

# DOT Today



Moving America Together

## They Also Served

### Celebrating the 50th Anniversary of the Coast Guard Women's Reserve

by PA2 Robin J. Thomson

When we think of the 1940s, war bonds, ration cards, and tearful good-byes at train stations come to mind.

To the soldiers, sailors and airmen of the time, World War II wasn't a far-off conflict. It was reality. Thousands left to fight overseas. And in this war, the mothers, daughters, sisters, wives and fiancées left behind by their brave young men wanted to do their part, too.



When World War II began, the Coast Guard and other services found themselves in need of more men at sea and more troops on foreign soil. They acknowledged that filling U.S. shore jobs with women would allow more men to serve elsewhere.

On November 23, 1942, legislation was approved creating a new arm of the U.S. Coast Guard, one that would pave the way for Coast Guard women of today: The Women's Reserve. Also known as the SPARs, the reserve force was nicknamed for the Coast Guard's motto—Semper Paratus, Always Ready. The women were under military direction, and as such, were subject to assignment according to the needs of the service.

Soon after the legislation was passed, the recruiting drive began. Although military services had been recruiting for many years, SPAR recruiters faced two challenges—recruiting women for a new reserve force for the first time and recruiting them for one of the least-known services. Coast Guard Headquarters in Washington issued a memo for SPAR recruiting officers, telling them not to sit in an office and wait for the women to walk in. They were told to go out into the field and talk to prospective applicants and their families.

All SPAR applicants went through processing, pretty close to the enlistment procedure of today, wading through a mountain of forms, interviews, physical

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During the week of Nov. 17–23, more than 900 veterans of the SPARs gathered in Washington, D.C. for their 50th reunion. Former Capt. Dorothy Stratton, the first SPARs leader, greeted her fellow reservists from the deck of the cutter named in their honor.



Jay Carroll

Left: Former SPARs leader, Capt. Dorothy Stratton, cuts the anniversary cake aboard the Coast Guard Cutter SPAR Nov. 20. Right: Mary Cook, a SPARs recruiter in the 1940s, brought her service photos to the November reunion.

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## High Speed Rail—Swedish Style

A new generation of passenger trains, commonplace in Japan and Europe, is being tested in the United States. Last month, the X2000, a Swedish-built train, arrived at Washington's Union Station. If all goes well, Amtrak will be running a test of the new train in revenue service (meaning passengers will be welcome) beginning in January and running through May, on the busy Washington to New York (Metroliner) run. Regular use of trains like the X2000 in the United States is still a few years away, but this marks an exciting new chapter for train travel.



Jay Carroll

### Europe Leads the Way

In the 1960s and 70s, Swedish railways were losing more and more passengers to cars and planes. The response: The X2000, which began service during September 1990, between Sweden's two largest

cities, Stockholm and Gothenburg, a distance of about 283 miles. Since then, the demand has increased the schedule from a single daily round trip to seven per day, and air travelers are now leaving planes behind for the ease of using X2000 service. During the last two years, the number of people choosing trains for traveling that route in Sweden has risen from 38 percent to 52 percent. Amtrak is hoping for the same results in the busy Northeast Corridor.

Initially, the X2000 will run at up to 125 mph, as fast as the fastest trains now operating from Washington to New York. With high-speed trains like the X2000, Amtrak hopes to cut travel time in the future, and further compete with airlines for business travelers. Right now, train service accounts for about one-third of the business travelers between Washington and New York. Amtrak hopes that with faster trains, the share can be increased by at least one-third.

There are many advantages to the Swedish-built train. First, it can run on existing Amtrak tracks, unlike the "bullet trains" of France and Japan, which must have special tracks and dedicated,

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exams and tests. Between 1942 and 1946, more than 10,000 women volunteered for service.

The average woman applying was a single, 22-year-old high school graduate who had worked for more than three years in a clerical or sales job, earning \$26.94 per week. Chances were she came from Massachusetts, New York, Pennsylvania, Illinois, Ohio or California.

Like their male counterparts, SPARs went through basic training. Enlisted SPARs trained at a variety of places, from a college campus in the Midwest to the Coast Guard training station at Manhattan Beach, N.Y. Basic training was a mad rush of classes, physical education, aptitude tests, physical exams, shots, drills, mess detail and standing watch. "We fell into the routine easily, working hard, trying to finish each day's work and keep our rooms ship-shape as well," said former Yeoman First Class Margaret Gorley Foley.

The first SPAR officers were former Navy WAVES who volunteered to transfer to the Coast Guard and attend the Naval Reserve Midshipman School in Northampton, Mass.

Six months after the recruiting drive began, a training center just for SPARs was established at the old Palm Beach Biltmore Hotel in Florida. Although it sounded glamorous, when SPAR training began in June 1943, the 430 rooms given up by the Biltmore were a "far cry" from the original decor. Walls were knocked out, partitions built, rich decorations removed and the first 900 women reported aboard. The former "Pink Palace" had changed to Coast Guard blue.

Over the next 18 months, more than 7,000 women were trained at Palm Beach. The Biltmore became home to schools for the SPARs yeomen, storekeepers, cooks and bakers. Not only were the SPARs the pioneers for today's Coast Guard women, they were also the first women to attend a military academy. During the war, the Coast Guard was the only service that trained women officer candidates at its academy.

No matter where they received their initial training, after training women were either assigned to a specialized school or directly to a job in the field. The commandant of the Coast Guard sent



word to field commanders that they were expected to use SPARs wherever possible to release men for duty elsewhere. Well over half of all Coast Guard men were at sea duty during the war. The first

SPARs of 1942 had filled shore jobs only in the continental U.S. Finally, in late 1944, Congress relaxed its ruling that kept service-women state-side, allowing them to serve in Alaska and Hawaii.

