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TEXAS STATE DOCUMENTS  
COLLECTION

NON-CIRCULATING

**THE DEPARTMENT'S COMPUTERS:**  
**Many changes in the last 30 years**  
Story on page six



Photo by J. Griffis Smith

# TRANSPORTATION **news**



Retiree paddles his own canoe, p.8 September 1986

A conversation with Raymond Stotzer, p.2

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# A conversation with Raymond Stotzer

*Shortly before Raymond E. Stotzer Jr., became engineer-director on September 1, Transportation News asked for an interview. The new chief administrative officer will begin a monthly column in Transportation News in the October issue.*

**T-News:** You have had a unique overview of the department, having been in charge of operations in the Valley and later in a great metropolitan center, San Antonio. Based on your observations, what do you think are the strengths of the department and what are its weaknesses?

**Stotzer:** I believe the major strength we have in our organization is the people who make up this outfit. We have some very outstanding, dedicated, and talented people. At the same time we have a real age gap. We have many people in key positions all over the state who came to work here right after World War II and, as we lose those people to retirement, we will have quite a gap in our ranks. What we are going to be working at is accelerating the development of some of our young people.

**T-News:** You're saying that training will become more important as time goes by?

**Stotzer:** Training and the acceptance of greater responsibilities by these young people.

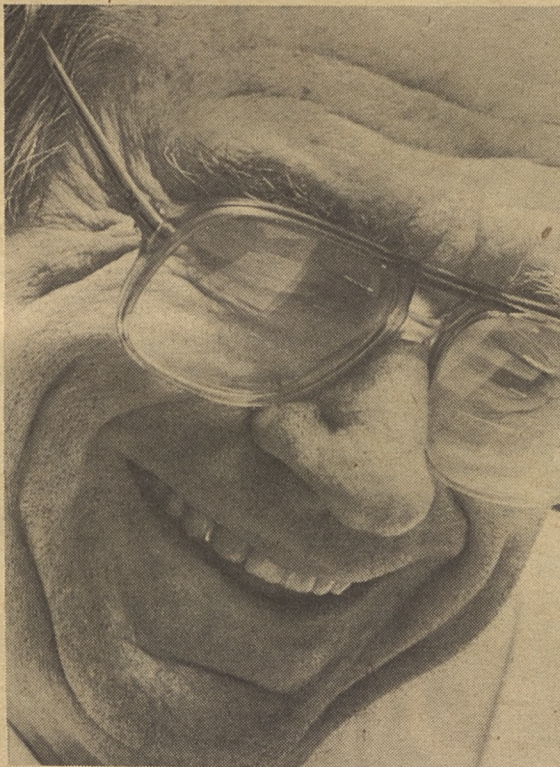
**T-News:** You are speaking of on-the-job experience?

**Stotzer:** Yes, and they are going to get it quickly. The main weakness is that gap I spoke of, but we are going to come out stronger than ever. We have a lot of outstanding young people coming on in the organization, and they are going to grow.

**T-News:** Everyone is concerned that the highway program might lose a great deal of money as the result of the shortfalls in state revenues. Will there be deep personnel cuts as a result of state government's financial crisis?

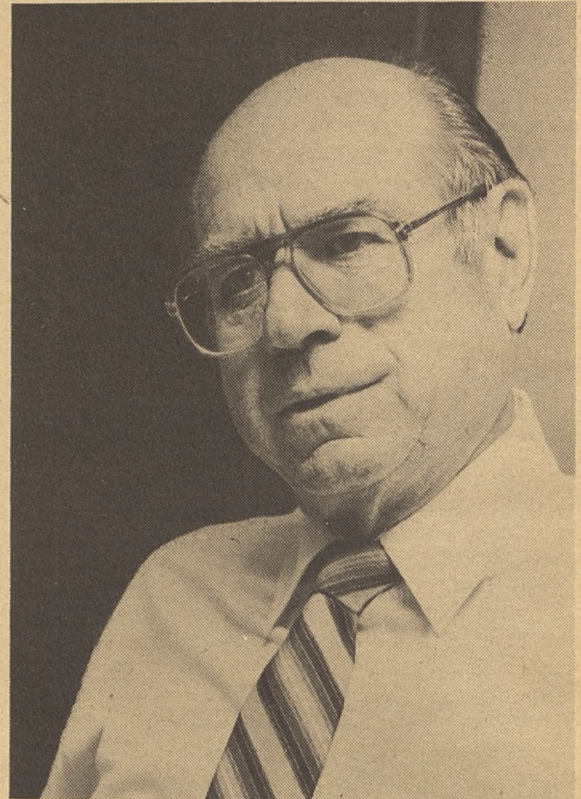
**Stotzer:** First, I am confident that our department will come through this all right. I feel that the department has such grass roots support around the state that we will be financed in a way that will enable us to continue with the program to rehabilitate rural highways and to unclog the congestion in the major metropolitan areas. We are really on

our way and doing a lot of good right now in these areas. I think the public appreciates that and they support what we are doing. In regard to our own people, we are overloaded with work for the number of people we have at this time and I would not envision cuts that would keep us from the mission we have, to design and build and maintain a fine highway system.



**T-News:** Going back a little, how do you feel about the early retirement incentive which may accelerate the departure of even more senior people in the department?

**Stotzer:** I really hate to see us lose all the experience and talent we have in all these people. But, at the same time, this is a great



challenge for us and the younger people. They will have an opportunity to grow and use their God-given talents in a hurry. I've never known of a challenge that wasn't good for an organization. I think we will come out of this a strong, vigorous organization.

**T-News:** Is there any way to make the changes in leadership move more smoothly, perhaps?

**Stotzer:** I don't know that it's that big a problem. When you are leaving one job and going to another, I think the quicker you can get on with it—with your new assignment—the better off you are. In regard to my own personal change, Mark Goode has been great to assist me in every way possible. There aren't any big differences in the way we think or envision the highway department. We have worked together for many years.

**T-News:** Do you have any personal thoughts about the current economic problems and downturn of some of the major components of the economy here in Texas?

**Stotzer:** My personal opinion is that it is only a temporary slowdown in the economy. Texas has relied heavily on the petroleum industry in the past and, obviously, that is changing. We are becoming a more service-oriented economy. As far as our work is concerned, it's usually during these slowdown periods when most public works projects are accomplished. It's an excellent way to keep people working. I would not envision much change as far as we are concerned. We are 'way behind in the metropolitan areas and this gives us a bit of a chance to catch up. In the long run, the state's going to come out of it and we are going to have a highway system that will compare favorably with any other state in the union. Our efforts will be directed toward having the best highway system.

**T-News:** The department has always operated on a decentralized basis. But in difficult times, there seems to be a tendency in business to close branches, consolidate and centralize. Do you feel we can continue to operate on a decentralized basis?

**Stotzer:** Yes. I am as strong an advocate of decentralized operation, I think, as there is in our department. The only way that an agency such as this one in a vast state such as ours can respond to the people is to have authority and responsibility out in the various areas of the state. A district will never perform any better than its resident engineers and its maintenance foremen do, and the department as a whole will never perform any better than the districts do. We will continue to give the

responsibility and the authority to the districts, and we envision them, in turn, giving that responsibility to the people in the field so that problems can be solved right where they occur and as quickly as possible.

**T-News:** You have been an advocate of putting both the design and construction residencies and the maintenance sections in a given town under one leader. Do you still think this is a good plan?

**Stotzer:** For the past 12 years, I worked in a district where we have combined the engineering and the maintenance operations. Basically, we have moved some of the decision-making from the district office out to where the problems are. I know of no minuses in doing this. Every change has been on the positive side. I envision in the years ahead a much closer relationship all over the state between our maintenance and engineering personnel. We will be one organization. There will not be any walls between engineering and maintenance. The bottom line is, we are looking for better maintenance and better engineering.

