

highlights

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EMERGENCY ORDER ISSUED...Emergency Order Number Two was issued December 20 to order out of service 272 thirty-thousand gallon pressure tank cars used to carry LP gas and anhydrous ammonia. The order was issued when FRA investigation revealed that certain tank cars built to DOT specifications have a structural inadequacy which results in tank shell cracking and possible leakage of hazardous lading. The cars had been used to transport highly flammable liquefied petroleum gases of the same class of material involved in the Laurel, Mississippi; Crescent City, Illinois; Houston, Texas and East St. Louis, Illinois accidents. Emergency Order Number One was issued September 20 to remove from service Flexi-Vans which had developed cracks in the longitudinal center sill members.

WORK MEASUREMENT PROGRAM BEGUN...Manuals on the new work measurement program have been mailed to all employees and orientation sessions for supervisors began last week. The program, which is designed to enable the FRA to account for its expenditures of manpower, work load accomplishment and related costs by functions, is intended to provide a base for analysis of expenditures in relation to past or anticipated performance and to plan for future resource requirements. Briefings will be carried out in the various field offices throughout the month of January. The program will become effective on January 7, 1973.

AWARDS RECEIVED...Seven Office of Safety employees received awards at the Administrator's annual Christmas party December 21. Those cited for outstanding performance during the past year included: Rolf Mowatt-Larssen, Chief, Engineering and Accident Analysis Division; William A. Rogers, Jr., Safety Inspector in Birmingham; Miss Erma Weinstein, Supervisory Clerk, Washington; Hiram J. Causley, Safety Inspector for Region II, assigned to the Washington office; Wallace F. Holl, Transportation Specialist, Washington; Charles E. Smith, Locomotive Inspector, St. Louis; and Mrs. Lennie S. Terrell, Secretary, Itasca, Texas. In presenting the awards Administrator Ingram said: "Many more of you

can look forward to receiving awards for quality and superior performance during the coming year, for I firmly believe that people should be rewarded for excellence. During the next year, I would hope that FRA would be justified in making awards to everyone of you. I want to thank all of you for your fine cooperation and exhort you to keep up the good work."

RAILROAD INCOME UP...The Association of American Railroads reports that ordinary income for U. S. railroads for the first nine months of 1972 increased by \$32 million compared with the same period last year. The increased earnings—\$316 million compared with \$284 million in 1971—still left the industry's rate of return for the 12-month period ended September 30 below three percent. The return rate, which has not exceeded three percent since 1966, came to 2.57 percent. Net railway operating income rose from \$559 million during the first nine months of 1971 to \$585 million for the same period this year—up \$26 million.

OFFICE OF CHIEF COUNSEL...U. S. v. Seaboard Coast Line RR, Middle District of Florida, Tampa Div. (Federal Court). Litigated a case involving one of the power brake rules (49 C.F.R. 232.17(b)), concerning the so-called COT&S maintenance and testing of the air-brake system on freight cars of the AB type. This requirement compels the railroad to perform this type of periodic attention (COT&S) "after the expiration of 48 months." Tom Furphy argued this case for the Government at the request of Assistant U. S. Attorney Ronald Watson. Ronald McCall, an attorney from one of the larger Tampa, Florida, law firms, where the case was argued, represented the Seaboard Coast Line. Coast Line argued that this required work may be performed "within a reasonable time" after the expiration of 48 months up to 6 months thereafter. Furphy contended that the requirements imposed are absolute and mean literally what they say, so such work must be performed at the expiration of the 48th month, and it was unlawful to so haul such a car after that time if the COT&S work had not been performed. The parties agreed that it had not been performed. Judgment was entered for the Government, and Furphy is now preparing "Findings of Fact and Conclusions of Law" for the Honorable Court. Wally Holl of the Office of Safety accompanied Tom Furphy to Florida in connection with this case and some other claims collection cases against this same company (SCL). As is usual, Mr. Holl's contributions were beneficial and significant. Mr. Watson of the U. S. Attorney's Office in Tampa was also most cooperative.

