



U.S. Department of  
Transportation

# News:

Office of Public Affairs  
Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
Thursday, March 1, 1984

FRA-03-84  
Contact: Mari Maseng  
Tel.: (202) 426-4570  
Wendy Monson  
Tel.: (202) 426-0881

## RAIL YARDS WILL BE SAFER PLACES TO WORK UNDER NEW RULES, DOLE SAYS

Secretary of Transportation Elizabeth Hanford Dole has announced issuance of regulations providing added safety protection for workers assembling trains in railroad classification yards.

"The new rules will make classification yards safer places in which to work," Secretary Dole said. "It will give more protection to employees who are exposed to special risk of injury."

These yards receive incoming trains, break them up into groups of cars and assemble trains heading for other destinations. Freight cars are pushed by locomotives to an elevated point on the tracks--called a "hump"--and allowed to roll downhill. Switches are aligned to direct the rolling freight cars to the desired tracks where they are assembled by crews.

Yard crews connecting cars to make up a train can sometimes be endangered when additional freight cars are allowed to roll unexpectedly onto the section of track where they are working.

The new rule requires that when a yard crew is coupling cars on a section of track, the railroad operating the yard may not dispatch additional cars onto that track.

The new rule is a direct result of an agreement between the Association of American Railroads and the United Transportation Union, which represents classification yard workers. There are some 125 classification yards operated by 30 railroads across the country. Some railroads already observe safety procedures such as those required by the rule.

The final rule was published in the Feb. 22 Federal Register.

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U.S. Department of  
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Office of Public Affairs  
Washington, D.C. 20590

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FOR IMMEDIATE RELEASE  
Friday, March 2, 1984

FRA 04-84  
Contact: Mari Maseng  
Tel.: (202) 426-4570  
Wendy Monson  
Tel.: (202) 426-0881

## RILEY ANNOUNCES BROAD REVISION OF RAIL SIGNAL REGULATIONS

Federal Railroad Administrator John Riley has announced a comprehensive revision of federal signal and train control rules that will reduce reporting procedures for the nation's railroads and keep up with the latest technology in signal systems.

The rule changes--the first in 34 years--were developed "through the cooperative efforts of FRA, railroad management, labor and suppliers," Riley said. They have the support of the Association of American Railroads (AAR) and the Railway Labor Executives Association.

"The changes will improve FRA's regulatory program while reducing burdensome paperwork for the railroads," Riley said.

The signal rules apply to some 95,000 miles of railroad track, which are located largely on main rail arteries which carry more than 10 million tons of freight a year.

Signal systems currently in use indicate when another train is on a section of track. More sophisticated signal systems convey information about future movements of an approaching train and may stop a train automatically if an operator fails to do so.

The revised regulations provide that all signal failures must be investigated to determine the cause and the faulty component repaired or replaced. Under the old rules, minor malfunctions or those that did not create potential safety problems by giving false signal information did not have to be investigated. The rules also permit the use of solid state signaling technology, which is already in use by the railroads.

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Office of Public Affairs  
Washington, D.C. 20590

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FOR IMMEDIATE RELEASE  
Friday, March 9, 1984

FRA 05-84  
Contact: Wendy Monson  
Tel.: (202) 426-0881

## FRA TO STUDY RAILROAD LOCOMOTIVE CAB SAFETY

In testimony before the Senate Subcommittee on Surface Transportation of the Committee on Commerce, Science and Transportation, Federal Railroad Administrator John Riley announced that the Federal Railroad Administration would be undertaking a comprehensive safety inquiry on railroad locomotive cabs.

The safety inquiry will consider a range of issues, including whether noise levels and locomotive exhaust are hazardous to train service personnel and whether locomotive cabs should be redesigned to better protect the occupants.

The locomotive cab, where the engineer and fireman sit to control the movement of the train, sometimes carries railroad supervisors, brakemen, conductors, yard personnel and other railroad workers.

Riley also told the committee that since January 1, FRA has completed action on six major regulatory matters including issuance of a comprehensive study on passenger rail safety. FRA also prepared new rules calling for the retrofit of tank cars carrying hazardous materials, modernized signal and train control rules, further protection for workers in rail classification yards, new safety standards for commuter track, and EPA noise compliance rules.

In addition to locomotive cab safety, FRA will develop new initiatives for grade crossing safety and additional regulatory relief for small carriers.

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# News:

Office of Public Affairs  
Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
Tuesday, March 13, 1984

FRA 06-84  
Contact: Mari Maseng  
Tel.: (202) 426-4570  
Wendy Monson  
Tel.: (202) 426-0881

U.S. TO HOST PAN AMERICAN  
RAIL CONGRESS, DOLE SAYS

The U.S. Department of Transportation will organize and host the sixteenth Pan American Railway Congress Oct. 3 through 9 in Washington, D.C., Secretary of Transportation Elizabeth Hanford Dole announced today.