**T-News:** If highway funds are cut significantly, what areas will be most affected? Maintenance? Construction?

**Stotzer:** Well, basically, our department is project-oriented, and if funds are reduced, we just have to eliminate projects. So that means that certain projects would not be designed or constructed. We will continue to prioritize all projects so that whatever funds are available will go to those projects that are the most cost-beneficial.

**T-News:** What do we need to do to improve our public image?

## A conversation with Raymond Stotzer

**Stotzer:** We are never satisfied in this area; we always like to do better. But I am satisfied that the people of Texas have great respect for their highway department and the people who make up the highway department. We've just got to keep doing our job, keep designing and building and maintaining our roads and keep the public informed — let the public know what we are doing and why we are doing it. Our front-line troops are the people out maintaining the highways, handling the construction work. By and large, we will be judged on the job that they do.

**T-News:** What does the department need to do to improve its public affairs program?

**Stotzer:** We have come a long way in that area and we have put a lot of effort into the public affairs program. Out in the field, I know the districts all have really made an effort to keep the public informed. It's apparent to me that in the rural areas it is a lot easier to do than in the major metropolitan areas. So, most of the additional effort — the improvements that are there to be made — is in the metropolitan areas. Basically, what we are going to be trying to do there is to have qualified people handling this responsibility. They are just going to have to work hard to keep the public informed of what we are doing and why we are doing it.

**T-News:** Suppose you had just graduated from A&M in engineering or one of the other professional fields we have in the department now. Would you consider a career in the department? Why?

**Stotzer:** Knowing what I know now, I wouldn't consider anything else. I base my answer in the satisfaction I have found in the

work I have done for the past 39 years. I have many good friends who got out of school when I did and they went to work in other areas. Many of them have made lots more money than I have. But I doubt that any of them has gotten the satisfaction out of work that I have, and none of them has worked with as fine a group of people. We have that type of people — the type of people you enjoy being with — all over the State of Texas. So, I would say to any young engineer, or accountant, or planner, or writer, or whatever it might be — if you have an opportunity to work for this department, give it serious thought.

In my experience of building roads over so much of South Texas, working in the design, construction and maintenance of these roads over the years, I get great satisfaction in what I have had the opportunity to do for my fellow man. We truly are serving our fellow man with our efforts.

**T-News:** Are there any projects you have worked on that stick out as special or different?

**Stotzer:** Oh, there are lots of them. Such things as the system of roads we have in the Canyon Lake area. There was no lake there when we planned those roads. I was involved in the planning of those roads. The first trip I made up there I realized: There's going to be a dam here and the lake is going to back up to US 281 and what are we going to do for roads? I had the opportunity to work on that plan.

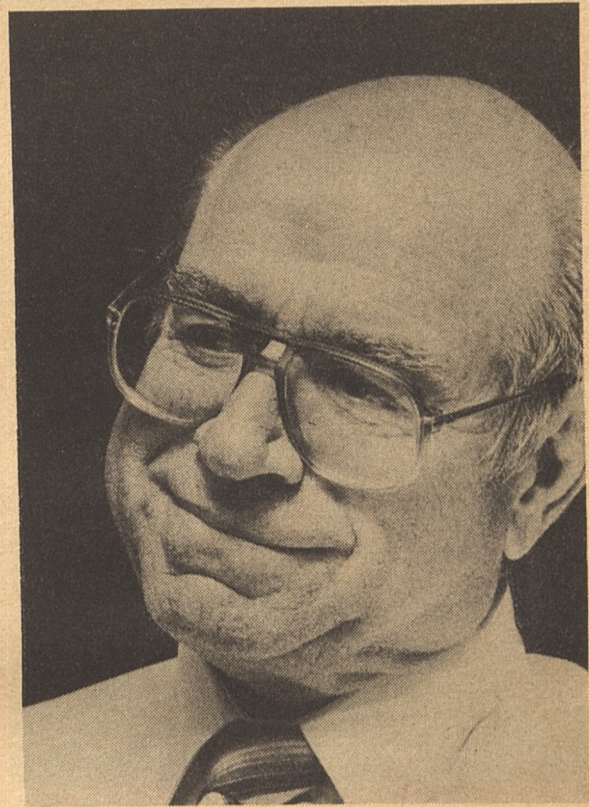
Also, I worked on the development of Interstates 35 and 10 across Comal and Guadalupe Counties when we started from

scratch; also the systems of loops we have in Seguin and New Braunfels; then down in the Valley, the completion of the Valley Freeway.

The single project I was involved in that was the most fun was the Queen Isabella Causeway, the longest bridge in Texas. We started on it, the planning of it, trying to arrange funding for it, right after I moved to the Rio Grande Valley, and we completed it just at the time I moved away from the Valley, six years later.

Of course, in San Antonio we have had a lot of projects that have been of great satisfaction, a feeling of accomplishment, such as the completion of the McAllister Freeway that had been shut down in court for 10 years. This project is undoubtedly the most popular public works project ever built in Bexar County. The way we handled the project and the way we maintain that road has provided us great public support for our other projects in that area: the construction of the Fratt Interchange — \$63 million, the largest contract ever let by the department at the time, a very complex project — and, of course, the Northwest Freeway, under construction at this time, where the private sector came in and cooperated so much with us that most of the land for the road was donated and a substantial contribution was made by the private sector for the building of the road.

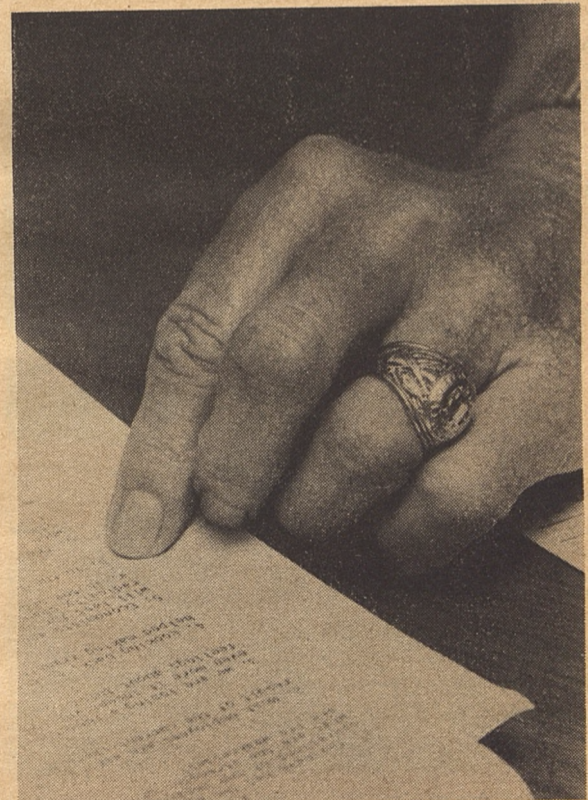
Each of these projects gives me a different type of satisfaction. I remember a farm-to-market road we built a few years ago near Medina outside of Castroville. When it was finished they had a celebration, a ribbon-cutting ceremony, and one of the men who lived in that area had everyone come down to his place for a happy hour and a barbecue after the ceremony.



