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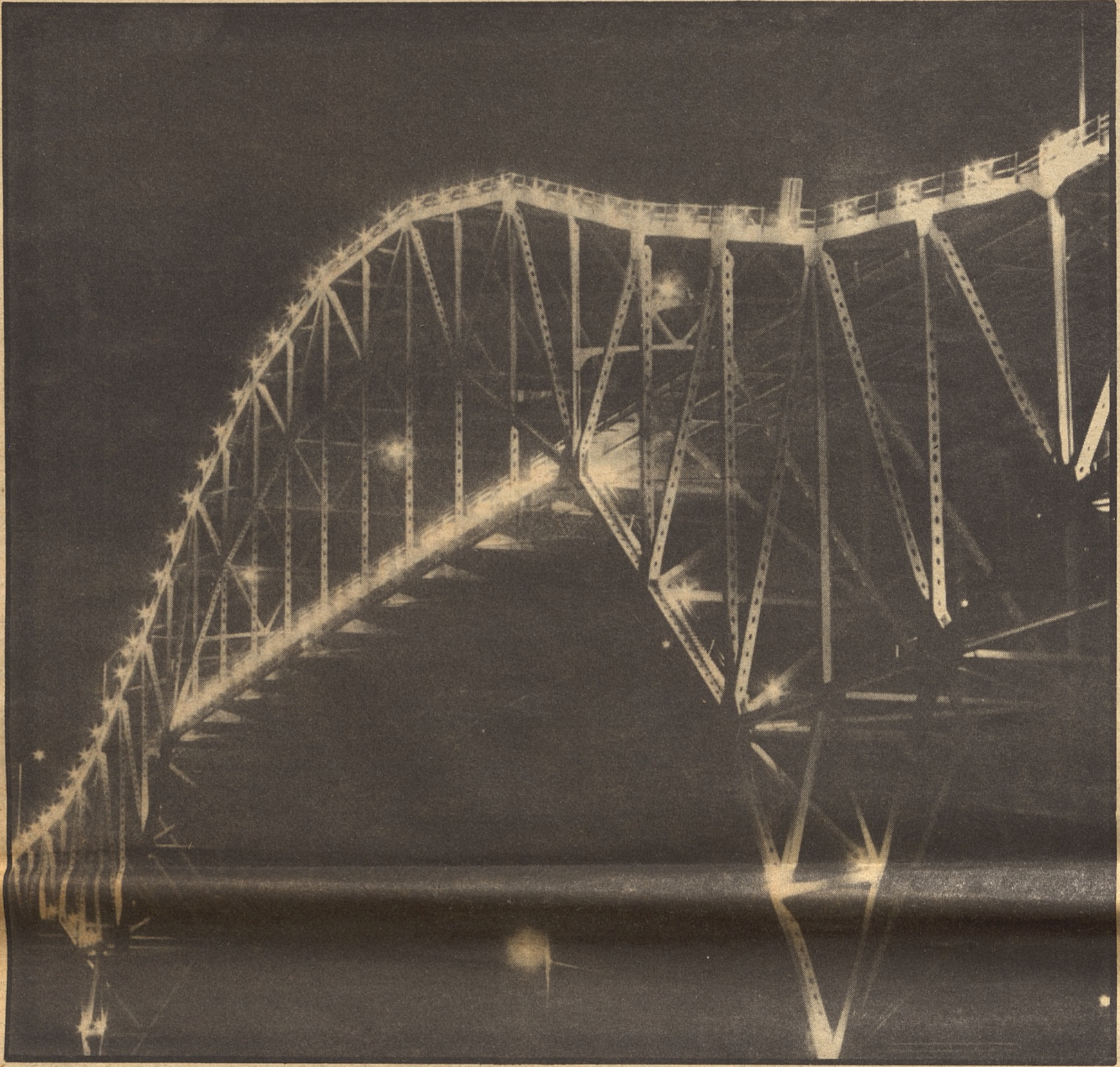


Photo by J. Griffiths Smith

# TRANSPORTATION news

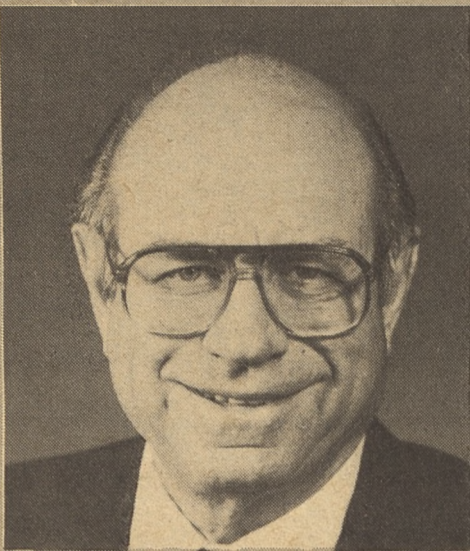


*Dewitt Greer dies, p. 11*

*December 1986*

*Twin brothers retire in Yoakum, p. 6*

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### Dewitt Greer Remembered

The death of Mr. Dewitt Greer saddened those of us who started to work for the department during the 27 years he headed this agency.

He was more than just the boss. He was a model for all the young engineers who came eagerly to work here. He set the standards for the way we designed and built highways and for the way we dealt with the citizens of Texas.

And they were high standards, too. Under his leadership, Texas highways were widely regarded as the best in the nation, if not the world.

When he retired as head of the department in 1967, Texas Highways magazine interviewed him. Part of that interview is worth repeating. Greer said:

"I wish it were possible for me to be here for the next 40 years...The time has come to turn the reins over to younger and more able men...No job is too big for them. They will get the job done.

"Here it is. Carry on and improve it. Remember that honesty, courtesy, and efficiency must ever be the motto and objective of the Texas Highway Department."

Mr. Greer also understood, as few others did, the relationship between the highway network and society.

"We did not build highways because we were a great nation," he said. "We are a great nation because we had the foresight to construct good highways."

All of us will miss Mr. Greer.

*Raymond Stotzer*

The holiday season brings both endings and beginnings. We close out a year of changes. Yet the one ahead appears to pose more new and difficult challenges. It seems fitting that as we move from one year to another, we come closer to family and friends in the spirit of peace and good will.

As part of the highway family, we wish you a happy holiday season and a new year of achievement and prosperity.

*Bob Lanier*

Chairman

*[Signature]*

Deputy Engineer-Director

*Robert M. Bau*

Member

*[Signature]*

Deputy Director

*Ray Stokes, Jr.*

Member

*Al Castells*

Deputy Director

*Raymond Stotzer, Jr.*

Engineer-Director

*[Signature]*

Deputy Director

#### ON OUR COVER:

The graceful arch of Corpus Christi's Harbor Bridge was illuminated for the first time in festive new lights, as part of the communitywide holiday observance known as "Harbor Lights." The decorative lighting, a Sesquicentennial project of the Downtown Business Association in cooperation with the City of Corpus Christi, is also part of the department's Landscape Development Program. The Harbor Bridge is in phase three of a major rehabilitation project. (Photo by J. Griffis Smith)

*Marc Yancey*

Deputy Director



## Lanier receives recognition for beautification

Texas' aggressive and effective antilitter program received national recognition December 4 when Chairman Robert C. Lanier was presented Keep America Beautiful's 1986 Highway Official Award.