"The Congress represents a major opportunity for 19 nations of this hemisphere to discuss common problems and opportunities and to exchange ideas on rail operations, economics and engineering," the Secretary said.

"We plan to take the lead in sponsoring activities that emphasize the vast potential for private sector investment in railroading and allied industries," she said. "Sponsoring the Congress will help us achieve that goal."

Members of the Pan American Railway Congress Association (PARCA), a permanent organization, include 19 nations of North, South and Central America, railroads, rail supply companies, industry officials and others. Some 400 to 500 official delegates are expected to attend the congress.

John Riley, administrator of DOT's Federal Railroad Administration, said, "The Congress will provide a forum in which railway officials from throughout the Americas can discuss common interests and new technologies and explore problems."

"The meeting will give DOT an opportunity to focus international attention on the rapidly improving condition of U.S. railroads and the technological excellence of our railroad supply industry," Riley said. "In the last three years, FRA has shifted its role from that of a banker of last resort in a troubled industry to a broker of ideas for a rapidly recovering basic industry."

The Congress will coincide with a major exhibition of rail equipment and supplies in Washington.

For further information, contact Wendy J. Monson, Director of Public Affairs, Federal Railroad Administration, (202) 426-0881.

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Tuesday, March 13, 1984

FRA 07-84  
Contact: Mari Maseng  
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## RAIL AGENCY HIRES MORE SAFETY INSPECTORS, DOLE ANNOUNCES

Secretary of Transportation Elizabeth Hanford Dole announced today that the Federal Railroad Administration hired 33 more safety inspectors last year.

The Secretary said the added inspectors now give FRA a total of 358 persons involved in safety enforcement, including support personnel.

"The additional inspectors will enable FRA to do an even more thorough job of inspecting railroad equipment and operations," Secretary Dole said.

"We feel that FRA's enforcement efforts helped to make 1983 the safest year in railroad history," she added. "With a larger inspection force, we hope the railroad industry can continue to improve safety performance."

The rail administration conducts a national program to achieve safe operating practices in the industry. FRA safety enforcement personnel inspect locomotives and rolling stock, track, operating practices, signals and hazardous materials shipments.

Federal Railroad Administrator John H. Riley said that with the additional inspectors and recent FRA safety actions, he is optimistic that 1984 can be an even safer year for the railroad industry.

Riley said FRA recently extended its track safety standards to cover track used by commuter trains, updated its signal rules, issued new rules to protect the safety of workers in remotely-controlled rail classification yards, and ensured continued inspection of passenger car brakes.

FRA is preparing to issue guidelines on the flammability and smoke emission characteristics of materials used in rail passenger cars.

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U.S. Department of  
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Office of Public Affairs  
Washington, D.C. 20590

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FOR IMMEDIATE RELEASE  
Thursday, May 31, 1984

FRA--8-84  
Contact: Wendy Monson  
Tel.: (202) 426-0881

## RILEY DEDICATES ADVANCED LOCOMOTIVE SIMULATOR

Chicago, May 31--The Illinois Central Gulf Railroad (ICG) will be the first to train locomotive engineers on the industry's most advanced locomotive simulator at the Illinois Institute of Technology (IIT) Research Institute, Federal Railroad Administrator John H. Riley announced today.

Riley made the announcement at a ceremony dedicating the new Railroad and Locomotive Evaluator/Simulator (RALES) at IIT. The computer-operated simulator was built by the Research Institute with federal funds under a \$1.7 million contract with the Federal Railroad Administration.

The railroad locomotive simulator consists of a fully-equipped locomotive cab and separate control room. Perched on a base that simulates train motion, the simulator creates a realistic environment in which a trainee can experience the movements of guiding a train.

Riley said the simulator "has the most sophisticated capability in the industry to simulate the dynamics and control of a locomotive. This will enable railroads to provide better training for engineers.

"It will also enable FRA and the industry to obtain data for research into locomotive operations, railroad operations and railroad safety," he said. The simulator may help improve train control and operating techniques.

Illinois Central Gulf will develop a training program and performance criteria for use in training the first 70 students. After the training is completed, ICG will do a comprehensive analysis of the results and make recommendations on how simulator use can be improved.

The device can simulate the desired characteristics of a train, including the number of locomotives and cars of various sizes and weights.

(more)

For example, it can simulate up to 10 locomotive power units at the front end of the train and up to five remotely-controlled units in the middle. It can simulate a train with up to 150 cars, including the desired car weight, length and type of couplers, giving the trainee the realistic feeling of controlling a train.

