

# DOT News

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## NHTSA to Operate Safety "Hot Line" to Aid Car Buyers in Reporting Defects

Ever wonder if your couple-of-years-old car was recalled and maybe you didn't get the notice? Have you just bought a used car which might have uncorrected defects? Have you been notified of a defect but can't get your dealer to handle the problem?

Want to know who to telephone or write to get results?

Help is on the way. By mid-October the National Highway Traffic Safety Administration (NHTSA) is going to start an experimental one-year project to counsel automobile buyers and users in defect and safety-related problems.

Now in the planning stages is NHTSA's five-line, toll-free consumer's Hot Line Service. Its goal is to improve the exchange of safety-related information between consumers and NHTSA. It's designed to benefit both the consumer and NHTSA, since by using the telephone the consumer gets faster response than by letter—and NHTSA benefits by getting better, more timely safety-related information.

Skilled personnel will handle all incoming calls. For questions outside NHTSA jurisdiction, they will be specially trained in quick referral to the proper authorities such as state attorneys-general and local consumer specialist groups.

The new communications channel is geared for four things—responsiveness, speed, efficiency, and innovative techniques. And the cornerstone of

it all is the idea to counsel the consumer through the new communications channel, referral to consumer specialist authorities with the particular specialization he needs, and to funnel safety-related information, such as possible auto defects, into the NHTSA computer for followup analysis and action.

An auto breakdown is never funny to the consumer. Nor is a consumer pleased when a dealer dismisses a new car owner's problems with "Sorry, but they all do it." Need for help is often immediate—such as the purchase of a used car which may or may not have an uncorrected defect. Also serious is the need for a defect repair which appears to be unobtainable from the consumer's dealer. In such cases, NHTSA will be able to offer immediate aid through the Hot Line.

"Hundreds of the consumer letters we already receive could be handled in a fraction of the time, by telephone," says Gil Watson, Chief of the Consumer Services office which will operate the new service. "At the same time, we know there are hundreds of consumers with defect and safety-related information we need to have, who don't write letters and whose commentary we aren't going to get any other way." Watson feels that in cost and time savings, together with a source of speedy consumer reporting, the Hot Line will fill an information gap for the public and the NHTSA.



Will Nelson (right) is a man of parts, both interesting. He is a TV personality on a coast-to-coast 30-minute weekly aviation weather and flying safety program, and a FAA air traffic specialist. The program is produced in cooperation with the FAA and the National Weather Service and financed, in part, by the Aircraft Owners and Pilots Association. Will can be seen in the Washington area every Friday at 7 pm on public broadcasting station WETA, channel 26. With him is Jim English, program host.

## U.S.'s First "Navy"

### Coast Guard Has Been On Patrol 185 Years



The Coast Guard has come a long way since the MASSACHUSETTS, the first U.S. Revenue Cutter and forerunner of today's Coast Guard put out to sea in search of smugglers. For nearly eight years, until 1798 when the U.S. Navy was organized, the MASSACHUSETTS and nine other cutters like her were the nation's only navy. On the 185th anniversary of its founding the Coast Guard now has a fleet of 250 ships, 160 aircraft, and more than 2,000 small craft.

## ICAO Offers Interesting Jobs In Asia and South America

Indonesia, Brazil, and Saudi Arabia might not be very much like one another, but they're all a long way from Kansas City.

These are some of the nations currently seeking applicants from the International Civil Aviation Organization (ICAO) of the United Nations. ICAO helps them to hire qualified citizens from developed nations on a short-term basis.

The Federal Aviation Administration's (FAA) George J. Hallett, for example, recently returned to Kansas City with his wife and six children from a 27-month stay in Kuala Lumpur, Malaysia. He assisted the government there in developing aeronautical telecommunications.

"I went for the adventure and because I wanted to go where my services were really needed," he says. "While the trip did have its rough spots, it basically worked out beautifully."

ICAO is currently seeking engineers, personnel specialists, economists, and many other kinds of specialists. "They choose from applicants from all over the world," points out Marilyn Fobbs, ICAO's liaison with the FAA. "But they naturally take more people from the developed nations."

Assignments are for between three months and five years. All qualified persons are eligible, not just those in the FAA.

The United States Coast Guard, the nation's smallest military service, is now 185 years old.

