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TEXAS STATE DOCUMENTS
COLLECTION

NON-CIRCULATING

EMERGENCY RADIO
NET ON THE AIR
STORY ON PAGE SIX



Photo by Bob Gates

TRANSPORTATION news



New deputy director posts created p.3

Bow hunting pace is slower p. 4

December 1984

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Sometimes it's hard to grasp just how far we have come technologically in a very short time. If you are old enough to remember World War II, then you have lived through the greatest acceleration of technological progress in the history of the world.

Every function in the department, from the simplest to the most complex, has changed at least somewhat in the last few years. Some changes have been subtle but the overwhelming majority have been sweeping and far-reaching. None of them have been easy.

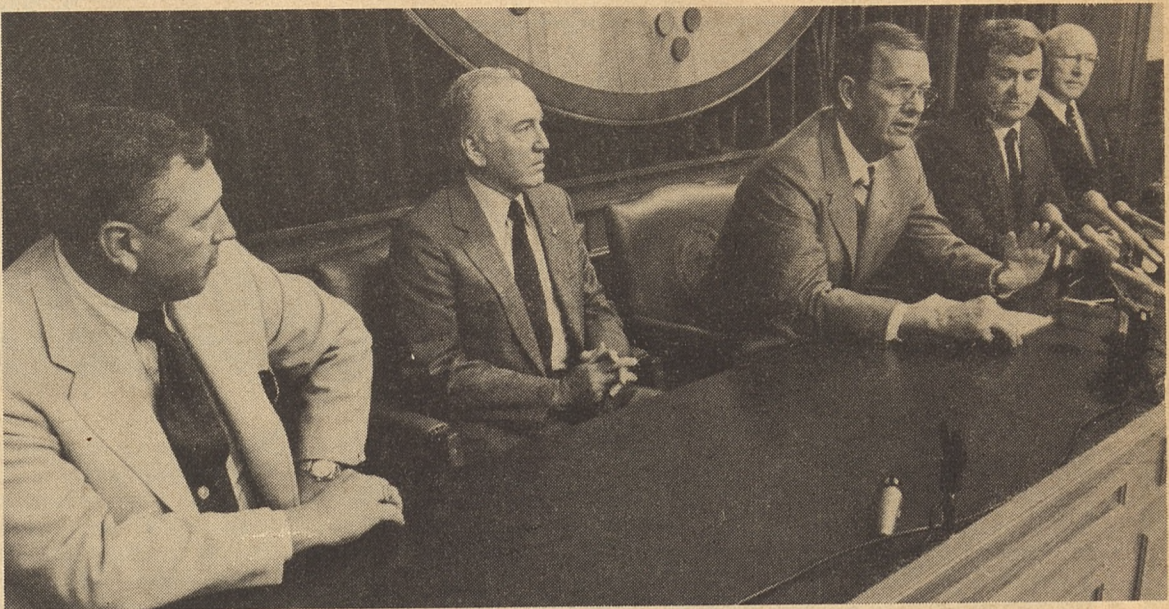
In November, I circulated a lengthy newsletter relating to the growing pains that the conversion to the Management Information System has caused. These pains are not unusual. There are bugs in the system as in any new system.

There also is the natural human resistance to anything new and unfamiliar. We can sympathize with the legendary person who lamented, "Just when I thought I knew all the answers, they changed the questions." The truth is, the 'questions' — the way we do things — must change if we are to be effective in the modern world.

If we are to continue to be an effective organization, we must adopt these systems and work out the inevitable bugs. We can't fall behind. The task ahead is just too large.

Most of you recognize this. You are doing a great job. Keep up the good work!

Mark Goode



Chairman Lanier explains a point at the press conference. From left are Commission Members Butler, Dedman, Lanier, Attorney General Mattox and Asst. Attorney General Arnold.

Attorney General targets overloaders of vehicles

The commission and Attorney General Jim Mattox November 20 announced a new program to crack down on overloaded trucks along Texas highways. Mattox said it would save the state millions of dollars annually.

"We are prepared to file civil complaints against violators, seek injunctive relief and damages that will amount to much more than small criminal fines," Mattox said. "If we are successful, the people of Texas will be saved from millions of dollars of highway repairs and our highways will be safer for the driving public."

A study by the Center for Highway Research at The University of Texas estimates that overweight trucks and the damage they do will cost Texas \$261 million in the next 20 years.

"In these times of limited budgets, the state should not have to be hit unnecessarily to repair highway damage that occurs because of overloaded vehicles," Mattox said.

The criminal statute against overloading has

proven to be no deterrent to violators, he said.

"With fines ranging from only \$100 to a maximum of \$200, many vehicle operators view these fines as a part of doing business. They pay them and go on their way. Some operators have received as many as 500 tickets in one year and it hasn't stopped them.

"These small fines cannot pay for the damage to our highways," Mattox said.

The Department of Public Safety reports filing more than 50,000 overloading cases a year. "With that many cases being filed each year, it's obvious the small fines are not a deterrent to overloaded truckers," Mattox said.

Watson Arnold, who has headed the highway section of the Attorney General's office for many years, will head a special task force aimed at overloaded trucks. ★

FHWA special funds are parcelled out

Special highway and bridge funds amounting to some \$1.058 billion have been made available to state highway agencies to continue vital construction, repair and rehabilitation work on major highway and bridge projects during fiscal year 1985.

Special discretionary funds were allocated by the Federal Highway Administration to fulfill specific highway transportation needs identified by the states.

Texas will receive \$37,596,000 in Interstate Construction Discretionary Funds and another \$1,500,000 in a non-discretionary allocation for Railroad-Highway Crossing Demonstration Projects. An additional non-discretionary allocation of \$258,762 will be earmarked for Texas' Forest Lands Highways.

However, Texas was not among the 19 states receiving funds for construction or rehabilitation of major bridges, nor the 10 states receiving funds for special purpose projects designed to demonstrate "special highway construction techniques." ★



Governor Mark White receives a special Sesquicentennial license plate from Tom H. Taylor, director of Travel and Information. Others are Randy Lee, executive director of the Sesquicentennial Commission and Gene Robbins, president of the Texas Good Roads/Transportation Association. The special plates, marking Texas' 150th birthday, will begin appearing on new cars and as replacements about April 1.

New deputy director posts are created

Each will oversee related activities and programs

The top administration of the department was overhauled Dec. 1 with the appointment of four deputy directors.

Engineer-Director Mark Goode named Marcus L. Yancey Jr., Byron C. Blaschke, Alfred R. Castello and Henry A. Thomason Jr., to the new posts. The titles of deputy engineer-director, held by Yancey, and assistant engineer-director, formerly filled by Blaschke, were discontinued.

Each of the directors will have a functional grouping of headquarters divisions and activities to supervise. Yancey will be Deputy Director, Planning and Policy, with special responsibilities for the Transportation Planning Division and the Travel and Information Division together with MIPR and the office of the General Counsel; Blaschke will be Deputy Director, Design and Construction, overseeing the Bridge, Construction, Right-of-Way and Highway Design Divisions; Castello will be Deputy Director, Support Operations, with the Finance, Motor Vehicle, Human Resources, Automation and Insurance divisions under him, and Thomason will be Deputy Director, Field Operations with the Equipment and Procurement, Materials and Tests and Safety and Maintenance Operations Divisions under him.

