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**MEET THE
NEW COMMISSION**
STORIES PAGES 3-6



Photo by J. Griffis Smith

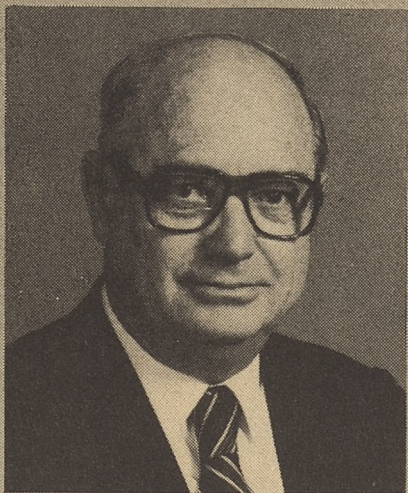
TRANSPORTATION **NEWS**



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September 1985

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Knowledge, skill or practice derived from direct observation of or participation in events—that's how Webster defines "experience." There are applications of that definition that apply to our department.

That's why an "experience drain" was a matter of such concern in the management audit of the department performed last fall by Price Waterhouse. The audit found that of the 350 senior engineers, more than 250 will be eligible for retirement before the 1990s dawn.

As Chairman Bob Lanier points out in an interview elsewhere in this issue, not all the experience of those who retire will be lost totally. Some will find work in consulting and related occupations. In that way they will continue to bring some of their experience to bear in the department's programs.

Not everyone, however, wants to change jobs. Neither will every one who is eligible want to retire early and go fishing, or travel around the world or hang around the house.

Work can be satisfying, even fun. Putting hard-won experience to work can be challenging, even exciting. There's no reason to change directions in one's career, just because one has reached a certain length of service.

The veterans who bring to bear years of hard-won experience to the job often go unheralded. That's too bad, because the people of Texas owe a great deal to this core group who form the backbone of the department. They are needed. Their experience is vital.

There is a great deal of work that must be done by this department in the coming years. The department literally will need all the help it can get—or retain.

Mark Good

New engineer recruiter area teams are readied

Twenty-one recruiters, including 19 new members on the team, will begin recruiting assignments at regional colleges and universities, seeking new Civil Engineering graduates.

The recruiters will not do any actual hiring, but rather will refer qualified people to specific areas or activities of their choice.

Joe Marquez, who coordinates the recruiting program for the Human Resources Division, said Mary Meyland Garcia of the

Dallas district, and Steven P. Warren of the Lubbock district, have been assigned to additional tours on the recruiting team.

Garcia will be the lead recruiter for the north zone, which will contact potential Civil Engineering graduates at Southern Methodist University, The University of Texas at Arlington, The University of Arkansas, Jarvis Christian College; Louisiana Tech, The University of Oklahoma, and Oklahoma State University.

Members of that team besides Garcia are Ronald Bruce Long of the Paris district, Darlene D. Linder and Michael R. Murphy of the Wichita Falls district, and Susan B. Noble of the Atlanta district.

Mark A. Thorp of Safety and Maintenance Operations Division will be the lead recruiter in the central and south area which includes The University of Texas at Austin, Texas A&M University, Texas A&I University and The University of Texas at San Antonio.

Other members of that group are Carlos Lopez of Highway Design Division, Arthur R. Barrow of Materials and Tests Division and Shelly Lynch, also of the Safety and Maintenance Operations Division, Andres Contreras of the Corpus Christi district and Katherine Matolcsy of the Yoakum district.

Warren will be the lead recruiter in the west, seeking potential new engineers at the University of New Mexico, New Mexico State University, Texas Tech University and The University of Texas at El Paso.

Others on this part of the team are Judy B. Skeen of the Lubbock district, Mark E. Tomlinson of the San Angelo district, David Head of the El Paso district and Martin R. Smith of the Childress district.

Alfred E. Dawson of the Houston district will be the lead recruiter in the east areas, including the University of Houston, Lamar University, Louisiana State University, Rice University, Prairie View A&M University, and Southern University at Baton Rouge.

Others in this group are Karen G. Baker of the Tyler district, Clark R. Slacum of the Lufkin district, Sherry L. Randall of the Houston district and David W. Hearnberger of the Beaumont district. ★

Texas boasts diversity of events

Many Texans stoutly assert that Autumn is the very best season in the Lone Star State. They cite the warm days and cool nights that the season brings.

Good food is always worth celebrating, and food will be featured at events ranging from an international food and wine festival in Houston to a chicken-fried steak cookoff in Weatherford. Of course, Texans are always waging chili and barbeque cookoffs; there's a kolache festival honoring the original Czech wedding pastry in Caldwell, and dessert-lovers will converge on Amarillo for the Chocolate Lovers Weekend.

There's something for everyone among events scheduled throughout Texas this fall. For the whole list of what's going on, pick up a free copy of the Calendar at any Texas Tourist Bureau, or write Calendar of Texas Events, Box 5064, Austin 78763.

★ Dick Roberts

Commission sets new rules for signs on all rural roads

New rules controlling signs along all rural roads were adopted by the commission at its August meeting.

The Legislature in the regular session made the department responsible for ensuring that all signs along more than 200,000 miles of rural roads and highways meet spacing, height, size and wind-resistance standards outlined in the law.

The department also was required to create and administer a system of annually renewable permits for rural signs and for registration and removal of non-conforming signs.

"There are two distinct provisions in this law that people need to be aware of," Right-of-Way Engineer L.E. Clarke said. "First, after September 1, no off-premise sign may be erected along any road outside the corporate limits of a city or town without a permit issued through one of the department's district offices.

"Second, signs in place before September 1 along rural roads must be registered with the district office no later than December 30.

An existing sign is subject to a \$25 registration fee, according to the rules set by the commission in August. New signs require a \$200 permit fee and may not be more than 672 square feet in size (14 feet by 48 feet, typically).

A rural road is any road, including county roads, outside the incorporated area of a city or a town. The law states however, that a municipality may elect to extend its control over signs in the city's extraterritorial jurisdiction area.

Registration and new sign permit forms are expected to be available at district offices in September. ★

TRANSPORTATION news

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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 78701-2483.

Manuscripts, photos, news tips invited. Telephone the editor, Hilton Hagan, at (512) 475-6070, or Tex-An 822-6070.



Ray Stoker Jr.

STOKER: Eager West Texan

Ray Stoker Jr., is an Odessa trial lawyer, bird hunter, golfer and now, a man who is looking forward to working with Texans for better highway and transportation systems.

Stoker's friendly, West Texas manner puts a visitor at ease immediately. He gets to the point:

"I was born in Odessa, February 19, 1939, and have lived there all my life. I have one sister who lives in Fort Worth. My wife's name is Carole and we've been married 23 years. I have two children: a son, Craig, who is eight and a daughter, Kathleen, who is six," he said.

Stoker graduated from Odessa High School in 1957 and moved on to Baylor. He got an undergraduate degree in 1961 and graduated from Baylor Law School in 1964. One of his close friends at Baylor was a fellow named Mark White.

Gov. White spoke warmly of his old friend when he announced his appointment on July 23. Stoker replaced Bob Dedman on the commission. His term runs until 1991.

After law school, he worked as a briefing attorney for Texas Supreme Court Chief Justice Robert Calvet until 1964.

Then he joined the Odessa law firm of Shafer, Gilliland, Davis, McCollum and Ashley. He's been there ever since and is now a partner in the firm.

He's a member of the board of directors of Baylor Law School and is on the board of the Baylor University Bear Club, a booster

organization for the university's athletic teams.

He is past president of the Ector County Bar Association and a former member of the board of directors of the Texas Young Lawyers Association.

"In the fall and winter, I hunt birds in my spare time. In the spring and summer I play golf in my spare time," Stoker said, adding, "which I think is going to be somewhat less in view of my involvement with the highway department."

Odessa District Engineer Bill Lancaster has set up an office for Stoker in the district headquarters. Stoker likes the idea for two reasons: First it's close to home and, second, "I sorely needed it. I have enough reading material to last me in 1986." The office at District 6 headquarters also is tied into Stoker's law office by a direct phone line.

Any first impressions about the department?

"It always has been my impression that the highway department is one of the best, if not the best, of all the state agencies. In the month or so that I have been on the commission, I have not seen anything that would lead me to change my mind. I am impressed with the people and the organization," he said.

He's also eagerly anticipating working with local citizens and organizations. "I am looking forward to meeting and working with people who have various interests in our highways and other transportation systems," he said. ★

At mid-term, Chairman Lanier recounts the past, looks toward the future.

Basically, in the two-and-a-half years I have been on the commission, funding has been approximately doubled. That would include the increase in the federal gasoline tax, the nickel increase in the state gasoline tax and the increase in registration fees.

And that doubled funding allows us to address probably two-thirds or three-quarters of the projects on the 20-year plan.

The major part of my efforts of the first two-and-a-half years has been devoted to trying to be of some assistance in accomplishing that increase in funding. Pursuant to that, I met with a great many members of the Legislature, explaining the highway department's program.

I would say that the second thing has been, the department in the past has essentially completed the extensive farm-to-market system and with the new funds, I think we have the dual responsibility of maintaining the existing system, including the longest and best farm-to-market system in the world, as well as expanding the total system to meet new capacity needs and most of those new capacity needs are in the urban areas.

