

DOT Today

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U.S. Department of Transportation



Moving America Together

The STUDENT EMPLOYMENT PROGRAM

by Naomi Taylor

More Than A Stepping Stone: Helping Young People Build Their Futures

In May 1965 President Lyndon Baines Johnson announced the Youth Opportunity Campaign, a vigorous effort to provide work during the summer for disadvantaged youth. The president directed government departments to identify meaningful work and training opportunities for young people ages 16 to 21, saying this was good for youth and would increase employment around the country. At the same time, private sector businesses were encouraged to get involved in the program and add at least one extra student to their work force. Students were encouraged to continue their education through the Youth Opportunity Back-to-School Drive when the summer campaign ended.

The National Student Employment Program (SEP) continues those initiatives for youth today. The program has five components, with the main purpose of attracting students to careers in public service. The programs are: Summer Employment, Stay-in-

School, Cooperative Education (Co-Op), Junior Fellowship and the Volunteer Program — making SEP an umbrella of opportunities for qualified young people. The program employs students from high school through graduate student levels. Candidates must meet eligibility requirements which include good academic standing. Except for the Co-Op and volunteer programs, students must also meet a financial criterion. DOT participates in all aspects of the program. The DOT program across the country employs between 1450 and 1500 students during an average school year.

Stay-in-School Program

The Stay-in-School campaign is the core of SEP. It brings students into federal departments like DOT to work, earn money, build a sense of what they can contribute to an office, and keep up a commitment to stay in school.

Benny Glenn, Chief of Employee Relations and Benefits for FHWA, has supported the program since the early 1980s. Glenn says his office has had good experiences and positive results with the students from the program. "We couldn't function without them," he says. "They pick up things rapidly. Sometimes they teach us," he laughs. "Even if we can't (permanently) hire some of them, we recommend them to other agencies for employment."

(continued on page 2)

From the Author:

At 17, being part of the SEP meant being in an atmosphere of organized operations and contributing to the flow of things. I learned to operate my first computer while working at the Department of the Navy as a high school Stay-in-School student aide. I worked in the staffing department of the civilian personnel department, typing lengthy desk audits for classification specialists. I was by no means the typist I am today but I did feel good about trying.

I was the youngest employee, and the staff acted as if it was a pleasure to have me there. I think back now and wonder if maybe I reminded them of their younger days and brought some amount of "life" to the office. We joked about the generation gap and they got a kick out of my youthful enthusiasm.

It's ironic, because now, 13 years later, I am a public affairs assistant and supervise two Stay-in-School college students, Jeffrey Cook and Kirk Gorman, who assist me in preparing newsclips for the Office of the Secretary here at DOT. We work to meet deadlines, have to pay strict attention to news material, and interact with all levels of people at headquarters. My supervisor is also a former Stay-in-School student who is now a public affairs specialist. He and I have talked about the program and share the belief that it is still a good one. I've

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shared my knowledge with the students and I tell them that this program is a good stepping stone, but it is up to them to successfully shape it and build on it.

Naomi Taylor



Our New Secretary of Transportation is Sworn In

On January 21, the day following President Clinton's inauguration, Federico F. Peña was confirmed by the full Senate as the new Secretary of Transportation. His confirmation followed appearances before the Senate Committee on Commerce, Science and Transportation and the Committee on Environment and Public Works. His prepared statement prior to his testimony detailed the practical experience he brings to his new position.

During the last 12 years, Secretary Peña has dealt with the "nuts and bolts" issues of transportation affecting communities and states. As mayor of Denver from 1983-1991, one of his major accomplishments was getting approval and beginning construction on one of the largest airports in the world, Denver International, scheduled for completion this year. In addition to the airport, Peña led a number of initiatives to boost Denver's economy, including a downtown convention center, and a

bond issue of over \$330 million for bridges, buildings and roads.

Before Denver voters elected him as the first Hispanic to lead Colorado's largest city, Peña served in the Colorado legislature for four years. In his second term, he was elected minority leader of the House, which led to his involvement with transportation and planning decisions statewide.

Before coming to DOT, Secretary Peña was director of the Clinton transition team's Transportation Policy group, getting, as he says, "a head start on the tasks at hand." In his statement before the Senate Commerce committee, he said, "I am looking forward to working with the dedicated and motivated employees in the Department of Transportation...to fundamentally improve our quality of life, our national economy, and our global competitiveness."

Secretary Peña was sworn in at DOT headquarters by Jon Seymour, Assistant Secretary for Administration. His wife, Ellen, and their youngest daughter, Cristina, were with him.



From the first day Secretary Peña came to the department, he has been making a special effort to get out to see and talk with employees. On Monday, January 25, he took to the halls of the Nassif Building, Coast Guard headquarters and FAA headquarters to meet informally with employees. He says he wants to do this often, and plans to visit as many DOT installations around the country as his schedule allows. ■

Dear Fellow Employee:

President Clinton has recently honored me by asking me to serve as the new Secretary of Transportation, a privilege I accept with great excitement and optimism.

The transportation issues we will face together in the months and years ahead are key to the health of our nation's economy, the daily quality of life of our citizens, and our ability to compete in the global marketplace. Our mission is a simple one: to

provide the finest and safest transportation system in the world. The goal is a challenge and the issues complex, but we have a great head start thanks to the work of many of you over the years. I'm confident that if we work together to forge a new vision for the Department of Transportation, incorporating the very best ideas from each of you, we'll succeed.

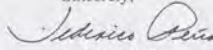
During my eight years as Mayor of Denver and four years as a state legislator, I had an opportunity to work with many of the DOT agencies as we tackled local transportation issues from highways to transit to building the country's first new major airport in 20 years. More recently, I've had the chance to work with a number of the Coast Guard's fine men and women. I look forward to

meeting many more of you in the months and years ahead.

I've been tremendously impressed with the expertise, dedication and enthusiasm of the DOT employees I've met so far, and would like to extend special thanks to Secretary Card, the Bush Administration appointees, and the career staff with whom I've worked in recent weeks. They have set the perfect example of how a transition should be handled, and I've greatly appreciated their cooperation, assistance and professionalism.

I look forward to working with you on the many exciting challenges and opportunities that lie ahead.

Sincerely,



Federico F. Peña

STUDENT EMPLOYMENT PROGRAM (CONT.)

Stay-in-School Students



Monzella Saunders-Owens was an undergraduate at the University of Maryland, studying government and politics, when her roommate, who was a Stay-in-School student aide at DOT, told her about the program. She applied to the General Counsel's Office in OST, and was also hired under the program. Management soon recognized her skill and potential, and offered her many opportunities. Saunders-Owens went on to law school and recently passed her bar exam. "Frankly, I didn't want to lose her," says Charlotte Boeck, administrative officer in the General Counsel's Office. Boeck reflected on her experience as Monzella's mentor. "She is bright, articulate and hardworking. I sent her to the toughest division in the office and she passed the test."



