



Transportation News

DECEMBER 1979

FOR THE EMPLOYEES OF THE TEXAS STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION

Leadership in a Demanding Era

□ Innovation has been the hallmark in the careers of both engineers honored with special awards at the 53rd Annual Short Course.

Amarillo District Designing Engineer Jack Light was presented the Gibb Gilchrist Award and Dallas District Construction Engineer Bill Henley was presented the Dewitt C. Greer Award by Texas A&M's President Emeritus Dr. M. T. Harrington on Nov. 27 in recognition of their outstanding contributions to highway engineering.

Light is credited with taking a leading role in the design of the North-South Expressway in Amarillo that consists of a multi-lane freeway with a four-lane dispersal system through the downtown area.

He also is responsible for the design of a heated bridge and the design of the de-icing cables in the deck. He wrote the specifications for pneumatically placed concrete and designed an extensive riprap system for low-cost materials.

Light promoted the use of no-joint, poured-in-place concrete pipe at considerable savings and was instrumental in demonstrating the use of "D" load pipe, also resulting in substantial cost savings.

Henley is a skilled engineer and a

leader who challenges and encourages individuals to grow in their jobs. His enthusiasm and dedication to the accomplishment of the construction of highways has served as an inspiration to resident engineers and contractors alike allowing for application of innovative techniques

not provided for in the construction plans.

Henley was resident engineer on the Department's first four-level directional freeway interchange which featured a single pylon. Five more similar interchanges now have been built in the area. He has been

zealous in using new techniques and new processes such as the slip-form paver, the automated batching plant, automated grade controls and Roto-mill pavement profile methods.

Henley presently is supervising one of the largest construction programs in the state with projects and improvements totaling \$212 million.

Both of the honored engineers are providing the innovative leadership necessary in an era when routine performance is not enough. ■



Award presenter Dr. M. T. Harrington, Selection Committee Member Charles Hawn and Commissioner Dewitt Greer congratulate award winners Bill Henley and Jack Light at the Short Course.

Radio Message Helping Detour

□ HAR is a happy sound to those engineers in the Beaumont District who are trying to keep traffic moving smoothly through their reconstruction project on IH 10 in Chambers County.

The newly installed Highway Advisory Radio (HAR) is being used to give motorists advance warning of an unusual detour as they approach the construction site.

The reconstruction on IH 10 involves recycling the top three inches of the six-inch asphaltic material. Nearly 40 percent of the 20,000 vehicles per day that use the facility are trucks. Preliminary planning ruled out putting all traffic on the other lane.

Since the frontage roads were not constructed for heavyweight trucks, traffic planners decided to use the frontage roads for four-wheel vehicles and let the buses and trucks use a two-way flow on the other main lane of the Interstate.

Signing for the project is extensive, but still somewhat confusing to motorists. It took six months from