It is only the second time this award has been presented by Keep America Beautiful, Inc., a national organization based in New York City.

Lanier initiated the action that created "Don't Mess With Texas," the first coordinated antilitter program in Texas.

Introduced in November 1985, the program is an effort to curb Texans' expensive littering habit. In 1985, Texas taxpayers spent a whopping \$24 million cleaning up trash along Texas highways. And that cost had been increasing 17 to 20 percent every year since 1970.

"This honor is very special because it recognizes Texas' success in getting our costly litter problem under control," Lanier said.

The program, which uses primarily radio and TV advertising, is credited with reducing roadside trash by a remarkable 29 percent in its first year. That reduction is the largest ever measured in one year by the Institute for Applied Research, based in Sacramento, California, which performs such studies across the United States and Canada.

Gov. Mark White, who tapped the Houston attorney/businessman for the chairmanship of the Texas highway commission in 1983, said: "This is just one more example of the quality leadership Robert Lanier is providing our state. He recognized immediately that the state's litter problem was an unacceptable drain on the taxpayers' pocketbooks. Our state is indeed lucky to have a person of Lanier's vision and dedication."

"Don't Mess With Texas" is a dramatic departure from traditional antilitter programs and targets "habitual" litterers, men aged 18 to 34. It features nationally recognized Texas celebrities like the rock group The Fabulous Thunderbirds in a music-video television commercial, and guitarist Stevie Ray Vaughan, who performs a rousing TV rendition of "The Eyes of Texas." In another TV commercial, Dallas Cowboys Ed "Too Tall" Jones and Randy White deliver the tough message about litter.

Lanier was an enthusiastic early supporter of the highway department's Adopt-a-Highway program, which today includes 691 groups of volunteers across Texas who have "adopted" 1,452 miles of state highway.

Lanier's award was presented during ceremonies at Keep America Beautiful's 33rd Annual Meeting in Washington, D.C. ★

## TRANSPORTATION news

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Manuscripts, photos, news tips invited. Telephone the editor, Rosemary Neff, at (512) 463-8612, or Tex-An 255-8612.



Tarrant County high school students celebrate at Holidays Ahead press conference with Bobby Valentine, center. A major safety activity is planned for high schoolers in the spring. (Photo by Dave Clapp)

## Holiday hazards met head-on: Responsible Party effort grows

Tarrant County residents have a good chance of surviving the holidays, thanks to the joint efforts of Fort Worth District employees and local government officials.

For the 13th year, the district is participating in the Holidays Ahead and Responsible Party programs to help avert the disasters that often mar the season of celebrations.

Bill Page, assistant public affairs officer in the Fort Worth District, is this year's chairman for the campaign, which is coordinated with National Drunk and Drugged Driving Awareness Week Dec. 14-20 and Holidays Ahead Alcohol Awareness Month Dec. 1 through Jan. 1.

Besides calling attention to the dangers of driving while impaired, the campaign "offers hope and help" to area citizens, Page said. Free rides for New Year's Eve revelers, tips on hosting a responsible party, and stickers identifying "designated drivers" are integrated into the program.

Since its inception in Tarrant County, the program has expanded to about 40 cities in Texas and to 40 other states, Page said.

During a press conference to kick off this year's campaign, officials received proclamations backing the effort from 14 area cities, Tarrant County Judge Mike Moncrief and Tarrant County Sheriff Don Carpenter. Other law-enforcement officers also voiced their approval. A representative of U.S. Secretary of Transportation Elizabeth Dole read her statement supporting the campaign and urging Texans to heed its message.

Bobby Valentine, manager of baseball's Texas Rangers, was guest speaker at the conference.

"We are going to have a very successful campaign," said Page. Although December is one of the highest months for alcohol consumption and driving-while-intoxicated arrests, "we have not had any fatalities on New Year's Eve for the last eight to 10 years," he said.

Still, the need for education exists. In Tarrant County last year, 989 people died as a result of DWI-related accidents.

"That's a lot of families going through the holidays with only a memory," Page said. "And that's what we're trying to prevent." ★ Rosemary Neff

The wife of Ronald R. Smith of the Finance Division decided to try his cap on his four-legged friend, Goochie, with these results. Goochie looks sharp enough to qualify for a Road Hound Award.



*The Road to a State Highway Department*

## Highway bill stalled once again as 1907 Legislature adjourns

*This, of course, has been Texas' Sesquicentennial, the 150th anniversary of independence. Next year, another anniversary will be marked, the 70th year of service to the people of Texas by this department. Ralph Banks, an engineer in the Bridge Division and a history buff, will look back on the events leading up to the birth of the department in a series of articles for TRANSPORTATION NEWS. ★*

The regular legislative session of 1907 began with a message from Gov. Thomas Campbell reminding lawmakers that the current Democratic Party platform demanded "... laws be enacted relating to public roads, that good roads may be secured to all the people."

Many state legislative leaders recognized that in order to fulfill this mandate a state-level highway authority must be established.

That there was a need for road legislation in Texas was becoming widely known, and not only in Texas. The National Good Roads Association (GRA) released a statement early in the year that "nonenactment of suitable good roads legislation would place Texas years behind other states in quality of roads." The GRA added that while Texas did have many special laws relating to roads, there were too few general ones.

Consequently, on March 26, Rep. C.E. Gilmore of Wills Point introduced House Bill 702 providing for the appointment of a state highway commissioner, defining his term of service, powers, duties and salary, and making an appropriation for payment of salary and expenses.

The bill was considered by the House Committee on Roads, Bridges and Ferries, and the very next day the committee recommended passage by the House as a whole. This action was certainly a switch from the adverse reception the committee gave the two highway bills in the 1905 Legislature. Perhaps one reason for the prompt and favorable

action was that Gilmore was a member of the committee.

The proposed commissioner, to be appointed by the governor for a two-year term, was to be a competent, experienced civil engineer, and a practical road builder. He was to receive \$2,500 per year payable monthly. The engineer was to appoint an assistant who would act as chief clerk at a salary of \$1,000 per year. The measure required that the engineer "reside and maintain his office at the seat of government during his term of office" and "give his whole time and attention to the performance of his duties." This language was a departure from the 1905 legislation providing that the commissioner's duties be "part time" in addition to those as civil engineering professor at Texas A&M College.

The duties of the commissioner were to include:

- Compiling statistics and collecting information relative to the public highways of the state;
- Investigating and determining methods of construction and maintenance for different sections of the state;
- Being available for consultation by and furnishing advice to county, city and other officers over public roads;
- Distributing bulletins and other practical literature on public roads, to counties and cities, to include information on the various road materials examined and roads constructed or improved;
- Testing road material for counties and cities, and issuing bulletins of all results for public consumption;
- Holding or causing to be held an annual public road meeting in each county; and
- Making an annual report to the governor.

Perhaps quite conspicuously, these duties would bring the commissioner only indirectly into contact with planning, designing, and supervision of construction and maintenance of highways. Rep. Gilmore no doubt recognized that such direct involvement by a state official would have to come later, if ever. In speaking publicly for the bill, Gilmore commented that he had seen county after county vote down propositions to improve public highways of the state. He had decided that for several years, a campaign of education should be conducted so that the people could comprehend the great financial loss due to bad roads.