In a nutshell, therefore, I'd say what's happened is we have doubled the funding and we have commenced to address the urban mobility needs.

I think another major thing that has happened has been that we have refined the selection-of-projects process to identify the specific projects within the two-thirds or three-fourths parameters that we can do.

The simple approach there has been to rank projects within categories on a cost-effective basis. The principal test we use is cost per vehicle mile which takes the cost of a project, divides it by the average daily traffic times the length of the project in miles.

For certain types of projects, we form separate categories and we are addressing them separately. Bridge replacements and projects to bring bridges up to standard would be examples of that.

Loops around smaller towns compete against themselves and not against more highly traveled urban projects. We have some \$300 million-plus budgeted over the next 10 years for loops around smaller towns. We have approximately an equal amount for completing gaps in the principal arterial system. And another similar amount budgeted for interchanges.

Within these categories, projects compete against each other.

We try as best we can to simply rank projects on a relative cost-effective basis, so that, from the taxpayer's standpoint, we are moving the most amount of people for

the least amount of money. At the same time, we are maintaining the system which probably has a value in excess of \$100 billion dollars as it sits.

Another major thrust that we have made is trying to make a major contribution to make the highways look beautiful. We had essentially a beautification budget of zero prior to the increase in funding. Roadside projects, wild flowers and so forth, were provided for out of maintenance funds.

Indeed, that was cost effective because the introduction of wild flowers and natural plantings along the roadside did reduce maintenance costs substantially. But we've added \$4.9 million a year of direct beautification money, \$4 million of which is to be expended in matching grants. We have allocated approximately \$8 million, or one percent of new construction on new capacity projects, so landscaping will be put in as these projects are built.

And we've allocated some \$4 million a year to an antilitter

campaign calculated to reduce the amount and cost of litter in this state. The litter pickup program has cost us about \$20 million a year and it was increasing at the rate of 17 percent a year which would amount to a \$3.4 million increase this year.

The \$4 million program undertakes to do two things: To save that \$3.4 million increase and to reduce the litter level. It is expended on the basis of a \$2 million public relations campaign to undertake to change public attitudes, \$1 million to the Department of Public Safety to provide for additional policing, some \$700 thousand in landscaping grants to cities that do outstanding jobs on litter control, and \$300 thousand to Keep Texas Beautiful, a private organization operating throughout the state and that works to beautify the state.

Another area—and moving back to cost effectiveness—we have encouraged cities and counties and private developers to participate in the funding process. The idea here is that, to the extent that they contribute right-of-way or funds, it reduces the state cost and, therefore, reduces the cost-per-vehicle-mile factor, tending to move the project up in priority. A given level of local participation can move a project from the bottom of the list to the top.

Two examples there: The first in San Antonio, Mayor Cisneros, County Judge Vickers, others and the Bexar County delegation, really, came in and donated the right-of-way for the Northwest Freeway in San Antonio, along with the money for two-lane frontage roads, plus the money for plans and specifications. This amounted to a total

participation by the local folks—and a saving to the state—of \$70 million to \$80 million.

On receiving that proposition, the department moved quickly. We are confident that we'll have cars on the road three years and nine months after the first appearance before the Commission by the Bexar County delegation. Now, that is contrasted to an average of some seven years in Texas and across the land that it takes to get a federal aid project let. Here we will be moving in approximately half that time, from conception and the idea stage to cars driving on the road. That's as a result of local participation.

We've had similar dealings in Fort Worth, with Mayor Bolen and the Tarrant County delegation coming in and offering the right-of-way for the Southwest Freeway. They are prepared to put in six lanes of feeders on the basis that the state will accept it on its system and then provide the main lanes as needed. This will amount to in excess of \$100 million in participation by the Fort Worth folks and, again, will simply save the state \$100 million which can be put into additional projects.

On the Grand Parkway in Houston, we have developers contributing all the right-of-way, plans and specifications, scenic easements, and beautification money so that the entire project—if the entire project is done—will rank into several hundreds of millions of dollars. On the first leg of it, it's in the tens of millions, I don't know the exact number, but again it will result in big savings to the state. It reduces the cost per vehicle mile and therefore moves the project up in rankings as to when it will be done.

The other incidental effect is that it brings all the community together behind it. The community won't come in expending \$50 million to \$60 million in cash and property unless they really want the project. What that means is we are unlikely to get lawsuits, we are unlikely to have neighborhood opposition and we are likely to have enthusiastic local participation. So, I think that's been another major issue that's been addressed.

Some peripheral items: I think we have really gotten into trying to do something about the over-weight truck situation. We had a situation there where they would just pay a small fine and some trucking companies had over 1,000 fines a year. They just continued to tear up the highway. Working with Attorney General Jim Mattox, we have developed a litigation program where these repeat offenders are sued. And under the Landers doctrine, a company that is repeatedly doing this damage can be held liable not just for the amount of damage they have done, but the entire amount of damage. Pursuant to this, instead of \$100 fines, we have been getting \$30,000 and \$40,000 settlements. We have received settlements in excess of \$1.7 million so far and that money goes straight into the treasury of the highway department. I'm really frankly hopeful that we can extend that to repeat litterers.

Basically, we want them (truckers) to be able to carry heavy loads, but we want them to pay their fair share. There wasn't much

tendency on their part to bargain when they were paying these minor fines. I think they are likely to be more cooperative now.

Another thing I ought to mention is we have gotten a lot of cooperation from the Legislature. They have given us a lot of good, enabling legislation. They have granted us various technical amendments,—the ability to work on certain roads, public corporations, to being able to offset against right-of-way acquisition, cost enhancement in values to the remainder, the flexibility we have been given in administering farm-to-market funds and many other areas. I think the Legislature has given us the ability to be up to \$200 million a year more cost-effective.

We spent \$500,000 on the Price Waterhouse audit of the department to make management recommendations. They made a large number. We plan to implement a majority of them and we think they will be cost-effective and we'll save more money each year by implementing these recommendations than the audit cost.

Iwould say that, in my view, having read many management audits, that the audit found the highway department in very good shape. That's not to say they didn't see that improvements could be made.

I think those would represent the highlights of the first two-and-a-half years as I would see them. Moving back just a little, I think that in my six-year term we can save the state upwards of \$1 billion in local participation in the programs I described.

Where do we go from here?

One of the biggest challenges we are going to face is to hold our funding intact. We can only accomplish that two-thirds to three-fourths of the 20-year plan if our purchasing power remains intact. We have a budget of something over \$2 billion, we do not have any inflation protection.

One may say, "Well, inflation is only rising now at the rate of three or four percent a year and that doesn't amount to much." Well, that's true. But two years at three-and-a-half percent on a \$2 billion budget amounts to \$140 million per year or \$280 million per biennium erosion in purchasing power.

And since we work in 10-year time lines, that would amount to \$1.4 billion in projects we could not do. Inflation is likely to be an ongoing matter and it cannot be ignored simply because the percentage is low. Because the dollar amount will be high and any dollars we don't have simply translate into projects we can't do or we would have to defer. So, the chore we face will be to try to persuade the Legislature that the department deserves to have its purchasing power remain intact.

What that will amount to will be a request that, through some form of an increase in the gasoline tax or the registration fees, we receive enough increase each legislative session to offset the loss due to inflation.

We had sought a percentage gasoline tax to accomplish this, but were not successful in getting it in the special session, and we did not tell the Legislature at that time that since we did not get the percentage protection, that we would have to come back and, at least, present for their consideration the problem of restoring

monies lost to inflation.

We will have to argue our case as best we can that the funding ought to remain-level so that the projects can be done. I think the base argument we have there is that every dollar in projects we put on the ground saves the taxpayer three dollars or more. So we are not saving the taxpayer any money if we reduce highway department funding. If we leave him in traffic congestion, we are really costing him money when we don't build a project that we would otherwise do.

I think that the second challenge that faces us is the implementation of this massive building program. We are going to contract on somewhere between \$150 million and \$200 million worth of contracts a month. That requires a massive amount of work in terms of getting plans and specifications ready, acquiring right-of-way, clearing environmental impact studies, letting it and building it.



Chairman Bob Lanier addresses the short course audience last year.

We are doing that with a staff that's about the same as it was before we doubled the work load. The chore will be to get that work out in timely fashion and to have it performed in an excellent manner.

Making this problem more severe is the fact that many of our top people have reached the age where they are eligible to retire, and could indeed retire with very little diminution in pay. It puts a fellow in the position where he can bank his retirement pay and go to work for a consultant and live off that money. I think over the next five years, some 250 out of the top 350 engineers will be eligible to retire. That presents a personnel problem in the department. The challenge is going to be to move young people up and to hire people so as best we can to replace that very excellent quality that we may lose to retirement.

I think we have a challenge to cooperate with the other entities of Government so as to get a maximum participation by them not only in the freeways that we are building but also in the major thoroughfares that feed them and off-load them, so that we have a coordinated mobility program in our urban centers. I think we need to coordinate with the mass transit agencies in the various cities.