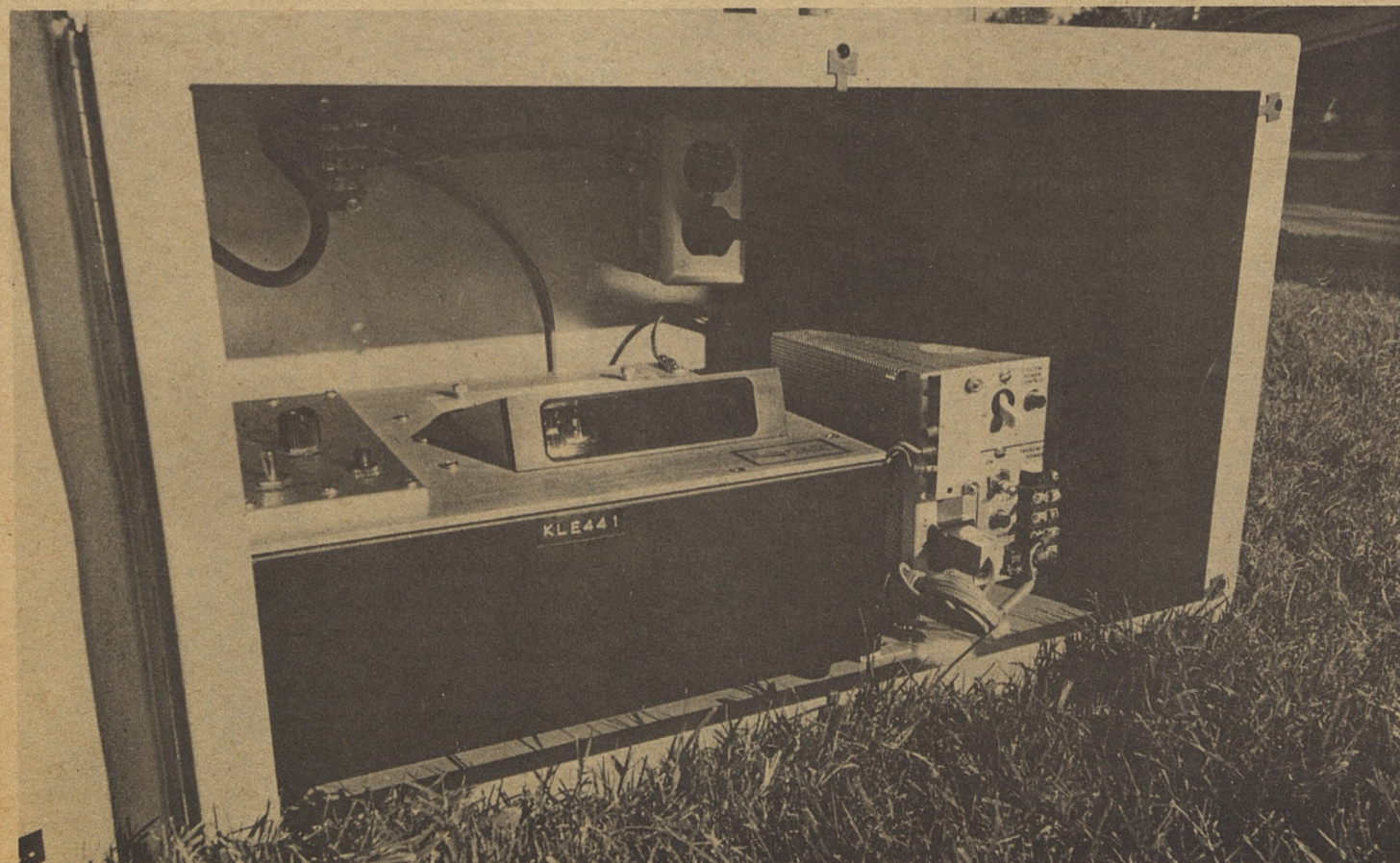
The Beaumont District felt that a special detour situation could be helped by broadcasting the information.



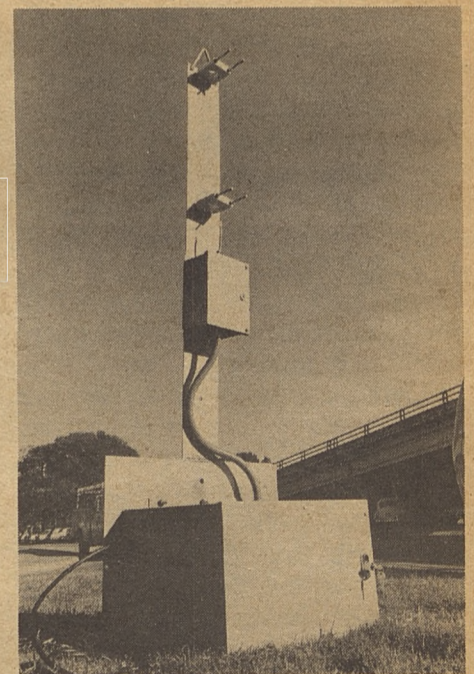
Glen Turner makes an adjustment on a transmitter that was tested on the site and proved to be transmitting a clear message at 12 microvolts 32 miles away.

the time construction began before HAR was installed. During that period traffic moved smoothly using only the signs, but there was still room for improvement.