Lavinia Thomas practically grew up at the Federal Highway Administration (FHWA). She was in high school in 1985 when she became a summer aide at FHWA, and when she went on to college to study political science, she became a (Stay-in-School) student aide. The opportunity was there for her to stay with the same employer throughout her school years, and Thomas is now a personnel clerk in FHWA's Employee Relations and Benefits Office. "The money and experience has been great," she says, "but I really enjoy what I'm doing and I have learned a whole lot."



Last month, Michael Whittington took a permanent job at the Veterans Affairs Department. A computer science major from Bowie State University, who also worked as a system manager for UNISYS Corporation, Whittington was a former Stay-in-School student with the Coast Guard. He helped install personal computers and laser printers and assisted in updating a technical manual. He says the experience helped him "get his feet wet" and familiarized him with computer hardware, so he was able to land a good job even before he graduated from college.



Theresa Murray, currently a personnel assistant with FHWA's regional personnel office in Albany, N.Y., followed a path similar to Lavinia Thomas'. Murray started her student aide job when she was a senior in high school, and was a Stay-in-School student during college. Now, she's with FHWA as a personnel assistant. "Someone is always teaching you something," she says. "My friends from high school seem surprised when I tell them I'm still with the same office. But I'm glad to be here."

Summer Employment

Under SEP, more students are employed during the summer than at any other time of the year. Last year DOT's Summer Employment program hired 597 students. The summer program has proven to be a good way to introduce students, particularly high school students, to public service. In addition to the work experience, these young people soon discover that staying in school pays off. Summer employment with SEP can help students with upcoming school year expenses or tuition. Depending on availability, the student can also participate in other SEP programs that can create even more opportunities.

The Co-Op Program

The Co-Op program under SEP is targeted directly at students' professional development. The program offers career-enhancing work-study programs for college students, including on-the-job training in conjunction with the student's academic major. It is a cooperative partnership between school and employer to give students a well-rounded experience as part of their education. The Co-Op program also offers opportunities for possible employment immediately after graduation. Students receive college credit for their work experience and are eligible for tuition assistance and other benefits. The federal government is the largest employer of Co-Op students.

The Federal Aviation Administration (FAA) has 30 co-op students, a diverse group from around the country. They are receiving training in school and on the job, so when they graduate they are better prepared to assume job responsibilities not normally expected of recent college graduates — preparation that can make the difference in a highly competitive job market. Fred Williams, SEP Coordinator at FAA says, "We are able to target our recruitment efforts to get the best and the brightest and assemble a work force representing this nation's rainbow of workers."

Olivia Harris, OST's Student Employment Coordinator, says, "Helping students chart their career paths and seeing them become a part of the federal work force has been a gratifying experience for me. It gives me great satisfaction to see our students, through their hard work and guidance from supervisors and mentors, develop into career professionals."

Shirley Rochon, coordinator of the Coast Guard's student aide program, sums up the Student Employment Program this way: "Students gain pride and fulfillment, and ultimately, what becomes most important is what students derive from their work experience, receptivity to what they discover, attitudes, and their ability to get along with others."

In the 1960s, President Johnson said, "This program is good for our youth and good business for the country." Today, he could count thousands of people who have participated in SEP and are now contributing as experienced professionals, serving their organizations and their country. The National Student Employment Program continues to benefit both DOT and the young people involved in it. ■



Michael Wilson, a former Co-Op student from the University of Maryland, is now a mechanical engineer with the Coast Guard. He says the university's Co-Op program required him to work a minimum of two regular semesters and one summer semester until graduation. "From participating in the program," Wilson says, "you get a good idea of how a company works on the inside. It's a foot in the door and a good job lead. It provided me with income and was a good break from school, too."

photos by
Lance Strozier

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Secretary of Transportation Federico F. Peña
Editor Sue Challis
Design Catherine Vass

This is your publication, and we value your input.

If you would like to submit letters, comments or articles, please address them to: Editor, DOT Today, OST, Office of Public Affairs, A-20, Room 10413, 400 Seventh Street, S.W., Washington, D.C. 20590. (202)366-5578; FAX (202)366-3703.

The deadline for the March 1993 issue is February 22.

This newsletter is
recyclable



Please Recycle

Black History Month 1993

Employee Profile

by Sue Challis

Jerome Davis — An "Evangelical" African Historian

If you start talking to MARAD's Jerome Davis about African history, you'll probably come away with a lot more knowledge, and a book or an article to help you learn more. He feels putting reading material into people's hands is the best way to get them interested in the subject. "I'm just one of a group of friends and colleagues who loves history," says the chief of MARAD's Division of Supply and Space Management in Washington, D.C. "What I do is disseminate information to as many people as possible, particularly those of African descent. For me, it's a real personal thing, something I'm constantly pushing."

"I want to get folks interested in the process. I'm a history buff — always have been," he continues. "Certain things triggered me in pursuing African history. The first came when I was on active duty with the Navy. During leave in London I visited the British Museum, and was struck by the number of African artifacts they had. It was just overwhelming — I had never seen so many before — not in the states."

"The second came, when I lived in the New York/New Jersey area (before coming to Washington). There was a TV show called "Like It Is" hosted by noted reporter Gil Noble. He used to have shows featuring African historians and sometimes they would debate. The more I heard during those shows, the more I wanted to investigate."

Davis, who just finished work on his masters degree in business administration, has also been a volunteer tutor at Hine Junior High for the past four years. He tutors English, and often talks with the students about African history.

"Lots of people like you to tell them things. I prefer to give people something — a book, a copy of an article, and let them read

for themselves, discover for themselves," says Davis. "The kids at Hine really respond. Some of this stuff they would never be exposed to in the regular curriculum." Davis says he found that out for himself during his undergraduate and graduate work. "I used to debate with my professors on a number of issues," he says. "The college curriculum really concerns me. Most African Americans in this country who graduate from college do so with little or no knowledge of the contributions their ancestors have made in shaping the United States, Africa, and the world. Students should be reading world history that includes the peoples and cultures of all the world's continents."

Davis says the students at Hine really enjoy the visits by the DOT volunteers who go to the school as tutors. Sometimes they're in a classroom setting, other times volunteers have one-on-one sessions with students away from the classroom — usually in the library. "This really makes the student feel special," Davis says. "And, you can really find out what that student's all about, when he's away from the peer pressure."