Goode said it is not practical to "make absolute distribution of functional responsibilities at this time between the reorganized offices."

He indicated the set-up would serve for the interim until recommendations from the Price Waterhouse & Company management audit are reviewed.

Castello and Thomason will continue to serve as heads of the Finance and Safety and Maintenance Operations Divisions respectively until replacement division heads are named.

HENRY A. THOMASON, JR.

Thomason was born in Livingston, in 1936. He attended public schools in Livingston, Marshall, Midland and Bryan, and graduated from Stephen F. Austin High School in Bryan. He graduated with a B.S. degree in Civil Engineering from Texas A&M



Thomason...Field Operations

University in 1958 and also holds an M.S. in C.E. from the University of Texas at Austin.

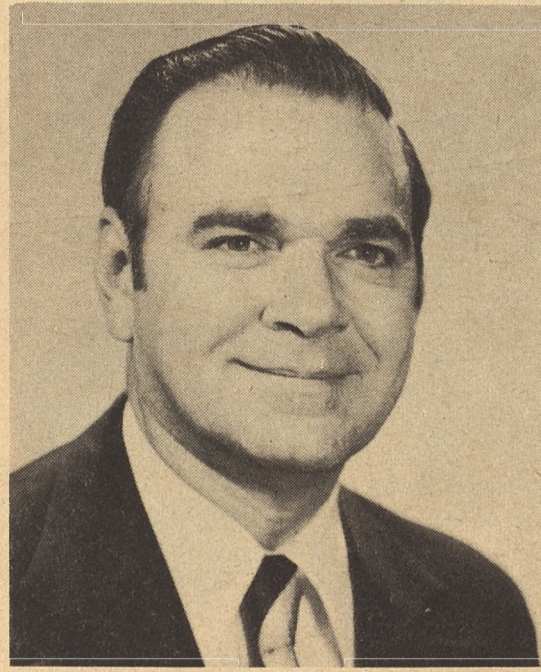
He joined the department as a summer employee in 1955, working as a rodman in the expressway office in Wichita Falls. He joined the department full time in 1958 in Wichita Falls. Between 1959 and 1962, he served three years in the Air Force as project engineer for Air Force housing construction at various locations throughout the 48 contiguous states, and also was the commander of the honor guard of the North American Air Defense Command.

He returned to the department in Wichita Falls in 1962, but entered private business with a management consulting firm in 1965. He rejoined the department in 1968 in the Highway Design Division in Austin, and in 1973, was named design administrative engineer. In 1982 he was temporarily assigned to the Texas State Management Development Center, training managers in all phases of state government.

He was selected Chief Engineer of Safety



Yancey...Planning and Policy



Castello...Support Operations

and Maintenance Operations in March 1983.

Thomason and his wife, Nancy, have two daughters, Vicki and Camille.

He is a member of Chi Epsilon, the national civil engineering fraternity, and Phi Kappa Phi, a national academic honor society. He is a member of the University of Texas Track and Field Officials Association.

ALFRED R. CASTELLO

Castello was born in Houston in 1931. He attended St. Mary's Elementary and St. Thomas High School, graduating in 1948.

He attended Mary Knoll College in Glen Ellyn, Ill., from 1949 to 1952, when he transferred to the University of Texas at Austin. He was awarded simultaneous degrees as a bachelor of science (physics) and bachelor of arts (mathematics) in 1954.

He began full-time employment with the department in 1954 as a junior office assistant in the road design division.

Later he was instrumental in organizing the department's computer operations serving in various capacities as the program grew and developed. On December 1, 1975, he was transferred from the Automation Division where he served as a systems analyst, to chief of staff services of the Internal Review Section for the Administration. He became director of finance February 1, 1978.

Castello and his wife, Dolores, have six children.

His hobbies include woodworking handi-craft, hunting, fishing, and reading. He plays golf, but not to the extent that he considers it a hobby.

BYRON C. BLASCHKE

Blaschke was born in Schulenburg, Texas, in 1937.

He attended public schools in New Braunfels and was graduated from Texas A&M University with a B.S. degree in Civil Engineering in 1960.

His career with the department began as a summer employee in 1956 in Comal County and he also worked two summers in Harris County.

Blaschke was on active duty as an artillery

See DEPUTIES, p. 12



Blaschke...Design and Construction

Bow hunter trades speed for serenity

Charlie Nail's description of bow hunting is vivid:

"When bow hunting, I find myself seeing things I hadn't noticed before. I see a tiny wild flower on the ground and step around it, rather than not noticing and stepping on it. The pace is slower and the bow hunter is much closer to nature than the person who hunts with a rifle."

Nail, who is an employee of the El Paso Motor Vehicle Division Regional Office, has been a hunter most of his life. He began using a bow and arrow to hunt big game in the mid-1970's, and now the longtime El Pasoan has switched almost entirely to bow hunting.

Nail began his association with the ancient sport of archery because he was tired of being in the woods with so many rifle hunters. He wanted to hunt under less-crowded conditions and welcomed the challenge of learning archery.

The El Paso Archery Club is a part of the New Mexico Archery Association. At a meeting of the New Mexico group in 1977, Nail made the casual statement that he would like to win the state championship. Some of the veteran archers laughed, and told him he had not started at a young enough age. It takes years of practice and competition to become a state contender.

Nail accepted their skepticism as a challenge. He approached longtime El Paso Archery Club member George Fisher, who has a reputation as one of the best archery coaches in the Southwest.

Nail was told that if he had enough dedication and practiced enough the New Mexico state championship could be his.

Charlie started going to the archery range every day, shooting at least 100 arrows a day and in all kinds of weather. There was no guarantee that the tournaments would be held under perfect conditions, and he wanted to know what his arrows would do under all conditions.

With the constant practice and Fisher's coaching, Charlie Nail won the New Mexico Grand Championship in the freestyle, unlimited archery category in 1979, less than two years after he had started in the sport.

"I shot in the pro class for a short time after that, but shooting for money really just took the fun out of it. I had accomplished what I really wanted to do, so I hung the target bow up and devoted my time to the hunting bow," Charlie said.

He has hunted with a bow every year since 1977 and has taken mule deer and a bull elk.

Another essential part of bow hunting is camouflaged clothing and the use of appropriate camouflage makeup.

Bow hunters agree that no one should purchase a bow and immediately go to the field to begin hunting. Beginners should go to the range, learn something about bows and get some tips from experienced shooters, then buy the proper bow and learn to shoot on the range.

Most archers say that the stalk is the biggest thrill of hunting with a bow. "I have come to full draw on several animals and never released the arrow," Nail said. "I had already won. I had the satisfaction of knowing that I could beat that animal at its own game." ★ **Becky Beck**

H.M. Taylor dies

H.M. Taylor Jr., retired engineer in the Bridge Division, died November 12 in Austin. Taylor, 83, retired in 1966. ★



Archer Charlie Nail demonstrates what an animal will see if the hunter is not using all camouflage possible, left, and, right, what the hunter hopes the animal won't see.

Small-bolt experiment may enhance safety

In September of 1976 the *Research Reporter*, published by DHT's Transportation Planning Division, reported a series of tests of turned-down railing which used smaller bolts on the first five posts to lessen the tendency of vehicles to be launched in the air after running upon the structure.