HAR now broadcasts the detour information over 1610 AM, near the end of the dial. Now that the Department is using HAR, there have been several suggestions as to how else it might be used, including broadcasting road condition information during severe weather. ■



The continuous loop tape needs little tending. Units were placed at each end of the construction site with directional antennas.



The entire unit and the antenna were mounted, using a cherry picker, atop a 35 foot pole to prevent vandalism.

Transportation News

Volume 5 Number 3

A newsletter published monthly by the Travel & Information Division for the employees of the State Department of Highways and Public Transportation.

Editor: Mike McClellan
Art Editor: Ernest Jordan

Manuscripts and news tips invited.

thermostat mandate required a uniform change

Cool and Friendly

□ There will be a new look for the travel counselors at the Department's nine travel bureaus and two information centers when the air conditioners are turned on this spring.

The usual year-round uniforms proved too heavy for the energy-saving air conditioning settings of 78°. And half measures such as short sleeves and the shucking of coats and ties presented a poor image for our visitors from other states.

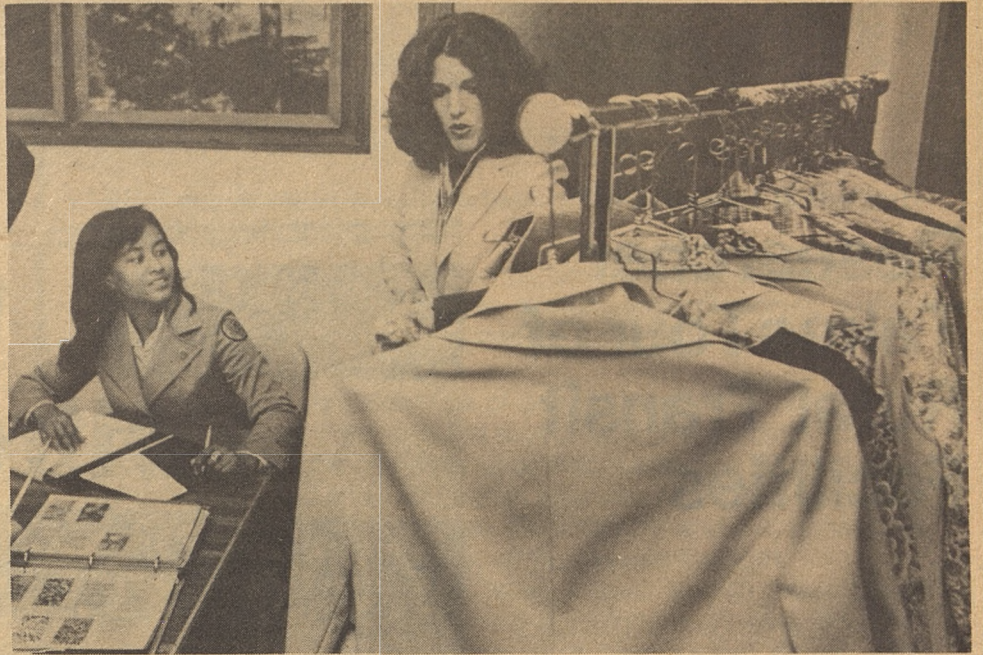
Travel & Information Division's Uniform Selection Committee met in Austin recently and selected a uniform that will be both comfortable and attractive during the warm months. The new uniforms will be western cut to be worn with an open collar and a specially designed bolo tie slide with the state's outline and the word "Texas". The bolo tie will be worn more as a medallion than a tie and will serve in place of the previous uniform patches.

The Committee, consisting of Laredo Travel Bureau Supervisor Berni Taylor, Texarkana Travel Counselor Estelle Reaves and Orange Travel Counselor Pam Crew, also previewed some materials and colors for non-summer uniforms that will be worn beginning Jan. 1, 1981. A later meeting will be held for final selec-

Pam Crew points out to Estelle Reaves that the summer uniforms' bolo tie also looks good on the winter uniform.

tion of these uniforms. Travel & Information Director Tom Taylor and Travel Services Asst. Don Clark are uniform coordinators at the Austin headquarters.