I think we need to continue to refine our cost-effective formula so that we are absolutely convinced that we are giving the taxpayer the very best job that we can for every dollar of his that we spend, so that we can maintain the notion that we return several

dollars in value to him for every one of his tax dollars that we spend. And I think we are in that condition today.

If I were to summarize the challenge of the future, it would be to maintain the existing system in excellent condition; it would be to meet and solve the mobility needs—some of them are of crisis proportions—of our urban areas, and to accomplish this on a cost-effective basis and to do it in a manner in which we maintain the environment through beautification and litter control and similar efforts. And to do it in cooperation with the other entities of government involved, coordinating with them not only on our own projects but on mobility needs in general.

I think the Texas highway department is the finest in the nation and I think that's because of the quality and integrity of the people involved. You hear that not only across the state, but really, across the nation. I think we'll meet this retirement challenge. As in every challenge, there are some benefits on the other side of the negatives. The benefit of these people retiring is that, by and large, they will go into the consulting business and will increase the quality of that very essential service, so as to produce a more uniform program of work as relates to transportation.

The other thing it will do is give some younger people an opportunity to advance and it will offer to some of the people we are hiring a faster track in career and professional advancement.

I'll just further say it's been a real pleasure to me to serve in this job and all of us working together have a real opportunity to render a great service to the state.

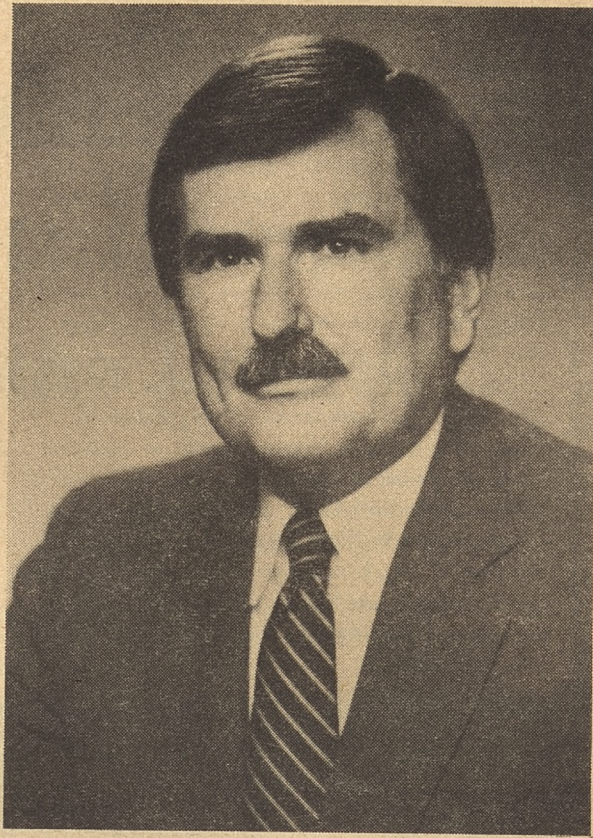
It has been a bipartisan commission. John Butler and Bob Dedman were both Republicans and we could not have had a more enjoyable, compatible relationship. You could not have asked for two better public servants. I would like to make a special tribute to them to say what a complete pleasure it was to work with them. I don't think we had a dissenting vote; I don't think we had a cross word. I would occasionally rebuke them for being Republicans, but that was well-deserved.

I believe we can have the finest transportation system in the nation, and the best maintained. I think we can do it in a cost-effective manner, devoid of political considerations, allocating the dollars simply where they do the most good.

I want to tell you the freedom of this department to do that, which the Legislature has given us, is mostly based on the outstanding record of the department, and that is pretty unique. Most states don't have that right. The federal funds are not similarly unrestricted.

On the federal funds we have the unsightly spectacle of the legislative members adding pet projects to it and it become a log-rolling situation. Many of the other states are in the same shape, so what money they do get cannot be effectively spent.

I think the best way for us to maintain that integrity of effort on our part is for all of us to work together and just do the very best job we can, giving the taxpayer a bargain for his money. ★



Thomas M. Dunning

DUNNING: Dynamic Dallasite

There's a long tradition in Dallas for successful business people there to plow back much of their energy into the community. Thomas M. Dunning, one of the new members of the commission, is proof that tradition is alive and well.

An urbane, friendly man, Dunning has combined a successful business career and an enormous list of achievements in civic causes and activities. And it's impossible on first meeting him to tell which he considers the most important.

Dunning is a lifelong resident of Dallas. He graduated from Hillcrest High School, then moved on to The University of Texas at Austin for a studies in business and insurance. He graduated with a B.B.A in 1965.

Eight years later, he was ready to start his own business, Thomas M. Dunning Insurance, a firm that specializes in corporate insurance and the design of executive and employee benefits. He also is president of Universal Benefits Company, which specializes in voluntary benefits for employees of large companies.

He's married and has two children, a son, John Helms, who will be a junior at Dartmouth this fall, and a daughter, Meredith, 7, a student at Greenhill School in Dallas. His wife, Sally, is an interior designer.

To accept the appointment on the State Highway and Public Transportation Commission, he left the board of the Texas Human Resources Department (DHR) after two-and-a-half years.

"I really had a super experience," Dunning said of his service there. "I enjoyed the contact with the other board members and the senior staff. And I really feel strongly about the people we were serving, especially the disadvantaged people who cannot speak for themselves."

Dunning says he feels he and the other members of the DHR and made some significant progress in day care reform and were just beginning to address problems of child abuse.

"Most Texans, including myself, know very little about people who receive aid for dependent children and food stamps and often have the opinion that many of them are what are

called 'welfare cheats,'" he says.

That's not true. Many are the poorest of the poor," he said.

"I enjoyed it and I will miss it. But certainly this (the highway commission) is the premier appointment that the governor can make. I certainly am appreciative of his thinking I can do it," Dunning said.

Dunning noted there are parallels between DHR and DHT. They are two of the largest agencies of state government, operating on some of the largest budgets and they reaching many people.

"Of course, the highway department reaches everybody. The Department of Human Resources—and it's surprising really—with the nursing homes, day care, health care, child abuse programs and others, I think they estimated they reach one in 10 Texans, although that almost sounds low when you think about it," he said.

He feels his experience on the DHR board will help in his new assignment. For one thing, the DHR board was a three-member panel also. And, he learned something of the workings of state government.

Dunning obviously relishes the public service side of his life. He is a member of the board and of the executive committee of the Dallas Chamber of Commerce, "which I think people refer to as the 'downtown chamber,'" he said.

He is chairman of the chamber's Committee on Minority and Women's Economic Issues. One of his committees' subcommittees won recently receive a Private Sector Initiative Award from President Reagan.

"This committee is important because we are trying to help women and blacks and hispanics to get into the business community, to own their own businesses and to take leadership positions in major civic and charitable organizations," he said.

His chamber group held a franchise seminar for women and minority people, with almost 500 turning out. Major franchisers said it was the largest turnout they had ever seen. "We're very confident that many of the people will get franchises out of this."

Through the chamber, he is working with a committee of the Associated General Contractors (AGC), the city of Dallas, and the black

and hispanic chambers to stimulate the use of minority contractors and subcontractors on city, county and state work.

"The AGC is not only very cooperative in this effort," he said, "but they are actually leading the charge, so to speak. And it's not just a bunch of do-gooders out there, it's the main stream of the business community that's involved."

Dunning has served as Vice-president and a member of the board of the Dallas Assembly, a prestigious group of 150 of Dallas' leaders between the ages of 30 and 50.

He has served on the Governor's Task Force on Indigent Health Care and on the executive committee of the Mayor's Task Force on Child Day Care. He also served on the board of the Edna Gladney Home in Fort Worth.

He served as vice-president of the board of directors of the Dallas Parks and Recreation Board, one of the top volunteer assignments Big D has to offer.

Business activities include being on the Associate Board of the Edwin L. Cox School of Business at SMU, on the Dallas Estate Council and on the board of The Grand Bank-Thornton, the largest member bank of the Grand Bank Shares group.

He is a member of the Ten Million Dollar Forum, Top of the Table, Million Dollar Round Table, which translates as being among the top 500 people in the life insurance industry in America from a production standpoint.

Dunning also says he enjoys the political process. He headed Gov. Mark White's campaign in the Dallas area and will be involved with it again.

Spare time he spends with friends and family. He said he plays golf, "sometimes once a week, sometimes once a month."

Already he's spending a lot of time getting acquainted with the issues, the projects and the people involved with highways and transportation in North Texas particularly and throughout the state in general.

"Definitely, I am starting as a true neophyte in highways and transportation, but the staff has made me feel very comfortable. I am confident that both Ray Stoker and I can move in there and make a strong contribution," he said. ★

LITTER-HATER:

Nueces County lawman is tough on trash-throwers

If you're the person who has been dumping bread wrappers along the roadsides in the Bluntzer community west of Corpus Christi, look out. Constable Bill Gibbens is after you.

Gibbens, a big, purposeful lawman, is serious. "If I catch him," he said, "I'll probably file several cases on him."

The chances are, Gibbens will get his man, or woman—whoever is strewing the bread wrappers. He's got a perfect record on all the 30 or so cases he's filed on litterers. Nobody has beaten the rap yet.