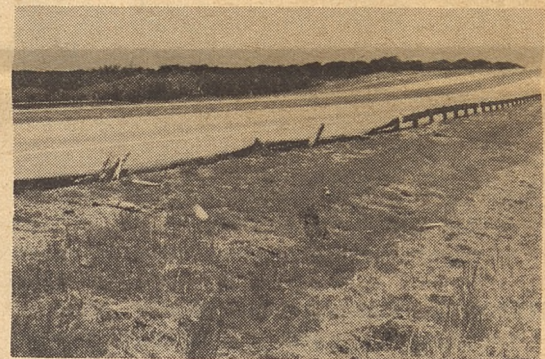
The experiment continues in the Brownwood district and may result in safer guard rails for bridge approaches.

District Engineer Lawrence Schulz, concerned that current designs for guard rails do not provide braking action and could possibly vault wayward vehicles, has implemented this design throughout his district and is compiling crash data.

Current specifications call for the rails to be attached by heavy bolts to metal posts and angle-cut timber posts which do not protrude above the top of the rails. The smooth rails do not assist wayward lighter weight vehicles to decelerate—sometimes resulting in



Shattered post protruding slightly above the rail may help deceleration.



Guard rail section after an apparently successful hit. The vehicle that struck it was not found.

accidents where motorists slide several hundred feet on the rails and occasionally hurtle completely over the structures.

Schulz calls for the metal guard rails to be mounted 3 inches below the tops of the posts. The first several sections of rails are attached with small bolts, sequenced in graduated sizes from 1/4 inch to the standard regulation bolts. Upon impact, the smaller bolts shear, dropping the rail to provide braking action as a vehicle impacts the posts.

The small-bolt design has been field-tested in the Brownwood district for seven years. Results are promising. After the first three years of operation, a total of 48 end-section accidents were noted. About a third of the damaged railing "hits" were unreported accidents, and the vehicles involved had left or been removed from the scene. Schulz is convinced that for a small cost of about \$20 each, it is safer and cost effective to modify the existing turned-down sections.

C.P. Damon, FHWA Safety Coordinator, said "the small-bolt design appears to be the best at the moment" and more will soon be installed in other areas. ★

Bo McCarver and Jean Sparks

This Holiday Season finds us with much for which to be grateful within the Department. The progress of the past year in many areas of our operation has been outstanding. We thank you, the employees who helped make that progress possible.

May the peace and joy of this Yuletide bring happiness to you and your families.

Mark Hood
 Marc Yancey
 S. L. L.
 Durya Thomason
 Bob Lanier
 Robert Anderson
 John Smith
 M. L. Telle.

Employee finds fire fighter training rugged

The heat was intense and the firefighter had never before encountered such thick smoke. He knelt down, but could only see the glow of flames roaring in the corner of the bedroom.

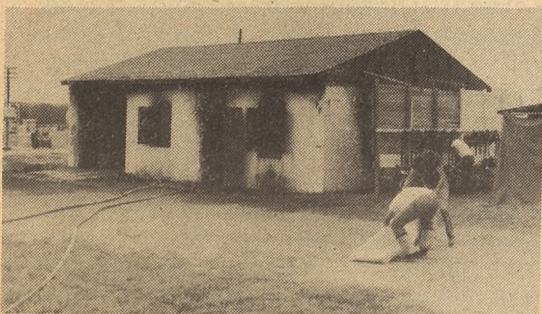
The sound of his own breathing was amplified inside the face mask of his breathing apparatus.

Water from the fire hose turned to steam and found its way under his helmet and past his collar to sting his ears and neck.

He wondered if he really wanted to be a volunteer fireman.

The firefighter was Russell Cummings, division research coordinator of the Safety and Maintenance Operations Division, and the experience occurred at Texas A&M University's Fireman's Training School. Cummings is a member of the Dripping Springs Volunteer Fire Department.

He finished the training with a greater respect for the dangers of fire and for the people who put them out.



This cottage is one of several structures used in the training.



Fire hose pressures over 100 pounds per square inch can make it difficult for firemen learning to handle them.

More than 2,000 firefighters participated in the program, taught by 450 instructors and safety supervisors last summer. More than half of the participants were volunteer firemen. The others were paid municipal firemen, employees of state and federal agencies, and employees of private firms.

Participants came from 537 Texas cities, as well as cities in 20 other states, Canada and Mexico.

State employees who are volunteer firefighters are eligible for leave with pay to attend firemen's training courses conducted by state agencies.

Two dozen courses are offered in the sessions at A&M ranging from actually fighting fires to classroom instruction in fire prevention, arson investigation, staff and command officer training and volunteer fire service management.

The fire fighting exercises use real fires, life support apparatus, high pressure hoses and ladders in various configurations.

Burning structures included cottages, warehouses, apartments, and other locales likely to be encountered by firefighters.

There are nearly 50,000 firefighters in Texas, two-thirds of whom are volunteers. Only 73 municipalities are staffed with paid firemen; 167 departments have combination forces and more than 1,300 Texas fire departments are entirely operated by volunteers.

Volunteer fire departments go back more than 300 years to New Amsterdam (New York) where the first volunteer bucket brigades were organized. ★



Volunteer fireman Russell Cummings at the wheel of a pumper.

Department emergency radio network goes into operation

At 8:30 a.m. on a Monday morning in mid-October, Glen Turner of the Camp Hubbard radio shop pushed a switch and attempted to call Corpus Christi district headquarters on the radio.

In the radio room at Corpus Christi, Rueben Schultz heard Turner and responded, "Read you loud and clear."

That simple exchange marked the completion of the department's emergency communication network, or at least the first

Photo by Bob Gates



Sladeczek checks over the Motorola Micom 20 transceiver used in the emergency network.

phase. The network had been a long time in development. It was the idea of Ben Montague, radio shop supervisor, but, like many projects, it had to work its way up a long list of budget priorities.

The long-range radio network idea goes back to the mid-1970s when the department joined forces with other branches of state government in the Disaster Emergency Service

Council. The charge of the council was to provide aid, information and supplies to areas of the state struck by disasters, both natural and man-made.

During emergency periods, timely information about the condition and passableness of highways is absolutely necessary.

Montague is one of nine persons who take turns as the department's representative in the Emergency Operating Center during disaster times. The center is deep in the ground below the Department of Public Safety headquarters in Austin. More than once on occasions when the governor had activated the center, Montague or one of his colleagues had to report that communication with highway department activities in the stricken areas was impossible.