RALES is a joint project of FRA and the IIT Research Institute. The institute will operate it for the next 10 years. Railroads and the federal government can buy time on the simulator as needed.

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Office of Public Affairs  
Washington, D.C. 20590

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FOR IMMEDIATE RELEASE  
June 1, 1984

FRA 09-84  
Contact: Wendy Monson  
Tel.: (202) 426 0881

## FRA TO HOLD SAFETY INQUIRY ON RAIL POWER BRAKE RULES

The Federal Railroad Administration will hold a special safety inquiry June 5 on its power brake regulations, FRA Administrator John H. Riley announced today. The inquiry will be held in Room 3200, Nassif Building, 400 Seventh Street, S.W., Washington, D.C.

This inquiry is being held in response to a petition from the Association of American Railroads (AAR). The AAR has asked FRA to amend its power brake rules to permit the optional use of a device at the rear of the train to monitor brake pipe pressure to comply with certain required brake tests. Current rules stipulate that a gauge be used at the rear of the train to measure brake pipe pressure and call for a visual inspection of the rear of the train to ascertain that the brakes are actually working.

FRA's inquiry will look into the accuracy and reliability of such devices. The inquiry will also look into the safety issues surrounding their use.

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# News:

Office of Public Affairs  
Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
June 7, 1984

FRA 10-84  
Contact: Wendy DeMocker  
Tel.: (202) 426-0881

## CONSTRUCTION TO BEGIN ON BOSTON'S SOUTH STATION

Federal Railroad Administrator John H. Riley participated in a ground breaking ceremony today that marked the beginning of the rehabilitation project for Boston, Massachusetts's historic South Station.

"What we accomplish this morning is both significant and symbolic for the four million passengers who use this station each year. It means the restoration of a clean, modern facility, but in a larger sense it symbolizes the revitalization of rail passenger service taking place throughout the Northeast Corridor. I envision this station as the northern gateway to the Northeast corridor much as Washington, D.C.'s Union Station is the southern gateway to the corridor," Riley said in remarks to Federal, state, local and Amtrak officials gathered for the ceremony.

Also participating in the groundbreaking ceremony with Administrator Riley were Urban Mass Transportation Administrator Ralph Stanley, Massachusetts Secretary of Transportation Frederick P. Salvucci, Boston Mayor Raymond Flynn and Massachusetts Bay Transportation Authority's General Manager James F. O'Leary.

In addition to being the terminus for Amtrak's Northeast Corridor and a segment of the Lake Shore Limited, South Station serves as the focal point of MBTA's southern and western commuter lines. It also has a subway stop and a commuter bus terminal.

The \$61.6 million reconstruction of South Station includes \$29.5 million from FRA and about \$23 million from UMTA. MBTA and other state and local agencies will provide the remaining funding.

Riley noted that the station was done in the Beaux Arts style but contains art deco elements from a 1930's renovation and it is on the National Register of Historic Places.

The project will provide for restoration of the main terminal building, or headhouse, as well as the construction of a new west wing of the headhouse. The tracks and track heads will be realigned and high level platforms will be built. The ticketing and waiting area will be improved and new heating ventilation and air conditioning will be installed. Other features will include: space for a new Centralized Traffic Control center for the Northeast Corridor, renovation of office space, a high class restaurant, an underground connection to the subway line, deep pile foundations for a future air rights building and several elements of sculpture.

-more-



The rehabilitation will take about three years with an interim station to be built to handle passengers during the interior renovation.

"This area has become the focal point for a major redevelopment project. South Station will become the center piece for this area and reclaim the position of importance it so justly deserves," Riley concluded.

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Washington, D.C. 20590

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FOR IMMEDIATE RELEASE  
June 8, 1984

FRA 11-84  
Contact: Wendy DeMocker  
Tel.: (202) 426-0881

## TILL DEDICATES WILMINGTON STATION

Deputy Federal Railroad Administrator Thomas A. Till unveiled a plaque and formally dedicated the Wilmington, Delaware railroad passenger station in a ceremony today.

"FRA is proud of the work being done to rehabilitate the Northeast Corridor and especially proud of the work being done to rehabilitate the stations. With Wilmington sharing in the resurgence of the American passenger train, this station will continue to be an integral part of a nationwide rail system," Till said in remarks delivered to federal, state, local and Amtrak officials.

"Wilmington can look forward to this station providing the catalyst for additional development in the downtown area. Amtrak's high speed Northeast Corridor service brings Wilmington within working distance of Washington, D.C., Baltimore, and New York. In addition, the Amtrak station will serve as the cornerstone of the southern gateway to this fine city," Till continued.

