

includes all activities of the railroad which are related to the performance of its transportation business. Failure to make a report of each accident within 30 days after the end of the month in which the accident occurred is a misdemeanor. (45 U.S.C. 38-43 and related regulations (40 CFR, pt. 225, formerly 125).)

5. *Hours of service law.*—This law restricts the time on duty of employees engaged in or connected with the movement of trains engaged in interstate commerce. The law makes it unlawful for enginemen, firemen, conductors, trainmen, switchtenders, etc., to be or remain on duty longer than 16 continuous or aggregate hours in any 24-hour period, and after 16 hours on duty certain off-duty periods are prescribed. With respect to employees who use the telegraph or telephone to dispatch, report, transmit, receive, or deliver orders pertaining to or affecting train movements, the law restricts their on-duty periods to 9 hours in any 24-hour period at offices continuously operated, or to 13 hours at offices operated only during the daytime. In case of emergency, certain limited additional service is permitted for this class of employees. The provisions of this law do not apply to the crews of wrecking or relief trains. Exceptions are made in certain instances of casualty, unavoidable accident, or act of God. (45 U.S.C. 61-64 and related regulations (49 CFR, pt. 161, formerly 61).)

6. *Signal inspection law.*—This law gives the Federal Railroad Administration authority, when found necessary in the public interest, to order any railroad to install the block signal system, interlocking, automatic train stop, train control, cab signal devices, or other similar appliances, methods and systems intended to promote the safety of railroad operation. The Federal Railroad Administration is also authorized to and has prescribed rules, standards, and instructions for the installation, inspection, maintenance, and repair of such systems. It is also authorized to inspect such systems or devices and to determine whether they are in proper condition to operate and provide adequate safety. Railroads may not discontinue or materially modify any existing signal installation without prior approval of the Federal Railroad Administration (45 U.S.C. 34, 49 U.S.C. 26 and related regulations (49 CFR, pts. 233, 234, and 236, formerly 133, 134, and 136).)

7. *Transportation of explosives and other dangerous articles law:* The Bureau of Railroad Safety conducts investigations and inspections relating to the transportation of explosives and other dangerous articles by railroad. This law authorizes formulation of regulations for the safe transportation, within the limits of the jurisdiction of the United States, of explosives and other dangerous articles, including radioactive materials, etiological agents, flammable liquids, flammable solids, oxidizing materials, corrosive liquids, compressed gases, and poisonous substances, which shall be binding upon all carriers engaged in interstate or foreign commerce which transport such articles by land, and upon all shippers making shipments of such articles via any carrier engaged in interstate or foreign commerce by land or water. (18 U.S. Code 831-834 and related regulations (49 Code of Federal Regulations, parts 171-179, formerly 71-79).)

C. Program director

Director Mac E. Rogers is the official having direct operational responsibility over the program.