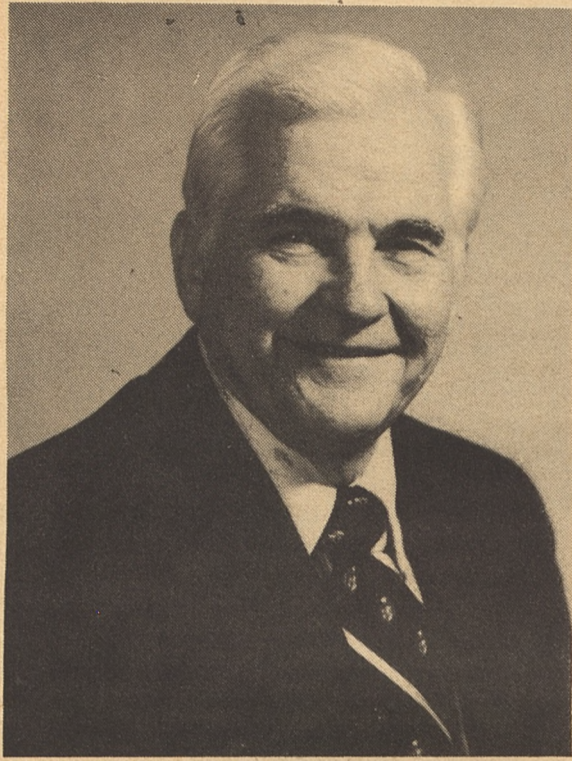
As part of the project, we had built a bridge across the Medina River. This gentleman, who was about 80 years old, had tears in his eyes when he told me about how long he had wanted this bridge to be built. There was a low-water crossing in there before and he had nearly drowned when he was a little kid, going across the river. Their wagon had almost washed off the crossing and he and a number of his family were within just a minute of all drowning. From the time he was a young child until this particular day, he had looked forward to getting a bridge there. When you visited him and saw how genuinely happy he was about getting that bridge, how could anything be more satisfying than being involved in that kind of work? Our resident engineer on that project was Chuck Hackebiel. Chuck and I both shared that same sense of gratitude and satisfaction for having had the opportunity to be a part of such a project.

**T-News:** What feelings do you have about the outcome of a certain sports event to be held in November just a few blocks north of here?

**Stotzer:** I'm really not that greedy. I'd settle for another score just like last year: A&M, 42 — U.T., 10.



Photos by J. Griffis Smith



*Tom Taylor...closes out 44 years.*

Tom H. Taylor, hailed as Texas' "Mr. Travel," retired August 31 as head of the Travel and Information Division. He has 42 years service with the department.

Engineer-Director Mark Goode named Jerry D. (Don) Clark to succeed Taylor as head of the department's travel development and public information activities.

Taylor is a native of Rusk County and a 1942 graduate of East Texas State University. He joined the department as a summer employee, working in the tourist bureaus.

After World War II Army service as a special agent in counter-intelligence, he rejoined the department with the assignment of re-activating the bureaus, located at key highway gateways to the state, which had been closed during the war. He became director of the Travel and Information Division in 1960.

## Tom Taylor, department's 'Mr. Travel,' retires; Don Clark is new D-16 chief

Under his direction, the department has received many national awards for travel-related activities, including the successful development of *Texas Highways* magazine, which now has a circulation of more than 376,000. In 1971, the Governor's Tourist Development Conference saluted him as "Mr. Travel."

Taylor and his wife, Blanche, live in the Austin suburb of West Lake Hills, where Taylor is serving his seventh term as mayor.

Clark, 51, is a native of Denton and attended schools at Irving. He is a graduate of Texas Tech University. He worked several years in the private sector, including work with the American Automobile Association. As a national field representative for AAA, he was heavily involved in public relations, tourism and property and program supervision.

Clark's first service with the department was as manager of the Texarkana tourist bureau. In 1978, he transferred to Austin as assistant director of travel services. In 1984, his duties were enlarged to include work in the public information area and he became director of information services last year.

Clark has coordinated the highly successful "Don't Mess With Texas" media campaign against litter for the department. He also served as assistant general chairman, hotel coordinator, finance chairman and tour coordinator of the recent annual meeting of the Western Association of State Highway and Transportation Officials in Austin.

The Clarks, Don and Doris, have three children, Bethany Key of Dallas, and Amy and Tim, both of Austin. ★



*Don Clark...heads Travel and Information.*

## Bill Garbade to head Safety and Maintenance



*Bill Garbade...new D-18 boss.*

William C. Garbade, 44, has been named Chief Engineer, Safety and Maintenance Operations Division, Engineer-Director Mark Goode announced.

Garbade succeeds Milton Dietert in the post. Dietert last month was appointed district engineer in charge of department activities in the Houston area.

Garbade currently is supervising resident engineer for northern Bexar County in San Antonio, in charge of design, construction and maintenance activities in the area.

He is a native of Shiner and a graduate of the University of Texas at Austin. He joined the department in Seguin in 1965 and also served in the Pearsall residency before moving to San Antonio.

He has been instrumental in the development of the winged-tee design for support of elevated sections of the downtown San Antonio freeway system, now undergoing extensive reconstruction and modernization. The design provides for a minimum of interference to existing traffic during the construction stage as well as an esthetically pleasing appearance upon completion.

Garbade and his wife, Annabell, have three children, Amy, LeAnne and Brad. ★

## Department wins two public affairs awards

The Travel and Information Division won two national awards in the Fifth Annual AASHTO Public Affairs Skills Contest, conducted as a part of the National Transportation Public Affairs Workshop, held this year at Lake of the Ozarks, MO.

The department won the award in the external publication division for a recruitment brochure developed by D-16 staffer Al Zucha in cooperation with the Human Resources Division.

The department also won in the radio media competition with a "Don't Mess With Texas" spot featuring Johnnie Dee and the Rocket 88s. ★

## TRANSPORTATION news

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Manuscripts, photos, news tips invited. Telephone the editor, Hilton Hagan, at (512) 463-8610, or Tex-An 255-8610



Roger Welsch . . . in charge of design and construction.

## Welsch in deputy post; Burnett is Abilene DE

Roger G. Welsch will become deputy director for design and construction on October 1.

Welsch currently is district engineer in Abilene. Engineer-Director Raymond E. Stotzer, Jr., said William G. (Bill) Burnett, now resident engineer at Odessa, will succeed Welsch as top man at Abilene.

Welsch will succeed Byron C. Blaschke in the deputy director post. Blaschke was named Stotzer's second-in-command earlier this month.

Welsch is a native of New Braunfels and a 1959 graduate of Texas A&M University. He joined the department as a summer employee in 1953 in the San Antonio district and also worked part-time for the department in Bryan while attending college.

After graduation, he worked in Seguin and Pearsall before becoming district construction engineer at Corpus Christi in 1969. He was promoted to district engineer at Abilene in September 1974.

Welsch and his wife, Mary Lee, are the parents of two children, Marla, who lives in Fort Worth and, Ryan, a senior at A&M.

Burnett, 37, graduated from high school in San Angelo in 1966. While attending Texas Tech University, he worked for the department as a summer employee in Ozona.

After graduating from Tech in 1971, he joined the department full-time in the Pecos residency, and was appointed resident engineer there in 1978. In 1981 he was transferred to Midland and in 1984 was put in charge of the engineering residency in Odessa.

Burnett and his wife, Pam, have two

## Call for Problem Statements



The Research Section of the Transportation Planning Division is in the process of soliciting problem statements for possible study under the department's Cooperative Research Program. The due date for these problem statements is November 1, 1986.

The Research Section is seeking input from employees whose work-related problem could be solved if professionals were able to devote the proper time to study the problem. Employees are invited to submit problem statements using the form printed below.

Upon receipt in D-10R, your problem statement will be forwarded to the appropriate Research Area Committee for review.

Research Area Committees:

Area A—Planning, Policy and Management

Area 1— Geometric and Environmental Design, Safety, Traffic, Right-of-Way and Economics

Area 2— Materials, Construction and Maintenance

Area 3— Pavement Design

Area 4— Structural Design

Selected problem statements will be sent to designated universities where they will be converted to a research proposal. The

proposals that are selected at the research program will become research studies on September 1, 1987.