On August 4, 1790 Congress authorized the Treasury Department to build ten boats to patrol the Atlantic to halt wholesale smuggling along the east coast. For nearly eight years, until 1798 when the U.S. Navy was organized, this small fleet of Coast Guard cutters was the nation's only Navy.

The Coast Guard has fought in all American conflicts from the quasi-war with France in 1798 through Vietnam. In addition to deterring pirates, slavers, rum runners and smugglers, the Coast Guard has been responsible for saving countless lives.

Today's peacetime Coast Guard is adding to its history almost daily in search and rescue missions; prevention and clean-up of pollution; by fighting crime on the high seas; and protection of U.S. fisheries.

The numerous missions of the Coast Guard are carried out by 37,000 military and 6,000 civilian personnel operating a fleet of 250 ships, 160 aircraft and more than 2,000 small craft. Also, they maintain more than 45,000 navigation aids. Others insure the safety of the merchant marine, recreational boaters and the nation's bridges. America's ice-breaking fleet, which operates in the Arctic, Antarctic and on the Great Lakes, flies the Coast Guard ensign.

There are more than 11,700 Coast Guard Reservists and 45,000 citizen volunteers in the Coast Guard Auxiliary.

In keeping with its proud lifesaving tradition, the Coast Guard last year responded to nearly 20,000 calls for help. (See ANNIVERSARY, p. 2)

## Open Road

A new program will allow 120 women to train in the highway construction crafts of operating engineer, off-the-road truck driver and highway bridge carpenter.

A contract was awarded to the Northern Vocational Training Company in Cheverly, Md. to develop and conduct the pre-entry training. The program's basic objective is to train women in the techniques and theory of these construction areas to qualify for employment as on-the-job trainees or apprentices in these crafts.

Forty women will be assigned to each craft. Recruitment will occur among unemployed or underemployed women who have the physical and mechanical skills. (See WOMEN, p. 2)



Why is this lady smiling?  
See page 3

## USCG Studies Use of Blimps

The Coast Guard is funding a study to determine if lighter-than-air vehicles can perform certain of its missions cheaper and/or more effectively than aircraft, ships and boats.

The five-month study by the Center for Naval Analyses (CNA) is financed by a \$70,000 grant from the Department of Transportation, plus \$500,000 from the National Aeronautics and Space Administration and other federal agencies.

Coast Guard missions to be analyzed will include pollution surveillance, servicing aids-to-navigation, enforcement of maritime laws and treaties—especially fisheries surveillance in existing 12-mile limits and proposed 200-mile boundaries—and search and rescue.

These missions fall into three general areas with separate needs for heavy lift, long endurance surveillance, and detailed harbor surveillance. Hybrid airships (part airplane—part dirigible) and remotely piloted lighter-than-air vehicles will be examined for these missions.

Where applicable, the study will make comparisons among the blimp-like vehicles, conventional vessels and aircraft, and advanced surface craft, such as hydrofoils and air cushions, which continue to be scrutinized for possible Coast Guard applications.

Various proposals by commercial companies will be studied, among them a remotely-piloted mini blimp. A small airship handled by a one-man crew and carrying a closed-circuit television camera has been proposed by officials. Under optimum conditions the mini-airship could cruise for more than 15 hours on six gallons of fuel.

Since the Coast Guard serves as part of the Navy in war time, or when directed by the

President, it performs certain missions valuable to naval operations. Primary among them is anti-submarine warfare.

The Navy logged over one-half million flight hours in non-rigid blimps during World War II on anti-submarine patrols. Some 200 of the lighter-than-air vehicles performed 87 percent of their mission calls. Despite their large size and slow speeds when compared to aircraft, only one blimp was shot down in World War II.

Dependability and speed are among the needs to be examined by the Coast Guard. An official noted that a blimp recorded 82-knot speed in 1959, and that the AKRON and MACON airships of the 1930s had a top speed of 76 knots.

## DOT: Enforce 55 mph Rule or Lose Funds

Any state which does not certify by January 1 of each year that it is enforcing the 55 mph national maximum speed limit now runs the risk of losing Federal-aid highway.

That is the penalty provided in a new DOT regulation designed to strengthen President Ford's program to conserve energy and increase safety through enforcement of the speed limit.

The President has emphasized that "this country needs to regain its independence from foreign sources of energy. And the sooner the better."

Strict observance of the 55-mph speed limit would save an estimated 200,000 barrels of oil a day, compared to consumption prior to establishment of the 55 mph limit.