Although all enlisted SPARs weren't automatically slated for clerical work, a large portion did become yeomen and storekeepers. But many worked in specialized fields, including chaplains' assistants, boatswains' mates, ship's cooks, and vehicle drivers. One field opened to women during the SPARs years was aviation, although only 18 women were rated parachute riggers, 22 as Link trainer operators and 12 as air control tower operators. Finally, a small number of women became radio technicians, performing the fundamentals of radio repair and maintenance.

But, the Women's Reserve was never intended to be a permanent branch of the service, and the day finally came when World War II was over. Following VJ Day in August 1945, the demobilization effort began and SPARs were discharged gradually along with the men of the reserves.

"Along with our GI shirts and regulation oxfords, we were taking away many tangible things that should be of value to us for the rest of our lives," said former LT Kay Arthur, co-author of "Three Years Behind the Mast: The Story of the Coast Guard SPARs." "Increased tolerance, a new sense of self confidence, a better idea of how to live and work with all kinds of people, and a keener recognition of our responsibility as world citizens." ■

## High Speed Rail... continued from page 1

protected rights-of-way to reach their highest speeds. Second, the train can go 20 to 30 mph faster in the curves, thus making up valuable time along the route. This is because unlike the axles of conventional trains, those on the X2000 pivot independently, allowing the train to maintain its speed safely into curves without

causing passengers discomfort. The way it works is that a system of sensors and micro-processors feeds into each car, causing it to tilt, counterbalancing the centrifugal forces that passenger usually feel going through curves. And finally, the X2000 is kind of the environment. Its clean electric technology emits no harmful pollutants, and it uses nine times less energy than an airplane.

## Testing, Testing

The trainset, designed and built by Asea Brown Boveri AG (ABB) of Sweden, is on a nine-month loan to Amtrak from Swedish National Railways. The agreement marks the fourth time a foreign-made, high technology train has been tested in the Northeast Corridor (previous trains were from Canada and Spain). As FRA completes the safety testing, Amtrak will be collecting lots of electronic data from the train itself during the next few months of testing without passengers, then paying close attention to passenger reaction when the train goes into limited revenue service in late January. Consumer feedback will be important. Amtrak will be experimenting with the menus and offering special services on board, such as three different audio channels passengers can enjoy through headphones at their seats. If you're one of the lucky ones, when you travel between Washington, D.C. and New York anytime from late January through May, 1993, you just might end up on the X2000. And bring along your



The trainset is composed of six blue and silver cars, with a total passenger capacity of 203.

There's even a conference room in one car, where business travelers can have a private meeting.

Seating throughout is two seats on one side, facing each other; a single seat on the other, all with attractively finished wood tables.

personal computer or modem, if you like. You can plug it in right at your seat location.

Amtrak engineers and other personnel went to Sweden last year to study the train, and found that the area where the X2000 was first used in Sweden is remarkably similar in terrain to the Northeast Corridor. FRA and Amtrak officials say the train is particularly well suited for traveling the twisting rails along the Rhode Island and Connecticut shorelines between New York and Boston. One project still unfinished could hold things up. The track between New

Haven, Conn. and Boston (some of it built in the 19th century) is not yet electrified; however, that project has been federally funded and track electrification should be completed by 1997. The X2000 will be tested next spring on the non-electrified track in the New Haven/Boston area with the help of two turbo locomotives that will tow it.

Testing and demonstration programs like those with the X2000 will continue to provide needed operational, engineering, and market information on high-speed rail in a real operational environment. ■

# DOT Today

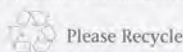
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The deadline for the January 1993 issue is December 18.



## Man in Red Suit Petitions DOT

**S**anta Claus has submitted a petition to the Department of Transportation, requesting permission to engage in air travel to various points throughout the United States for one night only: December 24. A flight certificate and an inspection of his vehicle are pending, but a spokesperson for Claus said permission has been granted every year since he can remember.

Claus wishes to engage in "air commerce" pursuant to the Federal Aviation Act. That is, he intends to deliver cargo of all sizes and shapes to be carried in a sack-like container. He will not take on persons or property at any point—just deliver.

In his application, Claus described himself as a citizen of the world, residing at the North Pole, and as such may be considered a global

foreign aircraft operator. He claims to provide a vital and specialized transportation service.

His destination is listed as "the dwelling places of good girls and boys, as well as adults of goodwill." Similar operations are to be conducted worldwide concurrently on the same date. The applicant notes that his operating proposal will meet the essential air service requirements of countless small communities, and will also serve the major transportation hubs in all regions.

The applicant says he anticipates using a miniature sleigh to be powered by eight tiny

reindeer, with the possible addition of a ninth reindeer equipped with a special air navigation warning light (red) in the event of fog or heavy snow.

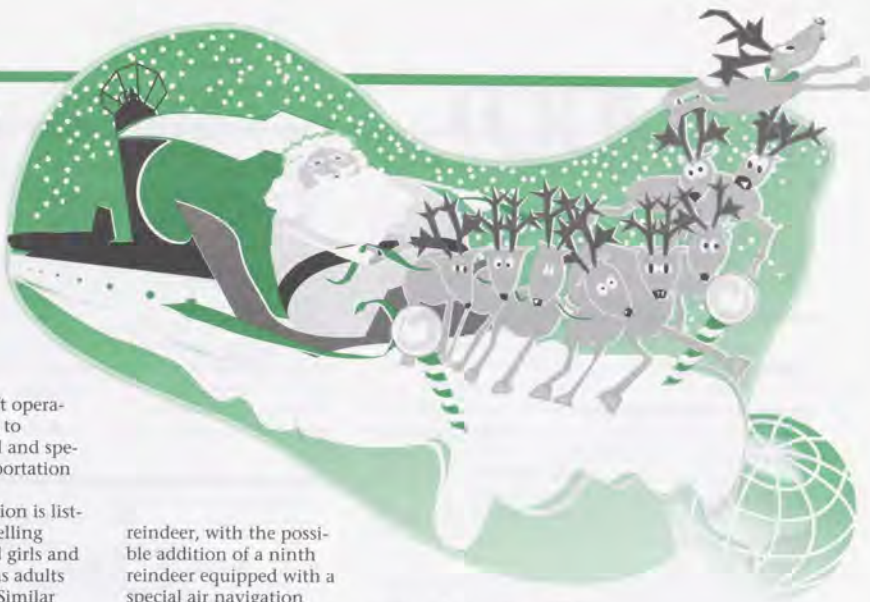
Although Claus admits there will be some noise exposure associated with landings and takeoffs (primarily a clattering of hooves), exposure will be limited almost exclusively to rooftops. The applicant says he is not aware of any prior complaints being filed in response to this noise, and maintains, therefore, that the