Recently Davis, a commissioned officer in the U.S. Naval Reserve, spoke to his unit about Blacks in the Union Navy during the Civil War. He says it really opened some eyes and minds in the group. "There's so much people don't know," he says. "And I'm really a 'proof' guy. These aren't things that are made up. I tell people not to take my word for it. There is so much factual information out there if people are willing to take the time to read it." Davis says his emphasis is history of Ancient African Civilizations and Miscegenation of African People in the Diaspora (history of racial mixtures among African people living outside of Africa).

"I feel fortunate that I have

two mentors and friends to talk to about my favorite subjects," he says. "Carroll Gibbs (an African historian, author and lecturer) and Mike Evans (a friend in New Jersey who is a jazz historian and collector of jazz music)." Gibbs, a noted local lecturer on African history, recently authored a book on black explorers and co-authored another titled *Black Georgetown Remembered*.

"I just happen to love history," Davis says. "What I do with my knowledge is not extraordinary. I'm just a government worker with an outside interest in history. It's really not hard to do when you're so fascinated by your subject matter. I'd like people, especially young people, to realize that it doesn't take a lot of time. The only equipment you need is your mind." He says he really likes to talk one-on-one with people. First, you get them to bite on a few bits of information — the next thing you know, they're asking for more."

Volunteer tutors are always needed to work with Hine Junior High students. Employees interested in learning more should call Jerome Davis at 366-0688



DOT Volunteers at Hine — standing left to right, (Hine teacher, Mrs. Wilson) Sydney March, Cathy McCullough, Nelda Bravo, Theresa Smith, Teia McGee, Mike Franklin, Jerome Davis. Volunteers not pictured: Stephanie Watson, Alice Wilkens, Eric Dauff, Janet Tierney, and Lynda Trinh.

Lance Strozier

Read More About It

(Jerome's Recommended Reading)

"Civilization or Barbarism"
Cheikh Anta Diop

"White On Black"
Jan Nederveen Pieterse

"Africa and Africans As Seen by Classical Writers"
William Leo Hansberry edited by Joseph Harris

"Black Explorers"
C.R. Gibbs

"The Urban Heritage of West Africa"
Daud Malik Watts

"Sex and Race"
J.A. Rogers

"African Presence in Early America"
edited by Ivan Van Sertima

"Black Athena"
Martin Bernal

"Man, God and Civilization"
John G. Jackson

"Lost Cities of Africa"
Basil Davidson

Monday, February 8
1 p.m.,
FAA Auditorium
Songs and Tales of
African American and
American Folklore
Story Teller: Alice McGill

Tuesday, February 9
Departmental Program,
10 a.m., Room 2230
Guest Speaker:
Delano Lewis, President,
C&T Telephone

Wednesday,
February 10
OST Program,
10 a.m., Room 8334
"Colon Cancer
Awareness"
Guest Speaker:
Dr. Wayne B. Tuckson
10:15 a.m., FAA Cafeteria
Bren Car Dancers

Thursday,
February 11
11 a.m., FAA Auditorium
Guest Speaker:
Marita Golden,
Writer/Lecturer
USCG Program,
11 a.m., Room 2415
(TRPT Bldg)

Friday, February 12
OST Program,
10 a.m., Room 8236
"Motivation & Self-Esteem
in the Workplace"

Tuesday, February 16
Departmental Program,
10 a.m., Room 2230
"Family Values" Guest
Speakers: Wade
Henderson, NAACP; Rosa
Lee, Nat'l Association of
Black Social Workers;
and Mary Jane Snyder,
Children's Defense Fund

Wednesday,
February 17
OST Program,
10 a.m., Room 2230
Guest Speaker:
Dr. Franklyn Jenifer,
Howard University
African Arts & Crafts:
11:30 a.m., DOT Plaza

Wednesday, February 24
MARAD Program,
10 a.m., Room 2230
"Is there a Girl in the
House?"
Guest Speaker: Joy Jones
MARAD Program,
1:30 p.m., Room 2230
African American
Exposition— Arts & Crafts

Thursday,
February 18
OST Program,
1:30 p.m., Room 5332
"20th Century
Female Writers"
Guest Speaker:
Sherry Weaver

Friday, February 19
OST Program,
10 a.m., Room 8334
"HIV/AIDS Awareness"
Guest Speaker:
Dr. Wayne Greaves

Wednesday, February 24
OST Program,
10 a.m., Room 10234
"Going Back to School"
Friderica Burnett and
Cheryl Palmer, OST Career
Counselors
FRA Program,
10 a.m.-2 p.m., Room 8334
Black Arts Exhibi

Thursday,
February 25
NSCFAE Scholarship
Breakfast, 9:00 a.m.,
Shiloh Baptist Church
Guest Speaker: Judge
Walter F. Williams,
City Court Judge of
Chattanooga, Tenn.
Cost: \$15 (limited seating)
Contact: Ron Jennings,
x77811

Monday, February 22
OST Program,
1 p.m., Room 8334
"Breast Cancer Awareness"
Guest Speaker:
Dr. Robert Dewitty
RSPA Program,
10 a.m., Room 2230
Guest Speaker:
Maj. General Matthew
Zimmerman

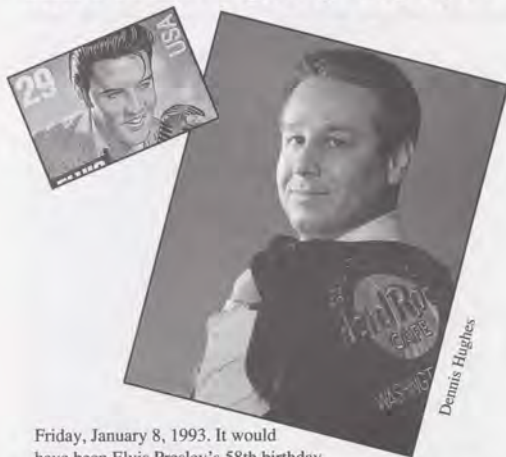
Tuesday, February 23
Departmental Program,
10 a.m., Room 2230
"The Boyfriend Girlfriend
Thing"

Thursday,
February 25
Walking Tour of the
Museum of African Art,
11:15 a.m. Introduction to
African Art
Meet in FAA Lobby.
Reservations required.
Contact: Andrea Toney,
x77036

Friday, February 26
FAA Program, 11 a.m., FAA
Conference Room 9 B-C
"Black History Jeopardy
Contest"
Saturday, February 27
USCG Program,
Black History Month
Banquet/Dance,
Bolling AFB NCO Club, 8:30
p.m. to 1:00 a.m. Tickets
\$26
Contact: Mike Burt,
x72891

ELVIS FEVER

Hits Federal Highway Employee



Friday, January 8, 1993. It would have been Elvis Presley's 58th birthday. A stamp was issued in his likeness; thousands waited in line to buy them. A marathon of movies hit TV, depicting Elvis' "real" story. And mild mannered Kemper Hulvey, a management analyst with the Federal Highway Administration, had his 15 minutes of fame.