The Wilmington Station was rehabilitated under a contract granted by the Federal Railroad Administration as part of its Northeast Corridor Improvement Project. Construction was completed by Pettinaro Construction Company of Wilmington, Delaware.

Till noted the station dates back to 1905 and was originally designed by Frank Furness of the architectural firm of Furness, Evans and Company.

"This is the last remaining large railroad station designed by Furness. The elevated railroad viaduct over the main part of the station is of great historical interest," Till continued.

Station improvements include cleaning and reorganizing of the interior, installation of a new floor plan, ticketing area, concession and office space, installation of new mechanical, electrical and plumbing systems, accessible entrances for the handicapped, and new escalators.

-more-



Exterior improvements include new platform canopies, restoration and duplication of historical finishes and a new roof on the main building.

The construction cost totaled approximately \$9 million including \$.26 million provided by the Delaware Department of Transportation.

FRA is also sharing the \$6.4 million cost for construction of a 650 space parking facility with the Wilmington Parking Authority. Construction on the parking facility is expected to begin later this year.

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Office of Public Affairs  
Washington, D.C. 20590

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FOR IMMEDIATE RELEASE  
TUESDAY, June 12, 1984

FRA 12-84  
Contact: Wendy DeMocker  
Tel.: 202-426-0881

## RILEY ANNOUNCES \$2.8 MILLION AWARD TO STATES FOR RAIL SAFETY PROGRAM

Federal Railroad Administrator John Riley today announced the award of \$2.8 million in federal funds for a state inspection program to improve railroad safety.

Riley said 32 states will take part in the Railroad Safety State Participation Program which provides partial funding for 103 state railroad safety inspectors.

"The purpose of this program is to provide states additional railroad safety inspectors to complement the federal force of 325 inspectors," he said. "This is a cooperative, partnership program between the states and the federal government."

Through the program, the government matches up to 50 percent of the state agency's cost for running the rail safety program.

Riley said the program will focus on such key safety areas as track inspection, operating practices, signal and train control systems, and equipment maintenance.

Following is a list of the 32 states participating in the railroad safety program and the amount of aid each will receive in Fiscal Year 1984.

more



Railroad Safety Participation Program  
Fiscal Year 1984 Grants Awarded

<u>State</u>	<u>Amount</u>
Alabama	\$106,795
Arizona	39,257
California	101,065
Connecticut	13,455
Florida	141,375
Illinois	94,295
Iowa	75,089
Kansas	24,748
Louisiana	54,736
Maryland	90,153
Michigan	103,945
Minnesota	44,348
Missouri	77,716
Montana	21,140
Nebraska	50,659
Nevada	20,448
New Hampshire	18,088
New Jersey	27,836
New Mexico	19,850
New York	258,049
North Carolina	71,318
Ohio	129,836
Oklahoma	70,174
Oregon	149,290
Pennsylvania	225,474
South Carolina	37,802
Tennessee	91,581
Texas	219,516
Utah	56,588
Virginia	58,948
Washington	208,008
West Virginia	114,512
Total	\$2,816,094

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# News:

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FOR IMMEDIATE RELEASE  
Thursday, June 28, 1984

FRA 12-84  
Contact: Wendy DeMocker  
Tel.: (202) 426-0881

## COMMUTER RAILROAD TO CONDUCT LABOR/MANAGEMENT PROGRAM WITH FRA GRANT

Federal Railroad Administrator John H. Riley announced the signing of a grant agreement with the Northeast Illinois Railroad Corporation (NIRC) to conduct a labor/management program that will lead to improved commuter rail service for the Chicago area.

"FRA is pleased to take a leadership role in encouraging better labor-management communication and cooperation. This is an opportunity to demonstrate the benefits that a labor/management cooperation program can achieve on a commuter railroad such as the NIRC system," Riley said.

Citing the success of similar FRA-sponsored programs on freight railroads such as the Milwaukee Road and Conrail, Riley said that FRA will work closely with DOT's Urban Mass Transportation Administration (UMTA) to evaluate the impact of this approach on NIRC's commuter rail operation. NIRC is a subsidiary of the Regional Transportation Authority, the mass transit authority for the Chicago area.

FRA will provide \$104,000 towards the program, with the Chicago-based commuter railroad providing the remaining \$139,700.

The program will establish a committee to encourage labor-management communication and cooperation. It will also establish special task forces to solve work-related problems, improve the quality of work life, reduce errors, promote productivity and increase employee motivation and communication. A monthly newsletter will be issued to better inform employees of matters of interest to the corporation. In addition, a program to address problems of alcohol and drug abuse will be developed.