proposed operation will have no significant adverse environmental impact. Indeed, he anticipates operations will significantly enhance the quality of the global environment.

The equipment mentioned in Claus' proposal has not been officially certified by FAA or any foreign government. But, there is evidence that it has operated for centuries with-

out any accidents and obviously must be air-worthy.

Although public comment was invited on the Claus proposal, DOT says that no one has opposed it and, in fact, Claus has produced several million letters of support from children of all ages. The department is expected to act on the proposal after checking it twice. ■



PH: Shelley Freier

**MK1 David Bellairs, Aids to Navigation Team San Francisco, removes the outdated air-driven foghorn to make way for the modern electronic horn on Alcatraz Island. The Coast Guard is expected to donate the old foghorns to a historical organization for refurbishment.**

## The Last Foghorn

**T**he San Francisco Bay once had 51 foghorns. Last month, two Coast Guard technicians removed the last one from its perch on Alcatraz Island. In its place, they installed electronic equipment that emits a high-pitched, electronic beep to warn ships in the Bay.

Replacing the romantic sound that used to cut through the fog had little to do with killing romance, says the Coast Guard. Foghorns are just not useful in a high-tech world. The low, spreading sound doesn't tell ship operators very much about where a danger might be in the fog. Maritime people say even the beeps might be replaced in the next few years, when it is expected that ships will rely totally on radar and other electronic warning systems.

Before the foghorns, various other warning methods were tried. In 1857, a large gun was fired every half hour from Point Bonita when there was fog. This proved not very cost effective as far as ammunition goes, though, because no one realized that Point Bonita gets about 1,000 hours of fog every year. And just think about the poor guy who had to fire the gun every half hour.

Later, a 4,000-pound bell was hooked to an automatic striker. Every few seconds, a sledge hammer was slammed against the bell making a loud sound to warn ships. The bell was powered by huge weights that dropped down like the ones on an old chiming clock. An air-powered siren was first used around 1903, but that proved hard on the ears of the residents trying to sleep on foggy nights. Since then, the familiar, two-tone sound foghorns have been used instead.

Wayne Wheeler, president of the U.S. Lighthouse Society, accompanied the Coast Guard workers and reporters to Alcatraz to hear the foghorn one last time. "There was a cacophony of sound on the bay years ago," he said. "There were bells, whistles, reed trumpets, sirens. It was incredible."

Now there is an electronic beep. How romantic. ■

## FAA Weather and Flight Service Systems Practices What it Preaches: Quality

**W**hen it comes to improving the quality of work products and services, FAA's Weather and Flight Service Systems Directorate (ANW) is a true performer. A recipient of both the 1991 FAA Quality Management Award and the 1992 Secretary's Annual Quality Award, ANW actively involves employees and contractors in making improvements using Total Quality Management principles and practices.

Success stories include developing a reporting system for measuring operating conditions of the Automated Weather Observing System; establishing an interim communications hub for collecting automated observations; and early implementation of a Direct User Access Terminal Service in Alaska.

Key to achieving these results is ANW's emphasis on customer and supplier involvement. Quality action teams such as the Meteorologist Weather Processor program team includes members from outside the organization. This direct input goes a long way towards resolving complex problems.

ANW's commitment to achieving excellence through these efforts will provide FAA meteorologists with improved weather information and improved air flight safety for the public. ■



# AroundDOT

Items for Around DOT are compiled from news releases, wire stories, trade journal articles and information provided by the various operating administrations. Note: ISTEA refers to the 1991 Intermodal Surface Transportation Efficiency Act.

## Headquarters

### Statistics Bureau Established

Secretary Card recently announced the formation of the Bureau of Transportation Statistics, and named Robert A. Knisely as the deputy director. The Bureau was established under the ISTEA of 1991.

The Bureau's mission will be to issue guidelines for all kinds of transportation statistics the department collects, to compile and publish information on transportation, to help identify needs for new statistics to be collected, and make transportation statistics accessible to those inside and outside government.

Knisely has been special assistant to the secretary and director of DOT's Office of Drug Enforcement and Program Compliance since March 1991. He previously served as deputy assistant secretary for budget and programs.

### Orlando Gets Funds for Intermodal Terminal

DOT has awarded \$400,000 in federal transit funds to the Central Florida Regional Planning Commission to study and design an intermodal terminal station. The terminal is expected to be the hub for all of Orlando's transportation systems, including Florida's proposed maglev project, in which DOT is expected to invest nearly \$97 million over the next few years. When completed, the maglev train will carry passengers from the terminal station to Orlando International Airport. Eventually, the terminal will accommodate intercity commuter and light rail systems.