At noon on January 8, Kemper was supposed to meet a friend for lunch at the Hard Rock Cafe in Washington, D.C., where a local radio station was staging a "Sing like Elvis" promotion. His lunch partner canceled at the last minute, but Kemper decided to go and watch. One by one the contestants offered their versions of The King's hits. "They were all really bad," said Kemper, who was a music major in college. "As one of the radio people went by me, I asked what I had to do to get in the contest. The next thing I knew, I was up there. I had no intention of entering, really. If there had been anyone there that knew me, I wouldn't have, but I thought, what the heck." Belting out "Heartbreak Hotel," he put the other contestants to shame. Kemper won the contest, and the shiny, new black leather jacket he's posing with here. ■



Hine Junior High School Represents D.C. in Inaugural Parade



The band from DOT Headquarters "adopted school," Hine Junior High School in Washington, D.C., was the only school representing the District of Columbia in the January 20 Inaugural Parade down Pennsylvania Avenue to the White House. The 163-member Hine Junior High School Marching Band includes pom pom girls, flag twirlers, "Stepperettes" and majorettes. The band proudly played "Hail to the Redskins." ■

FHWA Programs with Historically Black Colleges and Universities

The Historically Black Colleges and Universities (HBCUs) Program was originally authorized by Executive Order 12232, signed by President Jimmy Carter on August 8, 1980. The program directs federal departments and agencies to eliminate unintended barriers which hinder HBCUs' participation in federal programs, and increase opportunities for HBCUs to participate in and benefit from federally-sponsored programs and projects.

The Federal Highway Administration (FHWA) has had an HBCU program in place for a number of years. FHWA's early activities included establishing Rural Technical Assistance Program Technology Transfer Centers at Jackson State University and the University of Arkansas at Pine Bluff to provide assistance to state and local highway agencies in meeting the growing demands placed on rural roads, bridges and public transportation. Five other HBCUs assist centers located in their respective states, providing additional resources, faculty, personnel, and research: Atlanta University, Knoxville College, Central State University, Florida A&M University and South Carolina State College. FHWA's interaction with HBCUs has resulted in increased revenue for the participating colleges and universities over the years.

Early in FY 1992 FHWA convened a task force to evaluate its existing HBCU program and identify a number of action items that could enhance the agency's involvement. The task force was comprised of representatives from FHWA headquarters and field offices, representatives from HBCUs, organizations associated with HBCUs, and other federal agencies and related organizations. A key focus of their work was to develop new approaches to involving HBCUs in the highway industry and develop a set of marketing strategies designed to increase their knowledge of and participation in all FHWA programs.

The deliberations resulted in specific recommendations for increased HBCU involvement which were grouped into three categories: Partnerships, Human Resources, and Grants and Contracts.

A major part of the Partnership component involves partnerships between FHWA and HBCUs to provide technical assistance, exchange of staff, and other resources. During the past year, FHWA has signed pilot partnership agreements with North Carolina A&T State University, South Carolina State University, Florida A&M University, Southern University and Morgan State University. Not only have these partnership programs built a bridge between FHWA and HBCUs but



also led to state DOTs forming similar partnerships with HBCUs.

The Human Resource component involves the funding and establishment of scholarship and fellowship programs with emphasis on HBCUs and other large minority institutions. As a result of this recommendation, in 1992 FHWA established a fellowship program called the Eisenhower HBCU Fellowship Program, designed to attract, enhance, and retain the nation's top talent as a part of the transportation research and engineering professions.

Under the Grants and Contracts component, HBCUs have the opportunity to be awarded research contracts, highway safety research grants, and other contracts that fulfill FHWA program needs. For example, Morgan State University in Maryland has been designated as a Center for Excellence at \$1 million per year for the next five years.

Many more positive actions are

FHWA and Morgan State University officials sign a partnership agreement to exchange technical assistance and other resources.

underway in training, recruitment, grants and contracts to enhance the HBCU program. For example, FHWA has established liaison with the American Association of State Highway and Transportation Officials to help implement the ongoing initiatives of the program. ■

Seaway Navigation Season Ends

The St. Lawrence Seaway officially closed for the winter season with the passage of the Canadian vessel, the RICHELIEU, on December 2, 1992.

According to Administrator Stanford E. Parris, preliminary figures indicate 31.5 million metric tons of cargo moved through the Montreal-Lake Ontario section of the Seaway in 1992.

Seaway Corporation figures showed strong gains for a number of individual cargoes during the 1992 season, including iron

ore (up 4 percent), U.S. grain (up 34 percent), coke (up 40 percent), and petroleum products (up 206 percent).

Administrator Parris said he was encouraged by these increases, which were made despite weak economic conditions worldwide. He also noted that several Seaway ports experienced strong gains in 1992, and that the Seaway Corporation accomplished a number of important initiatives during the season aimed at enhancing Seaway cargoes and vessel navigation safety. ■



Coast Guard Opens New Officer Program for Environmental Managers

To enforce the provisions of the Oil Pollution Act of 1990 and related pollution prevention regulations, a new environmental managers program has been created.

The Coast Guard is looking for graduates of environmental studies programs who will be assigned to positions at headquarters as well as district and field offices. The new managers will write pollution prevention regulations, develop emergency response plans, oversee cleanups, investigate oil and hazardous chemical spills, and inspect cargo ships and port facilities. They may also develop civil penalty cases dealing with violations of federal laws or regulations.

Applicants must have a degree in environmental management, environmental science, environmental economics or a related field. Qualified candidates with a bachelor's degree and three years of relevant work experience, or a master's degree in the field will enter the Coast Guard at the rank of lieutenant (junior grade). Those with additional experience and/or advanced degrees may enter at the rank of lieutenant.

Direct commission officers enter the Coast Guard on a three-year active duty contract. After that time, they may request extensions, and future assignments could include a general duty tour. The officers selected will also have the opportunity to apply for university postgraduate training after they complete their initial three years of service. The Coast Guard will pay all tuition expenses and salary for the selected officers while they attend these courses. In return, they will be required to serve two years in the Coast Guard for every one year of study.

In addition to their salary, Coast Guard officers receive tax-free allowances for meals and housing, 30 days of paid vacation a year, and medical and dental benefits for themselves and their dependents.