NIRC has been operating Rock Island District commuter rail service since 1981 and Milwaukee Road District commuter service since 1982.

Riley noted that NIRC will be the first commuter railroad to implement such a program, which will help expedite the process of combining the former Rock Island and Milwaukee Road commuter lines into a single system. The program could provide a model for labor/management cooperation for use by other commuter railroads. The program may also help to attract and maintain additional ridership by improving employee morale and improving public identity with NIRC.

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Office of Public Affairs  
Washington, D.C. 20590

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FOR IMMEDIATE RELEASE  
Tuesday, July 2, 1984

FRA 13-84  
Contact: Wendy DeMocker  
Phone: 202-426-0881

## FRA BEGINS HEARINGS ON PROPOSED ALCOHOL AND DRUG RULE FOR RAILROAD INDUSTRY

The Federal Railroad Administration will launch a series of public hearings this Friday in Denver that will focus on a proposed federal rule to curb the use of drugs and alcohol by railroad employees.

"These hearings will provide a final opportunity for national comment on the alcohol and drug proposal," said John H. Riley, FRA Administrator. "This rule will affect a significant number of people. It's important to get the broadest possible range of comments as we formulate a final regulation on this important issue."

According to Riley, alcohol and drug use has been implicated in 45 train accidents claiming 34 lives and causing more than \$28 million in property damage in the last 10 years. The proposed rule was prompted by the continuation of the problem despite existing industry rules and programs, he said.

"The proposed rule is designed to protect the public and railroad employees by identifying employees with substance abuse problems and providing the troubled employee with both an incentive to seek help and a place to go for assistance," Riley said.

The proposed regulation would prohibit on-duty use of alcohol and drugs by railroad employees, mandate drug or alcohol testing for employees involved in major accidents, authorize on-site testing of employees suspected of impairment, require pre-employment drug screening, establish policies to identify and assist those employees with substance abuse problems, and require railroads to seek more information about possible drug and alcohol involvement in train accidents.

Riley, who will chair each of the four public hearings, said he expects representatives from the railroad industry, labor organizations, the National Transportation Safety Board, as well as private citizens, to testify on the proposed rule.

MORE

The all-day Denver hearing will be conducted July 6, in the Federal Office Building, 1961 Stout St., Room 239 beginning at 9 a.m. Persons wishing to participate should contact Walter Rockey, special assistant to the associate administrator for safety, FRA, at 202-426-0895, or Grady Cothen, special assistant to the chief counsel, FRA, at 202-426-9416.

Other public hearings are scheduled in Chicago on July 19, New Orleans on July 23, and Washington, D.C., on August 2. Anyone unable to attend the public hearings may submit written comments through Aug. 15, 1984, to the FRA Docket Clerk (RCC-1), 400 7th Street, S.W., Washington, D.C. 20590.

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Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590

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FOR IMMEDIATE RELEASE  
THURSDAY, August 16, 1984

FRA 14-84  
Contact: Wendy DeMocker  
Tele: 202-426-0881

## FRA TO CONDUCT SAFETY ASSESSMENT OF BURLINGTON NORTHERN RAILROAD

Federal Railroad Administrator John H. Riley today announced that his agency will conduct a special safety audit of the Burlington Northern Railroad Company.

Riley said six regions of the Burlington Northern were selected for examination by the FRA's Office of Safety after a careful analysis of past accident history of the railroad.

"The three fatal accidents in recent months have suggested a need to look more deeply into the Burlington Northern's total railroad operation," Riley said. "The 11 fatalities on a single carrier in a single year raise legitimate questions."

The FRA will conduct complete safety audits of Burlington Northern's Denver Region - Alliance Division, Twin Cities Region - Wisconsin Division, and its Billings, Mont. Region - Rocky Mountain Division. The audits will examine the railroad's track and track inspection records, its signal system, mechanical department, operating and dispatching practices, and handling and transportation of hazardous materials.

"For these divisions, FRA inspectors will review all operations for compliance with Federal regulations, and will thoroughly check records of maintenance performed and maintenance planned, including records for track and equipment repair," Riley said. "Particular emphasis will be placed on assessing the training and supervision of railroad employees."

The effort will include a special review to determine whether the scheduling of operating personnel is in compliance with Hours of Service regulations which limit the number of hours an employee can work each day and specify periods of rest or time off between work days.

MORE

A less comprehensive review of railroad operating practices will be performed on three other Burlington Northern regions. These regions include Denver - Fort Worth Division, Springfield, Ill. - Springfield Division, and Chicago - Nebraska Division.

Riley said FRA safety officials will be meeting with Burlington Northern officials to establish planning and logistics requirements to implement the safety audit.