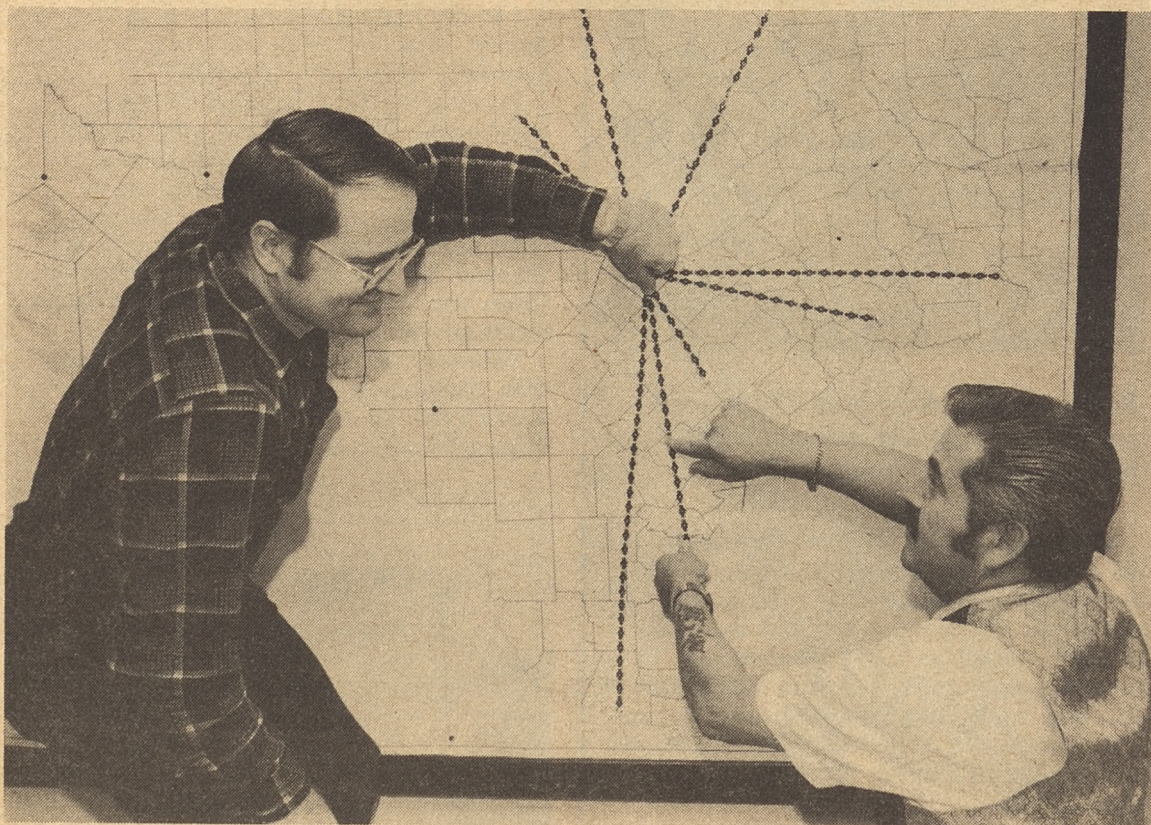
Other times, vital information was passed only after leap-frogging by relays from one departmental radio to another or with the assistance of an amateur radio operator in the area.

That's not to say there is anything wrong with the regular radio systems.

The departmental radio nets are set up for routine daily traffic, providing communications within the district and little more. Long-range communication was possible only through relays, a slow process with operators having to repeat the message at station after station.

On the cover

Turner makes adjustments to the long wire antenna attached to the Camp Hubbard radio tower. The long wire unit adds to dependability and range of the emergency network.



Richard Sladeczek and Ben Montague put the final leg of the emergency radio network on the map.



Glen Turner makes the Monday morning roll call to confirm the operational status of the network.

Even so, power outages and antenna damage often rendered even this method unuseable.

Montague learned about a long-range radio system employed by the Texas National Guard with some available channels. He asked for and received approval to utilize these assigned frequencies on December 8, 1983.

With this approval in hand, radio shop technicians Glen Turner and Richard Sladeczek began ordering equipment and preparing for its installation.

Photo by J. Griffis Smith



Gene Barton of the Yoakum district checks amateur equipment used during emergencies. Information gathered from "ham" operators often is important in emergency operations.

Areas were identified as to their strategic locations and their past histories of disasters, and the nine transceivers—sets that use many of the same components for both transmission and reception—were located accordingly.

The first installation was at Austin's Camp Hubbard, followed in order by Paris, Yoakum, Pharr, Houston, Wichita Falls, Brownwood and Beaumont. The final set-up was completed by Turner in September in Corpus Christi.

To avoid problems of power failure and damaged antenna towers, the new equipment will switch to on-site auxiliary power when needed and the transceivers will broadcast and receive through a "long-wire" antenna. Says Montague: "All you need is a wire 60 feet long or longer. It has to be 10 feet above the ground and the equipment can do the rest."

Each Monday morning, a roll call is made from the Camp Hubbard radio room to confirm that each station is operating. Turner, a 20-year veteran with the department, makes the roll call.

"There's no comparison with the old relay

system," he says. "It's faster, extremely dependable, and it's always manned."

Installation of other stations elsewhere in the state is being considered as well as the possible installation of amateur-type transceivers where they would enhance the workability of the network.

Most of the radios were in place for the 1984 hurricane season and, although there wasn't a destructive storm this year, Montague is confident that the system will meet the challenge when one does come along.

"We don't know when we'll have a hurricane or some other problem," Montague said, "but when we do, we'll be ready." ★ **Bob Gates**



Roman Buzek answers for Yoakum during the Monday morning roll call.

T.S. Huff, retired D-8 boss, receives high ASCE honor

Talbot S. Huff, chief engineer of highway design from 1954 to 1968, received the 1984 Highway Division Award given by the Highway Division of the American Society of Civil Engineers. The award honors "outstanding professional accomplishments and contributions in the field of highway engineering."

A 1927 graduate of Auburn University, Huff came to Texas after working in the highway departments of Alabama, Tennessee, and Louisiana. He was employed in the Tyler



T.S. Huff... "for outstanding achievement..."

District before coming to Austin in 1945.

A former chairman of the ASCE Highway Division, Huff was also active in the Transportation Research Board, Institute of Traffic Engineers, and the American Association of State Highway and Transportation Officials.

After retirement Huff was a guest lecturer in civil engineering at the University of Texas at Austin and a consultant in various highway-related fields. He is an honorary member of the Texas A&M chapter of Tau Beta Pi and the University of Texas chapter of Chi Epsilon. ★

Heroic ferry deckhand rescues troublemaker

A deckhand on the Galveston-Bolivar ferry fearlessly pulled a man from the murky waters of the bay October 29, even though the man had caused considerable trouble aboard his vessel.

A passenger on the R.S. Sterling created an unsanitary condition on the upper deck of the ferry, with some of the mess spilling on the deck below and on some passengers and their automobile.

Police were notified and one of the passengers started seeking out the culprit. Though inebriated, the individual still realized he had two choices: Face the irate passenger, a large angry man, or quickly depart from the vessel. He chose the latter.

The ferry was midway in the Galveston landing and word was passed quickly that a man was overboard. Deckhands Phillip Hamer and Jeffry Stablein responded and found several passengers at the stern of the ferry, pointing to a mooring dolphin where the man was last seen.

Hamer saw what he thought was the man's legs and feet projecting from behind the dolphin where the man was last seen. Fully clothed, Hamer dived into the water and began a search for the man.

After submerging four times, Hamer swam to the back side of the piling and found the passenger clinging to a wire. With the aid of a life ring, Hamer attempted to coax the passenger to follow him to the shore. After a great deal of urging, the passenger agreed to follow.

They were met by Galveston police who took the passenger to jail and charged him with disorderly conduct and public intoxication.