Nino Gutierrez, district engineer in Corpus Christi, is thankful for the constable's help in keeping down litter on the roadsides.

"We are very pleased at Constable Gibbens' interest and concern about the litter problem. I cannot recall a local official taking such an active position. We hope his efforts will be an inspiration and example to others," Gutierrez added.

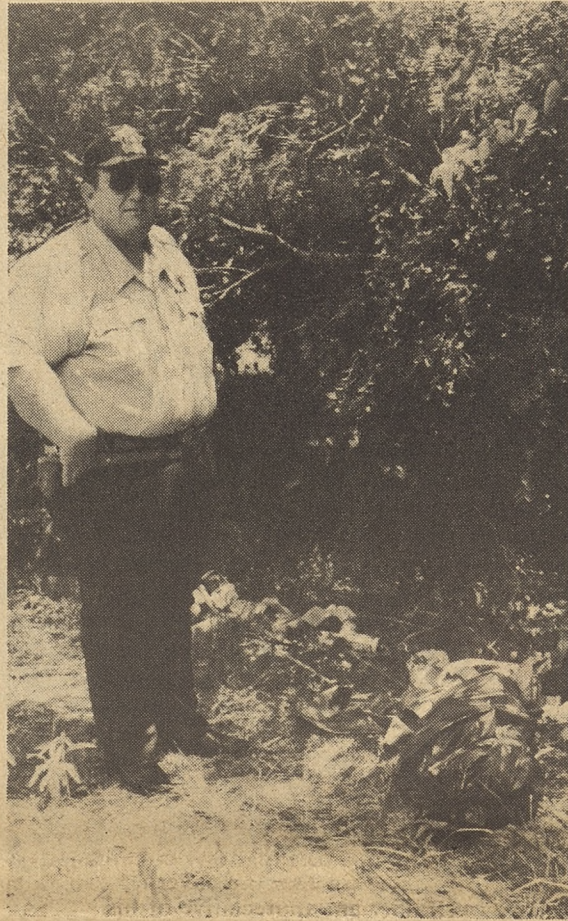
Only two of those whom Gibbens has charged chose to fight it out in court. They lost. His cases are filed in the court of Judge John H. Williams, the justice of the peace in Precinct 2, Constable Gibbens' area. "We have a good judge here. He feels the same way I do," Gibbens said. "He'll be coming in to work and he'll call me on the radio and say, 'hey, there's a sack of garbage here.'"

Most of the time when Gibbens files, the offender comes in, talks to the judge, and pleads nolo contendere or, rarely, guilty. Judge Williams levies a fine and sometimes requires the offender to work it off picking up the mess along the roadside.

"The judge usually first gives them an option of cleaning up the area or paying a fine. Sometimes, considering the extent of litter, he might fine them and make them clean it up," he said.

Gibbens says he's surprised that only two people decided to fight it out. "It's rather funny because I guess there were only two or three times where people actually admitted it was their garbage and were contrite about it.

"Most of the time, seventy-five percent of the



"By the time I've taken time to go through their stinking garbage, I'm mad enough to file on them."

time, they claim somebody stole their garbage and dumped it out," he said. "I have to pay to have mine hauled off." Gibbens adds with a wry grin, "I sure wish I could find that guy who's stealing it."

There also have been instances in which construction material has been dumped out on the road.

Once, Gibbens found some rubble in a

highway ditch from a construction site. Moving on down the highway, he found a little more. "I trailed the guy that way for about four-and-a-half miles, over to where I found a house being rebuilt," he said.

Gibbens went in and found some material in the wall that matched some of the scraps he had collected along the way. "I had my man then," he said.

Finding a bag of garbage presents Gibbens with the unpleasant task of poking through it to find something that will lead to the person who tossed it out. Usually, there is some mail or some other item that leads directly to the guilty party.

"There's really not much exciting about going through somebody's garbage. It's really a pet peeve of mine. It just burns me up," he said.

And the litterers are not just what he calls "trashy people." He's nailed federal and state (not highway department) employees and even fellow law enforcement officers.

"It's liable to surprise you who might just dump their trash," he said. "By the time I've taken the time to go through their stinking garbage, though, I'm mad enough to file on them."

But the bread wrapper litterer really gets Constable Gibbens' goat. Gibbens figures the person is buying old bread from a bakery and feeding it to calves or hogs. Gibbens theorizes that the litterer fattens the animals on the bread, sells them and, for a while, no bread wrappers appear in the ditches.

But then, after a while, the wrappers reappear. Gibbens has talked with the bakery and they are just as interested as he is in stopping the litterer. "They don't want their wrappers in the ditch, either," he said.

Right now, they are jointly trying to work out some way to help identify the offender. Maybe it will work, maybe it won't.

One thing's for sure:

"I'll get him," Gibbens vows. ★

Hilton Hagan



"We have a good judge here. He feels the same way I do."

New Mexico department headquarters sealed by PCB contamination

Many plans and documents in the Santa Fe headquarters of the New Mexico Highway Department are being decontaminated after a mishap involving an electrical transformer in June.

An electrical transformer in the main administration building overheated, sending a mist of polychlorinated biphenyls (PCB) into the building's ventilation system. Five rooms of the building were so contaminated by the PCB that the interiors had to be ripped out and buried in a hazardous waste disposal site in Idaho.

Five hundred employees who normally work in the building and another nearby have been shifted to other space.

According to an article in Engineering News-Record, the contaminated spaces contained most of the department's files,

many of them crucial to the lettings and normal operation of the department.

The habit of sending "copies to everybody," however, has helped reconstruct many of the files.

Many plans, however, remained in the contaminated building without any other copies available. The most essential documents are being retrieved by decontamination squads.

They place a contaminated document into an envelope of clean plastic sheets and feed it into a copy machine. The copy machine is shielded by a barrier and spits out a clean copy into an uncontaminated area. The contaminated original is replaced in the files.

According to the magazine, the future of the main office and the records still is in doubt. ★

Widow recalls career of early landscaper

One of TRANSPORTATION NEWS' most avid readers is Mrs. James L. Vickers, who lives in the Choate community, near Kenedy.

Mrs. Vickers is the widow of the man who built some of the first roadside parks in South Texas, back in 1936.

James, ("they also called him 'Buster' and, sometimes, 'Red,'" Mrs. Vickers recalls) specialized in the rock and concrete work that was a feature of the parks at the time. They pay: 45 cents an hour.

Many of the sites were built by young men under the National Youth Administration, a depression era agency designed to provide employment for youngsters. Incidentally, the head of the NYA in Texas was a young man named Lyndon Johnson.

Vickers built parks in Rockport, Goliad, Sinton, Calallen (now part of Corpus Christi), George West and Beeville. The Vickers lived in a trailer while the parks were being built. Later he worked out of George West in the regular maintenance section there.

"Then after they made those parks," she said, "They planted all kinds of native plants and trees in these parks and he was in charge of that," she said.

Indeed, the head man of the department at the time, State Highway Engineer Gibb Gilchrist had put out the word to beautify the highways. Adding weight to the instruction, Gilchrist had hired the department's first landscape architect, Jac Gubbels, a native of the Netherlands.

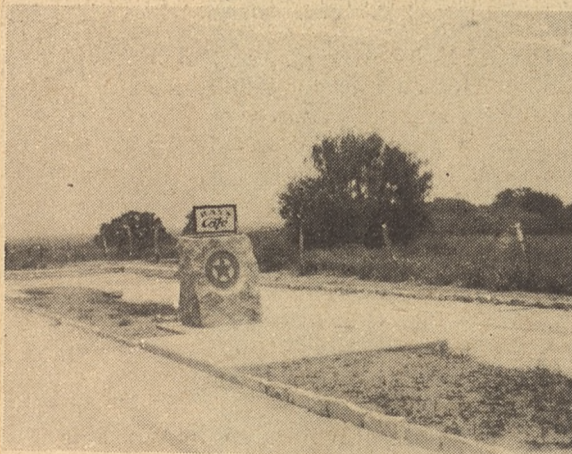
"I might say," Gilchrist wrote to the districts about this same time, "that every person in the Austin office is thoroughly sold on this plan and we want the men in the field immediately to become imbued with the idea of making Texas highways the most beautiful in the United States and we can do it at small cost.

Gilchrist's "small cost" including substituting imagination for money, not to mention hard work, scrounging and the use of the materials at hand.

Mrs. Vickers recalls that her husband introduced Indian paint brush on the roadsides in Live Oak County, from seeds gathered at a stand of the wild flowers in Bee County.

"I very well remember when he gathered the first seed. You know they have little-bitty, fine seeds," she said.

In the same era, Gilchrist also declared "tree planting weeks." He urged maintenance engineers and supervisors to get regular



Here is the roadside park at George West.

maintenance work in shape so that a whole week could be devoted to planting trees.

The goal was to set out 60,000 trees on the highways of Texas during a calendar year.

No mention was made of buying these 60,000 trees. Each field organization was given the task of seeking out suitable saplings and getting permission of landowners to dig them up.

Somehow it worked and the department, between 1934 and 1936, transplanted 300,000 trees and 500,000 shrubs. These plantings, as noted in THE DALLAS MORNING NEWS, were done without any special allotment of funds.