Gilmore observed that the duties of the state highway commissioner would be three: educational, advisory and cooperative. The representative assured that the cost to the state for the proposed office would be returned a hundredfold in a few years in the interest awakened to the betterment of public highways — to his mind the most important industrial problem before the people of Texas at that time.

The bill also made it the duty of county courts and other officers over public roads and highways to furnish available information on the building and maintenance of public highways and bridges in the respective localities.

The bill finally provided for the appropriation of \$10,000 (\$5,000 per year) for carrying out the act's provisions.

Problems with the bill apparently were many. The duties of the highway commissioner seemed far too numerous for the limited staff he was to have. Out of the \$5,000 per year appropriation, \$3,500 per year was to be for the commissioner and chief clerk's salaries, leaving only \$1,500 per year to cover other expenses. Out of the \$1,500 was to come travel and office expenses, leaving little money for additional clerical and secretarial help. Also, in order to conduct the annual road meeting required to be held in each of the 254 counties, approximately five meetings would have to be conducted each workweek. Indeed, the commissioner would be a very busy person.

Perhaps another concern, at least on the part of the counties, was that they were to be answerable to the commissioner in furnishing road construction and maintenance information. This probably was disagreeable to many, who insisted that there be an absolute minimum of centralized state control over local government.

The bill required the commissioner be chosen solely with a view to his fitness and without reference to his politics or his residence at the time of appointment. The appointment was to be made with the consent and approval of the Senate. However, many opponents no doubt insisted that in the end the commissioner would be answerable only to the governor, since there was to be no governing board of citizens to set policies and oversee operations of the office.

Whether due to reservations about the bill, a truly crowded calendar, or other considerations, the bill was never brought to debate or vote by the House. It died on the speaker's desk when the session adjourned.

Next: A Proposed State Commissioner of Highways

## Stotzer makes visit to northeast Texas; Bonham loop opened

In his first visit to Northeast Texas since taking the reins of the department, Engineer-Director Raymond Stotzer dedicated a new spur in Bonham and met with citizens in Sherman and Denison.

The new spur, dedicated October 15, memorializes department employee Thomas Lee Hayes. Hayes, who was with the Bonham residency from 1946 until his death in 1983, worked on schematics of the new spur.

"He never would have believed they would name a road after him," one of his sons said of him at the dedication. "He just didn't think of personal glory. He was a Bonham kind of guy and even though he was offered opportunities to move other places, he wanted to stay here."

Three of Hayes' sons participated in the opening, cutting a purple ribbon for the Bonham community. Local officials also



supplied a maroon ribbon to be snipped by Stotzer as a graduate of Texas A&M University, and an orange ribbon for District Engineer Arnold Oliver, a University of Texas alumnus.

The engineer-director also made a hit when he visited Sherman and Denison. He said the department is committed to completing construction of US 75 on a new location around Denison and four-laning US 82 between Sherman and Bonham. ★ Stan Dicken, Public Affairs Officer, Paris District

## Penny pursuit

# Bridge inspector recovers buried treasure

In the summer of 1947, fresh out of high school, Dean Little went to work for Hansen-Galbrith Concrete Co., the bridge sub-contractor for the original construction of Texas 164 through Limestone County.

That October, the 18-year-old youth placed a 1942 penny just under the surface of the freshly poured slab of the Big Creek bridge 12 miles east of Groesbeck.

Nine years later, Little went to work for the

department as a rodman.

On October 16, 1986, exactly 30 years after joining the department and 39 years after planting the penny, Little was again working at the Big Creek bridge. This time, as an engineering technician for the Falls County residency, he was an inspector on a project to widen the structure.

Remembering his penny, Little noticed that a survey mark had been placed near the spot where he thought he had covered the penny 39 years before. He decided to check it out and, after a few minutes of excavation with a screw driver, he found that very same penny.

Recovering the coin made Little's day. He plans to frame it, along with a photo of himself at the job site. It will make for interesting conversation around home, which, incidentally, is only about three miles from the Big Creek bridge. ★ **Randy Spear**, Assistant Public Affairs Officer, Waco District



Dean Little is reunited with his penny — a little worse for wear after being buried in the Big Creek Bridge for 39 years. (Photos by Randy Spear)



## Automation team honored

The only two automation division directors in the department's history were among six people who received the 1986 AASHTO President's Special Award of Merit at the annual AASHTO meeting in Baltimore in November.

Tommie F. Howell, the automation division director, and Hubert Henry, who headed the division until 1985, were recognized for their key roles in the advancement of cooperative computer activities among the AASHTO member departments through participation in the AASHTO Administrative Subcommittee on Computer Technology.

Howell said the beauty of the program is that with a \$150,000 investment, the state gets a return of over \$3 million.

The other members of the committee

recognized with the award were Norman H. Baker, Iowa Department of Transportation; Albert L. Yocom, South Dakota Department of Transportation; Frank E. Tracy, Virginia Department of Highways and Transportation; and Myron L. Bacon, Wisconsin Department of Transportation.

Eight years ago, AASHTO initiated its first cooperative computer software support project for the Roadway Design System. Twelve states participated in that effort by pooling their funds to support a program that was becoming too expensive for each state to support on its own. The first project was a \$150,000 effort.

Today, 44 states participate in one or more of five such efforts. Over \$3 million of cooperative computer software projects are under way.

The President's Special Award of Merit was established in 1979 to be conferred on an individual who, in the AASHTO president's judgment, has made outstanding and exemplary contributions to the work of the association.

The award was given to the task force in recognition of the dynamic leadership the members provided in the development of necessary procedures and processes for joint development computer activities. ★ **Al Zucha**

**Bill Harrington**, assistant district engineer in San Angelo, has been named "1986 Executive of the Year" by the San Angelo Chapter of Professional Secretaries International. He was nominated by his secretary, Glenda Rampy.



## Department duo logs 86 years

Alfred and Albert Holik recently looked back on 43 years—each—of highway department service and decided one of the biggest advances in that time was the front-end loader.

The Holiks, who are twins, turned 62 in September and decided to retire.

Both started in the Yoakum district as “common laborers” making the magnificent pay of 40 cents an hour.

And both did all right in their long department careers.

When they retired, Alfred was district equipment supervisor and Albert was maintenance construction supervisor at Cuero.

When they started back in 1943, there was a lot more muscle and sweat in highway work. Both Holiks agreed they would have appreciated a good mechanical loader on the job then.

“We would get roadbase material in on railroad gondola cars,” Alfred recalled.

“And the way you unloaded them was to get a gang of men with shovels and unload it by hand,” Albert said.

*“We would get roadbase material in on railroad gondola cars” — Alfred*

“Later on, we got a dragline we could use for unloading sometimes,” Alfred said, “one dragline for nine counties. But when it broke down, we went back to shovels.”

Albert recalled that unloading creosote-treated lumber was no picnic, either.

“Sometimes in hot weather, we would wait until after dark to unload it,” he recalled.

Alfred said the hot weather made the creosote ooze out of the timber faster. Creosote can irritate and burn the skin on contact, and there was plenty of contact when a railroad car of timber was to be handled.

“About the only thing we had in the way of protection was to go to the drug store and buy some Vaseline and smear it all over,” he recalled.