United States v. St. Louis-San Francisco Ry., Western District of Tennessee, Western Div. (Federal). Judgment in this case was entered for the Government in the sum of \$500 for violation of

18 U.S.C. 831.835 and regulations adopted thereunder (49 C.F.R. 174.589(h)(7)). The case is a criminal one and involved the carrier's violating one of the Department's hazardous materials regulations. The successful handling of this case was due to the cooperation of the Office of Safety and Office of Chief Counsel of the FRA and the United States Attorney's Office in Memphis, Tennessee.

CONSOLIDATION OF DENVER RAIL FACILITIES...Office of Safety staff met with Burlington Northern and Colorado and Southern management November 27 relative to the proposed consolidation of their respective Denver train yards and car inspection and repair facilities. This consolidation is proposed to expedite the movement of cars through the Denver Terminal and establish more sophisticated facilities, properly equipped and staffed to improve the efficiency of train handling, train inspection and car repair. Office of Safety took no exception to the proposal and is hopeful the more efficient facility will improve the safety of train handling, train inspection and car repair, and will result in the improved condition of equipment.

SAFETY APPURTENANCES—MU PASSENGER CARS...As a result of a recent accident investigation, it has become apparent that the conductor's emergency valve and train line signal devices have been omitted from the end locations of certain suburban MU passenger cars of comparatively recent construction. The Office of Safety is taking action to assure these very necessary safety items will be included in future new car specifications and for retrofit to cars in service.

AAR CIRCULAR LETTER—AB AND ABD BRAKES—FREIGHT EQUIPMENT...Under dateline of December 20, 1972, a circular letter by the AAR to members and private car owners has cautioned that periodic COT&S attention is required for ABD freight car brake equipment not less frequently than once in each 96-month period, and for AB equipment not less frequently than once in each 48-month period. Some misunderstanding has developed due to the expression of the AAR Interchange Rule No. 2 which states that over-date attention is mandatory after expiration of applicable months. The AAR has been requested to editorially revise Rule No. 2 to make it clear that brake equipment is in violation of the Power Brake Law after expiration of stated period.

ROLLER BEARING MAINTENANCE INSPECTION INITIATED...Safety Inspector Will Hemmans, Albany, New York, and Supervisory Inspector Sheridan completed the first round of inspecting roller bearing maintenance facilities. The points involved in Region 1 included Billerica, Massachusetts (B&M); Sayre, Pennsylvania (LV); Derby, Maine (BAR);

Waterville, Maine (MEC); and Clark, New Jersey (Hyatt). Several deficiencies were noted. Will had previously attended the Roller Bearing Maintenance Rebuilding Procedure Course given for selected FRA inspectors at the Timkin Co., Canton Ohio.

FIELD COORDINATING GROUP AWARD TO CLEVELAND OFFICE...At Cleveland, Ohio, Friday the 10th, Regional Director Johnson attended that area's Field Coordinating Group meeting at which time awards were presented to personnel from various offices and the State of Ohio for their efforts in carrying out their respective work programs. The award for the Federal Railroad Administration was awarded to our Cleveland Office and was accepted by our Inspector McDonald.

RETIREMENT...A dinner was given on November 6, 1972, to honor Mrs. Margaret Anderson, Clerk-Stenographer in our Minneapolis office, who recently retired after many years of service with both the Interstate Commerce Commission and the Federal Railroad Administration. Margaret has no definite plans for the future except to sit back and enjoy life. All in the Office of Safety join Margaret's many friends in wishing her the best in the years to come.

WINTER SAFE DRIVING TIPS...With winter upon us and weather conditions not the best, it is felt that some reminders on driving safety would be appropriate:

1. Get the feel of the road when you first start out; know what to expect of the road and your vehicle.
2. Adjust your speed to weather and road conditions.
3. Keep windshield and windows clear; restrictive visibility is an important factor in the cause of accidents.
4. Use snow tires or studded tires for winter driving; these will greatly increase traction and can cut braking distances as much as 50%.
5. When required to stop on slippery roads, pump your brakes. If you jam them on, you may lock your wheels and throw your car into a dangerous skid.

ENJOY A SAFE AND HAPPY NEW YEAR!