## Federal Transit Administration

### Administrators Clymer and Larson Attend Regional Conference

Record attendance of nearly 500 signaled the success of the first intermodal Eastern Area Conference held in Boston, Mass. November 16-19. Sponsored by the Federal Transit Administration (FTA) in conjunction with the Federal Highway Administration (FHWA) and the Northeast Transit Association, the topic of the conference was "Working Together for Mobility."

Participants focused on the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and its potential for transit agencies, and also gave

attention to issues relevant to the Americans with Disabilities Act and the Clean Air Act.

Both FTA Administrator Brian Clymer, and FHWA Administrator Thomas Larson participated in the Administrator's Round Table—a general session encouraging discussion and questions on ISTEA.

In a special presentation, Administrator Clymer, Deputy Administrator Roland Mross, and FTA Director of Communications and External Affairs Nancy Butler each received the Eastern Area Outstanding Leadership Award. The awards had a two-fold purpose: recognizing their dedicated attendance at all previous Eastern Area Conferences and expressing appreciation for their overall leadership and initiative on behalf of transit and transportation.

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## Federal Highway Administration

### Roadside Drug Testing Begins

As part of a federal effort to find out the extent of substance abuse in the trucking industry, a four-state pilot program of random roadside drug and alcohol testing has begun. Programs in Nebraska, Minnesota and Utah are under

way, while New Jersey is expected to have its program operational by the end of the year. Each state has a goal to test 10,000 or more commercial operators by the end of the year-long experiment. In addition to collecting data on drug and alcohol use, the pilot program will serve as a

chance to evaluate the feasibility of conducting this kind of random testing in the field. The states will employ a variety of testing locations on Interstate highways, state highways, and major roadways. Based on the results, the program could become the basis of a nationwide regime of random, on-the-spot drug and alcohol tests.



## Federal Railroad Administration

### Grade Crossing Accidents Decline

The number of people killed or injured as a result of accidents at railroad crossings continues to decline. FRA figures show there were 263 fatalities at highway-rail crossings during the first six months of 1992, a 15 percent drop over the same period in 1991. Accidents in the first half of 1992 totaled 2,380, compared to 2,642 for last year.

"Nationwide, highway-rail crossing safety has improved over the years, and we're pleased with the downward turn in accidents," said FRA Administrator Gilbert Carmichael, "but we recognize that efforts to promote safety must continue."

In addition to safety programs, FRA plans to promote research for better rail crossing warning signal devices and push to eliminate unnecessary crossing locations. "I believe that at least 25 percent of the nation's 174,000 crossings could be eliminated by the year 2000 with little or no adverse impact on the traveling public," the administrator concluded.

## U.S. Maritime Administration

### "Women Underway" Seminar

On October 26, at Buzzards Bay, Mass., a conference titled "Women Underway" brought together the nation's maritime leadership to learn about and share the concerns of women at sea and ashore. Sponsored jointly by the Maritime Administration and the Massachusetts Maritime Academy, the conference also provided students from the maritime academies with information on opportunities available to women in the maritime industry.

Those attending included Administrator Capt. Warren G. Leback, Office of Maritime Labor and Training Director Bruce Carlton and members of his staff Martha Johnson, Patricia Thomas and Thelma McDowell. MARAD regional employees, staff and midshipmen from the U. S. Merchant Marine Academy also attended, along with faculty from the state maritime schools.

Speakers included Administrator Leback and Dr. Jane Brickman, associate professor at the Academy.

## Saint Lawrence Seaway Development Corporation

### Seaway Corporation Officials Meet with Grain and Steel Execs

Officials from the Saint Lawrence Seaway Development Corporation met with U.S. grain and steel executives in Minneapolis in early November in an effort to increase trade from the Great Lakes region to foreign markets via the Great Lakes Seaway System.

The week-long meetings were sponsored by the Seaway Corporation and its Canadian counterpart, the St. Lawrence Seaway Authority. Seaway Corporation Chief of Staff David G. Sanders and International Trade Specialist Ron Rudolph were on hand to meet

with more than 100 executives from current and potential Seaway-using steel and grain companies.

Topics discussed included the Seaway's incentive tolls program, which offers shippers toll rebates and discounts for transporting qualifying cargoes via the Seaway System, and the newly-increased Seaway maximum vessel draft of 26 feet, 3 inches, allowing eastbound vessels to transport as much as 200 metric tons of additional cargo.

## Research and Special Programs Administration

### Final Rule to Regulate Marine Pollutants

Those materials identified as marine pollutants by the International Maritime Organization must now be listed and regulated in all modes of transportation. Many of the substances identified, such as pesticides and herbicides, are known to kill or retard marine life and to

accumulate in marine organisms causing potential danger to the food chain and risks to birds and other wildlife that eat fish or shellfish. The regulations will require not only materials carried by vessel to be properly packaged and labeled, but also those being transported in bulk by plane, train or truck.

## Federal Aviation Administration

### Fighting Terrorism

The FAA has proposed standards for explosive detection systems used at airports to screen baggage. The detection systems include automated devices that sound an alarm when they sense the presence of explosives.

The proposed standards are based on the best scientific, intelligence and investigative information available on how to combat the technological challenges of terrorism, the agency says.

It's unlikely that any single explosives detection technology will meet the performance requirements. The FAA expects combinations of existing technologies will have to be used until a new breakthrough is developed. The unclassified criteria were published in the Federal Register November 4.

### Orlando Grants

The Greater Orlando Airport Authority has received three FAA grants totaling \$39 million to improve aircraft access to terminals and to build a new international terminal. The largest grant—\$20 million—will be used to rehabilitate ramps to improve aircraft access to terminal areas, improve electrical systems and develop plans and specifications for reconstruction of a runway.

A \$10 million grant will go toward the construction of an international passenger terminal, an access road, and the installation of airport security equipment. The remaining \$9 million will be used to acquire land for a fourth runway and environmental mitigation.