Then there was cement. The Holiks agree that the fork lift is a much better way of getting the job done than unloading a 1,000-bag carload of portland cement by hand.

Albert went to work for the department first. He said he had just turned 18 and had been “odd-jobbing around.”

One of the odd jobs was delivering freight for a forwarding company. One day, he brought a shipment to the highway office.

“I asked them for a job and they gave it to me,” Albert said. That was in March 1943. “Thirty days later, I got drafted.”

He came back to work for the department “two years, nine months, and 18 days later.”

Alfred, meanwhile, had gone to work in July 1943, as a mechanic’s helper and a truck driver. Later, he worked as a machinist’s helper and put in military service during 1948 and 1949. About 1950, he became heavy equipment field mechanic, traveling throughout the Yoakum district, a job he held for almost 25 years.

Albert, meanwhile, was working in maintenance. Maintenance is hard work now. A few years back, it was double tough.



Albert, left, and Alfred Holik remember their 43 years — each — with the department. The brothers retired from the Yoakum District. (Photo by Hilton Hagan)

Albert recalls when the foreman called him up one Sunday afternoon after a big rainstorm. There had been high water reported on a section of roadway out in the country. Albert was instructed to pick up another man and see about it.

When they arrived, they found that several hundred feet of the shoulder had washed out. Holik and his helper set out barricades. They decided some more torches (“those old cannonball torches”) were needed and the helper returned to the warehouse to get them. When they finished the job and returned home, the afternoon and most of the evening were gone.

*“And the way you unloaded them was to get a gang of men with shovels and unload it by hand” — Albert*

The next day, “We turned in about three hours for that, and boy, old---(the supervisor) just raised all manner of hell. I told him, ‘Well, if it ain’t worth three hours, just tear my time slip up’—and he did.”

When the Holiks started, the standard workweek was nine hours a day during the week and eight hours on Saturday. Then, the week was shortened to allow half a day off on Saturday. Finally, in the late 1950s, most employees got two full days a week off.

Albert and Alfred said raises in the early days were usually on the order from three to five cents an hour. They recall one boost, however, of two cents an hour.

Alfred recalls that the equipment in the district was not always state-of-the-art, even for 1943.

“We had an old 1918 truck, a Liberty truck, left over from World War I, that we used for a shop truck,” he said. “It had an old hand-operated winch and an A-frame on it. At that time, major repairs were done on the road. Some of the equipment that broke down came to the shop, but whatever could be repaired on the job was repaired there.”

The Liberty, he recalls, had a top speed of about 35 miles per hour. “Whenever we had to pull an engine, say, for clutch replacement, we would take that rig. Sometimes we had a

hundred miles to go to make these repairs. And by the time you got back, it was way, way after dark.”

Another old Liberty had a gasoline-powered winch and an A-frame on it, useful for loading heavy timbers. It was still in use after the 1945 hurricane. Albert remembers it was used to haul heavy timbers to Port Lavaca then to repair the causeway there.

Otherwise, few of the trucks had winches or power equipment on them. Albert recalls going to LaGrange to bring back a broken-down grader. There was no power equipment to help get the grader onto the low-boy trailer, so he and another highway hand were using load binders to coax the machine on the trailer.

It was a slow operation, and dangerous, too. The grader was equipped with steel wheels and wanted to slip and slide around on the trailer. Sure enough, it slipped off, and a couple of hours’ work went down the drain.

Another hauling job he remembers is bringing cord wood up from a location down in Jackson County where Texas 111 was being widened.

*“We had an old 1918 truck, a Liberty truck, left over from World War I . . . Whenever we had to pull an engine . . . we would take that rig. Sometimes we had a hundred miles to go to make those repairs. And by the time you got back, it was way, way after dark.” — Alfred*

Crews were clearing the right-of-way through wooded areas by hand, cutting the felled trees up into cord wood. The department hauled the cord wood to the maintenance and equipment shops in the district for winter fuel in the shops. There weren’t many gas heaters in the highway department back then.

Not many maintenance men got the benefit of a warm shop in the winter, whether it was heated by wood or some other fuel.

*"I asked them for a job and they gave it to me. Thirty days later, I got drafted." — Albert*

Alfred says bad weather is when anyone in maintenance "really earns his pay." He was in charge of maintenance in DeWitt County in 1967 when Hurricane Beulah struck.

Beulah put an area the size of the state of Indiana virtually under water in South Texas, and Alfred had four bridge sites in DeWitt County where all the approaches were washed out. It took a long time to get things back to normal after Beulah.

Alfred and Albert both say bad weather puts an extra strain on road hands and their families, because of the long and exhausting hours involved in keeping the roads open.

The Holiks don't really miss the bad old days. Working conditions started changing for the better about 20 years ago and the Holik twins say that is all right with them.

For one thing, there wasn't any training in the old days. You learned by doing or by working with a more experienced man until you knew as much as he did.

Alfred said the management training for maintenance supervisors was especially valuable to him.

The Holiks had the longest service of any employees in the district. When they talked about their 43 years' service, though, they still regarded the department as the "best damn" organization in the country. It's still one hell of a good organization." ★ **Hilton Hagan**

## From A to Zulch

Once upon a time, there were two highway department engineers. One lived in North Zulch and the other lived in South Zulch. Each of them had a problem. The engineer in North Zulch needed to find a way to prevent pavement termites, and the gentleman in South Zulch needed a good way to restrain aggressive aggregates. They each spent a lot of money, experimenting with different solutions to their problems. Fortunately (this is a fairy tale, after all) they both found perfect solutions, implemented them, and were hailed as heroes by their colleagues. They both expected to live happily ever after. But it didn't work out that way.

It seems that North Zulch suddenly began to experience a lot of aggregate aggression, while South Zulch noticed an amazing outbreak of pavement termites. Once again, the engineer from South Zulch spent a lot of money to develop a method to exterminate the termites. "What about the engineer from North Zulch?" you ask. He called the D-10 Research Library and asked if they had any information on aggregate aggression. Since the library already had a copy of the report on aggressive aggregates from South Zulch, the engineer solved his problem for the price of a phone call, and lived happily ever after. The engineer from South Zulch spent his entire budget fighting pavement termites. He was eventually demoted and reassigned to the roadway maintenance crew on old Highway 64.

The moral of the story: *Call the Library!* For information about solutions to your highway problems call Kevin Marsch at the D-10 Research Library. (512) 465-7644 Tex An 886-7644. ★



## Route 66 signs "going . . . going . . . gone"

What can you do with a bunch of old road signs? If they symbolize an American era, and tap a vein of nostalgia, you can sell them.

That's just what the department did Nov. 22, when 277 signs went on the auction block — signs that had once marked the Texas portion of Route 66.

An announcement in early November that the signs would go to the highest bidders unleashed a flood of public interest. Folks from all over Texas and from several other states wanted the quintessential highway symbol.

Some remembered with fondness the 1950s television series that featured Martin Milner and George Maharis as Tod and Buz, two nomads of the blacktop in search of America. Some were inspired by the popular song that urged listeners to "get your kicks on Route 66." Others recalled their own journeys along the Chicago-to-California trail, or wanted a tangible token of their youth. Not a few were interested in gift-wrapping a sign as a Christmas surprise.