Submit your problem statements to the following address by November 1, 1986:

Mr. Alvin R. Luedecke  
State Transportation  
Planning Engineer  
Transportation Planning Division  
Attn: D-10R  
P.O. Box 5051  
Austin, Texas 78763

Questions should be directed to: Mr. Jon Underwood, Engineer of Research & Development; Mr. Rick Norwood, Research & Development Administrator; or Mrs. Marilyn Markow, Asst. Research & Development Administrator at 886-7403 or 512-465-7403. ★ **Marilyn Markow**

FIRST-STAGE

RESEARCH PROBLEM STATEMENT

I. PROBLEM TITLE:

II. PROBLEM STATEMENT:

III. RESEARCH PROPOSED:

IV. POTENTIAL IMPLEMENTATION:

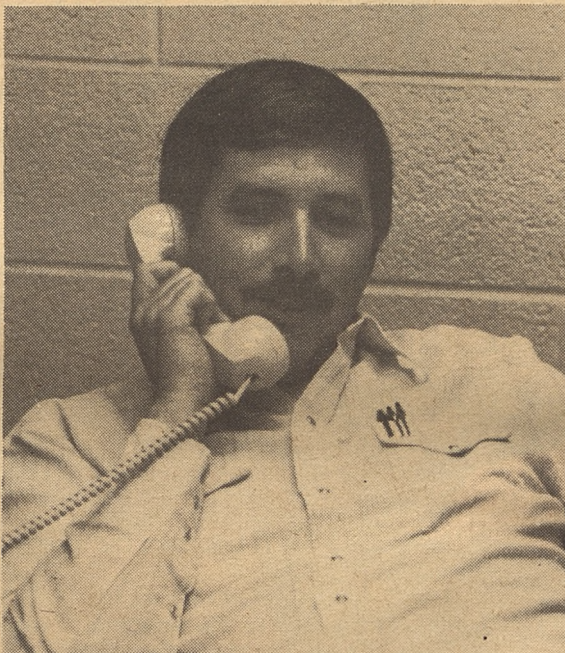
V. SUBMITTED BY:

Agency (Dst. or Div.)

FOR D-10R USE ONLY		
Area No.	Program Year	Statement Number

children, Michael and Catherine.

As district engineer, he will be in charge of department activities in 13 central West Texas counties: Borden, Callahan, Fisher, Haskell, Howard, Jones, Kent, Mitchell, Nolan, Scurry, Shackelford, Stonewall, and Taylor. ★



Bill Burnett . . . takes over at Abilene.



The department's computers:

# THEY'VE COME A LONG WAY IN A SHORT TIME

Thirty years ago, the idea of computing major engineering functions on a machine was so new that for many individuals it was hard to believe. Today, spoiled by microchips and silicon, we take for granted the cars, appliances, televisions and other computerized toys with which we surround ourselves. And field engineers can work trigonometry and other functions on tiny calculators no larger than a cigarette package.

But back in 1956, when the Texas Highway Department decided to invest in a piece of the future and gamble on an IBM 650 Magnetic Drum Processing Machine, well, that was a daring move indeed.

Al Castello, now a deputy director with the department, was one of the first people assigned to work with the machine. The department's goal, he said, was to save time (and therefore money) during contract-letting days and on engineering calculations for roadwork.

A cubbyhole, about 1,500 square feet, was found in the basement of the main office to hold the new contraption. As with today's computers, the equipment generated a lot of heat. So to protect the delicate system, air conditioning (a luxury in the 1950s) was installed to cool both the computer and the 10 or so people who staffed the area.

"It was known as a word machine," said Castello. "They began to be very popular in that era but we were the first highway department to install one." It differed from current machines, he said, in that the storage was measured in words rather than characters or bytes. The IBM 650 was a 2,000-word machine, with each word able to hold ten characters.

Dewitt Greer, head of the highway department in those years, had authorized a study to determine if a computer could be used in a highway department setting, for engineering calculations. Castello helped write the report. "We made a determination that it would work," he said. Greer told his staff members that he personally knew little about computers. But if they felt it would work, he would back the idea.

And so Castello and a few others found themselves in the basement next to the trash bins, in a room that had rafters over it from the floor above. The computer was about six feet tall and took up a floor space about two feet wide and seven feet deep. It was slow by today's standards, and cumbersome, but it began to prove itself from the start.

For years, letting days had been both a headache and a drain on manpower. Teams of three people each were used to call numbers, calculate and then extend (multiply) the bids. It took many hours to painstakingly check each bid manually and determine the low bidder. Contractors always met in Austin at a local "watering hole" to wait out the results.

"If you had 10 teams and 10 contracts, it tied up a ton of people," Castello said. "When we got the computer, the teams were dissolved and we went to a keypunch system."

The new system meant that only four or five people were needed to punch in the information, record and tabulate the bids. With bid openings at 9 a.m., the new team

would have the entire letting tabulated within hours. By 2:30 p.m. the contractors, who then gathered at the Driskill Hotel to escape the heat and spend time visiting while waiting, would know who the successful low bidders were.

Soon, by working closely with IBM, highway department staff members helped develop earthwork programs and other engineering functions for the machine to perform.

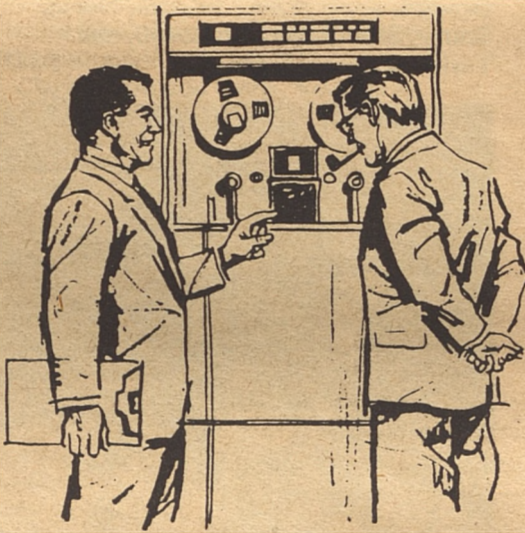
"It was a hard-wired machine," said Castello. "You had to wire it to tell it what to do." For each program, a circuit board had to be prepared and wired. Whenever that function was required, the corresponding board was installed.

"Al Castello was a whiz at that," said Ted Ball of the Automation Division. He said Castello quickly developed the ability to wire (or write) new programs for the machine.

Ball was another pioneer on the computer scene, and can tell many "war stories" from those days.

When the computer-room staff realized that the dust and dirt falling from the rafters could damage the machine, they had to cover the ceiling by tacking brown butcher paper to the exposed rafters.

"When it started to sag, we had to change



it," said Castello. Worse than the dust was the sand.

"Sand, from the ashtrays on the first floor, would sift through to the basement," said Ball. To contain the sand, they rigged a Rube Goldberg-type network of paper funnels along the ceiling, which channeled the nuisance into a bucket.

"When the bucket got full, we would just take it upstairs and empty it back into the ashtrays," Ball said.

And the computer had a red knob. "You didn't want to pull that," Castello said. "It would shut the whole thing down."

Despite the handicaps of the room and the obstacles to overcome, the computer proved its worth and the highway department in Texas was forever committed to the miracle machines. By 1961, the department's system was upgraded with the addition of an IBM 1401, which elevated the storage capacity of

the unit to 16K, or 16,000 bytes (a byte is the smallest addressable unit of information). The 1960s had ushered in equipment that had thousands of times greater storage capacity than the first IBM 650.

And the new equipment was faster. The speed of the first few IBM machines the department used was not measured in the same way newer machines are measured. The IBM 650 processed six instructions per second, said Ball.

"It would sit down there in the basement and chug away all night long on projects," he said. "We thought it was awfully fast back then."

In 1965, two Control Data Corporation machines, the 1604 and the 3100, made up the department's system. And they were rated 600 times faster than the IBM 650. Also in 1965, the Automation Division was created to house and manage the equipment and its functions.

By 1971 two IBM 360/50 units were installed that had speeds measured in millions of instructions per second, or MIPS.