Under the new regulation, the states would have to submit certain data to the Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA), the two transportation agencies that share responsibility for carrying out the provisions of the rule.

As adopted, the regulation does not vary significantly from the proposal issued in 1975.

## Mass Transit Needs Revive Interest In Streetcar Use

The trolley car—also called streetcar, tram, and light rail vehicle—is in. Actually, it was never out. It was just put on limited duty status.

The U.S. Department of Transportation's Urban Mass Transportation Administration is responding to the notion that people would like to ride a clean, quiet, non-polluting, energy-efficient public transportation vehicle. And that seems to describe the trolley.

The idea makes sense, municipal transit planners are discovering, because cities can build light rail facilities for less cost than subways. They can be upgraded as time goes by. And the public has fond memories of the streetcar as the way to go.

Urban Mass Transportation Administration's light rail expert, Joe Silien, says the new "super-trolley", called the United States Standard Light Rail Vehicle (SLRV), is a distant relation of the streetcars of the 1930's, the kind still in use in San Francisco, Philadelphia, and Boston.

### Many Savings

The "super-trolley" is quieter, smoother, accelerates faster, and is people-engineered for practicality and comfort. And it's cheaper to maintain, since repair parts for the current streetcars are almost unobtainable today because the last American streetcar was built back in 1952.

Silien says the new standard light rail vehicle is more than a trolley car or streetcar, and that's why it's being called by its new name. It's designed to fit in with today's definition of a medium-density type of people mover — handling fewer people per hour than a heavy rail or subway-type system, but more than a typical city transit bus using a reserved busway.

"The biggest customers for this new type of fixed-guide-way, electric public transportation vehicle are medium-sized cities like Buffalo, Rochester, Portland, Seattle, Cleveland and

## Q and A

### Retirement Requires Planning

Retirement is serious business, just as important as the years of work that went into reaching that goal. Personnel authorities insist that three years is not too far in advance to start planning an orderly withdrawal from a regular job. The following is a selection of questions frequently asked about retirement.

**Q. What classes of civilian service may be credited for retirement?**

others of that general population," he says.

The SLRV's birth began in 1971, with an UMTA grant to the Massachusetts Bay Transportation Authority. Bids were opened in February 1973, and Boeing's winning offer was translated into an actual working vehicle by October 1974.

The going price for one of the SLRVs, including all equipment and taking inflation into account, is now about \$300,000, which is \$200,000 less than for a new subway car.



Former UMTA Administrator Frank C. Herringer with Boeing-Vertol executives in front of the new "super-trolley" at the Philadelphia manufacturing plant.

### Anniversary—*from page one*

About 42,000 deaths were prevented and more than 125,000 persons were otherwise assisted by Coast Guard personnel.

In addition to its traditional assignments, the Coast Guard has undertaken major new missions, especially in the area of environmental protection. Three strategically located "strike teams" respond to about 60 major pollution incidents each year. The teams are poised and ready to travel within two hours with full equipment, communications and manpower.

A. Credit may be given for all service performed as an employee of the Federal Government or the District of Columbia Government, including such service which was covered by social security.

**Q. Must the service involved be consecutive, or may separate periods of service be counted?**

A. All service is creditable, regardless of breaks in employment.

**Q. May periods of separation from service be counted?**

A. No, with two exceptions as follows: (a) Any separation which is three calendar days or less is not considered a break in service and the time is counted. (b) Credit is allowed for time during which an employee is separated from the service while in receipt of employees' compensation if he is later reemployed as a member of the Civil Service Retirement System.

**Q. May credit be allowed for service for which no retirement deductions were taken?**

A. Yes, provided the employee became a member of the retirement system after such service was performed.

**Q. How is credit given for service which is performed on an intermittent basis?**

A. Only the actual days worked may be credited.

**Q. Is extra credit allowed for unused sick leave?**

A. Yes, where the employee retires on an immediate annuity or dies, the time represented by the unused sick leave is added to the employee's actual service used in computing an annuity.

The Coast Guard recently proposed rules and regulations for licensing, construction and operation of deepwater ports.

Looking to the future, the Coast Guard is planning for increased offshore law enforcement patrols if Congress creates a 200-mile maritime economic zone. The new zone would equal about one-third the size of the nation.

Its 185th birthday finds the Coast Guard ready to give vital service to the nation wherever it is required.