### Friends of Florida

FAAers have contributed more than \$153,000 to help 200 of their co-workers victimized by Hurricane Andrew. The relief effort has already given \$100,000 to employees and continued to disperse money throughout the month of November. Any excess will be forwarded to Southern Region Headquarters as seed money for a relief fund in case of future natural disasters.

## U.S. Coast Guard

### Heading for Antarctica

On November 1, two USCG helicopters and a combined total of six crew members left Mobile, Ala., to rendezvous with an icebreaker off the Pacific Coast, then on to Antarctica as part of "Deep Freeze 1993." Eight other support personnel will join the team later. During the six-month deployment, members of Detachment 130 will be resupplying both U.S. and New Zealand coast guard stations. The team will also be working with scientists from the universities of Alaska and Wisconsin to service and install new automated weather stations. On board the USCG icebreaker Polar Star, crew members will also be collecting core samples of the Antarctic ice and the ocean floor.

### Coast Guard Sets CFC Record

People in the Coast Guard help others all over the world every day. The Combined Federal Campaign (CFC) gives the Coast Guard another opportunity to be of service, closer to home. Units of the Coast Guard in the National Capital Area have combined to



ADM Kime, Commandant of the Coast Guard, speaks at a CFC rally.

set a phenomenal record for this year's CFC. Total contributions were \$370,562.22—29.7 percent above the goal! All Coast Guard headquarters offices and units exceeded their individual goals, with Coast Guard Air Station Washington topping theirs by a whopping 94.6 percent. Total Coast Guard employment in the National Capital Area is 2,881, and 86.12 percent participated in CFC. There were 341 Eagle awards. The average donation was \$149.36 which, when combined with the participation, qualified the Coast Guard for the Chairman's Award and was just shy of qualifying for the President's Award. The generosity of the Coast Guard will pro-

vide a wide range of services for people in need.

### User Fees on Boats to be Phased Out

The president has signed legislation that will phase out a user fee on boat owners by 1995. Imposed two years ago, the tax was a \$25 to \$100 fee based on the size of the boat, and was applied to about 4.1 million boats. Effective immediately, all boats up to 21 feet no longer have to display the user fee decal. The maximum fee on boats 21 to 27 feet will be \$35; on those 27 to 40 feet, the maximum fee is \$50.

Beginning October 1, 1993, boats 37 feet and below will be exempt from fees, and by October 1, 1995, the fee will be repealed on all remaining boats.

## National Highway Traffic Safety Administration

### Study Recommends States Adopt 0.08 Blood Alcohol Level

A recent report compiled by NHTSA for Congress recommends that states adopt a 0.08 blood alcohol concentration (BAC) as the legal measure of drunk driving. Currently, 45 states and the District of Columbia have a BAC standard of 0.10. Secretary Card has sent letters to the governors of all 50 states recommending that they adopt the 0.08 level. The recommendation would apply to non-commercial drivers only.

### Test Results on New Cars

Seventy-one vehicles, all 1993 models, were recently tested by NHTSA. The agency plans to test 34 other cars from the 1993 model line in the next few months.

Here are the 15 cars with the best test results: Volvo 240 (with a head injury criteria (HIC) of 282 with a driver-side airbag), Chevrolet Beretta, Pontiac Bonneville, Toyota Camry, Dodge Daytona, Dodge Caravan, Nissan 240SX, Geo Storm, Cadillac DeVille, Ford Escort, Lincoln Town Car, Oldsmobile 88, Ford Taurus, Ford Aerostar, and Chevrolet Corsica.

Here are the 15 with the worst test results: Chevrolet AstroVan and Oldsmobile Achieva (both recording a HIC of more than 2,000, or twice the level at which an occupant has a high risk of sustaining serious brain injury or death), Chevrolet SportsVan, Dodge Ram Van, Hyundai Elantra, Isuzu Trooper, Nissan Pathfinder, Chevrolet S-10 pickup, Chevrolet Lumina, Volkswagen Passat, Buick Century, Chevrolet Caprice, Saturn SL2, Mitsubishi Galant, Dodge Dakota pickup.

### More Emergency Exits on School Buses

NHTSA recently announced a rulemaking that will require all full-size school buses manufactured after May 2, 1994 to be equipped with additional emergency exits. The amended requirement says that the number of exits must be proportional to the seating capacity of the bus. The basic requirement now used is either a rear emergency door or a left-side door and push-out rear window. As school bus capacity is increased, NHTSA requirements will provide for an additional side-door exit; the next additional one, a roof exit. The new ruling also requires that interior areas in front of exit doors be outlined with red, white or yellow reflective tape.

## Card Receives Maritime Commission's Highest Award

Secretary Card received the Federal Maritime Commission's highest award, a silver medal, for his role in pushing maritime policy reform. The Secretary was praised by Christopher L. Koch, Maritime Commission chairman, for "exceptional initiative and leadership." Koch said Secretary Card's work in reforming "decades of failed maritime policy and in support of renewing a vital, healthy U.S.-flag merchant marine stand out as the most serious, the most focused and the most honest in half a century of American political debate."

The effort to revise the country's maritime tax, subsidy and ship construction laws was unsuccessful during the 1992 session of Congress. ■

## DOT and D. C. Area Students Take a Stand Against Drugs

The National Federation of Parents for a Drug Free Youth sponsored its National Red Ribbon Week October 24-31. This year, the department participated by distributing Red Ribbon stickers and informational material on alcohol and drug abuse to employees, and sponsoring an essay contest for students from Anthony Bowen Elementary School, Hine Junior High School and the Transportation Technical Center at Cardozo High School. Selecting winning essays from among the many submitted was not easy. It was clear that students have a keen understanding of the drug problems facing them and their communities.