Those interested in additional information on the Direct Commission Program for Environmental Managers should call 1-800-424-8883, ext. 1209. ■

RSPA Announces Grants to Universities

The Research and Special Programs Administration (RSPA) recently announced grants to Northwestern University, the University of Minnesota, San Jose State University, and the University of North Carolina to establish University Research Institutes. The four grants were of varying amounts, and the schools provide 20 percent in matching funds.

The University Research Institutes were created by the Intermodal Surface Transportation Efficiency Act of 1991 to help advance U.S. technology and expertise through research, technology transfer, and education at university-level centers of excellence. Each institute will conduct research activities in various areas of transportation. ■

New U.S. Maritime Research Study

The Maritime Administration has launched a new research program to help the U.S. shipping industry prepare for increased trade within the western hemisphere.

The program, "The Maritime System of the Americas," prompted by the recently signed North American Free Trade Agreement, will study ways to transport goods efficiently to and from Mexico, Canada and other countries in North and Central America.

The program will investigate international transportation using the Great Lakes, the inland waterways, the Gulf Intracoastal Waterway, Gulf of Mexico and the Caribbean.

MARAD and the National Ports and Waterways Institute of Louisiana State University will sponsor a workshop in New Orleans in March in connection with the study under the title, "The Feasibility of Ocean, River and Lake Traffic."

MARAD is funding the research for this and several other related studies through its National Maritime Enhancement Institute. ■

Aviation research grants program staff (seated, from left) Barbara Fuller, Jim Remer, Jennelle Derrickson; (standing, from the left) Deanna Super, Cathy Snellbaker, Keith Buch, Damaris Cancel. (not pictured: Dorothy Buckanin.)

Aviation Research Grants Provide for the Future

by Sharon Moore
FAA Technical Center

Satellite technology, aircraft skin corrosion fatigue and fracture analysis, engine ingestion, human factors in air traffic control. What do these FAA areas have in common? For one thing, more is being learned about all of them through the new aviation research grants program.

In its first year, FAA received 68 grant proposals from institutions across the country and Canada. Millions in funds have already been awarded.

Considered the most effective, flexible way to acquire basic and applied research from academia, grants can channel up-to-the-minute research and technology to the FAA from colleges, universities, and research institutions. Knowledge gained in the process spills over to other research, engineering and developmental programs, providing insight for the future.

Two recent federal laws lay the foundation for the new grants and centers of excellence. The Omnibus Budget Reconciliation Act of 1990 set up two grants programs and required the FAA to seek proposals from historically black and other minority academic institutions and to provide an equitable geographic distribution of awards. It also created centers of excellence, which allow long-term research commitments between the FAA and educational institutions. The Aviation Security Improvement Act of 1990 provided aviation security research grants, and expanded grant eligibility to for-profit institutions.

"Centers of excellence are new and exciting ways for the FAA to reach out to colleges and universities to address aviation's growing needs," says Dorothy Buckanin, the manager of that program. "The centers form a close relationship with academic institutions, providing a body of researchers in specific areas of aviation and allowing the FAA to tap into their powerful resources and talents."

According to Bill Reilly, director of the FAA Office of Research and Technology Applications, "The research grants program gives outstanding access to research and technology. As it matures, the program will improve the agency's R&D activities." Jim Remer, FAA's first research grants officer, participates in all aspects of the grants program, serving as a key link between FAA and the academic community.

Steve Zaidman, service director of the FAA Research and Development Service, says that the research grants program has worked out extremely well, exceeding expectations. "It's a terrific way to supplement contractual access to research," Zaidman says. "I'm very satisfied with the grants process and looking forward to the results."

For more information about the aviation research grants program, contact the Office of Research and Technology Applications at (609) 484-5777. ■



ENVIRONMENTAL TASK FORCE SEEKS INPUT

FRA has established a task force to evaluate approaches for assessing the environmental costs and effects of various transportation options. The task force prepared an annotated bibliography entitled Transportation and the Environment. This bibliography is based on a comprehensive review of reports and articles which address environmental issues in the United States and abroad. It has been widely distributed to transportation and planning agencies throughout the United States.

The task force is now developing information on recent experiences, in this country and

abroad, regarding the measurement, cost and mitigation of environmental effects of various transportation alternatives. FRA's intent is to identify needed research in this area that could be jointly sponsored with other interested DOT operating administrations or federal agencies. Information about relevant studies or programs should be directed to Marilyn (Mickey) Klein, Director, Environmental Task Force, Office of Policy, FRA, 400 7th Street, S.W., Washington, D.C. 20590. (202) 366-0358. ■



Buckle Up
for Love

CHILD PASSENGER SAFETY AWARENESS WEEK FEBRUARY 8-14



Child Safety Seat Recalls Still a Problem

Do you know whether your child's safety seat has been recalled by the manufacturer? According to NHTSA statistics, many parents don't. Although some of the defects for which seats are recalled may be minor, requiring simple fixes, others are far more serious. Some safety seats have belts that don't fasten properly, posing a real danger for the child. There were more than 9.3 million seats recalled between April 1985 and August 1991. Some manufacturers, like Fisher-Price, send out press releases, get the word out on television with toll-free numbers that consumers may call, or put posters in the retail outlets where their products are sold. Still, the response rate is low. When car companies put out a recall on one of their models, they are able to contact most owners because every car purchased must be registered in an owner's name. Car recalls usually have between a 50 to 60 percent response rate.

For child safety seats, there is no standardized way to register those who purchase them. Recently, NHTSA adopted a requirement for all manufacturers to include registration cards with their products, hoping that this will make it easier to contact consumers in the event of a recall. But, it's still voluntary on the part of the consumer — someone has to fill in the card and send it in. NHTSA statistics reveal that in most child safety seat recalls, less than 10 percent of the owners have responded to recall notices. It is hoped that the new registration card requirement will improve that percentage. Consumers are urged to contact NHTSA's hotline number at 800-424-9393 for specific information on child safety seat recalls.

The leading cause of death in children is automobile crashes. More than 70 percent of these deaths could be prevented if children were properly secured in safety seats.

The National Highway Traffic Safety Administration (NHTSA) estimates that as many as 49,000 injuries and 455 deaths could have been prevented in 1992 if every child under the age of five was correctly secured in a child safety seat. But safety seats must be used correctly if they are to provide adequate crash protection. "It's important for parents to read the safety seat manufacturer's instructions, as well as the car manufacturer's instructions to guarantee the proper installation and use of the car seat," says Mike Brownlee, NHTSA's associate administrator for Traffic Safety Programs. "It is equally important for parents and caregivers to determine if the safety

seat they are using or considering buying has been recalled. This is especially important if you are considering a hand-me-down or purchasing a second-hand seat."