Ferry Operations Manager Capt. R.F. Ewels said, "The unselfish action on the part of Phillip Hamer typifies the concern on his part to render immediate assistance to another person in need of help...He responded totally without concern for his own safety and without orders from his superior officer." ★

Ruben Cano closes long, varied career

After 37 years and three months with the State Department of Highways and Public Transportation, Ruben Cano of Pharr has decided to take life easy for a change.

He was honored by his fellow employees at a dinner. Bob Beattie, district administrative engineer, introduced District Engineer G.G. Garcia who presented Cano with a plaque denoting his tenure as a faithful employee. A gift from his fellow employees was presented by Hubert Bonham, his immediate supervisor.

Cano has seen many changes in the department as he served the public. He began work as a common laborer in the Pharr maintenance section for 50 cents per hour. He was soon promoted to office clerk and assistant foreman. He worked for some time as a utility inspector and was then put in charge of the center-stripe section.

For the last eight years, he has worked in the district safety office. He is certified as an instructor in defensive driving, multi-media first aid and fleet safety. Some of his duties



Ruben Cano receives a plaque from DE Garcia.

have been to investigate vehicle and personnel accidents. He was instrumental in involving highway department personnel in donating to the local blood banks. He has been a member of the board of directors of St. Margaret's church for many years.

Cano and his wife, the former Maria Del Refugio Gamez, have three sons, two daughters and 12 beautiful grandchildren.

Cano is a World War II veteran and, while serving in the U.S. Army, he earned the European Campaign Medal with five Bronze Stars, Good Conduct Medal and WWII Victory Medal. After leaving the Army, he served in the U.S. Naval Reserve.

Immediate plans of the Canos include enjoying the grandkids, relaxing, enjoying the grandkids, traveling to Florida and Chicago and enjoying the grandkids. ★ **Pat Reynolds**

TRANSPORTATION news

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Number 3

A newsletter published monthly by the Travel and Information Division of the State Department of Highways and Public Transportation at 11th and Brazos Sts., Austin, Texas 78701.

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Manuscripts, photos, news tips invited. Telephone (512) 475-6070, or Tex-An 822-6070.



Best Internal Publication
1984 AASHTO Public
Affairs Skills Contest



DECEMBER

- 4-7 Bridge Inspector Training, College Station, D-18M
- 11-12 Highway Construction Lettings, Austin
- 19 Commission Meeting, Austin
- 24-26 Holidays, Christmas

JANUARY, 1985

- 1 Holiday, New Year's Day
- 7-10 Seminar on Urban Transportation Planning Using the 1980 Census, Austin, D-10P
- 8-9 Highway Construction Lettings, Austin
- 23-24 Research Area II (Materials, Construction, and Maintenance), Kerrville, D-10R
- 28 Commission Meeting, Austin
- 29 Commission Public Hearings, Austin
- 29-Feb. 1 Bridge Inspector Training, College Station, D-18

DID YOU KNOW?

While some highways receive some federal money for construction to be matched by state funds, maintenance is the total responsibility of the state.

More than half of the employees of the department are in maintenance and there is a maintenance activity—they called them "barns" in the old days—in practically every one of Texas' 254 counties. Indeed, in some areas of the state, the highway maintenance section may be one of the town's single largest employers.

On the other hand, metropolitan areas may have several maintenance sections, looking out after the overwhelming majority of the state's urban freeway miles and other important urban and suburban highways.

Although only about 73,000 miles of the Lone Star State's 250,000 miles of streets, highways and roads are maintained by the department, those miles carry more than three-fourths of all traffic in Texas. ★

Reserve activities net honor for engineer

Ronald Hillier, Amarillo district design engineer, has received the Meritorious Service Ribbon for his work as a liaison office for the Air Force Academy.

Hillier recently retired from reserve officer status in the U.S. Air Force as a lieutenant colonel. As academy liaison officer, he interviewed youngsters seeking admission to the academy from the Panhandle and South Plains area. ★



Graff, at right, visits with MHMR worker who is helping maintain Tyler district rest areas.

Handicapped workers keep Tyler areas in shape

Too often we think of physically or mentally handicapped people as being unable to perform in today's job market, while actually they can and want so desperately to contribute to our society.

The Tyler district is experiencing great success in contracts with handicapped workers' organizations for certain maintenance operations. Joe Graff, assistant district maintenance engineer, said that up to \$434,000 in contracts have been awarded to handicapped and retarded work crews for various maintenance operations in East Texas.

In Smith County, a crew of workers from the Mental Health Mental Retardation Association has also secured a janitorial contract to clean the Department's district office buildings.

At the present time, 26 picnic areas in the district are a part of MHMR's roadside maintenance contract work. Also, MHMR is placing handicapped workers on litter pick-up crews along major highways.

Graff said, "Department employees were initially very skeptical about awarding contracts to MHMR to place clients into work crews. But after seeing how it has worked out, we're all real pleased with it."

"The MHMR work crews maintaining roadside picnic areas are doing an excellent job," Graff said. "It's been very successful. The picnic areas are in better shape than they have ever been before."

Graff said contracts set aside for MHMR and other agencies using handicapped employees actually save the department money.

"With set-asides, contract details are worked out a lot faster," Graff said, adding that it eliminates a number of "headaches" caused by other contractors.

Four picnic areas in Smith County are

maintained by Opportunities in Tyler employees, with the remainder of the picnic areas being maintained by employees placed through the MHMR job placement program.

To use tax dollars wisely is the department's No. 1 priority, but in addition to that, District 10 employees can't help but feel a great amount of pride and community involvement in helping people who are less fortunate earn their place in today's society. ★ Billy Black

Goode serving on research body

Engineer-Director Mark Goode has been appointed to the national Strategic Highway Research Program task force. The group will guide the pre-implementation planning effort and oversee the program to its completion.

Other state chief administrative officers appointed to the panel are Chairman Thomas Larson of Pennsylvania; Duane Berentson, Washington; Thomas D. Moreland, Georgia; Harold W. Monroney, Illinois; and Robert N. Hunter, Missouri.

The task force was rounded out by the inclusion of FHWA Administrator Ray Barnhart, AASHTO Executive Director Francis B. Francois, Thomas B. Deen of the Transportation Research Board, and Charley V. Wootan of Texas A&M.

"Perhaps the greatest challenge to the task force is to maintain a continuing overview of the SHRP effort, to assure it retains the same focus that is the hallmark of TRB's Strategic Transportation Research Study," Francois said. ★

Doubling of highway contracts expected

Texans soon will see a doubling of highway construction activity as additional funds provided by the Legislature in the special session this summer are put to work.

The department awarded about \$90 million worth of contracts in November and the outlook was for a \$200 million letting in December, potentially the all-time largest monthly bid opening in the 67-year history of the department.

The commission and administration have stressed getting the new funds to work as soon as possible. November's letting was three times as large as November 1983 and it is now projected that \$665 million worth of highway construction and rehabilitation work will be put under contract during the first six months of the current fiscal year.

In all, the administration hopes to add \$1.6 billion in new work before next September 1. Total contracts in all of FY 1984, which ended last August 30, amounted to \$765 million.

Although federal Interstate construction funds are bottled up in a squabbling Congress, the commission has authorized the department to proceed with projects utilizing 100 percent state funding against the eventual recovery of federal funds when an impasse in Congress is resolved. The additional state funds, therefore, have enabled the department to maintain the momentum of the construction program. ★

Death claims veteran Automation employee

Morgan Price, 60, a 29-year veteran with the department, died October 15.