During the '70s the department's equipment advanced in speed from one-tenth of a million instructions per second in 1971 to six MIPS in 1978 (with an AMDAHL 470/V6 machine.) The 1978 AMDAHL was exactly one million times faster than the 1956 IBM 650. And today's machines are five million times faster than that first machine.

What did the increased speed mean? Jobs were processed faster, which meant more jobs could be done in shorter time spans. But some department folks found the speed unbelievable.

"I remember one engineer from the 'old school' who brought in a project about 15 years ago," said Ball. "We loaded the punch cards into the computer and pushed the button. Thirty seconds later, it was finished." Ball said the man was amazed.

"Well I'll be dad-burned," he told Ball. "Do you realize that same job computed on a hand calculator took me three months? I'd heard about this, but I wanted to see it."

Coordination of program development was refined over the years. In the early days, there was little red tape involved in getting an idea turned into a computer program.

"If you could get your supervisor to agree and convince the programmer of it, you got your program," said Castello.

Through the years, with more than 14,000 employees and a network as big as the state of Texas, a method was developed to channel and review programming requests according to priority and engineering potential. And at the same time, uses were created to keep up with other needs of the department.

Again and again, computerization saved both time and money for the department. Bridges, earthwork, complicated curves and tangents were engineered in fractions of the time required to calculate them manually.

"The savings were of a tremendous magnitude," said deputy director Marc Yancey. A project formerly taking three to six months to design could be computed overnight.

Yancey said that the design contributions by the Texas Highway Department in coordination with the Federal Highway

Administration resulted in the Roadway Design System, a computer tool used by more than half the state highway departments in the nation.

Right-of-way limits, geometric shapes, platting, cuts and fills, all the engineering work previously done by spending long months at a desk, are processed in minutes.

Time-consuming surveying, done by crews battling high weeds and the hot Texas sun, has been speeded through aerial photography. And computer screens now display earthwork or structure graphics that an operator can manipulate at will.

Today, the Automation Division has an extensive central operation in Austin and a network of six regional offices around the state. In addition to engineering work and contract lettings, information about the millions of vehicles registered in the state is stored by computer and the overall system enhances the internal communication in the department.

Writers in the Travel and Information Division use their own Wang system to churn out copy for *Texas Highways* magazine, press releases and travel literature. And staff journalists screen the major daily newspapers in the state. News from the publications is

condensed and put out over the statewide ROSCOE program by 10 a.m. each day so that highway department employees in all parts of the state can stay informed. And travel counselors around the state depend on the system for road condition reports during weather emergencies.

After steady upgrading of equipment and the recent installation of an IBM 3084Q, the department now has a system measured in megabytes (MEGs), or millions of bytes. The basic core storage capacity combined with the disk storage of the department is almost immeasurable.

The total memory capacity of the central processing units (CPUs) in the main office location of the Automation Division is 128 megabytes. An additional 31.75 megabytes of storage is provided by five IBM 3350 disk units.

And a whopping 75.6 gigabytes (billions of bytes) can be stored on the 30 IBM 3380 disks that support the system.

In the regional offices a total CPU memory of 160 megabytes is augmented by storage disks totaling 304.8 megabytes. The result is a statewide system of memory, storage, and engineering sophistication that is possibly unmatched in any highway organization in the country.

Yancey estimates that the Texas highway department leads the world in interactive graphics technology. And the age of technology that the department ventured into 30 years ago has surpassed all expectations. In fact, it passed that point some time ago.

At an AASHTO meeting on computer capacity several years ago, Yancey recalls seeing a three-inch square plexiglass cube. The meeting, he said, was shortly after the national proliferation of semi-conductor manufacturing.

"That cube," Yancey said, a tone of wonder still evident in his voice, "was no bigger than the palm of my hand. It had the same computing power of our original 1956 IBM 650." ★ Marcy Goodfleisch

*1957 photo shows Deputy Director Al Castello, then a research assistant in the Highway Design Division, conducting a class on computers for engineering personnel in the Beaumont district. The caption, in the December 1957 issue of TEXAS HIGHWAYS, said the schools were to acquaint "field personnel in the various applications of the electronic computer."*



The department's retirees are as amazing a bunch of people as you will find. For example, *Transportation News*, through Travel and Information Division staff member Pete Haight, came into possession of the following remarkable saga of how one took up canoeing as a competitive sport in middle age and, at 71, recently placed third in the Texas canoe racing championships. Most of the words below belong to Brian (B. Orchard) Lisle, retired from the Fort Worth district:

## Co-Worker's Gibes Inspire Retiree to Paddle Own Canoe

**L**ittle did he know what he was starting when, eight years ago,

District 2's big macho Civil Engineer and needle artist par excellence Gary (Trick-or) Trietsch selected tubby little Engineering Technician Brian Lisle as the victim for his practical joking. Little did he know his repeated gibes would disturb the metaphoric slumbers of a potential contender for state championships.

"Brian," he said one day, "a bunch of us guys are going for the 14-and-a-half-mile canoe trip on the Brazos River on Columbus Day weekend and you've just got to come with us."

"Good Lord, not me," was the response that time, and for several weeks afterward. "I've only been in a canoe once in my life and that was when I was 18," Lisle protested. "I'm just not qualified."

That was a true observation, for Lisle had eschewed every form of athletics in high school and even during four years in the military. After basic training, he spent the rest of World War II behind a desk. Post-war civilian life had continued the pattern of sitting on his gluteus maximus.

Trietsch, of course, persisted in his daily taunts over the weeks, gleefully urging his three-decades-older colleague with, "You've just got to come on this trip." Lisle finally got fed up with the repeated kidding and agreed to participate with the rest, all in their early 30s.

**O**n the first outing, Lisle was paired with Dave Clapp, an experienced canoeist. Ironically, Lisle finished the course, while Dave wanted to pull out three miles short of the finish because of head winds.

Still, Trietsch resumed his gibes. "You've got to go with us again next year, Brian. We are going to do 16-and-a-half miles on the San Marcos River which has half-a-dozen rapids, and we'll follow up the year after with a trip on the upper Guadalupe—50 rapids in about 25 miles."

Lisle responded: "OK, but I certainly am not going to run

the rapids in an open canoe." A few years later, he was doing that very thing.

Meanwhile, Lisle sent off for plans and a kit for his first plywood kayak, completing it in time for the 1979 adventure, only to provoke more taunts from Trietsch. "It'll turn into match sticks in the first rapid."

Came the great day and the District 2 participants had dwindled from the previous year's 13 to only seven, including one solo paddler in a two-man kayak (Lisle).

Still, Lisle, although the victim of a temporary hang-up on a big rock, reached the take-out point without other incident. Two of the canoes overturned twice and the third shipped so much water it could not go on, but had to be emptied out on shore.

Returning to the city park where the party had put-in, Lisle suggested that it would be fun to paddle over the sluice in the dam, a four-and-a-half-foot drop. But Gary Trietsch said, "No way."

Lisle didn't try it then either, but has since done it 19 times in canoe and kayak races, always gaining several minutes on the competition while other competitors paddle off to portage their boats around the Rio Vista Dam.

**A** magazine article on the Texas Water Safari spurred some more discussion of canoe racing at the office but, except for one abortive attempt in another event by Trietsch and Administrative Assistant Steve Younger, it remained for Lisle, after retirement, to take up canoe competitions.

Lisle has competed in up to a half-dozen canoe races a year since, in addition to recreational trips with the Dallas Down River Club.

On a visit to his old haunts in District 2, Lisle wondered out loud why he couldn't get any of his old highway department associates to go paddling with him. Engineering Technician Jerry M. Gibbs commented, "Did it ever occur to you that they might not like being shown up by a man twice their age?"

