

news

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Editor M. J. Noll

September 1979

Length of Service Recognized

135 Years of Devoted Service



Five NHTSA employees were recently recognized for their years of government service. Administrator Joan Claybrook congratulated (left to right): Mr. George C. Shifflett, Safety Compliance Specialist (NEF), for 35 years of government service; Mr. Donald E. Nelson, Director of the Office of Financial Management (AD), for 25 years of service; Mr. James Small, Administrative Officer to the Associate Administrator for Enforcement, for 25 years of service; Mr. Jerome Holiber, Chief of the Information and Records Systems Division (TSP), for 25 years of service; and Mr. Arne Johnson, Systems Accountant (AD), for 25 years of service.

Their combined years of service total 135 -- nearly 50 years of service to NHTSA. Mr. Shifflett has been with NHTSA for 11 years; Mr. Nelson, for 5 years; Mr. Small, for 12 years; Mr. Holiber, for 12 years, and Mr. Johnson for 9 years.



Fall into Line

And Contribute
when the
Combined Federal Campaign
comes our way
this fall.

Creative Ideas for Cars of the Future

Industry and government engineers need only search as far as the Rancho Cordova Elementary School in Rancho Cordova, California to discover some creative solutions to the energy crisis. Keith Brooks and Jennifer Smith, two young students there, have developed a story about a school where automakers can explore alternative sources of power for automobiles.

Mr. Milton Clark, Keith and Jennifer's teacher said that Keith, a sixth-grader, and Jennifer, a fifth-grader, couldn't believe that they had actually written a story that contained ideas being explored by

industry and the government to relieve the energy crunch. So, with Keith and Jennifer's permission, we present:

The School of Futuristic Travel

One day my boss barged in through the door of my manufacturing office. He said, "It's time to stop making ordinary cars and trucks and go into the line of futuristic travel."

So I got on my phone and told the workers to quit production. "Design good engines that don't use gasoline. Make models using either solar power,



Keith Brooks

uranium, steam or electricity."

The boss yelled, "Send the workers to the school of Futuristic Travel. Teach them about futuristic engines."

"Hm-m-m. Why do you want us to go?"

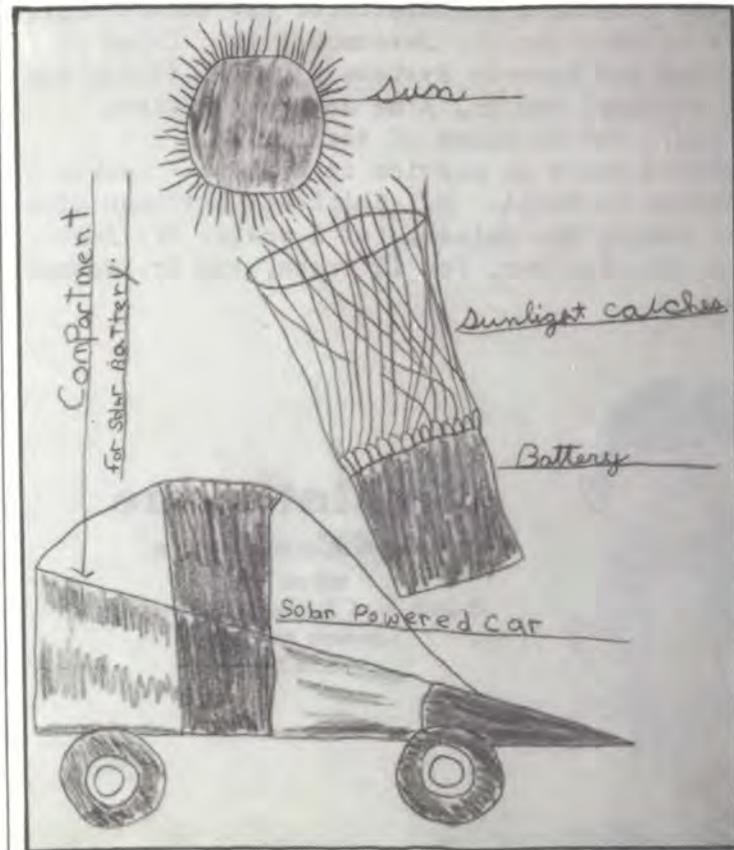
"Because the world is going futuristic."

We closed down the industry and went to the school. When we arrived there were some rather unusual things to see. We saw a lot of futuristic models of cars, trucks, and engines. We browsed through the building gazing at all the designs. We were excited about learning how to build our own models.

As soon as we were done the bell rang for class. So we rushed to class, sat down and started our lesson.

Our first lesson was on futuristic designing. We sketched some cars and trucks with improved aerodynamics. Some of our drawings looked like

(See **Ideas** on page 3.)



Jennifer's illustration of a futuristic car powered by solar energy.

Ideas (from page 2.)

missiles and eagles wings. Other were like jets.

Our next class taught us all about solar powered engines. Solar boilers use the sun rays to heat water, making steam which pushes the turbines and generates power. Another type of solar engine uses silicon crystals to make electricity. The electricity turns on and powers the engine. The extra electricity is stored in batteries to be used at night time and on cloudy days.

The next class was about designing steam engines. Gas or electric burners heat water to make steam. The steam pushes turbines which generates power to drive the vehicle.