The eight winners were recognized at a headquarters ceremony on October 30. Melissa J. Allen, Deputy Assistant Secretary for Administration, presented each winner with a certificate and spoke to the students, teachers and parents present about the importance of remaining drug-free. Each winner also received a U.S. Savings Bond.

Students wrote on the subject, "What does being drug-free mean to me?" Here are some excerpts from the winning essays:

*Isha Evans, Anthony Bowen Elementary School, 3rd grade*

"(Being) drug-free makes me feel good. Drugs can kill you and kill you fast. I would like the little children to know not to do drugs."

*Bernard Evans, Anthony Bowen Elementary School, 4th grade*

"It means free. It means love. It means happiness. It means caring. It means joy. It means peace and no more violence and no more war. It means no more seeing dope needles and teenage kids on the corner selling and smoking dope."

*Dion Singletary, Anthony Bowen Elementary School, 5th grade*

"Drugs can even get you killed. I am sure that everyone wants to live to see a certain age like 75. If you use drugs you won't live to see that certain age."

*Shermonica Pittman, Hine Junior High School, 7th grade*

"Being drug-free also means that I, along with others, must get angry. We must get angry enough to say that it is no longer acceptable for our young men and women to be sent to an early grave."

*Le'aun Inabinet, Hine Junior High School, 8th grade*

"I have remained drug-free because I am too intelligent to do something as stupid as use drugs, and also because I have too much to look forward to in life and too many things to accomplish..."

*Dawud Holloway, Hine Junior High School, 9th grade*

"Being drug-free means I have a better chance of accomplishing my goals of being a basketball player, accountant, math teacher, a father of three, and having a loving wife."

*Flordaliza Llaneta, Transportation Technical Center at Cardozo High School, 11th grade*

"I truly believe that one youth making a commitment to stay drug-free will certainly make a difference in decreasing the number of people dying from the largest preventable cause of death in America. I, a youth in America, have personally declared war on drug abuse."

*Lonnie Crowder, Transportation Technical Center at Cardozo High School, 11th grade*

"Personally, I have witnessed the deaths of close friends and relatives. I have seen people turn from good to evil in almost a week's time. ...Being drug-free means just what it says, being free from confusion, and being free from pain and suffering." ■



L to R: Shermonica Pittman, Lonnie Crowder, Flordaliza Llaneta, Dion Singletary, Bernard Evans, Mrs. Evans, Isha Evans, Melissa Allen, Dawud Holloway



## Office Security During the Holiday Season

We are entering another holiday season—a time when many office buildings and employees are targeted for theft of government and personal property. It is important that each employee helps prevent those crimes from happening by following a few security reminders:

If you notice any suspicious persons in your office building or garage/parking areas, notify the guard force of your building immediately. If there is no guard force, advise the designated senior administrative official of your agency so they can notify local law enforcement.

Keep your purse, wallet, or other valuable items with you at all times or locked in a drawer or cabinet. Don't leave a purse in an unlocked desk drawer or a wallet in a jacket that's left on a chair or coatrack.

Never leave your keys lying about. If you are responsible for office keys, don't leave them on your desk or other unsecured place. Keep them locked in a desk, file cabinet or safe over which you have access control.

Question the identity of any strangers who enter your office area or any delivery or repair persons who want to enter an area restricted to employees. Don't be afraid to call for verification.

When you are working in an office after normal working hours, lock yourself in by closing and locking all exterior office doors. Be alert when alone while in the office and when going to or from the garage/parking area.

With the cooperation of all DOT employees, we should be able to minimize the loss of both government and personal property. Have a Safe Holiday Season! ■

## Legislative Update

### Election Results Bring Changes in Transportation Panels

The November elections will bring some important changes in the transportation-related committees of both the House and the Senate. Although committee memberships will not be completed until mid December, some key places are up for grabs.

In the Senate, the Commerce, Science, and Transportation Committee's Surface Transportation subcommittee lost its ranking minority member, Sen. Robert W. Kasten, Jr. (R-Wisc.), who was defeated by Russell D. Feingold. The Environment and Public Works Committee is expected to be chaired by Sen. Daniel Patrick Moynihan (D-N.Y.), who has been heading the committee since the death of Sen. Quentin Burdick (D-N.D.). A second vacancy on that

committee was caused by the retirement of Sen. Steve Symms (R-Idaho).

On the House side, no fewer than 12 vacancies exist on the powerful Energy and Commerce Committee. On the Public Works and Transportation committee, changes will occur in both the majority and minority leadership. Both committee chairman Robert Roe (D-N.J.) and ranking minority member J. P. Hammer-schmidt (R-Ark.), are retiring. Overall, there are 10 vacancies on the committee.

There will also be 10 vacancies on the Merchant Marine and Fisheries Committee. On the Appropriations Committee, chairman William Lehman (D-Fla.) and ranking minority leader Larry Coughlin (R-Pa.) of the Transportation subcommittee are retiring. The new subcommittee chairman is expected to be Rep. Bob Carr (D-Mich.).

Overall, this new Congress has the most freshmen members since the end of World War II. Nearly 25 percent of the House (110 members) will be new. The number of women in the Senate went from two to six, and 46 women were elected to the House of Representatives. ■

## December is National Drunk and Drugged Driving Awareness Month

It has been 10 years since the first presidential proclamation was signed designating the second week of December as National Drunk and Drugged Driving Awareness (3D) Week. This year, for the first time, the observance has been expanded from a week to the entire month of December, to keep the attention at peak level throughout the holiday season. Thanks to the efforts of the many participants in 3D Month—state and local governments, consumer groups, the media and others—awareness has been raised to a level where people are much more responsible when they party.