A chance meeting with a veteran paddler encouraged him to try the Texas Water Safari, a grueling 261-mile race on the San Marcos and Guadalupe Rivers. For five consecutive years, 1981-85, Lisle set unofficial records of sorts as the oldest person to ever attempt the Texas Water Safari. He has managed to get a little farther every time, his best distance being 46-and-a-half miles.

His best non-stop paddling effort has been 57 miles in the Trinity 85er Race, performed in a seven-and-a-half-hour period. His team captain (shore manager), Engineering Technician Lloyd Slawson, in concert with a race official, decided Lisle had better quit after several hours without water.

**L**isle has won a baker's dozen awards, including three medals, five plaques and five pedestal-type trophies.

He won the third place overall in the 1986 Texas Canoe Racing Association's championships by putting together the necessary point total in three top-flight performances in races in three singularly different paddling environments: Third place in the San Marcos River race, third place in the Cedar Bayou race and fourth place in the Lake Brazos race, where the shade temperature in Waco was 104 and there was no shade.

His next-oldest competitor in 1986 was an old friend, Houstonian Owen West, practically a beardless youth at the age of 48, who placed second.

But, as Lisle says after every race, "There's always next year." ★



Two-thirds of the contestants in the Texas Water Safari choose to portage their craft around the sluice in the Rio Vista Dam near San Marcos. Not 71-year-old retired Engineering Technician Brian Lisle, who is shown above on his 18th consecutive shooting of the sluice. Photo by Anita Miller, San Marcos Record.

## Next round of bridge inspections is authorized

The commission has allocated \$880,000 for inspection of 15,300 bridges across Texas.

The federal government will contribute \$3,520,000 for the inspections, or 80 percent of the total cost, under a program that requires inspection of all bridges on public roads every two years.

The bridges due for inspection are not on state highways, and are referred to as "off-system" bridges.

In 1982, the state's bridge inventory listed 17,276 off-system bridges as either structurally deficient or functionally obsolete. Since the 1984 increase in highway funding, a systematic effort is being made to bring those bridges up to current highway and safety standards. ★



*Biologist Joe Tyson receives a retirement gift from Chief Engineer of Highway Design Frank Holzmann. Tyson, who worked with the Environmental and Community Factors Section, assisted in many studies to determine the impact of highway work on flora and fauna in Texas.*

## Program to train inmates for work begins near Brenham

A pilot program to provide training for prison inmates through work on highway contracts has gotten under way in Washington County with a \$25,000 contract to install bridge railings. Eight inmate trustees, supervised by a guard and a job foreman, began work to install guardrails on eight bridges along Texas 105, from Navasota to Brenham.

The bridge project will be funded through a \$500,000 interagency contract between the department and the Texas Department of Corrections.

"This situation benefits both agencies," said Bob Lanier, chairman of the highway commission. "The highway department is able to obtain work within the state agency system and the corrections department gains a way to provide work and training for inmates who may someday re-enter society. Taxpayers win, both ways."

Lanier said one requirement of the contract is to provide training in job skills. The bridge work includes installing posts, spacing and leveling the railings, alignment, and pouring concrete. The project will take about 90 days to complete, he said.

"The contract will be supervised by the highway department and all work will be inspected," said Lanier. "We will follow the usual traffic-control measures during construction to ensure the safety of the inmates while they are working." ★



SEPTEMBER		OCTOBER	
1	Holiday, Labor Day	2-3	Area I (Geometric and Environmental Design, Safety, Traffic Right-of-Way, and Economics) Research Advisory Committee Meeting, Beaumont, D-10R
2-5	NHI Workshop on "Geotextile Engineering," Austin, D-8	7-9	Highway Construction Lettings, Austin, D-6
8-10	Interactive Graphics Training, Austin, D-19	8	Lady Bird Johnson Award Ceremonies, LBJ State Park
9-11	Highway Construction Lettings, Austin, D-6		
10-12	AASHTO Green Book Training Course, Houston, D-8G		
16	District Chief Accountants, Austin, D-3/Admin.		
18-19	Research Area II (Materials, Construction and Maintenance), Galveston, D-10R		
22-26	Training Course on Relocation Benefits and Payments and Business Moves, Austin D-15		
23-25	Supervisors In-service Training Conference, Austin, D-12-1		
24	Commission Public Hearings, Austin		
25	Commission Meeting, Austin		
SEPTEMBER		OCTOBER	
8-9	Area III (Pavement Design) Research Advisory Committee Meeting, Odessa, D-10R	10-12	Highway Construction Lettings, Austin, D-6
20	Fall District Engineers and Division Heads Meeting, College Station, File BCB	24-26	Holidays, Christmas
20-23	60th Annual Highway and Public Transportation Short Course, College Station, File BCB	29	Commission Meeting, Austin
29-30	Commission Meetings, Austin		
NOVEMBER		NOVEMBER	
		4-6	Construction Engineers' Meeting, Austin, D-6
		11	Holiday, Veteran's Day
		12-14	Highway Construction Lettings, Austin, D-6
		24	Commission Public Hearings, Austin
		25	Commission Meeting, Austin
		27-28	Holidays, Thanksgiving
NOVEMBER		NOVEMBER	
DECEMBER		DECEMBER	
		10-12	Highway Construction Lettings, Austin, D-6
DECEMBER		DECEMBER	
		24-26	Holidays, Christmas
		29	Commission Meeting, Austin
DECEMBER		DECEMBER	
JANUARY-FEBRUARY, 1987		JANUARY-FEBRUARY, 1987	
MARCH		MARCH	
		25-26	District Laboratory-Engineering Personnel Meeting, Beaumont, D-9
MARCH		MARCH	
APRIL-AUGUST		APRIL-AUGUST	

## Commission changes ROW sales policy

The commission has permanently adopted changes in its procedure for disposing of real property. The changes, which affect fees collected for expenses incurred when the department sells real estate, were proposed in May and published in the Texas Register. No comments were received from the public.

The highway department will now require prepayment of cash expenses incurred over and above normal department overhead. Such expenses, including advertisement of the property and outside appraisal fees, will now be prepaid by the purchaser.

Another change raises the highway department's service fee from \$100, or one percent of the sale price, to \$300, or two percent, whichever is higher. A maximum of \$1,600 will be charged as a service fee.

The changes were adopted at the August meeting of the commission. ★

## CALENDAR EXPANDS

As you can see, the DHT Events Calendar has become bigger and better—it's been expanded to cover a 12-month period.

The T-News calendar will list meetings formerly shown on the quarterly DHT Calendar of Scheduled Conferences, Workshops and Seminars, which has been discontinued.

Clip the calendar each month, and you'll have an up-to-date roster of department events.



# AWARDS

## Service Awards

(September 1986)

### Administration

James E. Chidester, 20 years; Dalton M. Ritter, 10 years.

### Automation

Valentina G. Moehle, 20 years; Etta F. Ivey, 10 years; Catherine A. Jakubowsky, Joye A. Sabia, five years.

### Equipment and Procurement

Lina F. Devine, 10 years; Jerline Harden, Margerite G. Wakefield, five years.

### Finance

James E. Gardner, 30 years; Glenrose L. Caylor, 20 years; Robert G. Moore, 15 years; Doris O. Moncada, 10 years.

### Highway Design

Linda K. Olson, 15 years; George F. Gold Jr., 10 years.

### Human Resources

Tommie L. Beckham, 30 years.

### Materials and Tests

Wilburn F. Inman, 20 years.

### Motor Vehicles

Philip E. Brooks, Jared D. Miles, Billy L. Penry, 25 years; John B. Green, 20 years; Charles W. Atkinson, Janice G. Douglas, 15 years; Susan M. Rumfield, Laura T. Sherrill, Robin L. Taylor, five years.

### Safety and Maintenance Operations

Brenda S. Kalapach, Terry A. Pence, five years.

### Transportation Planning

Alfred G. Lozano, 30 years; Eddie Shafie, 20 years; Loss A. Gotcher, 15 years; Larry E. Jackson, 10 years.