Whatever their motives, more than 300 bidders sent mail-in quotes to the Dallas auction firm that handled the sale. Many others showed up at City Coliseum in Austin to make their bids personally.

When the auction was over, the department was \$25,709 richer. The 277 signs sold for an average of \$92.81, according to Sheila Smith, surplus property manager for the Equipment and Procurement Division.

There was a broad range of prices paid, though. The first bidder, Glen Word of El Paso, paid \$450 each for the four signs he plans to use when he opens his "66 Restaurant & Bar." The last 116 signs went for \$70 each to one bidder, James Tullios of Athens, who has offered to resell some of his bounty.

Before the sale, each sign had been cleaned and labeled with a sticker certifying it as the real thing, an authentic item of Americana.

"Obviously, the sale was very successful," said Smith. "I had no idea it was going to go like this." While there was some initial skepticism about the sale, a talk with Oklahoma officials clinched the idea, Smith said. Oklahoma's sale of its signs a year ago reaped an average of between \$40 and \$80 per sign.

But profits aren't the only boon the Texas highway department has garnered from its efforts. "It produced a lot of good publicity for the department," Smith said.

★ **Rosemary Neff**



Elmer Olle, Equipment and Procurement Division, with historic Route 66 signs for sale. Hundreds of bids came in on the signs, netting the department more than \$25,000. (Photo by Bob Gates)

## DE Schulz cleans up

District Engineer Lawrence Schulz has given the Adopt-a-Highway program enthusiastic support in the Brownwood District by voluntarily picking up litter on a state holiday.

He got this first-hand opportunity to assess littering on a section of US 377 at the city limits of Brownwood when he spent part of Veterans Day gathering trash with other Brownwood Kiwanis Club members.

The DE didn't set out to get this deeply involved or to actively recruit the Kiwanis Club himself.

It just happened that Brownwood Beautification Commission Chairman Mary Marshall Holley persuaded her husband, Kiwanian Wilton Holley, that adopting a highway would be a perfect club project and would also help "Keep Texas Beautiful." Wilton Holley presented the idea to the club and was immediately made chairman of the committee to work out the details.

The club was divided into four groups to pick up litter once a month on a 3.1-mile section of US 377 southwest of Brownwood—the route to the City of Brownwood's sanitary landfill.

"I could have suggested another highway other than the one to the dump," Schulz joked. "But there is no doubt that on this route, once a month picking up litter is not too often."

The DE and his partner, Kiwanian Clyde Hailey, filled four 55-gallon bags of litter, covering only one mile in 2½ hours of concentrated trash gathering.

The items they found most often along this route were disposable cups, plastic ice bags, beer cartons, and non-returnable bottles. Very few aluminum cans were found. Many tree limbs and heavy cardboard boxes showed that this is indeed a route to the dump.

The Brownwood District has signed up 47 organizations that have adopted 127 miles of highway, with more groups joining each week.

Schulz is even more enthusiastic about the Adopt-a-Highway Program since his initial "hands-on" experience with picking up litter. "We will win converts from the people who participate. Anybody who has ever worked in this program will never again litter and will most probably have a good influence on others.

"This is not an inexpensive thing as far as the department is concerned. The signs and installation cost about \$285 a pair in our district, and there are additional costs for vests, litter bags, and transporting the bags to the dumpground.

"Nevertheless, the more organizations we can get to participate in this program, the better," he said. "It will pay big dividends in the future." ★ **Jean Sparks, Public Affairs Officer, Brownwood District**



District Engineer Lawrence Schulz, center, gains "hands-on" Adopt-a-Highway experience with fellow Kiwanians Gene Wright, left, and Clyde Hailey, right, cleaning up US 377 in Brown County.

## Adopt-a-Highway enthusiasm grows

The tremendous success of the Adopt-a-Highway program has caused some unexpected results — shortages of some of the basic supplies used in the antilitter effort.

Since the program went statewide 10 months ago, some 850 groups have adopted sections of roadway totaling over 1,500 miles.

One of the primary features of the program is that the department installs 4-by-8-foot signs on each end of the adopted sections of roadway. A quick bit of math reveals that this adds up to over 5,400 square feet of blue sign material. That's an amount the folks in the Equipment and Procurement Division never figured on.

"The statewide Adopt-a-Highway program

was received with such enthusiasm that we've been running short most of the year," said Bob Flaherty, director of the division.

The prison system's Beto Unit at Tennessee Colony near Palestine produces the blue board for the department.

"Normally, we get very little call for the blue board because it's primarily used for informational signs rather than highway conditions," Flaherty said.

The reflective vests used by the highway adopters are apparently in the same situation. They come from a sheltered workshop that has a relatively fixed production schedule.

"But we're starting to get over the hump now," Flaherty said. ★ **John Cagle**







### DECEMBER

- 3-5 VAX Alphanumeric Terminal Operator Training, Dist. 2, 3, 17, 19, 25, Austin, D-19
- 8-12 Highway Capacity and Operations Course, Austin, D-18T
- 10-12 Highway Construction Lettings, Austin, D-6
- 22 Commission Meeting, Austin
- 24-26 Holidays, Christmas

### JANUARY, 1987

- 1 Holiday, New Year's Day
- 5-8 Basics of Bridge Inspection, Austin, D-18M
- 13-15 Automation Administrators Meeting, Austin, D-19
- 14-15 Accident Prevention Management Meeting, Austin, D-20
- 14-16 Highway Construction Lettings, Austin, D-6
- 19 Holiday, Confederate Heroes Day
- 26-29 Basics of Bridge Inspection, Austin, D-18M
- 28 Commission Hearing, Austin
- 29 Commission Meeting, Austin

### FEBRUARY

- 3-4 In-Service Training Conference, Austin, D-12
- 4-5 Research Advisory Committee Meeting, Area II, Kerrville, D-10R
- 10-12 Highway Construction Letting, Austin, D-6
- 16 Holiday, Washington's Birthday
- 23-26 Basics of Bridge Inspection, Austin, D-18M
- 23-27 Interactive Graphics Roadway Design System Training, Austin, D-19
- 25-26 Commission Meetings, Austin

### MARCH

- 2 Holiday, Texas Independence Day

- 9-12 Basics of Bridge Inspection, Austin, D-18M
- 9-13 Interactive Graphics Roadway Design System, Austin, D-19
- 16-20 Interactive Graphics Roadway Design System, Austin, D-19
- 17-19 Highway Construction Lettings, Austin, D-6
- 23-27 Interactive Graphics Roadway Design System, Austin, D-19
- 25-26 District Laboratory-Engineering Personnel Meeting, Beaumont, D-9
- 31 Commission Hearing, Austin

### APRIL

- 1 Commission Meeting, Austin
- 7-8 1987 Maintenance Conference, Austin, D-18M
- 14-16 Highway Construction Lettings, Austin, D-6
- 21 Holiday, San Jacinto Day
- 30 Commission Meeting, Austin

### MAY

- 1 Commission Meeting, Austin
- 12-14 Highway Construction Lettings, Austin
- 19-22 Fifteenth Annual Texas Public Transportation Conference, Lubbock, D-10P
- 25 Holiday, Memorial Day
- 27 Commission Hearing, Austin
- 28 Commission Meeting, Austin

### JUNE

- 9-10 Highway Construction Lettings, Austin, D-6
- 30 Commission Meeting, Austin

### JULY-DECEMBER

Nothing Scheduled

## comings . . .

## and goings

CHARLES W. HEALD will assume the duties of district construction and right-of-way engineer in the Brownwood District Jan. 1. Heald, who has been supervising resident engineer in the Brown County residency, will succeed JOHN M. ARTHUR in the position. Arthur retired after 39 years and four months of service to begin work with a private firm as resident engineer on the Stacy Dam project.