One division (they didn't call them districts, then) reported the average cost of planting a tree on the roadside was 11 cents, including digging the hole, removing the tree from a field and giving it necessary water and mulch.

Vickers worked with the maintenance crew until 1970, when he had a heart attack and had to retire. He worked under Gene Barrier, now maintenance construction supervisor at Karnes City.

During World War II, the department cur-



This was at Beeville.

tailed beautification and landscape activities. Shortly after the war was over, Mrs. Vickers recalls, he came home one evening and told her:

"Honey, all my hard work there at Calallen is gone now, they're widening all them roads and they are taking all that out." If it's any consolation, all of that work now is being redone as that coming-together of highways is rebuilt.

She recalls that all the plants installed by Vickers in the 1930s were native plants: bear grass, lantana and mountain laurel. They dug the plants up in Live Oak County and transplanted them to the interchange area west of Corpus Christi.

She recalled that after one such expedition Vickers came home and told her, "Honey, I nearly got scared to death today." The crew was digging up bear grass and balling the roots for transplanting. He was slitting burlap bags to be used in wrapping the roots.

He took one of the bags off a stack and "there was a rattlesnake, and I know I had to have picked it up," he said.

"He told me about so many narrow escapes, I can't even remember all of the," Mrs. Vickers said.

When the department began making tables out of concrete, Vickers assisted with that work in the Corpus Christi district.

He continued to be used as the expert on



Mr. and Mrs. Vickers shortly after World War II.

landscaping and, later, mowing. She recalls that he supervised the planting of many oleaners in the 10 miles between George West and Three Rivers.

Vickers wanted to finish 35 years with the department, but a heart attack and the doctor's orders to quit stopped him a little short of that goal.

"I'm glad no body has to work as hard as he did when he first started," Mrs. Vickers said. "I'm glad they improved the machines. A lot of his work in the beginning was nothing but pick and shovel."

Vickers died in 1981. ★ Hilton Hagan

Summer employee gets NDTA scholarships

Duane A. Moy, a summer employee of the Karnes City residency of the Corpus Christi district, has received a National Merit Scholarship from the National Defense Transportation Association (NDTA).

Duane, son of Mr. and Mrs. Fabian Moy of Karnes City, is a senior Civil Engineering student at Texas A&M University. He received his scholarship from Bill Thornton, Southwest regional vice president of NDTA.

Earlier, Duane also had received another scholarship from the San Antonio chapter of NDTA presented by Lt. Col. Steve Rohrbough, chapter president. ★



Mrs. Moy, Duane, Thornton.



Photo by Cliff Bost, District 16

Department equipment removes oil-stained sand from Mustang Island beach.

Corpus crews aid in cleanup

The Corpus Christi maintenance section did a lot of the heavy lifting during beach cleanup operations at Port Aransas in mid-August.

The ISLAND NEWS said the spill along the beach at Port Aransas County Park, was the worst to hit the island since the IXTOC spill in 1979, when an oil well in the Bay of Campeche blew out sending millions of gallons of oil northward on Gulf currents.

Source of the August spill is unknown, but speculation was that it was either from cleaning out the bilges of an offshore tanker or

from tidal flow from the southern waters.

While large splotches of oil were evident on the county park beach, elsewhere, only small globules of oil were noted.

Still, news of the spill cut the number of visitors to the beaches significantly.

The highway department crews joined with Port Aransas city people in the cleanup.

The cleanup method is to scrape up the oil-stained sand and remove it from the beach. An eight-man crew under Assistant Foreman Manuel Romo spent the better part of two days shaving up the gooey stuff from the beaches.

The major problem was that the gunk was imbedded in seaweed which caused the big patches of oil and vegetation to cling together.

In all the crew worked over about three-quarters of a mile of beach, using a front-end loader, a maintainer and five trucks. ★

Lab is district's section of month

The district lab of the State Department of Highways and Public Transportation has been recognized by district officials for outstanding work.

The district lab is the July "Section of the Month" for the 17-county District Five, headquartered in Lubbock.

Supervisor Don Bednarz received the award recently at a meeting in Lubbock. District Engineer William M. Pope presented a plaque to Bednarz. "This monthly award goes to the section in the district that displays extra effort", said Pope. "Thirty sections in the district are considered for the award, and this month the lab is on top.

Judging for the award is done by a three member committee that looks at production, safety performance, management, cleanliness, general appearance of location, a morale of personnel.

In accepting the award, Bednarz had nothing but praise for his 10 employees. "This honor goes to the employees, not me", said Bednarz. "They have been wanting to win this and have earned it. I'm real proud."

By being named "Section of the Month", the district lab is now eligible for the "Outstanding Section of the Year" award which will be named later.

Members of the district lab are: Don Bednarz, Supervisor; David Abney, John Craig, Chris Cunningham, Tina Deshazo, Ronnie Hickson, Dan Hohmann, Donald Mandrell, Michael O'Brian, Richard Pinkerton, and Bobby Stewart. ★ **Randall Dillard**

Austin district cites DPS officer

A 25-Year Department of Public Safety veteran has been recognized by the Austin district with a Certificate of Appreciation for his role in promoting traffic safety around district-wide construction projects.

Robert A. Brown, district engineer, said the Central Texas area has grown dramatically in the last five years, and the increase in vehicles has made us more dependent on local law enforcement assistance during construction. "Captain Dudley M. Thomas has always responded to our request for help, no questions asked, and for that we're grateful", he said.

Brown added that the certificate issued through D-18Tand signed by Engineer Director Mark Goode was the district's way of expressing its best wishes to Thomas in his new assignment to Midland and to thank him for all his past help.

Thomas was presented the award at a reception celebrating his promotion to Major. ★



Design Engineer Tom Word and Dispatcher Pam Mikulencak present the award to Capt. Thomas.

Data entry section moves into new era

Data Automation—you see it, talk about it and hear about it almost every day, and the increasing reliance on it is almost overwhelming. It touches your life every day and its products are most important to you—your paycheck, for example.

The Data Entry Section of the Automation Division has undergone many changes as the reliance on automation has grown.

Starting with nine operators using the old IBM 129 key punch machines, the section turned out computer punch cards. In February 1982, for example, the section produced 154,129 of them.

But the procedure became too complex and too labor intensive.

New equipment was installed in 1983 which amounted to the most aggressive leap forward in technology the section had experienced.

The new setup provided first, Vision, which is a key entry package; second, Online, compatible with Roscoe and CICS, and also Four Word, a version of word processing.

Implementation of this new system required additional training for the entire section.

Starting with Olivia Bartsch, supervisor, and Judy Ward, assistant supervisor, who underwent special training in Dallas for two weeks,

to familiarize themselves with the new equipment.

The section also accomplished all the program required for the system, sometimes using trial and error, in an allotted three-month time period.

Two of the section's members, Kathy Bruder and Jodie Sabia, relocated to other sections after the high productivity of the system allowed the transfers.

The deaths of two other members of the section, Morgan Prince and Marilyn Guthrie, further reduced the section staff.

Today, the section also includes Vi Moehle, Janie Lehman, and Etta Ivey. In May, it processed 146,604 key records.

In addition, the Division of Motor Vehicles will soon be converting title applications onto the four-phase system.

The first fully automated key entry section is ready. ★ **Jimmy A. Castro**

Window drag

When driving at high speeds and for long distances, the wind drag from rolled-down car windows can decrease gasoline mileage as much as operating the car air conditioner.—Driveline.



Theresa beams after having entered the one-millionth transaction on MSMS system.

Bingo! Houstonian sends message in a million

Theresa Wilson didn't dream she would become a celebrity on August 7. After all, how much notoriety can one look forward to when in the process of doing one's job. Especially when that job is rather desk-bound.

As she went about the business of issuing stock from the Houston district warehouse on that particular Wednesday, she began to suspect that something different might be afoot. A strange message appeared on the screen of the CRT of co-worker Bobby Hartman. It read, "ALMOST—You have just made the 999,998th issue." Hmm, peculiar message, that.

But, at 1315:52.5 (almost 1:16 p.m.), when Theresa processed a direct issue for two wood drill bits, at \$6.51, to R. B. Howard, it all became clear. The CRT screen flashed, "BINGO! You have just made the 1,000,000th issue. CONGRATULATIONS!. Please call D-4 systems."

Theresa immediately called Equipment and Procurement Division's systems office in Austin. Chuck McKinney was expecting the call. He knew that the time had drawn nigh for the one-millionth Material and Supply Management System transaction to take place. And he had designed a short computer program to allow the person making that transaction to be identified and recognized.

Chuck explained to Theresa that she had become the department's celebrity for a day (sorry, Theresa, no free trip to the Bahamas

Blue Cross 800 Number

Employees can now contact Blue Cross' customer service office through a toll-free number. The number, 1-800-252-8039, may be used for all types of inquiries about state employee insurance under Blue Cross, and to inquire about such things as the "Usual, Customary and Reasonable" charge information mentioned in the coverage of health insurance in the July issue. ★

or color TV or complimentary cola) by making the one-millionth MSMS transaction, and told her how to "unlock" her Telex CRT, so she could resume her regular duties.