"The audit will be conducted without interrupting the railroad's normal flow of traffic," he added.

The FRA currently has a team of safety experts assigned to examine railroad operating safety, particularly the dispatching and control of passenger trains on Amtrak's Northeast Corridor.

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Thursday, August 16, 1984

DOT 93-84  
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John Leyden  
Tel.: (202) 426-8521

## CONTRACTS AWARDED FOR AIR TRAFFIC CONTROL AUTOMATION SYSTEM OF THE FUTURE, DOLE SAYS

Secretary of Transportation Elizabeth Hanford Dole today announced the award of competitive design contracts totaling \$246.7 million to IBM and Hughes Aircraft Co., for an Advanced Automation System that will meet the nation's increasing demand for air traffic control services into the 21st century.

The two Federal Aviation Administration contracts went to the IBM Federal Systems Division, Gaithersburg, Md., and Hughes Aircraft Co./Ground Systems Group, Fullerton, Calif. IBM received a contract estimated at \$130,400,000 and Hughes an estimated award of \$116,339,052.

Dole said the contracts call for a three-year design competition for a system that will enhance the safety and efficiency of flight through the application of increased automation. When the competition is completed, a production contract will be awarded to the company with the best design.

She said, "Our goal is to have the computer handle many routine tasks now performed manually and thus allow controllers to focus more of their energies on system management functions."

The Secretary noted that the Advanced Automation System will help FAA handle the expected doubling in the demand for aviation services over the next two decades.

She said the system "will provide enhanced flight safety through the application of new aircraft separation techniques, increased controller productivity resulting from the use of new automation tools, improved aircraft fuel efficiency since the system will provide more direct routings, and reduced flight delays through improved traffic metering techniques."

Dole pointed out that the IBM/Hughes competition is the second major step in the FAA's program to modernize its air traffic control system. Last fall, the agency awarded competitive contracts to IBM and Sperry for design of a new "host" computer that will replace the present IBM 9020s in the 20 domestic air route traffic control centers, although it will continue to use the same basic software package. A production contract to the company with the best host computer design is scheduled for next summer with deliveries expected in 1986-1987.

-more-



Acquisition of the Advanced Automation System will take place after the design competition phase is completed in 1987. Among the key elements of the new system are new controller work stations, called "sector suites," that will incorporate new display, communications and processing capabilities to increase controller productivity, and new computer hardware and software to bring the air traffic control system to higher levels of automation.

In 1989-1991, FAA will begin implementing the Advanced Automation System with installation of the Initial Sector Suite System in the 20 en route centers. In this initial configuration, the sector suites will operate in conjunction with the new host computers and the existing 9020 software.

The next step will be the installation of new computer software and processors which will permit the introduction of new automated functions on an evolutionary basis. This equipment is scheduled to come on line at the en route centers in 1992-93.

Once the full Advanced Automation System is operational, FAA will begin the integration of en route and terminal radar control services at the 20 en route centers, which will be expanded to handle the new functions and will be renamed Area Control Facilities (ACFs). Additional ACFs will be established at the Honolulu and Anchorage air route traffic control centers and the New York terminal radar control room in Westbury, Long Island, bringing the total to 23. This transition period is expected to run five or more years.

As a part of this effort, FAA will deploy new tower control computer complexes (TCCCs) at some 300 selected airports. The TCCCs will include both computer hardware and software, as well as new controller consoles, and will be linked directly to the governing Area Control Facility.

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FOR IMMEDIATE RELEASE

Tuesday, August 28, 1984

FRA 15-84

Contact: Wendy DeMocker  
Tel.: (202) 426-0881

FRA STARTS INSPECTING AMTRAK  
TRACK SYSTEM SEPT. 4

Inspectors using special track "geometry" cars will begin inspecting Amtrak's 22,000 miles of track starting Sept. 4, Federal Railroad Administrator John Riley announced today.

The Federal Railroad Administration's self-propelled track inspection car will be dispatched from Washington, D.C., on that day and travel to Peru, Ind., and back on the double-track mainline that Amtrak passenger trains normally use. After that, the self-propelled car, called T-10, will be used to inspect track in the South.

Also on Sept. 4, FRA's tandem inspection cars, T-2 and T-4, will leave Washington, D.C., to inspect tracks in the Northeast and west to Chicago.

The T-10 and the tandem cars are state-of-the-art track inspection cars specially equipped with electronic sensors to detect and measure any discrepancies in the tracks. They check track alignment, curvature, profile, gauge and cross-level, which are governed by FRA standards.