JAMES W. BARR retired Nov. 30, ending a department career that included receiving the Luther DeBerry Award. In the Highway Design Division, Barr advanced from assistant draftsman to director of environmental studies, and brought recognition to the department for his expertise in the area of public involvement and environmental studies. KENNETH C. BOHUSLAV has been named engineer of environmental studies.

HILTON HAGAN has accepted new responsibilities in the Travel and Information Division, coordinating public affairs operations in six West Texas districts and acting as assistant branch manager of the Public Information branch. ROSEMARY NEFF is the new editor of Transportation News.

## District 2 staff raises funds for liver transplant



Donna Ward, 11, needs liver transplant.

Employees of the Fort Worth District have joined together to help raise at least \$50,000 toward a liver transplant for 11-year-old Donna Ward.

Donna, whose father works in the district, is a victim of congenital rubella and suffers from complications that lead to sporadic internal bleeding. Her only hope for a full life is another liver. But it takes \$50,000 to get on the waiting list for a transplant.

Many civic organizations in Everman, where Donna lives, are making efforts to help James and Janet Ward raise the required funds for their daughter.

The Fort Worth chapter of the Texas Public Employees Association has begun a "Dollars for Donna" fund, contributing \$1 for each of its members. The chapter is asking all state employees to help. Contributions may be sent to Henry Scarberry, c/o SDHPT District 2, P.O. Box 6868, Fort Worth, TX 76115. Checks should be payable to the Everman National Bank. ★

# AWARDS

## Service Awards

(December 31, 1986)

### Automation

Milton L. Thomas, 25 years; Wayman H. Finch, 20 years; Frank R. Bushong, 10 years; Mildred B. Compton, Caye L. Cox, Amy L. Morgan, William R. Roush, Diane E. Williams, five years.

### Equipment and Procurement

Carolyn F. Kerlin, 30 years; Kenneth M. Bartsch, Claudie W. Hausenfluke, Claude Millegan Jr., Elaine M. Moosman, 20 years.

### Finance

Florine W. Dumke, 20 years.

### Highway Design

Michael R. Monnig, 15 years.

### Insurance Division

Virginia M. Gonzenbach, 10 years.

### Materials and Tests

Robert L. Richardson, 30 years; Stella D. Rider, 25 years.

### Motor Vehicles

Dorothy J. Hibbs, 35 years; Carron G. Gallamore, Argie H. Hall, Kennard L. Lawrence, 25 years; Gary C. Gold, 20 years; Julia G. Denniston, Dahlia G. Quiroz, 10 years; Debbie M. Cowan, Barbara C. Hawkins, Brenda G. Kinney, five years.

### Personnel

William E. Moore, five years.

### Right of Way

Jerry J. Hodon, 20 years.

### Safety and Maintenance Operations

Richard L. Wells, 15 years.

### Transportation Planning

James P. Olson, 35 years; Alvin R. Luedecke Jr., 15 years; Robert J. Light, 10 years.

### Travel and Information

Vicky Gonzalez, five years.

### District 1

Jerry D. Harred, Gerald D. Harris, 25 years; Glenn A. Williams, 20 years; Murry G. Gessman, 10 years.

### District 2

Claud P. Elsom Jr., 35 years; James M. Chenault, 30 years; Mary M. Hanna, Lucille V. Woolsey, 20 years; Henry D. Wuemling, 10 years; William F. Nelson Jr., five years.

### District 3

Donald R. Barfield, 30 years; Douglas W. Lambeth, Burl H. Owen, Ronald M. Reeves, John F. Shores, 20 years; Walter T. Hertel, Guillermo C. Jaramillo, five years.

### District 4

Samie A. Perkins, 35 years; Weldon E. Lane, 15 years; William C. Franks, 10 years; Michael P. Franzen, Antonio M. Pacheco, five years.

### District 5

F. W. Hughes Jr., 40 years; Jackie J. White, 30 years; Harvey S. McClanahan, 25 years; Fidel Martinez, 15 years; William F. Phillips, five years.

### District 6

Berry W. Childs, Fermin Rodriguez, 20 years; Rebecca P. Bragg, Kathleen I. Hill, Larry G. Levario, Abel G. Luevano, Jubentino S. Sanchez, five years.

### District 7

Bee B. Stone, 30 years; Benjamin W. Bohuslav, 25 years; Richard U. Adams, 20 years; Raymond J. Beckhusen, Howard L. Goree, 15 years; Harvey J. Havlak, Carol E. Martinets, Neal Watson Jr., 10 years; James S. Dutton, David A. Strother, five years.

### District 8

Harold H. Thomson, 35 years; Robert V. Elkins, Richard R. Ivey, Billy G. Jackson, 30 years; Clifford L. Green, 20 years; Ronnie C. Bell, 10 years; Elizabeth C. Mays, five years.

### District 9

Bobby R. Young, 30 years; Gerald G. Gilley, Billy G. Wiese, 25 years.



### District 10

Kenneth R. Stout, 10 years; Joe T. Britton, John M. Furrh, five years.

### District 11

Johnnie J. Loftin, 25 years; James O. Doyle, 20 years; Alfred L. Powell, Bobby L. Runnels, five years.

### District 12

Jerry L. Ashcraft, Larry L. Martin, Willie Pellerin, Ross Tucker, 30 years; Charles T. Dean, Harold L. Lamkin, John T. Martinez, Gene A. Vasut, 25 years; Robert E. Stafford Jr., 20 years; Hardy L. Christmas, 15 years; Steve M. Bayne, Loyce P. Bravenec, Lee B. Carrington, Eloy S. Guity, Charles P. Harrison, Woodrow Livingston III, Olan B. Norman, five years.

### District 13

Victor Clark, 35 years; Elijah Prince, 30 years; Harvey L. Heerssen, Jon A. Moss, 20 years.

### District 14

Matthew J. Barton, Thomas L. Wootton, 25 years; Dierre C. Smith, 15 years; Cynthia B. Dunn, Robert E. Templin Jr., five years.

### District 15

Roland E. Klar Jr., 40 years; Charles W. Joseph, Frank C. Matheaus, Leonard C. Saathoff, John H. Walker, 30 years; Roberto R. Garcia, Juan A. Zaragosa, 20 years; Daniel M. Arredondo, Anita F. Lytell, 10 years; Charles Aldrete, James P. Anderson, Domingo Garza Jr., Wayland D. Smith, Michael W. Teal, five years.

### District 16

Donald D. Hester, 30 years; Merlin R. Jackson, Antonio F. Lara, Gilberto Valerio, 20 years; Michael B. Perez, Eulalio Ramirez, Michael C. Riojas, five years.