But, starting this spring, the travel counselors throughout the state will be keeping cool and friendly at 78° sporting a design with a touch of Texas to boot. ■



A rack full of choices is a pleasant quandary for Laredo Bureau Supv. Berni Taylor.



□ The recent State holiday for General Election Day caught many employees by surprise. The new holiday came about as a result of the reenactment of an 1874 law to assure all State employees the opportunity to vote in all statewide and national elections.

Since this year's election involved only a few Constitutional Amendments and no candidates for statewide elective office, many people and several newspapers considered this holiday a farce.

It is easy for the general public to ridicule many of the State-only holidays, and many State employees often are defensive about them. But Tim Bourne of the Fort Worth District felt that the State employees' side of the argument needed to be expressed when the following blurb appeared in his newspaper, the Fort Worth *Star-Telegram*:

From Jeers to Cheers

"JEERS: To the 100,000 State employees who took advantage of an 1874 law and gave themselves an extra holiday on election day."

Bourne was quick to respond from his viewpoint as a Department employee, but many of the other State agencies could probably support equally good arguments.

"As a faithful reader I took forward to the Cheers & Jeers that are featured in the Saturday paper, and find that I am generally in agreement with most of your selections.

"However, I must take exception with your Nov. 10, 1979, issue in which you shouted Jeers to the State employees for taking advantage of the 1874 law to get an extra holiday on Election Day.

"I am sure that the majority of the thousands of State employees that work for the highway maintenance sections are thankful for any legal time off that they can get, because they are on the threshold of entering their annual 4-5 months of severe weather, a time period containing many legal holidays that they will lose because the roads are covered with ice or snow. These men must handle wrecked or stranded vehicles, assist in emergency traffic, try to make the road surfaces safe for travel, and much more.

"While the majority of the Metroplex stayed at home last New Year's Day and warmly watched the football games and parades on TV, the State Department of Highways &

Public Transportation crews were out working, trying to clear the snow and ice off the roads, and they were working day and night even though it was a legal holiday for them. Also of note, the great amount of additional hours that the State employees accumulate during the winter does not help enlarge the employees' paychecks because the State of Texas does not pay its employees a time-and-a-half rate for overtime

"So how about it? Rescind those Jeers, or at least hold off on a final judgement until more sides to the story can be told. Who knows? It may be you that the highway department has to pull out of a snowy ditch when your car slides off the icy road while you were on your way to that Thanksgiving or Christmas dinner with your folks." ■

Researcher Takes Tour of Rural Transit Facilities

□ With an allocation of \$3.7 million, Texas is the second leading recipient to date of UMTA Section 18 monies for rural public transportation operations.

Such a position is bound to attract some attention. It certainly caught the attention of the Transportation Research Board.

Public Transportation Specialist David Ewing of TRB visited Texas for five days in November to observe firsthand certain aspects of our state's rural public transportation development.

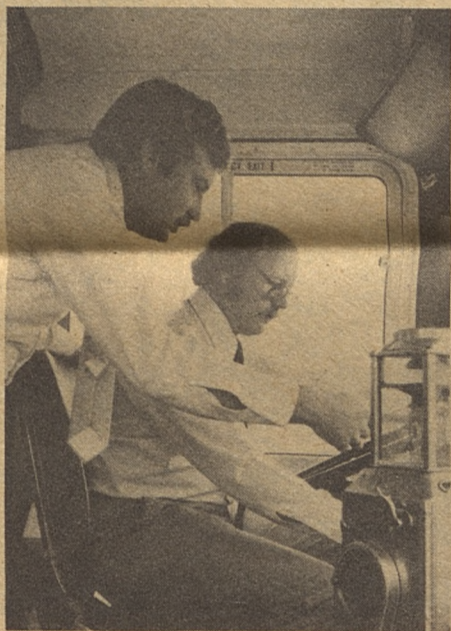
His whirlwind tour with DHT's Director of Public Transportation Planning Russell Cummings of 17 organizations in Central and South Texas gave him an enlightened view of an active program.