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Aircraft like this sleek Sabre 75A jet are gradually replacing the fleet of ancient DC-3s the Federal Aviation Administration uses for flight inspection of aerial navigation aids. Fifteen Sabreliners, five Jet Commanders, and one King Air turboprop will replace 44 DC-3s and three T-28s by early 1976. FAA officials report the new aircraft will be twice as productive as the DC-3s, meaning about 24,000 fewer flying hours per year to do the same job, and an annual saving of about \$7.7 million.

## Women—*from page one*

cal qualifications to handle the required tasks.

The Federal Highway Administration awarded the 30-month contract to Northern Vocational Training Company which also will be responsible for providing lodging, meals, transportation to and from the training sites and periodic reports on the trainees' progress. George Krynsky in the Construction and Maintenance Division of FHWA's Office of Highway Operations is the contract manager.

A nationwide recruitment program is underway including women's organizations in various areas of the country.

Further information about the program is available from Welcome Bryant, vice president and general manager of Northern Vocational Training Company, 322-4705.

*We've Got it All Together*

## DOT Headquarters Building Is Hub for Goods and Services

Need to borrow money, out of stamps, like a snack, a lunch, a haircut, give flowers, take a vacation, buy a handbag, jewelry, radio or TV, take a train, lose weight, shape up, read the latest consumer-type magazines, open an account at a bank? Have car trouble and want to know what's wrong? Want to buy a new one at discount? Anything else?

Well, you need "want" no further if you're looking for any of the above. They're available for your pleasure and convenience in the Nassif Building, FOB 10A, and at Trans Point.

Serving the needs of DOT employees at all three buildings is the Transportation Federal Credit Union. Hours are from 9:30 to 3:30 at Nassif, and the same for FOB 10A. The Trans Point branch is open every Tuesday and Wednesday from 9:00 to 3:30. The latest consumer-type magazines are available in the credit union offices for those interested in finding a good buy in just about everything. Metrobus tickets are also available and postage stamps are sold by the pack.

Cafeterias are open at the Nassif Building, FOB 10A, and Trans Point on weekdays. They are run on a private enterprise basis. Hours at the Nassif Building location are posted at the stairway at the 6th Street and Plaza level leading down to

the cafeteria, which is on the first level of the underground parking area. AT FOB 10A, the cafeteria is on the second floor. The executive dining room is open only from 11:30 to 1:30 in Room 213. Trans Point's cafeteria is located at the ground level of the building at the southern end.

Flowers are sold by sidewalk vendors, weather permitting, in the center court of the Nassif Building. There is a fruit stand near the northwest corner of the Nassif Building.

### Train Reservations

Vacation services—package tours overseas and across the nation—to Bucharest, California or anywhere in between—are available through membership in the DOT Employee Recreation Association. Insurance—both life and dental protection plans—are also available to members. The store, located in Room 4338 of the Nassif Building, also sells watches, radios, jewelry, pots and pans, handbags, travel bags and other items. TV sets can be ordered. That's not all—come see. They're open from 10 to 2:00.

The Amtrak reservation office in Room 2316 of the Nassif Building can fix up you or your family for "anywhere rail in the USA can take you". Call 60207 for information.

There's more.

Want overseas hotel information and reservations for business or pleasure? Interested in making reservations and obtaining a business trip? Getting confused with passport and visa applications? Ask the travel office people in Room 5402, Nassif Building, or phone 64867 during office hours.

There's a snack facility which can fix you up with a quick lunch or a candy bar, at the northwest corner, Room 2105, Nassif Building. At FOB 10A, it's located in Room 530. The Trans Point room number is 3311. Snack bars in the three buildings, generally follow the average working hours of most employees. In the Nassif Building, they're open earlier—about 7, and close at 3:45.

### Sell Your Car?

Want to buy a new car and save money? You can get information from your DOT/ERA Store that will help you save a bundle. Your Credit Union, too, stands ready to help you with the best possible financing.

Want to sell your car, camera, house or boat? Call Mary Ault on 62458 and let her help you get your ad on DOT bulletin boards. In FOB 10A, call 63915.

Men, is your hair getting too long? Let Nick take care of you. The barbershop, located in FOB 10A on the third floor, northeast corridor, is open from 7:45 to 4:15. For appointment, please call 68622.

Need to lose some weight? Want to tone up those sagging muscles? The Coast Guard's exercise facility located in DOT's Penthouse may be the answer. Call 61609 for further information.