The class on electricity began at 1:30. We learned about cars and trucks run by electricity. Some of them are powered by batteries like golf carts. Others are powered through wires hanging from poles or built into the ground like electric trains.

So the next day came and we started on our next class about nuclear power. They said that nuclear power is the splitting [of] atoms. To confine the radioactivity we build miniature lead reactors. When the atoms explode in the reactor, it causes heat to boil water which generates steam to push the turbines to make the car go.

After learning all about futuristic engine and body designing we decided to reopen the factories and



Keith's drawing of an electric vehicle powered through wires hanging from poles like electric trains.

start production of futuristic vehicles. Our boss decided on using solar power, using silicon crystals, to provide electrical energy to power the car. We decide to use a type of black glass for the car's body to absorb the sun's rays.

Round About NHTSA

New Arrival

On August 8, Mary Pat and Stuart Stephenson became the proud parents of a baby boy. Terrence David, the couple's first child weighed 8 lbs. 5 oz. at birth.

Mary Pat is a Management Analyst in the Office of Management Services.

graffiti

If you confer a benefit, never remember it; if you receive one, never forget it.

Chilo

Making the Most of Your Time

If you've ever felt that you don't have enough time to do the things that are important to you -- catch up with your work, spend time with your family, develop a hobby, or rest -- experts suggest that you examine your habits and see how you spend your time.

Here are four classic ways many people waste time:

*Procrastination is a habit that makes tasks look, and often get, bigger. Pressure builds as deadlines near. The task suffers and so do you.

If you face an overwhelming job, break it into segments, and get started on one. If you face an unpleasant task, consider the unpleasant aspects of not getting it done, and the relief of completing it. If you have a hard time getting

(See **Time** on page 4.)

Time (from page 3.)

started, make a commitment, deadline, or promise to yourself, and keep it.

*Perfectionism can be a terrible waste of time. Pursuing excellence can be gratifying and healthy, but pursuing perfection, the experts say, is frustrating and neurotic.

Where concern for detail is just finicky, set priorities and bring the task into the proper perspective.

*Clutter is another time-waster. When the piles on your desk -- or anywhere else -- are getting too high to see over, you'd probably do better to get organized and get in the habit of putting away (or filing away) as you go. You'll be in better shape to concentrate and keep current if the piles are a more manageable height.

*Rushing and frenzy causes inefficiency. It's harder to do a job well when you have one eye on the clock.

Merrill Douglass, Ph.D., Director of Time Management Center in Grandville, Michigan, says that time is a resource. "You can't buy it, rent it, hoard it, multiply it, make it or save it." To use it effectively, he suggests, demands self-examination and discipline. Discovering how you waste your time may help you save some.

Thought Provoker

Little said is soonest mended.

George Wither

Transportation Trivia

Firsts . . .

The first official auto race in which any contestant finished was held in Chicago in 1895. The winner was Frank Duryea in a Duryea Motor Wagon, averaging 7-1/4 mph over 55 miles.

The first speeding ticket was issued in 1902 to T. H. Shevlin of Minnesota, who was the first of the hot rodders. He was fined ten dollars for going over ten mph.

The Longest . . .

The longest bicycle in the work is the "Vestergaard multipede" built in Denmark in 1976. It is 72 feet long, weighs 2,600 lbs., and seats 35 riders.

The Largest . . .

The world's largest dump truck is the "Texas Titan," made in 1974 by General Motors. It stands 56 feet high and holds 700,000 pounds of dirt.

Personnel

Welcome Aboard

Barbara Case, Computer Programmer, NAD-41.

Mark Harmon, Computer Systems Analyst, NRD-33.

Michael Neale, Mechanical Engineer, NRD-52.

Charles Overby, Research Psychologist, NRD-41.

'Bye and Good Luck

John E. Budnik, Personnel Management

Specialist, NAD-20.

W. Burleigh Seaver, Social Science Program Specialist, NTS-14.

Sherri Sheppard, Program Analyst, NTS-01.

Jesse Watt, Physical Scientist, NRD-32.

Congrats on Promotion

Gail Boger, Secretary, NAD-30.

Idalia Colon, Budget Analyst, NAD-10.

Shirley Craig, Clerk Stenographer, Region 8.

Roger Fairchild, Attorney-Advisor, NOA-30.

Pamela Hanton, Auto Safety Hotline,

Respondent, NEF-11.

John Moulden, Research Psychologist, NTS-12.

Mary Murphy, Contract Specialist, NAD-30.

John Nelson, Highway Safety Management Specialist, Region 9.

Job Openings

Contract Specialist, GS-1102-13, NAD. Opens: 8-31-79, Closes: 9-24-79. NHTSA-79-89.

Director, Office of Defects Investigation, NEF, Opens: 9-4-79, Closes: 10-5-79. NHTSA-79-82.

Safety Defects Engineer, GS-801-12, NEF. Opens: 9-5-79, Closes: 9-20-79. NHTSA-79-86.

Secretary (Stenography) GS-318-7, NRM. Opens: 9-5-79, Closes: 9-17-79. NHTSA-79-88.

Chief, Light Truck Standards Division, NRM. Opens: 9-10-79, Closes: 10-19-79. NHTSA-79-85.