### Travel and Information

Herman F. Kelly Jr., 20 years.

### District 1

Gene E. Larkin, 35 years; Joseph E. Culling, 25 years; Paul R. Hutchins, 15 years; John C. Hodge, 10 years; Joie A. Cope Jr., Lonnie R. Corn, Cecil F. Finch, Tena B. Powell, John Young Jr., five years.

### District 2

David G. Bryson, Carl C. Isbell, Arthur L. Pierce, 30 years; Allan L. Locke, 25 years; Troy R. Thomas, 15 years; Edward E. Dotson, Jerry L. Foster Sr., Glenn M. Franklin, Kenneth A. Hoak, five years.

### District 3

Thomas L. Cook, 35 years; Dorris W. Cornutt, Robert M. Langford, 30 years; Robert E. Dobbs, Donna S. McClanahan, 20 years.

### District 4

Aubrey L. McDowell, 30 years; Clarence G. Collier, 25 years; Rex E. Chitwood, Dean L. Church, Clyde E. Israel, Herman A. McCleskey, 20 years; Jefferson B.

Barnett, Harry D. Benson, Weldon H. Hill Jr., Dawna K. Rea, Susan L. Stockett, Juan J. Zamora, five years.

### District 5

Raybourn L. Gartin, 30 years; Teddy R. Jackson, 25 years; Lee C. Allen, Billy O. Kennedy, Norris D. Philpot, 20 years; George L. Villarreal, 10 years; Roger A. Barnes, Ruben Duran, Nicholas Guzman, Terry M. Jones, Luis M. Martinez, five years.

### District 6

Thomas C. Hamilton, Federico M. Tavarez, 20 years; Eufemio M. Alcantar, 15 years; Victor E. Holland, five years.

### District 7

Jose G. Antu, 25 years; James L. Alves, Pedro M. Lombrana, Guy W. Martin, Vicente B. Menchaca, 20 years; Shirley C. Anderson, Antonio T. Martinez, 15 years; Arnulfo G. Benavidez, 10 years.



### District 8

Floyd S. Isbell Jr., 20 years.

### District 9

Billy G. Cole, Willa D. Little, 30 years; John P. Jones, 20 years; Johnnie L. Jones, Michael Kopchik, Floyd L. Norwood, 10 years; James R. Barker, five years.

### District 10

Marvin D. Furnish, 30 years; Wiley M. Cornelison, Milton O. Hopson, A. J. McFadden, Olen B. Powell, 25 years; Donald G. Wines, 20 years.

### District 11

Hubert L. Maze, 35 years; Archie F. Steed, 30 years; James R. Parrish, Billy M. Walton, 25 years; Edna C. Hasley, 10 years; Edgar A. West Jr., David L. Williford, five years.

### District 12

Mauro Garcia, Dennis J. Mlcak, Eugene Pawlak, Gene H. Spencer, Allison M. Stewart, 30 years; James D. Heinrich, John R. Pinkston, Johnny C. Ryman Jr., Wilbur L. Thompson, Arthur Walker, Donald W. Wilson, 25 years; Lonnie B. Johnson, Johnnie Polk, 20 years; Janet A. Kurtz, Calvin A. Lehde, 15 years; Michael W. Alford, Severo Basquez Jr., Vernon R. Burger, Juan L. Embil, Howard L. Lombard, Milton J. Lopez Jr., Robert L. Pontureri, Donald G. Shepherd, Theresa D. Wilson, five years.

### District 13

Allen E. Garling, Raymond O. Granz, James W. Roznovak, 30 years; Edward B.

Faldyn, 25 years; Elton S. Oppermann Jr., Servando Orta Jr., El Gene Weyand, James C. Wright, 20 years; Jimmy D. Borak, James S. Heard, Willie Stovall Jr., Ardyce D. Vaclavik, five years.

### District 14

Thomas S. Chapman, Constance A. Zaleski, 35 years; Joe R. Alexander III, 20 years; Patricia F. Tidwell, five years.

### District 15

Joe H. Gomez, Frank D. Nehr, Corwin D. Smith, 30 years; William E. Jones, Juanita W. Le Pori, Nelson D. Seffel, Clarence H. Voigt, 25 years; Luis Alcala, Francisco Graf, Frank G. Palacios, Billy J. Verstuyft, 20 years; Linda S. Lozano, five years.

### District 16

Klement Kasperek, 30 years; Teodoro Hernandez Jr., 15 years; Charles M. Knight, John R. Knockel, Luciano Martinez Jr., five years.

### District 17

Arthur E. Blondeau, Marvin D. Byrd, Alton F. Hooper, Bowie M. Mullen, Donald Noski, 30 years; Milton L. Pack, 10 years; Brent T. Zarusky, five years.

### District 18

Jewel C. Cross, 35 years; Earnest Betts Jr., Irene G. Echols, Jimmy K. Jocoy, Frederick J. Johnson, Tony W. Malone, William A. Pavlis, Tommy R. Watkins, 20 years; James L. Ansley, Randall J. Boney, five years.

### District 19

John W. Livingston, Kenneth H. Phipps, 35 years; Coy Lynch, 25 years; Randy N. Duke, five years.

### District 20

Tom D. Barnes, 40 years; Robert N. Smart, 30 years; Forrest R. Cleveland, 25 years; Larry D. Brister, Robert P. Coates, James B. O'Neal, 20 years; Huey Q. Bailey Jr., Wesley Deshotel, 15 years; Herbert O. Burrell, Mark L. Levy, Richard Simpson Jr., five years.

### District 21

Elias Cantu, Alfredo Zuniga, 35 years; Rogelio Sandoval, Jesus Vasquez, 25 years; Rogelio Laso, Alfonso Mendiola, 20 years; Nestor Garza, 10 years; Debra A. Miles, Bobby G. Reese, Ester Saldana, five years.

### District 23

Charles H. Burks, Billy F. Claborn, Dorothy L. Sparks, 25 years; Jimmy D. McDaris, Jimmy W. Sharp, 20 years; Randall R. French, 10 years.

### District 24

Guadalupe J. Ramirez, 30 years; Elizardo M. Tavarez, 20 years.

### District 25

Robert G. Hosea, 35 years; David A. Henry, five years.

# RETIREMENTS

(June 30, 1986)

## Automation

Lindsey F. Hobbs, Reproduction Equipment Supervisor III.

## Bridge

Wayne Henneberger, Director V; Dan M. Williams, Director III.

## Materials and Tests

Billy N. Banister, Engineer IV; Orville G. Marling Jr., Engineering Technician V.

## Motor Vehicles

Bettie S. Norment, Accounts Examiner II; Marvin D. Poole, Auditor II.

## District 1

Herman F. Holdren, Maintenance Technician III

## District 2

Charles R. Posey Jr., Maintenance Technician III.

## District 4

Billy G. Nordyke, Geologist Assistant II.

## District 7

Jose Acosta, Maintenance Technician II.

## District 9

Thomas H. Gilleland, Purchaser II; Raymond E. Lenart, Maintenance Technician III.

## District 10

Louis P. Douglass, Maintenance Technician III; Bobby J. Parker, Roadway Maintenance Supervisor III.

## District 11

Iverson G. Evans, Roadway Maintenance Supervisor IV.

## District 12

Frank Chumley, Maintenance Technician III; Edna B. Keneda, Engineering Technician V; Ernest E. Schuerer, Maintenance Technician III.

## District 13

George W. Ritchie, Maintenance Construction Supervisor III; James F. Robinson, Maintenance Technician III.

## District 15

Pablo H. Camacho, Maintenance Technician III; John B. Fuller III, Engineering Technician IV; Walter V. Grisham, Engineer III; Jerry R. Killian, Engineering Technician V; Thomas N. Mercer, Administrative Technician IV.