An Amtrak inspection car will also be used in the nationwide effort to ensure the safe condition of the passenger system's track. Both Amtrak's car and the FRA tandem cars will be pulled by Amtrak trains on their regularly scheduled trips.

On Aug. 6, Secretary of Transportation Elizabeth Hanford Dole announced FRA would conduct a special safety inspection of all the track used by Amtrak trains.

After the inspection survey data is processed, it will be given to the railroad carrier responsible for each stretch of track for appropriate action.

Attached are the initial schedules for the T-10 and the tandem inspection cars, T-2 and T-4.

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The following is the first two weeks of the schedule for the T-10 track inspection car. This schedule will be updated on a regular basis.

<u>DATE</u>	<u>ORIGINATION</u>	<u>VIA</u>	<u>DESTINATION (overnight)</u>
Sept. 4	Washington, D.C.	Orange, Va. Gordonsville, Va.	Clifton Forge, Va.
Sept. 5	Clifton Forge, Va.		Huntington, W. Va.
Sept. 6	Huntington, W. Va	Maysville, Ky.	Cincinnati, Ohio
Sept. 7	Cincinnati, Ohio		Peru, Ind.
Sept. 12	Cincinnati, Ohio		Huntington, W. Va.
Sept. 13	Huntington, W. Va.		Clifton Forge, Va.
Sept. 14	Clifton Forge, Va	Gordonville, Va. Orange, Va.	Alexandria, Va.

Other cities that T-10 will pass through include Pittsburgh, Cumberland, Md., Monroe, Va., Salisbury, N.C., Spartansburg, S.C., Atlanta, Birmingham, Ala., Meridian, Miss., New Orleans, Lafayette, La., Houston, San Antonio, Texas, Temple, Texas, and Dallas. Also on the inspection schedule are Texarkana, Ark., Little Rock, Ark., Poplar Bluff, Mo., St. Louis, Richmond, Va., Savannah, Ga., Columbia, S.C., Raleigh, N.C., Rocky Mount, N.C., Florence, S.C., Jacksonville, Fla., Winter Haven, Fla., Miami, Auburndale, Fla., and Sanford, Fla.

The following is the first two weeks of the schedule for the T-2 and T-4 inspection cars. This schedule will be updated on a regular basis.

<u>DATE</u>	<u>ORIGINATION</u>	<u>ARRIVAL</u>	<u>DEPARTURE</u>
Sept. 4	Washington, D.C.		10:30 a.m.
	New York	1:47 p.m.	2:00 p.m.
	New Haven, Conn.	3:39 p.m.	10:55 p.m.
Sept. 5	Springfield, Mass	12:15 a.m.	12:42 a.m.
	St. Albans, Vt.	6:47 a.m.	8:00 a.m.
	Rouses Point, N.Y.	10:30 a.m.	11:49 a.m.
	Schenectady, N.Y.	3:52 p.m.	3:54 p.m.
	Rensselaer, N.Y.	4:16 p.m.	10:48 p.m.
Sept. 6	Chicago, Ill.	12:51 p.m.	6:20 p.m.
Sept. 7	Rensselaer, N.Y.	10:10 a.m.	10:35 a.m.
	Boston, Mass.	3:30 p.m.	

MORE



<u>DATE</u>	<u>ORIGINATION</u>	<u>ARRIVAL</u>	<u>DEPARTURE</u>
Sept. 10	Boston, Mass. Rensselaer, N.Y.	10:10 p.m.	5:15 p.m. 10:48 p.m.
Sept. 11	Chicago, Ill.	12:51 p.m.	6:45 p.m.
Sept. 12	New Orleans	12:45 p.m.	
Sept. 13	New Orleans		4:45 p.m.
Sept. 14	Centralia, Ill.	5:56 a.m.	6:05 a.m.
Sept. 14	St. Louis Kansas City, Mo.	8:05 p.m. 1:45 p.m.	8:20 a.m.

Other cities that T-2 and T-4 will pass through include Albuquerque, N.M., Los Angeles, Oakland, Ca., Portland, Ore., Spokane, Wash., Havre, Mont., St. Paul, Minn., Duluth, Minn., Fargo, N.D., Whitefish, Mont., Seattle, Salt Lake City, Denver, Bakersfield, Ca., San Diego, and El Paso, Texas.

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SEP 14 1954  
ST. LOUIS, MO.  
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U.S. Department of  
Transportation

# News:

Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
Friday, October 19, 1984

FRA 16-84  
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## FRA MARKS CLOSING OF LAST GRADE CROSSINGS ON WASHINGTON-NEW HAVEN CORRIDOR

The last two public rail-highway grade crossings on the Northeast Corridor from Washington, D.C., to New Haven, Conn., will be closed in a special ceremony today in Glenn Dale, Md., Federal Railroad Administrator John Riley announced.