Have a boat, know someone who does, or do you want to learn how to handle a boat safely and under different conditions? Want to have your boat examined for safety free of charge? Call 61079 for information, or visit Trans Point Building, Room 4302. After-hours call 426-0236.

Tickets while you wait are available at the Amtrak reservation office in room 2316 in DOT headquarters.



Add to your savings, take out a loan, buy stamps or bus tickets at any of the three DOT Credit Union offices. All DOT employees are eligible for membership.



Flowers to brighten an office, put a smile on a friend's face, or just to make you feel good are available in the courtyard of DOT headquarters.



The DOT employee recreation association offers reduced-rate travel and bargain prices on a wide variety of merchandise, such as radios, jewelry, pots and pans and other items.



## White House Fellow

# Year Spent Learning, Doing

Dr. William F. Hamilton, 36, will complete his year as a White House Fellow on August 31. For the past 12 months he has served at the Department of Transportation as special assistant to both former Secretary Claude S. Brinegar and Secretary William T. Coleman, Jr.

Dr. Hamilton will return to the University of Pennsylvania in Philadelphia where he is an associate professor of management and community medicine. He holds joint appointments in the university's Wharton School and the School of Medicine, and serves as Director of Research and Development in the Leonard David Institute of Health Economics. He has received awards for outstanding teaching and has written extensively on management, systems analysis and health care delivery.

He received B.S. and M.S. degrees in engineering and a M.B.A. in industrial management from Pennsylvania. He studied at the London School of Economics and was awarded a doctorate in applied economics in 1967.

(Dr. Hamilton was interviewed by DOT News writers Howard Coan and Carol Sanger.)

### Dr. Hamilton, What is the purpose of the White House Fellows Program?

The program was initiated in 1964 by John Gardner, who was then president of the Carnegie Foundation, and approved by President Johnson. The general purpose is to expose young people to the pressures, problems and opportunities available in government so they can deal more effectively when they return to private life.

That group with the perspective gained in the government, would be available in years to come to serve in government capacities and as resources to government in a broad range of fields.

In general, a White House Fellow is assigned as a special assistant to a Cabinet Officer. The Fellow's tasks will depend on the particular agency and the personality of the individuals. The work will range from trips with the Secretary to confidential discussions on policy issues.

### How did you get interested in the program?

I first read about it four years ago in a newsletter in the management field. Each year I'd look at the program, see the 35 age limit and figure I had time. Last year I pulled it out and realized I didn't have any more time since I was then 35, so I applied. I was accepted and took a leave of absence at Wharton.

### How were you chosen as a White House Fellow?

It's a very rigorous selection process and I feel very fortunate to have been selected. There were about 2,000 applications and 15 Fellows were selected. I remember most the three-day weekend the 31 national finalists spent with the Commission on White House Fellows at Airlie House in Virginia where the Fellows were picked. We had constant meetings and interviews with Commission members for three days.

My group has 11 men and four women. Four of the men are military officers who might

one day be members of the Joint Chiefs of Staff. Four Fellows are professors.

The Fellows are sprinkled throughout government such as at the Economic Policy Board, special assistants at Defense, HEW, HUD, Commerce, the Office of Management and Budget, and several in the White House. By getting on the phone with each other, we can pretty well find out what's happening in government.

I'd like to stress that this is a totally apolitical program. I was never asked, and as far as I know, no one ever knew my political background.

### Why did you select the Department of Transportation to work in?

I knew very little about transportation, but most of my academic background has been in corporate planning and management. Both former Secretary Brinegar and I have Ph.D.'s in economics. We had a 15-minute interview session scheduled that stretched into 45 minutes. I jumped at the chance to work with him, and now feel very fortunate to have the opportunity to work with Secretary Coleman. So many of the current problems in transportation involve management and economics.

### What do you consider your major projects and responsibilities in your year here?

You have to remember the program is a Fellowship program. The important emphasis is on exposure and making opportunities available for learning. At DOT, the White House Fellow has traditionally worked on a variety of issues as they come to the attention of the Secretary.

For me, the dominant problem has been the Northeast rail crisis. I've worked closely with the Secretary, Deputy Secretary, TPI, TGC and FRA in planning an analysis of very difficult transportation problems. As an economist, I have focused on the economic and management issues of rail reorganization. I assisted in organizing a panel of well-known economists to provide inputs for policy decision-making.