Theresa, who has worked in the department's Houston district for about four years, normally performs 70 to 80 MSMS transactions a day in the course of her duties. But the one she'll never forget was the one in a million on August 7.

The statewide MSMS program has been in operation since September, 1984. That means that IN LESS THAN A YEAR, more than one million computerized transactions have been made. Incredible! A transaction involves either the issuance of items out of warehouse stock or into stock, or inventory updates and corrections.

In any event, a million of those activities in just over 11 months points out the scope of the program, not to mention the fact that the department is in the midst of a work load never seen before or since.

★ Rosemary Williams

New state line signs get raves

The 75 new "Welcome to Texas" signs on major routes entering Texas are making a big impression, at least according to an informal survey made by one of the department's tourist bureaus.

Dale Sowder, manager of the bureau on I-35 at Gainesville, said he and his staff of travel counselors asked 105 tourist parties if they had noticed the new sign and, if so, what they thought of it.

Only 14 parties said they didn't notice the new signs, while 91 said they did. Some of the latter group's comments were:

"... Looks great, it reminded us to stop at the bureau for Texas information."

"... Very noticeable; looks nice."

In Memoriam

This month, Transportation News begins reporting the deaths of active and retired employees, as are available. This is in response to a suggestion by the Employees Advisory Committee in Austin. The information comes from the Employees Retirement System and department sources. However, it is not necessarily a complete list. Any comments about this feature will be welcomed.

Lawrence V. Allen, Lavernia, died August 7, retired from District 15.

James H. Bachman, Austin, died August 13, retired from District 1.

Richard E. Bassett, Marion, died July 31, retired from District 15.

Archie G. Bray, District 1, died August 19.

Marion F. Breedlove, Burkburnett, died July 28, retired from District 4.

Lesley J. Brown, Fort Worth, died August 8, retired from District 23.

Alfred E. Brunner, Yoakum, died July 28, retired from District 13.

John W. Carr, District 1, died August 22.

Clarence M. Clynch, Harrold, died July 26, retired from District 3.

Gertrude G. Coats, Marrero, LA., died July 25, retired from District 6.

Nathan H. Corbitt, Center, died July 23, retired from District 11.

Finis D. Ewing, San Antonio, died August 13, retired from District 15.

Charles R. Hays, Dallas, died July 27, retired from District 18.

Lou W. Parker, Anson, died June 30, retired from District 8.

J.C. Shafer, Rogers, died July 21, retired from District 4.

Lewis C. Shafer, Channing, died July 21, retired from District 4.

William F. Williamson, Longview, died July 30, retired from District 15. ★

Road Hand dies

W.T. Neyland, Corpus Christi realtor and part of the only father and son team to receive Road Hand Awards from the department, died Aug. 21.

Neyland and his late father were active on the highway committee of the Corpus Christi Chamber of Commerce and were instrumental in the development of State Highway 239, "The Whooping Crane Highway," from the coast through Goliad to Kenedy. ★

"... We stopped to take a picture of it."

"... Saluted the sign—glad to be back home in Texas."

"... It's about time. You folks needed a bigger sign a long time ago."

"... More fitting for Texas."

"... Your new sign looks great; way overdue."

The department has ordered 66 signs for state lines on US- and state-numbered highways and nine for Interstate gateways.

One feature of the signs is a banner calling attention to Texas' 1986 Sesquicentennial celebration. The banner will be removed after the festivities are over next year. ★

EXPRESS BUS SERVICE TO TEXAS FOLKLIFE FESTIVAL MCCRELESS MALL NEXT RIGHT



San Antonio sign speaks multimodal cooperation.



SEPTEMBER

- 2 Holiday, Labor Day
- 4-5 Research Area I (Geometric and Environmental Design, Safety, Right of Way, and Economics), El Paso, D-10R
- 10 Introduction to SPECTRUM Concepts—Defining User Requirements, Austin, D-19
- 10-11 Research Area II (Materials, Construction and Maintenance), Abilene, D-10R
- 10-12 Highway Construction Lettings, Austin
- 11 Driver Improvement Course, Austin, D-20
- 12-13 District Maintenance Engineers Meeting, Lago Vista, D-18A
- 16-18 VAX Alphanumeric Terminal Operator Training, Austin, D-19
- 17 Introduction to SPECTRUM Concepts—Defining User Requirements, Austin, D-19
- 17-20 Urban Arterial Planning Operations Course, Houston, D-10 & D18T
- 23-24 Rural Technical Assistance Program Workshop on Transportation Resource Management for Rural Elected Officials, Districts 1, 10, 11, 17 & 19, Marshall, D-10P & Dist. 19
- 24-26 Career Enhancement Conference for Women, Austin, Files ARC/HAT
- 26 Commission Public Hearings, Austin
- 27 Commission Meeting, Austin

OCTOBER

- 1-3 Division of Motor Vehicles Supervisors In-service Training Conference, San Antonio, D-12-1
- 2-3 Research Area III (Pavement Design), Amarillo, D10R
- 2-4 VAX Alphanumeric Terminal Operator Training, Austin, D-19

- 8 Introduction to SPECTRUM Concepts—Systems Definition/Advisability Studies, Austin, D-19
- 8-10 Highway Construction Lettings, Austin
- 15 Introduction to SPECTRUM Concepts—Systems Definition/Advisability Studies, Austin, D-19
- 21 Fall Meeting of District Engineers and Division Heads, College Station
- 22-24 59th Annual Highway and Public Transportation Short Course, College Station
- 24 Commission Meeting, Austin
- 30 Research Area A (Planning, Policy and Management), Austin, D-10R

NOVEMBER

- 5-7 Career Enhancement Conference for Women, Austin, Files ARC/HAT
- 11 Holiday, Veteran's Day
- 12 Introduction to SPECTRUM Concepts—Systems Design/Programming, Austin, D-19
- 12-14 Highway Construction Lettings, Austin
- 13 Vegetation Management Seminar, Austin, D-18L
- 18-20 Managers Administrative Meeting, Wichita Falls, D-16
- 19 Introduction to SPECTRUM Concepts—Systems Design/Programming, Austin, D-19
- 19-20 Utility Training Seminar, Austin, D-15
- 19-21 Automation Administrators Meeting, Austin, D-19
- 26 Commission Public Hearings, Austin
- 27 Commission Meeting, Austin
- 28-29 Holidays, Thanksgiving

Department assists in handling crowds at San Antonio events

Helping people get where they want to go has been one of the primary goals of the department.

When special events occur, parking frequently becomes a problem in many urban areas. In San Antonio, the Texas Folklife Festival and Fiesta San Antonio are two events that pack the downtown parking spaces.

VIA Metropolitan Transit provides a Park and Ride service to help move the people. The department helps the people know about VIA's convenient service by advertising it on trailers and changeable message sign.

The results? Between the 1984 and 1985 Fiesta's Park and Ride to the event, special bus ridership rose from 35,239 to 41,965. Ridership to this year's four-day Folklife Festival jumped 19 percent despite a smaller festival crowd. The Folklife Express this year had 4,772 new riders for a total of 30,318 passengers from seven Park and Ride sites.

Wayne Cook, VIA general manager, said in a letter to District Engineer R.E. Stotzer, "Please accept VIA's sincere gratitude and appreciation for the trailer signs at seven Park and Ride locations for the Fiesta Special Express Service . . . placement of these trailer signs was most helpful . . . and I'm sure aided in expediting the traffic flow. Again our appreciation and thanks to you and your staff, especially Herman Gadeke (District Traffic Engineer) and Carl Wenzel (District Traffic Specialist) for their outstanding service." ★ **Mal Steinberg**

Bob Reed retires

Robert L. (Bob) Reed, engineer of bridge design for the past 16 years, retired July 12 after 38 years' service.

Reed spent most of his career in the Bridge Design Section with only a short stint away from it in the Dallas district in 1950-51.

Some of the more notable structures which he



Bob Reed . . .
retires after 38
years.

helped design are the Devil's River Bridge and Pecos River Bridge on US 90, the Percy V. Pennybacker Bridge on Loop 360 over Lake Austin, and the I-35 elevated section in Austin.

Reed won the Gibb Gilchrist Award in 1972 for his contributions to innovative bridge designs.

Bob and his wife, Billye Jo, live in Round Rock. They have two sons, Robert and John. ★

AWARDS & RETIREMENTS

Service Awards

September 30, 1985

Automation

Sam H. Garnett, 10 years; James M. Lusby, five years.

Construction

Janice R. Lynch, 15 years.

Equipment and Procurement

Kenneth O. Bertelson, Elizabeth Casper-Finley, Don D. Flowers, Glenn R. Hagler, Olen H. Meiske, five years.

Finance

Norma C. Rojas, five years.

Human Resources

Paul R. Phipps-Ogden, five years.

Insurance

Vickie P. Wehring, five years.

Materials and Tests

James M. Murphree, 15 years.

Motor Vehicle

Rebecca P. Beck, Ronald N. Burns, Ronald L. Stone, 15 years; Alma W. Ussery, five years.

Safety and Maintenance Operations

Randall A. Keir, 15 years; David E. Soileau, five years.