Parents should also understand which type of seat (infant, toddler/convertible or booster seat) is appropriate for each stage in a child's development; be aware of current "trends" in the area of transporting low-weight and premature infants, and how to use a child safety seat in a vehicle equipped with an automatic belt system and/or a passenger-side air bag.

NHTSA operates the Auto Safety Hotline to answer consumer questions concerning child safety seats, and also has current information on which car seats have been recalled. Call toll-free at 800-424-9393 or the Child Passenger Safety Program Coordinator, (202) 366-2696. ■

Misconceptions About Child Safety Seats

It's safer for me to hold my child in my arms than use a safety seat.

For a child traveling in a motor vehicle, the most dangerous place to be held in an adult's arms. In a crash of approximately 30 mph, a 10 pound infant will be ripped from a belted adult's arms with a force of almost 200 pounds. If the adult is not belted, the child is likely to be crushed between the adult's body and the windshield or dashboard.

It's easier not to make the children get in the safety seats. They complain and fuss to get out.

Children are more tolerant about traveling in child safety seats when it is the only way they have ever known. Use of the seat should begin in infancy and continue uninterrupted. Being stubborn and negative are normal parts of child development, but parents must have the skills and conviction to exercise control. Insist the seat be used and set an example by always using your safety belt.

Research has shown that children behave better when they are buckled up. They feel securely held in place; they can see out the window, and they are less likely to get car sick. They're actually more likely to fall asleep in the car when they're in a safety seat.

Children don't have to be buckled up if I'm just riding around town.

It is the short trips at low

speed that lead to the greatest number of crashes. About 75 percent of all crashes occur within 25 miles of home. In addition, about 75 percent of all crashes occur where posted speed limits are 45 mph or less. Low speed crashes or even a panic stop can cause serious injuries.

The safety seat looks so large and the baby looks so small and uncomfortable in it.

In fact, infants can be well supported and comfortable in a child safety seat. And in a crash, the back of the child safety seat acts like a shield, spreading the force of an impact over the child's stronger back and shoulders. In this way, there is no concentrated force on the weaker parts of the body.

Newborns have no strength to hold their head and torso upright. The snugly attached harness holds the baby in the proper position. Rolled towels or receiving blankets can be placed along each side of the baby to improve head and neck support. A cloth roll can be added between the infant's legs and the crotch area to reduce slouching.

Buckling up is too much trouble.

It only takes a few seconds to fasten a safety belt or child safety seat, but it is well worth the effort and it gets easier the more you do it. Imagine how you would feel if your child

were hurt because you didn't bother to buckle him or her up. Discomfort and inconvenience are poor excuses for compromising your own safety and the safety of your children.

In a crash, my child could be trapped in the safety seat.

Contrary to the sensational crashes we see on the evening news, less than one-half of one percent of injury-producing collisions involve fire to the vehicle or submersion in water. Safety seats can keep children conscious, uninjured, in place, and visible in the vehicle. Federal standards require that child safety seats be easy to release even after a serious crash.

Car seats are too expensive.

Think of the cost of a trip to the emergency room for even a minor injury. Cost should not be the reason for not putting a child in a safety seat. A reliable child safety seat can cost about the same as three tanks of gas. In some communities, there are even loaner programs through area hospitals and other organizations where safety seats can be rented for a minimal fee.

My child has special needs, so conventional child safety seats don't work.

There are child safety seats on the market designed especially for children with "special needs." This includes premature infants as well as those with spina bifida, cerebral palsy, respiratory problems, various

types of casting and other physical challenges. A program called "Kids Are Riding Safe/Special Kids Are Riding Safe (KARS/Special KARS)" developed by the Easter Seal Society through a NHTSA grant, provides hospitals with the necessary educational materials to ensure all infants and young children are riding safely. For more information about that program, call the Easter Seal Society at 312-726-6200.

A passenger-side air bag will offer even better protection for my child in the front seat.

All manufacturers of vehicles with passenger-side air bags recommend not using safety seats in the rear-facing infant position in the front seat. For any vehicle with automatic crash protection features, it is critical to review the vehicle owner's manual and child safety seat instructions for recommendations concerning procedures for securing children.

Airbags are designed to inflate in frontal crashes only. Therefore, they should be considered supplemental protection to safety belts. However, unrestrained and out-of-position children (e.g., standing, kneeling, or sitting on the edge of the passenger seats) in vehicles equipped with a passenger side air bag could be at risk of injury if the air bag inflates.

To be effective

A child passenger safety seat must be used correctly. Some of the most common and highly dangerous misuse errors involve:

- Infant in rear-facing safety seat that is facing the front of the vehicle, instead of the rear.
- Child not secured by the safety seat harness, but simply sitting unrestrained in the safety seat.
- Safety seat not secured by the vehicle's safety belt, but simply sitting loose on the vehicle seat.
- Use of automatic belt system without reviewing the vehicle manufacturer's instructions that refer to the use of such a system with a child safety seat.
- Use of a rear-facing child seat in an air bag-equipped seating position.

Coast Guard Works Oil Wellhead Explosion in Louisiana

by PA3 Jeff Murphy,
Eighth District

What started out as a routine capping of an inactive wellhead turned into a major spill last fall, about 90 miles south of New Orleans. The well suffered a blow out and then a cut-off valve failed to work. A crew from Greenhill Petroleum of Houston was working on the wellhead when the accident occurred.

Because of the wellhead's location, the potential damage to the environment was on everybody's mind. Surrounded by sensitive marshland, Timbalier Bay is dotted with wellheads, platforms and submerged pipelines. Oil gushed out like water from the runaway well faucet at a rate of 2,520 gallons (60 barrels) per hour. Marine-safety crews were mobilized. Coast Guard Marine Safety Office (MSO), Morgan City, La., responded. "It just kept gushing out, with no end in sight," said one Coast Guardsman on the scene.

Pollution investigators from MSO Morgan City and Marine Safety Detachment in Houma, La., established an on-scene command post in Port Fourchon, a 45-minute boat ride from the wellhead. Meanwhile, Greenhill Petroleum of Houston accepted responsibility for the cleanup and mobilized their cleanup contractor, Riddell-Peterson of New Orleans.

The contractor immediately took steps to prevent oil from reaching the environmentally sensitive areas by placing containment boom around the well and bringing in a barge with a vacuum truck aboard to skim the oil off the water.

"It seemed everything was under control," said LTJG Robert Bowen, one of MSO Morgan City's pollution officers. "The wellhead was leaking, but containment was pretty good."