### District 17

Oran L. Harris Jr., 35 years; Bobby J. Wade, 30 years; John W. Anderson, 25 years; Clyde R. Collier, John D. Kempenski, five years.

### District 18

Preston E. Patterson, James R. Seabolt, Clarence W. Williams, 30 years; Thomas J. Fuller, Jose Machuca, 20 years; Raymond D. Ashmore, Michael H. Heise, William F. Lewis, Patricia A. Morgan-Crow, 15 years; Steven W. Fuller, Gary W. Taylor, 10 years; Carl E. Coverson, Phillip E. Russell, Douglas M. Wenzel, five years.

### District 19

Jimmy D. Roberts, 15 years; Dennis R. Carter, five years.

### District 20

Clinton B. Bond, Walter L. Whitehead, 30 years; Wallace B. Daily Jr., Joe C. Perkins, 20 years; Nolan R. Wagner, 15 years; Gilberto A. Gracia, five years.

### District 21

Louis Castillo Jr., Charles E. Kraus Jr., Arturo Vela, Jose H. Vivanco, 30 years; Michael A. Carpenter, 10 years; Juan R. Flores, Luana M. Gonzalez, five years.

### District 23

Bluford E. Thompson, 20 years.

### District 24

Ernest M. Word, 35 years; William H. Dodson, 25 years; Gilberto Castillo, Rebecca Grado, five years.

### District 25

James E. Amerson, 30 years; James L. Walling, 20 years; Bedford R. Hudson, five years.

## Retirements

(September 30, 1986)

### Motor Vehicles

Robert W. Townsley, Director IV.

### District 2

Brantney Briggs, Maintenance Technician II; Calvin C. Maxwell, Engineering Technician V.

### District 13

Albert L. Holik Jr., Maintenance Construction Supervisor III; Alfred H. Holik, Shop Supervisor IV.

### District 16

Carlos L. Willis, Engineering Technician V.

### District 20

Coleman Carter Jr., Maintenance Technician III; T. G. Morgan, Shop Supervisor IV.

### District 24

Epolito N. Ramirez, Maintenance Technician II.



Dewitt C. Greer, who headed the highway department for 27 years, died in Austin November 17 after a long illness.

When Greer took over in 1940, many miles of Texas' highway system still were not hard surfaced. By the time he retired in 1967, Texas had gotten most of its farmers out of the mud and was building networks of freeways in its major cities.

*"Leading roadbuilder in the nation" — Stotzer*

## Highway pioneer Dewitt Greer dies

Under Greer's leadership, Texas anticipated the creation of the Interstate Highway system, and freeway sections were ready to be taken into the system when work on the system began nationwide in 1956.

Greer was an East Texan, the son of a banker in Pittsburg. He played trombone in the Aggie Band and graduated from Texas A&M University, Class of '23. He worked for a while for the state parks department, supervising trustee inmates from the state prison in the development of state parks.

Later, while working as city engineer in Athens, he met and married "the prettiest girl in town," Helen Colton. They had a daughter, Ann, who lives in Austin. Mrs. Greer died several years ago.

Greer joined the department in 1927, working in the Tyler district. He became district engineer there, one of the youngest men ever to hold that job. He came to Austin in the late 1930s to be the department's chief engineer of construction and design.

On July 1, 1940, commission chairman Brady Gentry broke the news to Greer, then 39 years old, that he had been chosen for the department's top job. "All right, you're 'it,'

then," said Gentry. "If you work real hard, apply yourself and keep everything clean, you can expect to hold this job eight or 10 years." Greer stayed for 27.

Greer left an indelible imprint on the department. He operated on what he called the "one-rebuttal system." A subordinate who did not agree with a proposed decision was obliged to state his disagreement to Greer. The opposing view would be considered and might be adopted. But if it wasn't, the subordinate was expected to drop all his opposition and pull hard for the chosen plan.

Greer, small in stature, nevertheless was a giant among his peers in the highway community nationwide. He served as president of the prestigious American Association of State Highway Officials, and the organization gave him both of its highest awards. A man of dry wit, he received one of them with the statement, "I accept this honor with all the humility a Texan can muster."

He never lost his sense of humor. Just a few days before his death, he called Bobby Adcock, a longtime friend and co-worker, to wish her a happy birthday.

"How did you know it was my birthday?" Bobby asked him.

"I saw it on television," Greer said.

"He was undoubtedly the leading roadbuilder in the nation—in the world—in his time," said Raymond Stotzer, who now occupies Greer's old office as engineer-director of the department.

"The department has maintained the high standards of integrity and professional excellence that Greer established," Stotzer said, "as fitting monuments to his memory."

After Greer's retirement from the chief administrator's post, Gov. Preston Smith appointed him to the highway commission in 1969, and he served as its chairman until 1972. When his first six-year term expired, Gov. Dolph Briscoe, appointed him to another one.

He received the A&M distinguished alumni award in 1966. Texas Christian University conferred an honorary doctor of laws degree on him in 1965. Greer also served as the first Engineering Foundation Professor of Civil Engineering at the University of Texas in Austin, where he taught for four years following his retirement from the department in 1967. ★ **Hilton Hagan**

## In Memoriam

### Employees:

**Louis E. Foley**, District 16, died November 17, 1986.

**Charles E. Hackebell**, District 15, died November 29, 1986.

**David S. Hernandez**, District 16, died November 3, 1986.

**Hoyt B. Hopper**, District 12, died November 22, 1986.

**Luis I. Palacios**, District 16, died November 30, 1986.

**Vernon D. Westbrook**, District 7, died November 1, 1986.

### Retirees:

**Harry L. Bongers**, Castroville, retired from District 15, died October 15, 1986.

**Maury M. Crow**, Burnet, retired from District 14, died October 9, 1986.

**Richard E. Gilder**, Dallas, retired from District 18, died October 24, 1986.

**Ernesto G. Gonzalez**, San Diego, retired from District 21, died November 1, 1986.

**Ralph G. Lemons**, Floydada, retired from District 5, died October 23, 1986.

**Otto J. Keil**, Moulton, retired from District 13, died October 9, 1986.

**Marvin A. Lunsford**, retired from District 6, died October 24, 1986.

**Marvin F. McConnell**, Flint, retired from District 10, died March 3, 1986.

**J. C. Redding**, Waco, retired from District 9, died October 8, 1986.

**Jack M. Rogers**, Madisonville, retired from District 17, died November 22, 1986.

**Carl Schroeder Jr.**, Anderson, retired from District 17, died November 13, 1986.

**W. C. Seale**, Taylor, retired from District 14, died November 29, 1986.

**Willie L. Strebeck**, Alba, retired from District 1, died June 21, 1986.

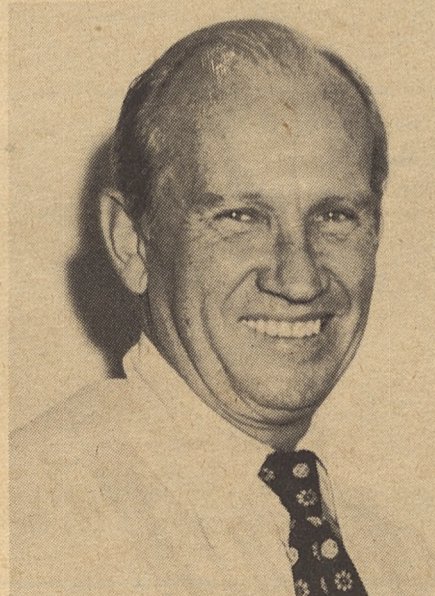
**James W. Sutherland**, Karnes City, retired from District 16, died October 16, 1986.