A key entry operator, Morgan had worked for the Automation Division since its beginnings in 1965. He started with the department in what was known as Operations Division. He retired for medical reasons in 1984.

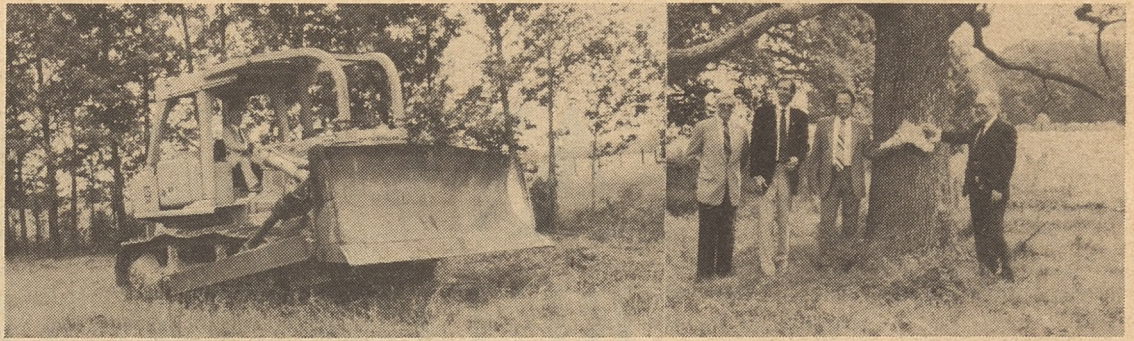
He also had taught at the North Carolina School for the Deaf, having received a bachelor's degree in elementary education



Morgan Price...

from Gallaudet College in Washington, D.C. The college was founded in the 1860s by presidential order of Abraham Lincoln and was the first institution of higher learning devoted to the education of deaf citizens. Since the founding of the college, each diploma has borne the signature of the President of the U.S. Morgan's diploma was signed by Harry Truman.

Morgan's father also worked for the department, as a photographer in D-4 from 1938 to 1958. ★ Robert Reed



Pittsburg Mayor Abernathy pilots ground-breaking bulldozer, left photo, while DE Jester, Sen. Howard, Judge McCasland and Goode untie the yellow ribbon.

Pittsburg, Camp County salute engineer-director

Officials of Camp County, the city of Pittsburg, and the Chamber of Commerce recently conducted groundbreaking ceremonies for Loop 179 and enjoyed a "Mark Goode Appreciation Day."

The groundbreaking ceremonies took place near the proposed Loop 179 intersection with State Highway 11 west of Pittsburg. Mayor D.H. Abernathy, Senator Ed Howard, Camp County Judge Larry McCasland, and District Engineer L.L. Jester Jr., and the honoree rode from city hall to the groundbreaking location in antique cars.

Using the phrase "Untie A Yellow Ribbon From The Old Oak Tree," Mayor Abernathy operated the dozer to begin clearing the right of way while State Engineer-Director Goode and Judge McCasland held (with great anxiety) the yellow ribbon.

After the groundbreaking ceremonies, the group proceeded to the youth center where the Rotary and Kiwanis Clubs and a multitude of citizens held an appreciation

luncheon for Goode. Goode returned the department's appreciation by presenting Mayor Abernathy with the "Road Hand Award" for his unselfish dedication and extraordinary contribution to the betterment of the highway system in Northeast Texas and the state in general.

In his luncheon speech to the group, Goode explained how roadbuilding has changed from the early days of using mule-drawn slips to the high-tech, sophisticated equipment in use today by the department, just as automobiles have changed from the beautiful antiques to modern vehicles. ★ Montie Wade

Major programs are approved by commission

In its November meeting, the commission approved three major programs to maintain and improve roadways and safety rest areas throughout the state.

Backed by new monies made available by the recently increased fuel tax and registrations fees, the commission directed the department to proceed with the 1985 State Highway Safety and Betterment Program which had been forgone last year due to limited funds.

The program's purpose is to protect and extend the service life of roadways—often those with cracking and slick surfaces. Most of the \$128.7 million allocation will be used to apply protective coating (asphaltic overlay) to 3,185 miles of roadway in 501 projects.

A second major program approved by the commission is directed toward increasing traffic flow and capacity on U.S. and state roadways. This nine-year program involves more than 600 projects among which are new loops, bypasses, interchanges and reconstruction to accommodate heavy traffic volume.

The nine-year program is broken into two parts—the first four years will involve moving ahead with actual construction and the remaining five-year portion directs the department to proceed with design work and right-of-way designation.

The commission also approved a ten-year program for development and rehabilitation of safety rest areas. Under this program, 35 sites on Texas' highway system would be upgraded to rest areas and a new tourist bureau would be constructed in Cooke County. ★

Blanco, Bastrop units saluted for safe work

Two units of the Austin district recently received certificates for thousands of work days without lost-time accidents.

The Bastrop County resident engineer's office has completed 6,000 days without lost-time accidents, and the Blanco County maintenance section has completed 2,000 days without lost-time accidents.

District Engineer Bob Brown praised both organizations for their adherence to safety guidelines.

In presenting the award to Blanco Maintenance Construction Supervisor Charles W. Hailey for the 15 persons in the crew there, Brown noted: "Our maintenance forces are subject to hazardous working conditions by the very nature of their jobs. When this many employees can work for 2,000 days without losing any time to accidents, it means they really are applying all the rules regarding safety and accident prevention."

Similarly, the 15 employees in the Bastrop residency were praised for their safe work habits when Brown presented the certificate to Resident Engineer Danny Smith.

The Blanco County mark amounted to almost eight years of safe work and the Bastrop County mark is equivalent to 23 years without lost-time accidents. ★ Mark Ball

AWARDS & RETIREMENTS

Service Awards

December, 1984

Administration

Edwin M. Smith, 30 years.

Automation Division

Louis J. Keller, 20 years; David R. Davila, five years.

Bridge Division

Alvin Krejci Jr., five years.

Equipment and Procurement Division

Lyndon E. Herwig, 15 years; Rudy R. Garcia, Roy Lopez, 10 years; Robert R. Smith, five years.

Finance Division

Marvin L. Tietje, 25 years; Royce N. Warnken, 20 years.

Highway Design Division

Robert L. Stuard, 10 years.

Human Resources Division

Marie M. Thompson, 15 years.

Materials and Tests Division

William C. Brice, 30 years; John D. Bennight, 25 years; Donald D. Binkert, Leon Goss, 15 years.

Motor Vehicle Division

Lillie J. Ceder, 30 years; Mildred F. Sorrells, Kenneth G. Weddell, 25 years; Tyrone Bell, Raul D. Garza Jr., Gloria B. Gonzales, Deborah H. Hopper, Drucessa J. Collins, five years.

Safety and Maintenance Operations Division

Diana L. Isabel, Kathy A. Withrow, 10 years.

Transportation Planning Division

Bobby D. Cannaday, 15 years; Peter Carrizales, five years.

Travel and Information Division

Milton D. Meharg, 10 years.

District 1

Thomas L. Irvin, John T. Robinson Jr., 20 years; Kenneth E. White, 15 years.