The idea of a designated driver to bring party-goers home safely is now an accepted practice. This year, the National Highway Traffic Safety Administration is asking people not only to be aware of the problem, but to do something about it. Take a Stand: Friends Don't Let Friends Drive Drunk. The goal is simple: Don't let the impaired driver get behind the wheel of a car. It's a tough stand. But 11 years of a National Drunk and Drugged Driving Awareness program has helped. We've watched alcohol use by drivers decrease steadily. The proportion of drivers killed in traffic crashes who were intoxicated decreased from 44 percent in 1982 to 37 percent in 1991. While this is encourag-

ing, it should not diminish efforts to further reduce the number of alcohol-related



**Friends Don't Let Friends Drive Drunk**

deaths on our highways.

Impaired driving is the most frequently committed violent crime in the country. Last year alone, more than 15,000 people were killed and 318,000 others injured in crashes involving alcohol and other drugs—and at a cost to our economy of over \$20 billion. We must do our part to prevent the tragedy caused by an impaired driver. DOT is asking friends and family to intervene before a tragedy happens. Your pledge to Take a Stand is a positive step toward saving more lives.

### Zero Tolerance for Youth

Another push of the program this year is for states to adopt "zero tolerance laws." More than 3,500 youths ages 15 to 20 died in alcohol-related crashes in 1990. Yet in every state it is illegal to sell or serve alcohol to persons under the age of 21. Because it is illegal for those under 21 to drink, it follows that it should be illegal for those under 21 who

have been drinking to drive. But few states have such a law.

A "zero tolerance" law would make it illegal "per se" for those under the age of 21 to drive with any measurable alcohol in their blood. Only four states have established illegal "per se" levels of .00 or .02 blood alcohol concentration for drivers under 21. Eight others have set levels between .00 and .06 for young drivers (typically those under 18—not 21).

To be effective, a zero tolerance law should allow a police officer to require a breath test from a driver under 21 if the officer has probable cause to believe that the driver has been drinking. If the driver refuses the test or the test reveals a measurable alcohol level, then the driver should be subject to sanctions, including loss of driver's license. Studies have shown that laws leading to loss of a driver's license can reduce alcohol-related fatalities. Many government, highway safety, law enforcement, insurance and health organizations are working to promote passage of license revocation laws in many states around the country. To find out more, call NHTSA at (202) 366-2722 or the National Transportation Safety Board at (202) 382-6810. ■

**And remember, this holiday season—Let's Take a Stand! Friends Don't Let Friends Drive Drunk.**

## Disability Awareness



More than 600 people attended DOT's Disability Awareness Open House at headquarters October 29. The event featured six specially-equipped vehicles on display, 32 information booths, and 12 computer displays geared to individuals with disabilities. Ruth-Ellen Ross, from the President's Committee on Employment of People With Disabilities, was the keynote speaker for the successful program. Organizers of the event were: From FTA: Charlene Wilder (committee chair), Richard Hartwick, Nancy Solkowski, Clarissa Swann, and Elizabeth Solomon; Sylvia Barney and Moira Egan, OST; Anne Audet, FHWA; Marcella Mullins and Neatha Sanders, FRA; Karen Piland, NHTSA, and Cecilia Goldman, OIG. ■



## Administrator Blakey Speaks at FARS Workshop

NHTSA Administrator Marion Blakey addressed the 18th annual workshop of the Fatal Accident Reporting System (FARS) last month in Baltimore, Md. Attending the one-day program were state analysts involved with FARS, their supervisors, and NHTSA headquarters and regional staff.

Blakey stressed the importance of the system and its contributions to highway safety. FARS, the department's internationally recognized data base, is the census of all fatal highway traffic crashes that occur in the United States. The information it provides helps identify traffic safety problems and provides an objective basis upon which to evaluate the effectiveness of many motor vehicle safety standards and highway safety programs.

As Blakey said, "With FARS, we can measure progress. For instance, we now know that child safety seats save about 200 lives per year. We know that since 1983, more than 30,000 lives have been saved by seat belts. When the new side-impact standard takes effect with the 1994 model year cars, we expect 500 fewer people will die in motor vehicle crashes."

The FARS workshop is conducted annually to train personnel in methods of coding data and reviewing quality control results and to serve as a forum for professionals to hear from industry experts. This year, speakers also included Robert Shearouse, newly appointed director for public policy with MADD (Mothers Against Drunk Driving) National and Baltimore County Deputy States Attorney, Howard M. Herker. ■

## Secretary's Cup Results

On Saturday, November 14, the U.S. Merchant Marine Academy football team defeated the U.S. Coast Guard Academy 42-0 at Kings Point, NY. Since the Secretary's Cup competition began in 1981, the Merchant Marine Academy has piled up eight wins, the Coast Guard, four. The Coast Guard Academy was victorious in 1990 and 1991. Shown here at this year's presentation of the Secretary's Cup trophy is (left to right) Merchant Marine Academy head coach Charlie Pravata; Maritime Administrator Warren Leback, and Merchant Marine Academy Superintendent, Rear Admiral Paul L. Krinsky. ■



Bob Wilson

# EmployeeForum

## January Pay Raises

The Office of Personnel Management recently issued proposed 1993 regular General Schedule pay rates, reflecting a 3.7 percent increase. These rates will be payable to General Schedule employees and the ranges for GS-13 through GS-15 apply to employees occupying PMRS positions. General Schedule employees covered by the interim geographic adjustment, special rates, or occupying law enforcement positions will also receive a pay increase in January 1993, but the rates are not yet available. The new rates are scheduled to become effective on January 10, 1993, with the first paycheck to reflect the increase scheduled for February 3, 1993.