**Francis D. Vance**, Bryan, retired from District 17, died November 18, 1986.

**Paul Washburn**, Sherman, retired from District 1, died October 26, 1986.

**Louis A. Wehrman**, Green Valley, Arizona, retired from District 4, died October 5, 1986.

## Charles Hackebell, Hondo RE, dies



Charles Hackebell, resident engineer at Hondo for the last 33 years, died Nov. 29.

"Chuck depicted in a positive way everything the department expects of an engineer. He did an outstanding job," said Engineer-Director Raymond Stotzer, who preceded Hackebell at the residency. "He was 'Mr. Highways' in Medina and Bandera counties. He was also an important and valued part of the community," Stotzer said.

Born in Cameron, Hackebell graduated from Harlandale High School in San Antonio. He served with the U.S. Navy during World War II, and joined the department following graduation from Texas A&M University in 1948. His first assignment was in San Antonio. Two years later he was promoted to senior survey party chief and moved to Kerrville.

Hackebell married Juanita Lee Smith in San Antonio in 1947, and had three sons. ★

# roadrunners



The Texas Department of Highways and Public Transportation recently completed two projects in our city which the City Council and I feel are special historic projects that have been dreamed about for years. Those projects are the overpass on Highway 377 and the completion of Beaver Street between West Austin Avenue and Highway 67-84.

The council requested that I express to you and your staff our sincere appreciation for all the hard work and effort which you put forth on these projects. These projects are so important to the economic development and growth of our city and we will ever be appreciative. We are proud of the good working relations that we are able to maintain with you and your staff and appreciate the outstanding work which you continue to do, on our behalf, in maintaining the highways in Brown County and in this district.

If we can be of assistance to you at any time, please do not hesitate to call upon us because we are loyal supporters of your efforts.

**Bert V. Massey II, Mayor  
City of Brownwood**

On September 29, at about 6 p.m., I had a car accident on FM 485 about four miles east of the Highway 77 intersection.

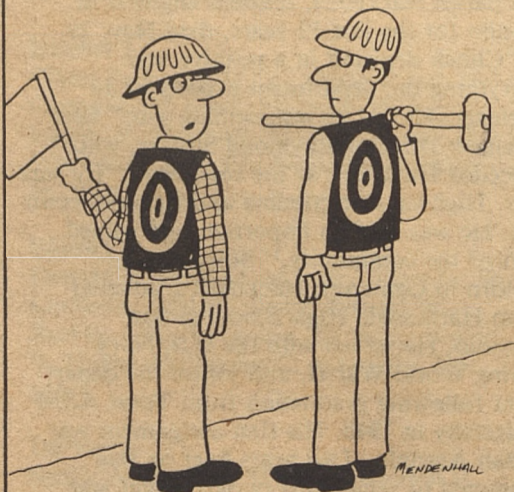
The crew working on 485 was extremely thoughtful and helpful to me after the accident. They even stayed overtime to wait with me until my father came from Waco. They also helped get my car started again so that I could drive it to Temple rather than having to get a tow truck.

I wasn't thinking clearly enough to get anyone's name but I want to thank them for all their help.

**Cynthia L. VanRiper  
Temple**

*Ms. VanRiper's helpers were Marvin D. Byrd of the Hearne residency and Glen Barnett of Hearne maintenance.*

## ROADWERKS



I THINK WE NEED TO TALK TO THE TRAFFIC COORDINATOR ABOUT THESE NEW SAFETY VESTS.

Please convey my thanks and appreciation to the groundskeeper who took the time to gather up the pieces of my wallet on November 11, 1986. It was wonderful to recover the pictures and mementos.

**Nancy McCourt  
Austin**

*John Jarosek, a Maintenance Technician III, found the wallet along a fence at the District 14 office.*

This Tuesday afternoon about 3 p.m. I was returning from Hearne on Highway 6 to Bryan when my pickup overheated. I pulled over and walked to where some highway construction was going on to see if they could contact someone in town to bring me out some water.

Better than that, they provided me with water and offered some helpful hints as to what the problem was. It turned out to be a bad gasket between water pump and engine. I appreciate the courteous help given to me by Mr. Hubert Smith.

**Mitchell McMillan  
Bryan**

*Hubert Smith is the assistant maintenance supervisor for Robertson County.*

On November 9, during the heavy rainstorm, Donald Hester and Victor Pinon pulled our son's car from a ditch on Highway 665. We had driven to Driscoll from Three Rivers to help our son, a senior at Texas A&I University, after his phone call. The efficient action of Mr. Hester and Mr. Pinon helped to turn a long night for us into a shorter one. Their assistance saved us time and money (both of which are scarce to a family of four children) and they refused to accept a tip as a "thank you."

Our thanks to them and to a department that encourages this type of action from its employees.

**Mr. and Mrs. Robert Martin  
Three Rivers**

*Don Hester supervises departmental maintenance activities in the Robstown area. Victor Pinon is his assistant.*

In the 33 years that I worked for the Texas Highway Department and stopped to help people with car trouble, I never realized how much they really appreciated it, even though all of them said they did.

I found out how much it was appreciated on July 14, 1986 when Erman Woodall stopped to help me on I-30 at Lake Ray Hubbard. My wife and I were on the way to Baylor Hospital, where she was to have surgery July 15.

Mr. Woodall took me to Rockwall to get a radiator hose, brought me back, and actually installed the hose. He said there was no way he would accept money.

Under these circumstances and the July temperature, I will remember this act of compassion for years to come.

Having men like this in your organization makes you look good also.

Many thanks.

**Glen W. Moore  
Sulphur Springs**

*Erman J. Woodall, Maintenance Technician II, works in the Rockwall maintenance office.*

May I take this opportunity to thank you for the courtesy and kindness of two of your men in the Georgetown office, Mr. Randy Nelson and Mr. Michael Good.

My wife and I were returning from a trip to North Carolina on August 19, close to home and feeling the elation of being nearly home, when about four miles north of Georgetown on I-35 we suddenly had a blowout on the right front wheel, a tire that had less than 13,000 miles on it. After my wife successfully stopped the car I had her pull off the interstate down to the access road where it was much safer to put on the spare. As I started to unload the trunk to get the spare two young men drove up, said they had seen our problem from up on the interstate and offered to help us. Needless to say, with an outside temperature above 100 degrees and my age of 69, I certainly welcomed their assistance.

While they made the change, their district supervisor drove up. I had earlier offered the men some monetary consideration for their help, which they refused. Their supervisor also refused their being given anything.

May I again say that Texas leads the way. I have traveled extensively throughout my life and the only place such help was offered was by the Green Angels in Mexico. Maybe other states offer it but I have not seen it.

May I thank you for offering such assistance to travelers. It is certainly appreciated.

**J. V. Reno  
Marble Falls**

*Roadway Maintenance Supervisor Luther Toungate is the district supervisor Mr. Reno mentions.*

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