Transportation Planning

Zachary T. Graham Jr., David R. Luedecke, 15 years; Terrilyn Dye, five years.

Travel and Information

Billie J. Naivar, 35 years; Lisa S. Cramer, Hilda B. Warne, five years.

District 1

Herschell Barbee, 15 years; Vicki G. Campbell, Kenneth R. Nichols, five years.

District 2

Charles L. Fitzgerald, Claud R. Stephens, 35 years; Jerry L. Cutler, 20 years; Charles L. Conrad, Ricky D. Roberts, 15 years; Larry W. Dodson, Ronald D. Lambert, Harlan K. Stucker, five years.

District 3

James D. Dolberry, Combs H. Kirby, Billy J. Reasoner, 30 years; John E. Allen, Jerry D. Barnes, Wallace Picht, James L. Urban, 25 years; Donald W. Long, 20 years; Eugene Mangram, Floyd J. Miller, 15 years.

District 4

Merlin L. Koch, 20 years.

District 5

Glenn Y. Johnson, 35 years; Oscar D. Sedgwick, 30 years; Frank C. Galvan Jr., 15 years.

District 6

Eddie B. Poitevint, 20 years; Teofilo Galindo, five years.

District 7

Leonard D. Lovell, 20 years; Ferrell D. Humphrey, Kermit C. Schkade, 15 years; Raymundo V. Mendoza, Robert A. Miller, Jose C. Puente, five years.

District 8

Sam W. Gorman, 35 years; Joe E. Stevens, 25 years; Bobby G. Medford, 20 years; Paul B. Allen, five years.

District 9

John C. Hodde, Edward L. Kelley, Billy T. Perry, Welton H. Ramsey, 30 years; Gerald L. Kendrick, 25 years; Richard W. Kurtz, 20 years; Joe D. Avery, Roland B. Webb, 15 years; James E. Bentley, five years.

District 10

Harold W. Bateman, Alton R. Beall, Dellas E. Keahey, Fred L. Maddux Jr., John L. McDonald, John T. Patterson, 25 years; Fabian G. Adair, 20 years; Walter L. Pulley, 15 years.

District 11

James F. Allen, Melvin E. Cook, 30 years; Lenard G. Havard, 25 years; James E. Blackburn, Noah E. Gilcrease, 15 years.

District 12

Richard L. Rodriguez, 35 years; Oscar Frenzel, Charles E. Jordan, Salvador E. Rodriguez Jr., Geo. E. Steffen, Janie M. Turner, 30 years; Clarral E. Bass, Robert B. Lemm, Raymond Sanders, Donald W. Webb, 25 years; Cecil Hobbs, Phillip D. McCord, Paul R. Rush, 20 years; Gary W. VanNess, 15 years; Earl W. Blalock, Tamara L. Burch, Douglas C. Conrad, Mathew Esters, Oralia P. Hernandez, Teles S. Melendez, Juan Rodriguez, Eloy J. Rodriguez, Willie R. Washington, Deborah R. White, Ruben Zapata, five years.

District 13

Albert H. Huebel Jr., 30 years; Jerome Hadash, Mac H. Tanner, 25 years; Billy D. Parks, 20 years; Silvester Novak, 15 years; Daniel C. Garcia Jr., Patricia C. Zella, five years.

District 14

Herman P. Barton, Henry G. Hefner, Eduardo Villalpando, 30 years; Ernest R. Bizzell, 20 years; Alvin L. Moore, 15 years; Gina H. Orton, Charles E. Washington, John G. Wheeler, five years.

District 15

Miguel P. Reyes, 40 years; Esmael A. Arguijo, Harold J. Bodin, Paul E. Rutledge, 30 years; David R. Garcia, Jerald J. Hawkes, 25 years; Ralph Dewitt, Everett H. Dietert, Guillermo L. Garza, Elton J. Hartmann, Juan M. Balderrama, Guillermo J. Castillo, Stanley P. Nipper, Lawrence D. Tillman, 15 years; James A. Bowman, Emil F. Noll Jr., Juan A. Saucedo Jr., Richard F. Zertuche, five years.

District 16

Marvin E. Brunson, 35 years; Maryanna S. Samford, 25 years; Adan Cantu, Victor Pinon, 20 years; Guadalupe Baldez, 15 years; Ward L. Simmons, five years.

District 17

Billy M. Currie, 25 years; Wesley A. Walker, 10 years; Raymond E. Ethridge, five years.

District 18

William L. Seay, 35 years; Jackie D. Cawthon, Herman Lawrence, Freddy R. Shaw, Vernon L. Shoemaker, 20 years; Marvin R. Hanks Jr., 15 years; Doyle W. Varner, 10 years; John C. Brittigan, Herman D. East Jr., Michael A. Howard, five years.

District 19

Charles E. Fant, Norman G. Kirkland, 30 years; Waylon E. Thomas, 20 years; Margaret B. Terry, 15 years; Lowell V. Revalee, five years.

District 20

Paul T. Cook, 30 years.

District 21

Jose S. Benavidez, 30 years; Miguel Garcia, 25 years; Jose A. Garcia, Leonel Saenz, Juan J. Ybanez, 20 years; Cosme C. Garza, 15 years.

District 23

Ermin A. Meyer, 25 years; Ralph D. Woods Jr., 20 years; Homer B. Davis, Frank J. Medina, 15 years.

District 24

Walter W. Crane, Rose C. Hubbard, 25 years; Luis Rendon, five years.

District 25

Oscar W. Honea, James B. Weatherred, 30 years.

Retirements

June 1985

Automation

Kerry L. McAlister, Director of Programs.

Insurance

Jo Ann W. Atkins, Administrative Technician III.

Motor Vehicle

Leslie E. Pecht, Auditor II.

Transportation Planning

Roy E. Campbell, Statistician II.

District 1

Harold L. Maxwell, Maintenance Technician III.

District 3

James O. Cole Jr., Assistant Foreman; Homer Monroe, Maintenance Technician III.

District 5

Adolph L. Nemeec, Maintenance Technician III; Delphine S. Sharp, Clerical Supervisor IV.

District 6

Charles M. Davis, Engineering Technician V.

District 7

George T. Lopez, Maintenance Technician II; Charlie F. Low, Engineer V; Byrnas L. Phillips, Maintenance Construction Supervisor III.

District 8

Q.F. Pair, Maintenance Technician III.

District 9

Oven Townley, Maintenance Technician III.

District 10

William T. Chapman, Engineering Technician V.

District 11

Boley W. Massingill, Engineering Technician IV.

District 12

Alfred S. Janicek, Maintenance Technician III; James E. Metts Jr., Maintenance Technician III; Anthony P. Niscavits, Maintenance Technician III; David A. Rhodes, Shop Supervisor II.

District 13

Elmer J. Bergstrom, Engineering Technician V; Johnny J. Jahn, Maintenance Technician III; Vernon L. Wendt, Maintenance Technician III.

District 14

Eugene H. Bushacker, Engineering Technician IV; Marion E. Combs, Maintenance Technician III.

District 15

Luther R. Chapa, Draftsman III; Hugh K. Nickell, Maintenance Technician II.

District 16

Maximo Sanchez, Maintenance Technician III.

District 18

Robert W. Batey, Engineer IV.

District 20

Elmer L. Clapp, Maintenance Technician II.

District 23

Noel R. Haynes, Engineering Technician V.

District 24

Arley O. Campbell, Accountant III; Jack O. Gary, Maintenance Construction Supervisor III.

New album for Nichols

Joe Paul Nichols, the Materials and Tests Division field inspector who also has a successful career as a country music star, has recorded a new album, "Swinging Country," on the Tyler-based Custom label.

Nichols was featured in the August issue of **Transportation News**. He is a member of the field lab crew which maintains quality control on material produced for the department near Chico, northwest of Fort Worth. ★

Pharr dedication recalls history of Highway 281



Goode addresses the crowd at the US 281 dedication between Edinburg and Pharr.

Under a hot Texas sun, citizens of two Valley cities assembled in the main lanes of US 281 in Pharr to open another expressway section of an important link to and from the region.

Engineer-Director Mark Goode reminded the crowd that the project had been under the watchful eyes of three district engineers in the Valley, Jimmy Snyder, Raymond Stotzer and G.G. Garcia.

But before that, it wasn't a town crier, but... Pharr Mayor Fidencio Barrera proclaiming Mark Goode Day in the City of Pharr.

At the dedication ceremony, Barrera read the official proclamation to an assemblage of state officials, city officials, civic leaders and interested citizens.

The proclamation recognized Goode's efforts in "serving his constituents with untiring effort and dedication." It also lauded him for "devoting himself to the support of much important legislation beneficial to highways and roads throughout South Texas and many other worthwhile endeavors."

Businesses in Pharr paid tribute to him by displaying banners and signs to welcome the engineer-director. At a "mingling" after the ribbon-cutting hosted by a local bank, a huge cake decorated with a map of Texas and the legend, "Welcome to Pharr, Mark G. Goode," was served.

Other parts of the facilities are either completed, under contract or in the planning stage. Only 41 miles between Alice and George West remain unprogrammed to provide a divided highway all the way from Pharr to San Antonio.