Two days later, the situation heated up while workers from Greenhill Petroleum were attempting to cap the well. The wellhead erupted and shot flames more than 200 feet into the sky. One man was thrown off the work barge and into the water. He floated unconscious for a short while and then was evacuated by helicopter to the hospital in Houma. He was released the next day with minor cuts and bruises.

The Strike Team

Seeing the need for reinforcements, CAPT Chris Desmond, federal on-scene coordinator for the spill and commanding officer of MSO Morgan City, called in the Gulf Strike Team from Mobile, Ala., to help. The strike team brought and deployed, for the first time, their GT-185 skimmer. Greenhill called in Boots & Coats, the famous oil well fire-fighters from Houston, to put out the fire and cap

the well.

Other government and private agencies also sent personnel to help in the cleanup. The National Oceanic and Atmospheric Administration, and the Louisiana Department of Environmental Quality had people monitoring the impact on the bay and what was left of the Timbalier Islands, devastated last summer by Hurricane Andrew.

In addition, representatives from the National Bird Rescue Center, Berkeley, Calif., and workers from the New Orleans Audubon Zoo set up a wildlife rescue station. Although several oiled birds were seen, the number of captures was low. There were two white pelicans, one laughing gull and one raccoon brought in for cleaning at the rescue station, and no reports of wildlife deaths from the spill.

Cleanup

In a way, the fire actually helped the pollution cleanup efforts by burning most of the oil before it escaped from the well. An estimated 90 percent of the oil coming from the wellhead burned.

Cleanup crews laid down absorbent pads and deflection boom to keep the oil from doing more damage to the fragile wetlands.

While fire boats sprayed water to keep the burning rig and wellhead cool, cleanup contractors contained and picked up the oil. But it was not an easy task. Strong winds and shifting current kept flushing the oil in and out of the bay.

The wind also hampered efforts by blowing some of the oil into the marshlands of East Timbalier Island, and turning the burning oil toward the work barge, where it burned the crew's quarters. After a week of constant burning, the derrick on the work barge collapsed onto the charred crew's quarters. The derrick had to be cut away in order to make the barge lighter so that workers could move it and make the capping procedure easier.

While attempts to extinguish the fire and cap the well continued, Greenhill Petroleum discussed a backup plan with CAPT Desmond. "If Greenhill wasn't able to cap the well, the plan was to drill a



(Above) A Greenhill Petroleum oil wellhead sends flames 200 feet into the sky, following an explosion. The Coast Guard joined other agencies in oil-spill cleanup efforts.



(Left) A team member monitors the progress of the GT-185 skimmer.

relief well near the wellhead, so the flow of oil could be diverted and the well fire extinguished," he said. "The only problem was it would take two weeks to drill the relief well."

So, the relief well was started, while workers kept the rig cool. Cleanup crews kept containing and picking up the oil in the water.

The Work Barge

The real problem centered around getting the work barge refloated. Tugs were sent in to try to pull the barge free. But the prop wash from the tugs caused so much backwash that the containment booms around the wellhead separated from each other. Finally, using winches aboard the tugs, the barge was freed. It then took another 36 hours before the wellhead was capped and the fire extinguished. An hour after that, the cap's sleeve was in place and in two hours, the control valves were cooled enough by continuous spraying of water to be capped.

After 11 days of non-stop gushing, an estimated 2,800 barrels of oil had entered the Timbalier Bay and the Gulf of Mexico. But the spill and its effects were considerably reduced by the coordinated efforts of the Coast Guard and its partners. ■

Preliminary Reader Survey Results

It's taken longer than we thought to tabulate the 5,662 responses received in the DOT Today Reader Survey.

So, only some of the final results were available at press time. Next month, full results of the survey will be published.

The new year and the new administration bring challenges and excitement in our corner of the federal government and DOT Today is committed to bringing you what you've told us you want: more emphasis on workplace issues, department programs, personnel topics, and employee benefits. We also plan to have interviews with new people we'll be welcoming in top-level DOT positions.

Here are final results in a few of the survey areas:

Question #1 asked how often you read the publication:	Headquarters	Regional Offices	Field	Total (average)%
Always	59.8%	56.4%	50.4%	55.5%
Sometimes	35.2	39.3	41.8	38.6
Never*	5.1	4.3	7.7	5.7

*Some people in this category indicated they had never even seen a copy of DOT Today

Question #4 was "The Three Bears" question: Are the features in DOT Today too long, too short or just right?	Combined responses — all areas
Too long	15.6%
Too short	3.8
Just right	80.6

Question #5 concerns the center section of the newsletter, "Around DOT," which features news about each operating administration:	Headquarters	Regions	Field
Very interesting	15.0%	10.6	8.8
Interesting	48.6	50.1	43.2
Somewhat interesting	28.2	30.9	35.3
Boring	8.2	8.4	12.8

Check next month's issue for more results from the survey dealing with which sections you enjoy most and what you'd like to see more of in the future. There will also be a sampling of some of the more than 600 written comments received — we'll give you the good, the bad, and the ugly.

Thanks to everyone who returned completed surveys. Your input will be used to keep improving DOT Today and make it more responsive to employees' interests. This is the most important thing for the newsletter — a publication can't be successful without the support of its readers. Thanks again for taking the time to put your ideas down and sending them in. To those of you who requested information or answers to questions not covered on the survey, I'm working on getting personal responses out to you.

Sue Challis, Editor



P.S. and FYI:

There were more survey responses from regional and field offices than from headquarters.

In response to readers' questions about how DOT Today is produced:

The DOT Today "staff" is one employee — the editor, working with information, suggestions, articles, and photographs received from offices and employees throughout the country, as well as writing articles and setting up photographs at headquarters. Beginning with the January 1993 issue, one designer with the OST graphics staff now does the design and layout in-house on a Macintosh computer system.

Printing:

DOT Today is printed on GPO-recommended 60# offset paper. Even though it is a two-color publication, IT IS TOTALLY RECYCLABLE through the department's white paper recycling programs.

The overall printing cost is pennies per copy.

Complaints of Too Many Copies:

A survey of all distribution locations was conducted a few months ago. Responses showed that many locations were receiving more copies than they needed. As a result, the number of copies printed and distributed has been reduced substantially, cutting printing and mailing costs by about 50 percent since the publication began in October 1991. Now, about half the employees share and circulate copies, helping to save resources and costs.

Be sure to check out the March issue for more complete survey results. ■

EmployeeForum

OFFICIAL RECORDS AND PERSONAL PAPERS

Most government employees keep files, records, and some personal papers at the office. While certain documents are clearly personal, others may be considered records of the agency. To safeguard DOT historical records, it is essential to know which documents must be incorporated into agency files and which may be maintained or removed by employees.