TRB is a Washington, DC, based unit of the National Academy of Sciences. The Academy is a private organization of more than 1,000 scientists and engineers that was established by a Congressional Act signed by President Abraham Lincoln in 1863. TRB is financed by the highway or transportation agencies of all 50 states as well as UMTA, FHWA and the Federal Railroad Administration.

TRB and Ewing were interested in the three Texas demonstration



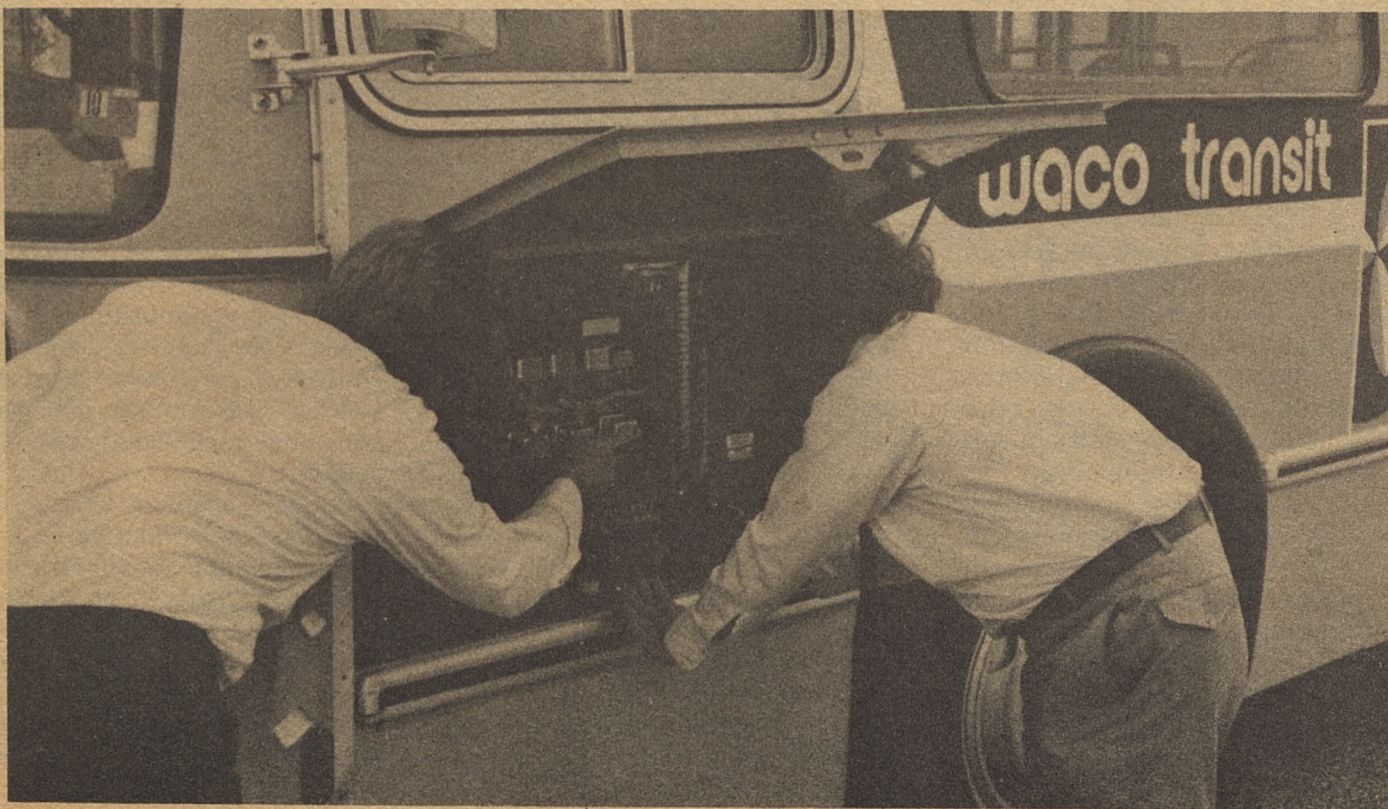
Ewing (right) was most interested in San Antonio's VIA and its use of a transit education unit for elementary schools.