This is a dream that is not a new one. Witness a letter written Sept. 21, by W.J. Wisdom, secretary-treasurer of the US Highway 281 Association of Texas.

"On September 10-11, I attended the meeting of the national US 281 association at Grand Island, Nebraska. We had a very fine meeting, all the states traversed by Highway 281, Texas, Oklahoma, Kansas, Nebraska, North and South Dakota being represented.

"I made this same trip almost five years ago and experienced considerable difficulty getting through Oklahoma, Kansas and the southern part of Nebraska. At this time, the route is hard-surfaced for over 1,200 miles north from the Mexican border, an almost unbelievable improvement.

"Much credit for this must be given to the state and national organizations. It was brought out at this meeting that Highway 281 faces a critical period. Competitive routes, such as US 81 and 183 are very active.

"A struggle by all major highways for recognition by the federal government and its gigantic highway program is in the offing and it is strictly up to us who live along Highway 281 to see 281 receives its just share of recognition."

The letter was addressed to the president of the US 281 development committee, headquartered in Falfurrias. The motto of this very active organization was "Traversing the Heart of Texas and the U.S., Canada and Mexico."

The present facility far exceeds the wildest imagination of these early highway boosters. In one quaint prediction included in US 281 Association literature of the time, Pat Mann of the Texas Good Roads Association predicted "12 million population in Texas."

For the dedication last month in Pharr, the chambers of commerce of Edinburg and Pharr joined in celebration. ★ **Pat Reynolds**

Supervisor receives second honor from citizens of Claude

Two years ago, W.T. Sullivan, supervisor of the Armstrong County maintenance section, was named Citizen of the Year in Claude. But his popularity in his home town of 1,100 people seems to be growing still.

In June, he was voted Citizen of the Year by the Armstrong County Chamber of Commerce.

"Numerous community activities fill up W.T.'s spare time and whatever he is involved in, he contributes 100 percent," said The Claude News about Sullivan's latest honor.



W.T. Sullivan . . . once again, "citizen of the year."

Sullivan is a member of the Claude Lions Club and a past president. During the summer, he can be found at the city's baseball park almost every night where he is in charge of the club's concession stand.

He also is a member of the volunteer fire department and is a former Cub Scoutmaster.

He and his wife, Liz, have three children, Scott, a junior at Claude High, Greg, a junior at West Texas State University, and a married daughter, Debbie Johnson, mother of W.T.'s two grandchildren.

Sullivan started to work for the department in 1954 in Claude and became supervisor of the section in 1975.

"It has been noted that one could always count on W.T. in a crisis," said the newspaper. "He is a friend and neighbor who gives of his own time to help others. It is people like W.T. Sullivan who make Claude such a special place to live." ★ **Dan Slak**



I cannot begin to express my deepest gratitude for the fantastic service rendered my husband and me on Friday evening July 26 on Highway 35 near Jones Street in Fort Worth by the Courtesy Patrol.

The driver, Robert, and his assistant, Joe, were like angels from heaven.

Our van just quit running as we neared Jones Street. Our son-in-law was driving in the car ahead of us. By the grace of God we were able to roll off the freeway onto a narrow strip, but we didn't know where to go for help.

My husband is 82 and I am 77. We were petrified. These gentlemen called AAA and they waited quite a while with us and said they would check back.

These angels, Robert and Joe, did return as the AAA did not show up after nearly a one-hour wait. They call AAA and waited until the wrecker showed up.

These men were extremely courteous and we felt very safe in their presence. May I strongly recommend this type of service be continued as it was a tremendous blessing to us.

**Grace and Jack Stults
Fort Worth**

The Stults' benefactors were Jose Esquivel and Robert Lawrence. — Ed.

On behalf of the Amarillo City Commission and all of the citizens of Amarillo, I would like to express my appreciation for the excellent manner in which your employees have maintained the Interstate right-of-way through Amarillo this year. The additional effort to water and mow the downtown interchange right-of-way has resulted in definite improvement in the appearance of the entrance to our central business district. We also appreciate the state's willingness to conduct a litter removal program on state right-of-way throughout the city. This effort greatly enhances the overall appearance of our city.

Again we thank you for your assistance in improving the image and appearance of our city and we look forward to working with you and your staff in the future to make Amarillo an even greater place to live.

**R.P. (Rick) Klein, Mayor
Amarillo**

In reply to your Notice in the Transportation News, I want to remain on your mailing list and continue to receive complimentary copies of the **Texas Highways Magazine and Transportation News**.

I share both the articles and the news with a neighbor who is also retired from the Highway Department and we both enjoy them a lot. Thank you.

**Olin W. Pettijohn
Georgetown**

(Reprinted from the Del Rio News-Herald)

My name is Bill Neff and my wife's name is Nancy. Recently, we had an unexpected visit to your beautiful city. In fact, it was this past Saturday.

Our Volkswagen van broke down just past Del Rio on the El Paso side. We couldn't find a repair shop open to fix our vehicle. We were really down and felt our vacation in Texas was a real "bummer."

Then, along comes one Rene Garza, a State Farm Insurance agent and bishop of the local Latter Day Saints Church. Rene sent a mechanic he knew by the name of Issac Acosta, a mechanic for the Texas highway department and a resident of Del Rio, to the rescue.

Mr. Acosta donated three or four hours of his Saturday to help us try to get the vehicle running. He didn't charge a dime and his act was an act of pure love in helping a fellow human being in trouble.

When the vehicle couldn't be repaired, Mr. Ed Constancio, a local tow truck operator offered to tow the truck back to where we had purchased it (from a relative in Uvalde) at a very low rate. Not only that, he picked up and returned to us the check we had tendered for the

purchase.

Because of these three heroes, Texas and the city of Del Rio has won a special place in our hearts.

**Bill and Nancy Neff
Ogden, UT**

(Received by Delbert L. Chance, maintenance superintendent in Hays County:)

On August 15 at approximately 9:55 a.m., a multi-vehicle major injury accident occurred near the intersection of Ranch Road 12 and Bishop Street in San Marcos. The accident was of a magnitude that required that measurements be taken which the vehicles involved remained at their places of rest. That meant that portions of RR 12 remained closed. Motor Officer J. Randall Herzog was the investigating officer and I assisted.

He and I would like to take this opportunity to express a very cordial "thank you" to three of your employees for their assistance in traffic control which permitted us to perform a thorough investigation. These men took it upon themselves to don protective attire and move traffic around the accident scene which made a potentially hazardous scene safer. As traffic officers, we know this kind of duty is unpleasant and, at the time, dangerous.

These gentlemen are Mr. Mario Hernandez, Mr. Joel Garza and Mr. Raymond Allen. Please commend them for their unselfish help during a time of need.

**Motor Officer Michael L. Bryant
San Marcos**

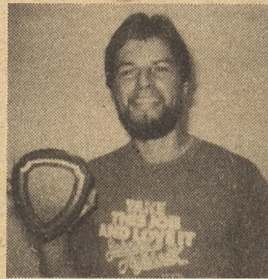
(The following was received by Eddie Villapondo, Sr., bookkeeper at the Hays County warehouse in San Marcos:)

Just a note to tell you how very much I appreciate your help in trying to run down the plans for the water line that we are trying to put in at the Manchaca United Methodist Church. I especially appreciate your eagerness to be helpful and taking time to stop what you were doing and look through your files and come up with exactly what I was looking for. Incidentally, that engineer who drew the plans is named Danny Smith and I finally was able to track him down and get a set of the plans without having to make a trip to your office there in San Marcos.

I am an old retired highway department employee who spent 33 years designing bridges in the Bridge Division of the main office in Austin, and it was such service and cooperation that I received from you that made me proud that I was connected with a state department that enjoys a reputation of being helpful and of service to the public, and you may tell Dave Chance that I think you are the kind of employee who upholds the highway department's tradition.

**Herbert K. (Hub) Rigsbee, P.E.
Austin**

Brownfield employee pens winning seat belt use slogan



Bobby Beaulieu . . . Best sloganeer.

With the seat belt law going into effect, who's buckling up?

"Everyone should," says Bobby Beaulieu, maintenance technician, in the Brownfield maintenance section. Bobby was the winner of a recent slogan contest with his slogan:

Set
A
Fine
Example
Today
Yourself

Buckle
Everyone
Let's
Think
Seatbelts

The first—place winner received a plaque from District Engineer Mel Pope. Certificates were given to second—place winner, Harvey S. McClanahan, maintenance technician of Littlefield, and third—place winner Victor Borrego, maintenance technician of Lamesa.

In the Lubbock district, the Ralls and Post maintenance sections are 100 percent buckle-up while coming to work and going home. The department has a buckle-up policy for employees on the job.

An awareness campaign was begun for district employees in April, under the direction of Ruby M. Jackson, traffic safety specialist in the Lubbock district. With the cooperation of District Engineer Mel Pope and district employees, the percentage of seat belt usage off the job for employees had risen from 26 percent to 49 percent in July. ★

Disabled person

A vehicle with a Disabled Veteran license plate may not park in a designated parking space for the handicapped unless the vehicle also displays a Disabled Person sticker or identification card.—Driveline.

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