NHTSA 79-74.

## Energy Tip

Turn the engine off. The Department of Energy says that the average American car consumes a cup of gasoline every six minutes while idling. So when you stop your car, don't let it idle for more than a minute. The DOE calculates it takes less gasoline to restart the car than it does to idle it.

## The Driver Benefits From Coop Program

One phase of Mike Witter's life recently drew to a close, but, at the same time, he began a new experience in a new location.

Mike is one of two Central Missouri State University students who is involved in NHTSA's cooperative education program. Mike will get his degree at CMSU this summer, finish his coop work in the Denver, Colorado, NHTSA Regional Office, then become a regular NHTSA employee there.

Bruce McGuire, the other student in the program, will also complete his degree this summer and will be starting a new job assignment with the NHTSA Regional Office in Kansas City.

During the program, Mike and Bruce each served one six-month tour with NHTSA in the Kansas City office, then six months in the classroom at CMSU on an alternating basis. At the same time, they got first hand experience and received pay as Government employees as an added benefit.

Mike, who is a native of Warrensburg, worked closely with Everett L. McBride, regional administrator for NHTSA Region VII. He will now go to work with Robert C. O'Connell, regional administrator for the Denver area.

"It was an excellent

opportunity to get some first hand experience and get paid too," Mike said recently. He also said he was looking forward to moving to Denver and that it would be "quite a change" for him.

Both McBride and O'Connell praised the program, which is new in NHTSA field operations. They both agreed that the ultimate benefactor of the program is the automobile driver, because the administration was receiving more qualified specialists in the safety field which eliminates much of the training time for new employees.

"I am the recipient of the good training of CMSU," O'Connell said. He noted that CMSU provided a well-rounded and excellent training program for students in the field of safety.

Dr. Robert Marshall, Dean of the School of Public Services and Director of the Missouri Safety Center, stressed the importance of experienced people in safety because "since 1966 more than 70 national laws have been passed that affect safety." He added that the most successful of these laws has been the Highway Safety Act, because since its inception, the death rate on highways has been nearly cut in half.

## Personnel

### Welcome Aboard

Barry McCahill, Public Information Specialist, NOA-42.

Katharine Duncan, General Engineer, NPP-10.

Sylvia Giebard, Program Analyst NTS-01.

Thomas Lewis, Program Analyst, NTS-01.

Marilynne Jacobs, Program Analysis Office, NPP-20.

Roger Saul, Mechanical Engineer, NRD-52.

Terry Hanby, Secretary (Steno), NRM-30.

Diana Jaeger, Clerk/typist, NRM-11.

Charnella Middleton, Clerk (Steno), NRD-32.

### Congrats on Promotion

James Green, Financial Manager, Region 7.

### 'Bye and Good Luck

Mary Youngblood, Account Technician, NAD-41.

Michael Mando, Safety Defects Engineer, NEF-13.

Catherine Campbell, Clerk/typist, NOA-42.

James Forrester, Director, Office of State Vehicle Programs, NTS-30.

Katherine Kenion, Clerk/typist, NAD-69.

### As They See It

Here are some statements filed by dazed motorists in actual car insurance claims:

"My car was legally parked as it backed into the other vehicle."

"The pedestrian had no idea which direction to go, so I ran over him."

## Who's Who in NHTSA



For James E. Green, ODI, life begins at 70. With him is JoAnn Murianka, secretary to the Director of the Office of Defects Investigation.

James E. Green, one of the original staff members of NHTSA's Office of Defects, well exemplifies the popular axiom "You're Not Getting Older, You're Getting Better." Jim turned 70 on June 23.

Jim, who claims he is still a country boy at heart, was born and raised on a farm in Frederick, Maryland. Here he happily lived and worked until 1929 when he went to work for the Pullman Company as an assistant cashier until 1935.

For the next five years he was self-employed holding bookkeeping contracts with several firms.

From 1940-1952 Jim worked for the Potomac Electric Power Company at the Buzzard Point Plant Generating System as an Administration Officer. During the next fifteen years he worked as a General Equipment Specialist for the U.S.

Post Office. He traveled to vehicle manufacturer's facilities under contract with the post office, performing on-site inspections of special vehicles built for the U.S. Post Office.

In 1967, Jim started with the new organization which later became NHTSA. He worked with George Nield who organized the different offices under NHTSA. He became the first member of the Office of Defect Review (presently known as the Office of Defects Investigation). Jim is now a Safety Specialist and heads the Analysis and Statistics Group within ODI.

Jim enjoys fishing and once a year takes off for Southern Ohio for a two-week fishing vacation.

In the 27 years of service within the Civil Service, Jim has accrued 2,549 hours of sick leave. Can you top this?