Waco MPO Administrator Chuck Harrington points out the special features of that city's new City Cruiser transit bus.



Waco Transit System Manager Dick Rohde let Ewing listen to a special airing of that system's new radio spots.



Even researchers like to get right down to the nuts and bolts of a matter sometimes.

programs of rural public transportation. He also wanted to visit examples of intercity bus coordination and to learn of innovative transit marketing projects in small and medium-sized systems.

In the Valley, Ewing and Cummings met with representatives of the Lower Rio Grande Valley Development Council and Bob Farris, president of Valley Transit, to look over one of the demonstration projects. Where maintenance of vans has been a problem in many organizations, Valley Transit has integrated its van maintenance with its regular bus maintenance program using the same facilities and experienced personnel. High quality, low cost maintenance service has been the result.

Pharr District Engineer G. G. Garcia and Planning Engineer Duwain Fagala joined Ewing for a tour of the new intercity bus terminal nearing completion in Reynosa, Mexico. A similar facility is planned for Nuevo Laredo.

In San Antonio, Ewing learned how VIA Metropolitan Transit has furnished a transit education unit to elementary schools to help teach students the benefits of public transportation and how to use the system.

Marketing was also the key to Ewing's visit to Waco, where he was treated to a special airing of Waco Transit System's imaginative new radio spot announcements.

By week's end, Ewing had observed a complete cross section of an energetic public transportation program that should prove valuable resource material for TRB and its researchers. ■

IN MEMORIAM

Frank W. Cawthon

Former Dallas District Engineer Frank W. Cawthon died Oct. 15 at Baylor Medical Center in Dallas.

Cawthon retired from the Department in 1960 and was replaced as District Engineer by Luther DeBerry. Following his retirement, Cawthon joined the U. S. State Department and was assigned to design roads in Afghanistan, where he served for five years.

Survivors include his wife, son, daughter, seven grandchildren and one great-grandchild.

Leslie D. Cabaniss

Former Paris District Engineer Leslie D. Cabaniss died Oct. 24 at St. Joseph's Hospital in Paris.

Cabaniss worked on Lamar County's first county road program and later joined the Department and worked in Paris until he went to Pecos as District Engineer of what is now the Odessa District. He returned to Paris as District Engineer in 1951 and retired in 1967.

Survivors include his wife and sister.

James E. Drake

James E. Drake of Equipment & Procurement Division died Nov. 5 after a lengthy illness.

Drake joined the Department in 1946 after serving in the Army Air Corps during World War II. He worked for one year in the Road Inventory Division before transferring to Equipment & Procurement Division working primarily with heavy equipment purchasing and specifications.

He is survived by his wife, daughter and two grandchildren.



On Oct. 27, we had car trouble on Loop 610 West in Houston and were forced to pull off onto the shoulder. While I tried to determine the trouble, hampered by the lack of necessary tools and parts, my wife and daughter walked many blocks to get to a telephone to try to summon aid.

We had waited about two hours, when a Courtesy Patrol

pulled up and asked if they could be of any assistance to us. Our car was inoperable, so to make a long story short, they kindly pushed us several blocks to a better, safer location. The two men were Ervin Ramirez and Henry Curry, who are to be commended for their courteous assistance. We would like to express our thanks and appreciation to the Courtesy Patrol for their fine service.

Edward Saibara
Webster, TX

QuesTrans

by Rosemary Williams

Why are District headquarters offices located in the particular cities they're in?

Over the years there have been a number of reasons for establishing District headquarters offices in their respective cities. In fact, each District has a story of its own concerning the placement of its headquarters.