Along with the closing of the Glenn Dale Road and Hillmeade Road grade crossings, FRA, Amtrak, Federal Highway Administration and Maryland Department of Transportation officials will also dedicate the opening of the Glenn Dale Road bridge, which will be used to carry pedestrian and automobile traffic over the railroad tracks.

"This occasion marks a significant accomplishment -- elimination of the last two grade crossings that dotted the rail route from Washington to New Haven when FRA began rehabilitating the Northeast Corridor nearly a decade ago," Riley said. "By eliminating the highly traveled Glenn Dale Road grade crossing, we avoid any potential accidents between the 7,200 vehicles and 76 trains that use the crossing each day."

The closing of the Glenn Dale Road and the Hillmeade Road public grade crossings is part of the Northeast Corridor Improvement Project (NECIP), a major construction project begun in 1976 by the FRA to provide reliable high speed passenger train service on the heavily traveled Northeast Corridor. Under NECIP, all public and private grade crossings on the Northeast Corridor are being removed under a Grade Crossing Elimination Program managed by the Federal Highway Administration. Amtrak owns and operates the Northeast Corridor.

"More than 50 percent of all railroad-related fatalities occur at rail-highway grade crossings," Riley said. "While these accidents are difficult to prevent, the more grade crossings we eliminate, the lower the risk."

The NECIP is a \$2.19 billion Federally funded program for improving track, realigning curves, repairing bridges and tunnels, improving electrification, and improving traffic control systems, passenger stations and equipment, along with elimination of grade crossings. By the completion of the NECIP program, expected in 1986, 49 public and private grade crossings will have been eliminated from Washington to Boston. Seventeen public grade crossings remain to be closed on the New Haven-to-Boston leg of the Northeast Corridor before the completion of the project.

"The work being done to rehabilitate the Northeast Corridor will make it a safer and more efficient transportation route for generations to come," Riley said.

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U.S. Department of  
Transportation

# News:

Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590

FOR RELEASE FRIDAY  
November 2, 1984

FRA 17-84  
Contact: Wendy DeMocker  
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## FRA RECEIVES SIMULoader GIFT

Federal Railroad Administrator John H. Riley has accepted a piece of railroad test equipment called the "Simuloader" that has been donated to the FRA by The Union Tank Car Company, Chicago, Illinois.

"I am pleased to accept the Simuloader and I would like to thank Union Tank Car Company for its fine gesture. Use of the Simuloader will enable FRA and the railroad industry to initiate a program of testing designed to ensure safer, more durable railroad equipment," Administrator Riley said.

The Simuloader, using computers to test thirteen critical stress points, predicts how long a railroad car will last before structural breakdown and allows the industry to take remedial actions on cars that show design weaknesses. The operational life of railroad rolling stock can be evaluated in a significantly reduced time period.

The Simuloader also tests railroad freight cars for car strength while they undergo the stresses found in every day train handling.

The \$1.25 million Simuloader will be installed at FRA's Transportation Test Center in Pueblo, Colorado.

The Association of American Railroads, operating the Test Center on behalf of FRA, says charges for use of the Simuloader will repay the \$567,000 cost of shipping and installing the device.

Union Tank Car Company, a member of the Marmon Group, manufactures, leases and sells railroad tank cars. It has been testing railcars on the Simuloader since 1980.

"The Simuloader will play an important role in enhancing the Transportation Test Center as a comprehensive test facility for all types of railroad equipment," Riley concluded.



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FOR RELEASE FRIDAY  
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## RAYMOND ROGERS NAMED ASSOCIATE ADMINISTRATOR OF FRA

Federal Railroad Administrator John Riley today announced the appointment of Raymond J. Rogers as the new Associate Administrator for Administration of the Federal Railroad Administration.

Rogers has served as Acting Associate Administrator for Administration since 1983.

From 1980 to 1983, he served as director of the FRA's Office of Financial and Administrative Services. In this capacity he was responsible for FRA's financial management and automated accounting system. Rogers also had oversight responsibilities for such support functions as office space management, telecommunications, graphics, printing and government property management.

In 1976, Rogers joined FRA as a senior contract specialist in the Office of Procurement. He was a contract services officer for the Agency for International Development from 1971 to 1976. For four of those years, he was stationed in South Vietnam where he was awarded the Vietnam Civilian Service Medal in 1972.

From 1967 to 1971, Rogers worked as a contract specialist for the Navy. Prior to that, he served for four years in the Army.

The 43-year-old Rogers attended the University of Maryland. He now resides in Vienna, Va., with his wife and two children.

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