The National Archives and Records Administration defines personal papers as documentary materials not used in the transaction of agency business. Personal papers may refer to or comment on the subject matter of agency business, provided they are not used in the conduct of that business.

Examples of personal papers include:

- Papers created before entering government service such as previous work and reference files;

- Private papers brought into, created, or received in the office but not used in transacting official government business. Examples include records documenting professional activities and other outside pursuits;
- Work-related personal papers not used in the transaction of government business such as appointment calendars or personal notes on work-related topics; and
- Personal copies of agency records, working papers, and unofficial documents that the department has authorized for removal.

Before destroying or removing a document from the department, please remember to check with your records officer to ensure that it is not an official record and that removal is authorized. Questions may be referred to the records officer or the administrative officer in your organization.



DOT TENNIS TEAMS

The DOT Tennis Team, led by captains Bob Kerr (OIG), Jerry Holiber and Lee Stucki (NHTSA), won the "B" Division Championship with a record of 26-9 in the 1992 season, the 75th year of the Departmental Tennis League in Washington, D.C. They defeated the Navy Department 5-0 in the playoffs to advance to the "A" Division for the 1993 season. The League is composed of three 8-team divisions representing departments and independent agencies in the executive branch that play weekly doubles matches from April through September.

The DOT Tennis Team in the "C" Division finished third with a record of 19-16 led by CDR Myron Teitel, CW02 George Borlase (USCG) and Roger Tate (FTA).

In the DOT Tennis League, NHTSA and FAA, captained by John VanDyke and Nancy Watson respectively, were division winners. NHTSA defeated FAA in the playoffs for the League Championship. For information on this year's action, call Marvin Stephens, x65368.

It's a Matter of Life ...

Over the past 20 years, cardiopulmonary resuscitation—commonly known as CPR—has become a universally recognized technique for saving victims of heart attacks, allergic reactions, near-drowning experiences, and strokes. The techniques are relatively easy to master; even children have successfully administered immediate lifesaving CPR assistance during respiratory and/or cardiac emergencies.

The department has established an ambitious program to provide CPR training to interested employees. The goal is to have CPR volunteers strategically located throughout DOT facilities. Employee response has been encouraging, yet there is a continuing need for additional volunteers both to get the training and to teach CPR. Several areas remain without CPR coverage or could use additional CPR certified employees.

CPR training for headquarters is conducted in the Nassif Building fitness center. Trainees practice using sanitized mannequins as well as disposable protective equipment for mouth-to-mannequin contact. Interested in learning how to save a life? Call Rick Bradley (202) 366-9729 or Marianne LaChance-Clark (202) 267-1440. DOT regional and field personnel are encouraged to call to receive information on how to start a CPR program or to share CPR educational information.



Transit Benefit Program Update

This January, the department increased the transit benefit available to employees to as much as \$60 per month, depending on individual employee commuting costs. Employees in headquarters, regional, and field locations are eligible for the increased benefit. Over 3,600 headquarters employees and 600 regional and field employees are participating in the program.

Eligible DOT headquarters employees now receive Metrocheks which may be applied toward the purchase of tokens, tickets or fares for the following public transportation providers:

Metro Rail/Bus	Arlington Trolley
Brooks Transit	Cue Bus System
D & B Bus, Inc.	Fairfax Connector (bus line)
MARC (train service)	Lee Coaches
Laurel Connect-A-Ride	Montgomery County Transit
Alexandria Rideshare*	MTA-Dillon's Bus Service
MTA-American Coach Lines	MTA-Gunthers Charter Bus
MTA-Eyre Bus Service	PRTC Commuteride*
National Coach Works	The Bus
RIBS (bus line)	Virginia Railway Express
Tyson's Shuttle	Virginia Vanpool Association*
VPSI Commuter Vanpool*	

* Employees who commute in vanpools that park in government-owned or leased buildings are not eligible for the transit benefit.

Regional and field employees may contact their headquarters transit benefit coordinator to obtain a list of DOT-approved public transportation providers in their locality.

MARAD Programs Give Employees the "Bigger Picture"

The MARAD Women's Council's Networking Committee has been sponsoring programs that highlight the functions of MARAD's various offices. According to Doris J. Baultch, chair of the committee, these programs came as the result of diversity ses-

sions that were held for all employees. At these sessions, employees indicated they needed a better understanding of the responsibilities and activities of the varied offices throughout the agency. The Networking Committee plans to sponsor a monthly, one-hour pro-

gram open to all MARAD employees, where various office directors will explain the duties of their specific areas, discuss their management styles, and give information on employment opportunities. For more information, call Pat Randall, 202-366-4125.

New Directors Named in MARAD's South Atlantic and Western Regions

Mayank "Nuns" Jain has been named director of the south atlantic region of the U.S. Maritime Administration, located in Norfolk, Va. As director, Jain will be responsible for promoting ports and intermodal development, port security and readiness in all U.S. east coast ports and implementing MARAD's programs on the south atlantic coast. He will also manage the operation, maintenance and repair of Ready Reserve Force vessels.

Jain joined MARAD in 1989, and during his tenure has served as supervisory marine surveyor, staff shipping representative, and most recently, as ship operations and maintenance officer.

He holds a B.S. degree from Marine Engineering College, Calcutta, India, a B.S.E. in naval architecture and marine engineering from the University of Michigan, and a chief engineer's license from the United

Kingdom.

Capt. Francis X. Johnston has been named as MARAD's western region director in San Francisco. Johnston will be responsible for the day-to-day operations of the region, including the management of the national defense reserve fleet vessels based on the west coast.

Johnston joined the agency in 1990 as liaison officer between MARAD and the Coast Guard. Previously, Johnston was recalled to active duty in the U.S. Navy and served as head of the Maritime Affairs Branch from 1984-1990, coordinating national defense requirements related to the American merchant marine.

A 1959 graduate of the Massachusetts Maritime Academy, Johnston has held numerous maritime-related positions during his 28-year career.

CALENDAR

February

15-17 JFK/Kennedy Tower Reunion. For information and to register, call Bill Fedowich (904) 444-5629 or David Royall, (404) 344-6910.
26 FAA 18th Annual Aviation Forecast Conference, Washington, D.C. Call Lorraine Iritano (202) 267-8388.

March

4-6 National Women in Aviation Conference, St. Louis, Mo. Call (618) 337-7500, ext. 203.
27 American Public Transit Association Transit Management Conference, Portland, Ore. Call (202) 898-4000.

April

21-24 Professional Women Controllers National Conference, Nashville, Tenn. "Turn Dreams Into Reality" is this year's theme. Make reservations early—they must be received by March 22 to guarantee special rates. Call Phyllis Freeman (615) 443-1264 for more information.