## District 17

Wallace Armatys, Maintenance Technician III.

## District 18

Donald S. Boyd, Engineer III; James P. Griffin, Maintenance Technician III.

## District 19

Nathaniel Hollis Sr., Maintenance Technician II.

## District 20

Robert R. Lynch, Engineering Technician V; Ray Tullos, Purchaser I.

## District 23

Maurice L. Grozier, Maintenance Technician III; Billy R. Russell, Engineer V.

## In Memoriam

### Employees:

**Donald E. Lowrance**, District 16, died July 28, 1986.

**Camilo Castillo**, District 21, died August 21, 1986.

**Kathryn A. Hejl**, formerly of the Safety and Maintenance Operations Division, died August 19, 1986.

### Retirees:

**Lorenzo E. Morris**, Wichita Falls, retired from District 3, died August 9, 1986.

**Oran Self**, Floydada, retired from District 5, died July 6, 1986.

**John W. Farmer**, Odessa, retired from District 6, died August 13, 1986.

**Alva R. Mixon**, Mason, retired from District 7, died June 10, 1986.

**Armer Dowell**, Angleton, retired from District 12, died June 12, 1986.

**William S. Shaw**, San Antonio, retired from District 15, died March 29, 1986. (Note: Mrs. Shaw died April 26, 1986.)

**Lloyd M. Wharton**, Hondo, retired from District 15, died July 30, 1986.

**George E. Whiteley**, San Antonio, retired from District 15, died July 13, 1986.

**Manuel B. Wilson**, Caldwell, retired from District 17, died August 26, 1986.

**Clarence D. Gleason**, Garland, retired from District 18, died July 8, 1986.

**Bennie Waters**, Corsicana, retired from District 18, died June 18, 1986.

**Charlie B. Williams**, Garland, retired from District 18, died August 3, 1986.

**James B. Welborn**, Mount Pleasant, retired from District 19, died August 14, 1986.

**Oscar L. Coates**, Beaumont, retired from District 20, died July 31, 1986.

**Walter L. Poole Jr.**, Groves, retired from District 20, died June 16, 1986.

**Odis Carter**, El Paso, retired from District 24, died June 8, 1986.

**Sarah W. (Anne) Ravey**, Austin, retired from Equipment and Procurement Division, died August 19, 1986.

**Robert W. Jones**, Lubbock, retired from the Division of Motor Vehicles, died August 13, 1986. ★ Compiled by Bernice Kissmann, Human Resources Division



*Graham Ingerson, a member of parliament in South Australia, receives an honorary Texan certificate from Chairman Bob Lanier. Ingerson, who is shadow minister of transport in the South Australian government, spent several days with the department, gathering information on safety features, automation, strategic planning and public transportation.*

# roadrunners



*The following was received by Delbert Chance, in charge of the maintenance section in San Marcos:*

Many thanks for returning the key to my son, Andrew, recently.

It was a very thoughtful gesture and above and beyond the call of duty.

**Bill Hobby,**  
Lieutenant Governor  
Austin

I would like to take this means to offer my sincere thanks to one of your employees, Jerry Dupler.

My daughters and I were on our way home from a tennis tournament in Levelland last Friday afternoon when I had vehicle trouble. I was very grateful when Mr. Dupler stopped to help us. He was very kind and thoughtful as he stayed with us until my husband drove in from Portales to pull our vehicle back.

We are always wary of who is going to stop and help you anymore because of so many roadside accidents but if everyone was as kind and thoughtful as Mr. Dupler, there would be no need to worry, especially in a car full of females who don't know a thing about car mechanics.

**Margie Tarango**  
Portales, NM

*Jerry is a sign man in the Cochran County maintenance section.*

My name is Paula Budd and I live in Houston. On Friday, July 11, my 12-year-old daughter and I were traveling alone along old Highway 90. We had passed Hondo when I suddenly realized something was wrong with my car. I hesitated to stop but realized that I must. About this time I saw two men working on the road so I pulled over near them.

After inspecting the car, I saw that the tread had been thrown off the right part of the right front tire. The two men were so polite and helpful to a lady in distress. They changed the tire and instructed me not to travel far on the small spare. These men would accept no pay for their service. I drove into Castroville and purchased a new tire.

Thanks to Ray Wurzbach and Rowdy Moos, we continued on to Houston without any more trouble.

**Paula Budd**  
Houston

*Emmett R. (Ray) Wurzbach and Houston E. (Rowdy) Moos work for Herman L. Brucks' Hondo Maintenance Section. Moos is a student who has worked in the section for the last four summers.*

On June 30, an employee of the Texas Highway Department named Reymundo Silva demonstrated the help and friendliness of your department. He went out of his way to assist us. Thanks for the tip on the PVC valve.

Rey said your policy was he was to help when he could.

Rey is a model employee and certainly deserves a pat on the back. My hat's off to you guys. Thanks for doing a great job.

**Virden R. Gentry**  
Zapata

*Reymundo works out of the maintenance section at Carrizo Springs.*

On June 1, the Laredo Traveling Club chartered a Greyhound bus from Laredo to Kerrville for their fair. A few miles after Devine, the liquid of the brakes failed and we had to wait on the highway while our bus driver went for help.

In the meantime, Mr. Bill Williams of the highway department stopped and asked what was wrong and if we needed help. We told him of the incident and asked him to please stay with the group until the driver arrived with help, and he did.

He stayed with the group for an hour-and-a-half until the driver came back and another bus was sent and we were able to continue our trip.

The 43 members of the Laredo Traveling Club are very grateful and would like to commend Mr. Williams.

**Mrs. Chita Montalvo**  
**Mrs. Amelia Salinas**  
Laredo

On Thursday June 12, our daughter Linda's car was disabled after going through Bull Creek at a low water crossing. A passerby in a van pulled the car from the water to the park parking lot.

Mr. Glenn Page of the highway department came by, stopped and gave invaluable aid to the family and remained with us until he was sure that a service vehicle was on the way and helped us secure alternate transportation.

We would like to commend Mr. Page for his personal kindness and professionalism which reflects on the Texas highway department.

**Col. and Mrs. William A. Jones III**  
Tullahoma, TN

*Glenn Page is director of field operations for the Austin district.*

I want to extend my appreciation and thanks to the Texas Department of Highways and Public Transportation for putting together an informative and truly enjoyable program at WASHTO '86. The time and effort spent were evident.

Please extend special thanks to Tom Taylor and his staff for coordinating the many details which made the program such a success. Their efforts made my job much easier.

I always heard that Southern hospitality was in a class all its own. WASHTO '86 just proves how really true that statement is.

**E. Dean Tisdale, Director**  
Idaho Transportation Department  
Boise, ID

*Tisdale, president of WASHTO, was not the only one praising the department people who worked on the meeting:*

## RESOLUTION

*WHEREAS, this Department was host to the annual meeting of the Western Association of State Highway and Transportation Officials in Austin, Texas, July 14 — 17, 1986; and*

*WHEREAS, this was a meeting of national significance, attended by Federal Officials and representatives from sixteen western states; and*

*WHEREAS, it was the desire of the Commission and the Administration to share the beauty of Texas with our friends and associates from other states and to demonstrate Texas hospitality at its best; and*

*WHEREAS, this undertaking required many hours of planning, designing, constructing, coordinating, arranging and executing a truly outstanding program of activities; and*

*WHEREAS, these efforts resulted in a truly outstanding and memorable event that will be long remembered by all who attended;*

*NOW, THEREFORE, BE IT RESOLVED THAT the Commission hereby expresses its sincere appreciation to all of those who worked so many hours individually and as a team to make this event a success.*

*By approval of the Commission at Austin the 23rd day of July, 1986.*

*Robert C. Lanier, Chairman*

*Robert M. Bass, Member*

*Ray Stoker, Jr., Member*

**TRANSPORTATION NEWS**  
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