In another effort, I worked with a task force organized by former Secretary Brinegar which worked out a program of improved auto fuel economy. I also participated in the development of a DOT strategy for negotiating improved piloting arrangements on the Great Lakes that ultimately resulted in a U.S.-Canadian agreement.

### What have you learned from your year as a White House Fellow?

First, I have developed a great deal of respect for the high calibre of people in government contrary to the view generally held in the private sector. I admire both their competence and their commitment. Second, I will go back to the university with a much greater appreciation of how complex are the problems that

face Cabinet officers and how wide-ranging are the implications of their decisions, such as the effect of the design of future transportation systems. There are many other factors that a top government executive must take into consideration when making a decision.

Third, life as a government executive carries with it tremendous pressure from a number of sources—from a variety of constituencies serviced by transportation, from interests associated with the development of transportation systems, from Congress and from other parts of the Administration.

### What kind of education program does the White House Fellowship provide?

The White House Fellowship provides an extensive education program. We meet three or

four times a week with leaders in government and international affairs for frank, off-the-record discussions. Just in the past month we've met with Secretary (of Labor) Dunlop; Secretary Coleman; Senator (Hubert) Humphrey; NASA Administrator James Fletcher; Charls Walker, a lobbyist and former Undersecretary of the Treasury; the presidents of IBM, U.S. Steel and the American Medical Association; and the ambassadors of Zambia and Kuwait.

Another aspect of the program is the opportunity to meet with leaders beyond Washington to understand the viewpoints of those in different parts of the country as they sometimes differ from those in Washington.

The group was in Alaska in winter when it was so cold you never walked outside more than 20 feet. We flew along the route of the Alaskan pipeline. Our next trip will take us to Egypt, Kuwait, Iran, Zambia, Kenya and Nigeria and expect to meet with top government officials in each country.

### Do you think you will do any further work in transportation?

As one who is returning to Philadelphia — home of the Penn Central and soon to be the home of ConRail—I'm sure I will retain a strong interest in the development of the nation's rail system. I also plan to work very closely with the transportation management and economics group at Wharton.

## Sea Bags Packed

# Coast Guard Oil Spill Unit on 24-hour Call

Whether it's a 12-million gallon oil spill in the Strait of Magellan or a chemical leaking into a small midwestern stream, the National Response Center (NRC) at the Department of Transportation headquarters in Washington, D.C., is the place to call to get something done about it.

As pollution problems continue to grow, the NRC plays an increasingly important role daily. Operated by the Coast Guard, it is staffed by five Coast Guard officers on a 24-hour per day basis.

The NRC's main function is to act as a communications link for the National Response Team on emergency pollution matters requiring involvement at the national level. The National Response Team is comprised of representatives from ten Cabinet-level U.S. agencies.

The Coast Guard is the natural choice for developing and operating the NRC because of its extensive background in handling pollution matters and its already existing response center and communications network that had been established for other Coast Guard activities.

Since the NRC commenced operations on August 5, 1974, its staff has monitored over 400 major pollution incidents and transportation accidents involving hazardous materials.

The NRC also has immediately available the Hazard Assessment Computer System (HACS) and other components of the Chemical Hazards Response Information System (CHRIS) which was developed by the Coast Guard to quickly provide emergency information on the properties and hazards of a large number of chemicals.

### International Reputation

Although the NRC was organized to handle pollution incidents within the continental United States, its capability and experience are gaining it an international reputation.

Earlier this spring, the NRC was involved in four major pollution incidents at one time, spread throughout the world from Singapore to the Mississippi River, to Pennsylvania and the Caribbean.

The NRC's primary tools are the telephone and an extensive

teletype communications network. Its toll-free telephone number (800-424-8802) forms the basis of a nationwide pollution reporting network.

If regulations on federal notification of pollution incidents proposed by the Coast Guard are adopted, most of the pollution incidents occurring in the United States will be reported to the NRC via that number.

A typical reporting scenario might involve a private citizen or manager of an industrial concern sighting a pollution incident and reporting it to the NRC on the "800" number.

The NRC would then quickly notify the local federal agency responsible for pollution control. In cases requiring resources beyond what is available locally, the NRC would coordinate requests for further assistance or information.

In the meantime, the NRC duty officers continue to maintain a constant, 24-hour-per-day vigil guarding one of our environment's most important ecological resources—its waterway system—against pollution.