District 2

Donnie D. Bonham, Eddy L. Galbreath, 15 years; Howard K. Lynch, Blanche H. Wilson, 10 years; Donald S. Burgess, Rudy M. Estrada, Joe D. Fossett, Paul E. Laird, Marcus N. McEndree, Russ K. Stateham, Poonam B. Wiles, Stephen C. Wyatt, five years.

District 3

Jackie D. Barnes, 20 years; Harvey E. Pinkman, Garry Rhodes, 15 years; Jerry L. Varelman, five years.

District 4

Lou C. Bollman, 10 years; Terry L. Davis, William R. Goodell, Johnny D. Gutierrez, Debby T. Skinner, five years.

District 5

Clayton W. Perry, Carl W. Pierce, William M. Pope, 30 years; Cecil F. Ledgerwood, 25 years; Otis L. Hudson, 15 years; Morris Graham, John A. Hernandez, Raymond E. Limon, Tomas Reyna, 10 years; Kenneth D. Heard Jr., Felix Lopez, Anita W. Patton, five years.

District 6

Charles R. Muery, 30 years; Ralph W. Bedell, Merle G. Miller, Manuel F. Navarrete, Gerald W. Wilborn, 25 years; Raymond E. Heskett, 20 years; Paul Ramos, 15 years; Jose C. Correa, 10 years; Manuel V. Gonzales Jr., Robert R. Martinez Jr., five years.

District 7

William B. Fletcher, Alva R. Mixon, 30 years; Vicente G. Bautista, Lula W. Boyd, Mary F. Guice, George T. Lopez, Gregorio S. Mendoza, 15 years; Clifford W. Gambill Jr., 10 years; Ricardo Martinez, five years.

District 8

Joshua Scott, Claude Smith, 15 years; Raymond C. Molina, 10 years; Paul L. Crouse, Ira W. Marsh Sr., five years.

District 9

Albert E. Hollingsworth, Norris G. Sexton, Jerry D. Sullivan, 30 years; Robert W. Mansfield, 15 years; A.B. Garner, Robert L. Price, five years.

District 10

James R. Cross, Verner J. Long Jr., 20 years.

District 11

James S. Parrish, 35 years; Bobbie G. Wallace, 20 years; Billie J. Hoyt, 15 years; Virgie L. Curry, Roy Page, Mabel M. Powers, 10 years; Thomas P. Christian, five years.

District 12

Jerome Moore, 25 years; Basil L. Williams, James E. Williams, 20 years; John A. Cunningham, Ronald W. Fisher, Andrew F. House, Theodore Justice, Dennis W. Warren, 15 years; Lankford Bolling Jr., Leonard R. Davis, Joseph C. Sze, Jesse E. Tryon, 10 years; Harry M. Bell, Loyce K. Hearld, Roy G. Pippin, Cindy C. Rohacek, Mary Ann S. Ryba, five years.

District 13

Clinton Callis, Aldace Cook, Florian W. Konczewski, 30 years; Joe W. Heins, 20 years; Jeannie M. Hermes, 15 years; Rosario L. Villarreal, 10 years; Reynaldo E. Cavazos, Clara R. Lee, A.C. McDaniel Jr., five years.

District 14

Thomas W. McCoy, 30 years; George R. Barnard, Clifford W. Mahlow, 25 years; Sammy J. Harris, 10 years.

District 15

Guillermo F. Cantu, 35 years; Harry Seidensticker, 30 years; Lee R. Ballard, Clarence A. Czaplinski, Vernon L. Jordan, David N. Juarez, 20 years; Victor Costilla, Oscar Garcia, John L. McCormick, 15 years; Curtis A. Rabenaldt, 10 years; Isaac R. Esparza Jr., Dora V. Minton, Dale R. Stein Jr., Jesse A. Torres, five years.

District 16

Levi M. Vickers, 40 years; Pascual Martinez, 20 years; Leonardo Villareal, 15 years; Juan L. Flores, five years.

District 17

Walter C. Jones, 35 years; Herbert Grabarschick Jr., 30 years; Ralph E. Becker, 25 years; Ivan R. McMillian, five years.

District 18

John V. Blain Jr., Robert L. Cagle, 35 years; Thomas V. Legg, Hubert F. McKay, 30 years; Jack D. Page, Justin R. Smiley, Travis D. Thornburgh, Jimmie F. White, 20 years; James T. Rollins, 15 years; John C. Hunter, Connie M. Jones, Gilbrit D. Layton, William W. Pearson, 10 years; Albert H. Grummert, Lawrence A. Ramsey, Benny G. Sevier five years.

District 19

Ira T. Gage, 30 years; Bennie R. Burns, Donald R. Matthews, 20 years; Daniel T. Pickens, Donald L. Putman, Margarette H. Strawn, 10 years; Thomas G. Long, five years.

District 20

John W. Jones, Joseph R. Nolan, 35 years; Jose G. Laredo, Pete C. Navarro, Wilbur L. Ouzts, 25 years; Alma M. Cude, 20 years; James E. Carter, Robert L. Conner, Troge C. Gingles, Nathaniel Simmons, 15 years.

District 21

Ramiro G. Hernandez, 20 years; Homero L. Gutierrez, 15 years; Mary P. Bolado, Lidia C. Garcia, 10 years.

District 23

Marvin F. Garrett, 15 years.

District 24

Glen L. Beckner, 30 years; Elsie H. Nunez, five years.

District 25

Billy D. Trosper, 25 years; Ronald L. Urbanczyk, 15 years; Belinda J. Simpson, James R. Thomas, five years.

Retirements

September 1984

Administration

Marvin Lewis, Supervising Auditor I; Don T. Stevenson, Staff Services Officer II.

Finance Division

Betty B. Henry, Staff Services Officer II.

Safety and Maintenance Operations Division

Tom J. Appling, Staff Services Assistant.

District 1

George G. Gordon, Engineering Technician IV.

District 6

Roberto Hernandez, Maintenance Technician III.

District 9

William P. Brewer, Engineering Technician V;
Nep Johnson Jr., Maintenance Technician II.

District 10

Alvin B. Calcote Jr., Engineering Technician V.

District 11

Walton C. Phillips, Maintenance Technician III.

District 12

Florian B. Bartos, Auditor II; John N. Lipscomb, Engineer IV.

District 13

Frank L. Heimann, Maintenance Technician III; Edward L. Price, Maintenance Technician III; Henry I. Russ, Maintenance Technician II.

District 14

Erwin A. Anderegg, Engineer III; Edward Balusek Jr., Maintenance Technician III.

District 15

George W. Diggans, Maintenance Technician III; Joseph J. Juricek, Engineering Technician III; Calvin P. Schott, Maintenance Technician III; Edward W. Taylor, Engineering Technician IV.

District 16

Ramiro Ruiz, Maintenance Technician III.

District 17

Blanche R. Graham, Accountant II.

District 18

Lawrence E. Gann, Maintenance Technician III; Clovis A. Holley, Engineering Technician IV; John T. King, Engineering Technician IV; Arthur C. Paddock Jr., Engineer II; C.W. Price, Maintenance Technician III; Milton M. Watkins Jr., Engineer V.

District 19

Roy K. Green, Maintenance Technician II.

District 20

Delbert W. Gibson, Maintenance Technician III.