### General Pay Scale

Providing a 3.7 Percent Increase Effective in January 1993

	1	2	3	4	5	6	7	8	9	10
GS1	\$11,903	12,300	12,695	13,090	13,487	13,720	14,109	14,503	14,521	14,891
2	13,382	13,701	14,145	14,521	14,683	15,115	15,547	15,979	16,411	16,483
3	14,603	15,090	15,577	16,064	16,551	17,038	17,525	18,012	18,499	18,986
4	16,393	16,939	17,485	18,031	18,577	19,123	19,669	20,215	20,761	21,307
5	18,340	18,951	19,562	20,173	20,784	21,395	22,006	22,617	23,228	23,839
6	20,443	21,124	21,805	22,486	23,167	23,848	24,529	25,210	25,891	26,572
7	22,717	23,474	24,231	24,988	25,745	26,502	27,259	28,016	28,773	29,530
8	25,159	25,998	26,837	27,676	28,515	29,354	30,193	31,032	31,871	32,710
9	27,789	28,715	29,641	30,567	31,493	32,419	33,345	34,271	35,197	36,123
10	30,603	31,623	32,643	33,663	34,683	35,703	36,723	37,743	38,763	39,783
11	33,623	34,744	35,865	36,986	38,107	39,228	40,349	41,470	42,591	43,712
12	40,298	41,641	42,984	44,327	45,670	47,013	48,356	49,699	51,042	52,385
13	47,920	49,517	51,114	52,711	54,308	55,905	57,502	59,099	60,696	62,293
14	56,627	58,515	60,403	62,291	64,179	66,067	67,955	69,843	71,731	73,619
15	66,609	68,829	71,049	73,269	75,489	77,709	79,929	82,149	84,369	86,589

## AIDS Awareness

December 1, 1992, has been designated World AIDS Day by the World Health Organization to bring attention to AIDS prevention and control. The American Association for World Health is coordinating the 1992 World AIDS Day effort with the theme "AIDS: A Community Commitment." DOT

joins with other federal agencies to promote AIDS prevention through awareness. On December 4, Ken Goodman from the Whitman-Walker Clinic will talk about HIV/AIDS, myths and truths, workplace issues, and how to speak with children about AIDS-related issues. The talk is from 10:00 a.m. to 12:00 noon in Rooms 9232-9234, Nassif Building. An interpreter for the deaf will be provided. All DOT headquarters employees are invited to attend. ■

## 11th Annual Federal Women's Week

"Women: Myths, Opportunities, Realities," was the theme of DOT's 11th Annual Federal Women's Week, October 19-23.

The Federal Women's Program Managers Intra-Departmental Council hosted a program during the week, featuring Sandra J. Campbell, public affairs officer, FAA Central Region, as the keynote speaker. Campbell, who began her 22-year federal career in a clerical position with the Department of Agriculture, worked for several federal agencies before joining the FAA in 1978, and worked her way "up through the ranks" to her current position.

The DOT audience, most of whom were women, listened closely as Campbell spoke. "We have new opportunities, unlike any we've had before," she said. "And we must help all women realize their full potential. To do so means to pass positive messages on to others."

Campbell spoke about some of the many issues facing women today including the "glass ceiling" in the workforce, child care, family and maternity leave policies, and sexual harassment in the workplace. She cited DOT as a leader in promoting diversity and improving the quality of work life for women.

In her closing remarks, Campbell said, "We need to keep chipping away at the old beliefs, stereotypes and myths...dispel the myths from your own consciousness. Seek opportunities to realize your full potential." ■

8 ■ D.O.T. Today

## Calendar

### DECEMBER

- National Drunk and Drugged Driving Awareness Month
- 1 World AIDS Awareness Day
- 11 FRA's Annual Holiday Charity Auction, 1 pm., Nassif Bldg., Rooms 8236-40. Call 202-366-9332.

### JANUARY

- 10-14 Annual meeting of the Transportation Research Board, Washington, D.C. Call Dr. Richard Pain (202) 334-2960.
- 20 Inauguration Day

### FEBRUARY

- 3-5 The Federal Executive Institute Alumni Association's Eighth Annual "Executive Forum," Reston, VA. (703) 476-5546.
- 12-14 Vermont Ski Party. There's still time to get in on the DOT Employee Recreation Association ski trip to Mount Snow in Vermont. Four per room, \$181 per person; 3 per room, \$191, and 2 per room, \$201. An \$80 deposit is due Dec. 17. Call Bill Gossard at 202-382-6566.

## Opening a Thrift Savings Account Can Mean Retirement Security

Open season for the Thrift Savings Plan (TSP) is now under way. Take a close look at this opportunity to help ensure your retirement security. It's smart to join the TSP. Here's why. As a retirement savings plan, TSP is a great way to save tax dollars, earn tax-deferred interest, and build a comfortable retirement income. Under TSP, you choose to put a certain amount of your pay into the plan instead of into your bank account or your pocket. The sooner you start participating, the greater the long term benefit. And any federal employee can take part in the TSP, even if you are part of the civil service retirement system rather than the newer FERS.

TSP helps you save on taxes in two ways. First, because TSP contributions are not taxed, you pay taxes on less income now and have more take-home pay than if you put the money into a traditional savings account. Second, your savings and interest are tax-deferred until you withdraw your money, which is usually at retirement when your tax bracket is lower.

TSP offers three market investment funds: the Government Securities Investment (G) Fund, the Common Stock Index Investment (C) Fund, and the Fixed Income Index Investment (F) Fund. You choose any or all the funds in which you want to invest. You can even transfer any portion of your existing account balance among these funds up to four times a year.

You also can't beat the TSP loan program if you need to borrow for purchasing a primary residence, to finance education, medical expenses, or to get a loan in cases of financial hardship. Best of all, you pay yourself back; all loan payments and interest are credited back into your TSP account.

You still have plenty of time to enroll in TSP during open season, which runs through January 31, 1993. If you are already participating in TSP, you can take this opportunity to change your contributions or shift money from one fund to another. ■