District 21

Manuel Alcala, Maintenance Technician III; Ruben Cano, Engineering Technician IV; Miguel Reyna, Maintenance Technician III.



A good time was enjoyed by all as these photos attest.

Valley district traditions are hard to beat

The personnel of the Pharr district have established some traditions that are hard to beat. A perennial favorite is "Ladies' Day," when women of the district are honored at a spring luncheon hosted by male employees.

But the men get their day, too. Each fall, the women declare a "Men's Day" and treat the men in the headquarters complex to a buffet luncheon featuring dishes the women have specially prepared.

The 1984 luncheon, held in October, offered a double treat, fabulous food and a famous guest speaker. The speaker, Omar Guerra, has gained notoriety as a



Mary Bolado interviews Omar Guerra.

phenomenally accurate prophet of football scores and has appeared on such national television programs as "That's Incredible," "Good Morning, America," "P.M. Magazine," and the "Phil Donahue Show." For three years he starred on "Omar's Predictions" on a local TV station. All those credentials would certainly be enough to secure fame for any guy, but Omar has another, even more astonishing distinction:

Highway construction costs up 1.5 percent

Highway construction costs increased 1.5 percent in the third quarter of 1984, according to Federal Highway Administrator Ray Barnhart.

The third quarter results raised the FHWA's composite index for highway construction costs to 154.4 percent of the 1977 base index. The composite index reflected a modest increase of 3.1 percent for the first nine months of 1984.

A 6.7 percent increase in pavement surfacing costs offset slight decreases on the costs of roadway excavation and structures.

Highway construction cost trends are measured by an index of contract prices compiled from reports of State highway contract awards for Federal-aid contracts (not including the Secondary System) greater than \$500,000. ★

he's only 10 years old!

This year, in special recognition of their guest speaker, the women decorated each table with a centerpiece consisting of a miniature goalpost wrapped with ribbons denoting the colors of a college or university, and containing a small gold helmet, football and pennant. Judy Mangum of the district accounting office and Bette Arnold of District Engineer G.G. Garcia's office made the decorations, with artistic assistance from Mike Carpenter.

Whether celebrating "Men's Day" or "Ladies' Day," the folks in the Pharr district traditionally do it with style. ★



Wishing boss Vern Peterson of D-4's Camp Hubbard office a Happy Hallowe'en were helpers Cindy Voss, Mary Rendon and Glenda M. Cooley.



You have a fine magazine and a lot of beautiful areas to feature. I enjoy all, especially the articles which convey this beauty to the public.

We have the finest highway system in the nation and I think it is a disgrace not to have better, cleaner rest areas. Many should either be cleaned up, fixed up or closed up. The area in the picture has been this way for two years to my knowledge. I know we are short on



funds but a litter law enforced would produce enough revenue to keep them up.

We have a tourist-minded state and many people travel our highways. This is not the best way to leave a favorable impression on them.

My wife and I perhaps notice this more as we are always looking for wild flowers and anything that will take away from their beauty should go.

W. D. Bransford
Kingsland

Last Monday morning I lost my briefcase from my car on Broadway. Less than one hour later Mr. Larry Etter called and said that the case had been found and would be held at his office on Walzem Road.

When I picked up the briefcase Mr. Etter told me that one of the department employees, David Garcia, had found the briefcase and brought it to his office.

Drunk, drugged drivers targets of observance

The week of December 9-15 has been designated as National Drunk and Drugged Driver Awareness Week by the President.

The special observance was established to encourage citizen involvement in prevention efforts and to increase awareness of the seriousness of the threat to lives and safety caused by drunk and drugged drivers.

District traffic safety specialists will be distributing special "Idea Starter" materials to news media and local groups in support of the program. ★



The purpose of this letter is to let you know that I sincerely appreciate the thoughtfulness of the entire office personnel, especially Mr. Garcia, who refused to accept a reward for his considerate action. This type of dedication to service is rare and merits the highest public esteem for the Department of Highways and Public Transportation. Please extend my sincere thanks to Mr. Garcia, Mr. Etter and Mr. Fred H. Pfeiffer.

Leon O. Lewis
San Antonio

Lewis Pennock dies

Lewis Pennock, retired area bridge engineer, died October 28 at his home in Austin. He had retired in 1972 after a career with the department that included work on the triple underpass in Dallas and the relocation of the Southern Pacific rail yards in El Paso. ★

DEPUTIES, from p. 3

officer with the U.S. Army for two years beginning in 1960 and also served in the Army Reserve and Texas National Guard.

He joined the department full time in 1963 in the Guadalupe County residency, working through increasingly responsible assignments in design and construction.

In 1972, he was transferred to district headquarters in San Antonio as a senior resident engineer. During this time, he established the district environmental section, and served as the district public affairs officer. In 1974, he was named supervising resident engineer in Frio and LaSalle Counties, and in 1976 he headed the South Bexar County residency in charge of both construction and maintenance. He was promoted to chief engineer, Safety and Maintenance Operations, on March 1, 1977, and was subsequently assigned as chief engineer, Highway Design, on March 1, 1983. On September 1, 1984, he was appointed as the assistant engineer-director.

He was recipient of the 1976 Dewitt C. Greer Award.

He is a registered professional engineer in

Texas and a member of the American Society of Civil Engineers and the Texas Society of Professional Engineers. He also is a member of the American Association of State Highway and Transportation Officials, and a participant in Transportation Research Board activities.

Blaschke and his wife, Carol Ann, have two daughters, Tiffany and Tammy.

MARCUS L. YANCEY, JR.

Yancey is a native of Austin.

He attended the Austin public schools and studied engineering at the Georgia Institute of Technology. He received a B.S. degree in mechanical engineering at the University of Texas in 1950.

Yancey joined the Department in 1957 as a designer. He served in various capacities in the Bridge Division until January 1968, when he was assigned to the staff of the chief administrative officer of the department. He was named Assistant Engineer-Director in 1973 and Deputy Engineer-Director in 1980.

In addition to providing general staff assistance to the Engineer-Director, Yancey's work includes maintaining liaison with various federal, state and local governmental agencies. He is concerned with various federal, state and local governmental agencies. He is concerned with many factors affecting transportation including legal affairs, finance, economics, social and environmental considerations, and planning.

On the national level, he serves on many committees of the American Association of State Highway and Transportation Officials, including the AASHTO Subcommittee on Design of which he is chairman, the subcommittee on legal affairs and highway transport, the National Conference of State Railway Officials, and is Past Vice Chairman of the Standing Committee on Planning, and Past Chairman of the Computer Technology Subcommittee.

At the state level, he is past chairman of The Management Effectiveness Task Force, which is composed of the twelve largest state agencies in state government. Yancey is also a member of the Executive Committee of the Target 2000 Project for the Texas A&M University System and is a member of the Board of Trustees of the Employees Retirement System in Texas.

Yancey served in the Marine Corps during World War II including service in the South Pacific. He also was assigned to military intelligence in China.

He and his wife, Alice Jean, have four children, Marcus Leigh, Deborah, Janis and Tenley. They are members of the Hyde Park Baptist Church.

Yancey served as a member of the President's Council on Physical Fitness during President Eisenhower's administration, and he is a member of the letterman's associations of Georgia Tech and the University of Texas. ★

TRANSPORTATION NEWS

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