At the outset, the presence of good railroad connections was a factor, since trains provided the speediest, and sometimes the only, access to areas departmental engineers supervised. The centrality of a city within District boundaries also was an important element, as was its commercial potential. On occasion, land was donated by a city or county for construction of headquarters offices.

Some headquarters offices were moved several times before being ultimately located at present-day sites. An amusing story concerning District 24 and the history of its headquarters' moves is excerpted from *Texas Highways* magazine's 50th Anniversary Edition (September 1967) as follows.

"El Paso was one of six original headquarters cities. The headquarters were moved to Alpine in 1925, later to Balmorhea, then back to El Paso in 1932. El Paso County graciously offered quarters in its new courthouse to the Division (District) Engineer and his staff.

"When they moved in, they were delighted to find such roomy quarters. Their enthusiasm soon faded, dampened no doubt by the lusty and embarrassingly descriptive songs belted out quite audibly by county prisoners, jailed a short distance away.

"Not long thereafter, Division (District) 24 was allocated monies for the construction of office buildings on the east side of El Paso."

Why aren't all automobiles owned by the Department equipped with AM radios? Seems to me they would help keep employees on the road informed of the weather and news.

The primary reason Department vehicles don't come equipped with AM radios is cost. If you've priced factory-installed new car radios lately, you are aware that they're certainly not cheap. And the Department purchases a large quantity of new replacement automobiles each year.

As far as weather news is concerned, most districts broadcast periodic weather bulletins over the Department's two-way radio system especially during inclement weather. Weather bulletins are received by approximately 325 base stations throughout the state and can be rebroadcast to some 4,500 vehicles equipped with mobile units.

Send your questions to QuesTrans, *Transportation News*, Highway Building, 11th and Brazos, Austin, TX 78701. Please sign your letter so we can contact you if necessary, but remember that neither your name nor initials will appear alongside your question.

□ Traffic safety activities of the Department are taking on a new look as a result of a reorganization set in motion by Engineer-Director Luther DeBerry in September.

The safety activities had been associated with the Office of Traffic Safety, which had been operating out of the former Maintenance Operations Division for three years. After OTS was assigned to the Department in 1976, a separate field staff was maintained, not integrated with the familiar District alignment of the rest of the Department. The traffic safety field staff reported directly to OTS in Austin.

A new executive order by Gov. Bill Clements directed DeBerry to review the organization and take what steps are necessary to reorganize the program.

A major step in the reorganization

Safety Activities Realigned

by Hilton Hagan

is placing the responsibility for the traffic safety program directly under the District Engineers, as are the other major efforts of the Department. In general, the reorganization's main points include the organization of a Traffic Safety Section in D-18. This has been effected by combining the former OTS and the former Highway Safety Engineering Section. Accounting functions of OTS will be transferred to Finance Division. With the assumption of the responsibility and authority for traffic safety activities in his area, each District Engineer will appoint a District Traffic Safety Specialist, and training will be pro-

vided for the District Traffic Safety Specialist and other District and Division personnel.

Current traffic safety programs will be continued through the current fiscal year and the OTS program will continue to be administered through present District Managers until Apr. 1 when District Traffic Safety Specialists will be trained and ready to take over.

The details of the new setup were explained to District Engineers and Division Heads at a special executive briefing in September.

A series of regional traffic safety training sessions were conducted for

the Department by the Texas Transportation Institute. TTI staff members, Chief Engineer of Safety and Maintenance Operations Byron Blaschke and Administrator of Traffic Safety John Staha conducted the training sessions for key people in the Districts and Divisions.

The statewide traffic safety program consists of 18 parts or program standards, involving six State agencies and most local subdivisions of government.

It includes broad responsibilities in engineering, education and enforcement, ranging from alcohol breath testing to promoting the use of infant and child restraining systems in vehicles.

Addressing the DEs and Divisions Heads, DeBerry said: "It is my goal to make this program the best in the nation." ■

by Marilyn Anderson,
Margaret F. Holt,
and Frank Stone

Planning a Safe, Merry Christmas

□ Traditionally, during December and particularly New Year's Eve, large amounts of alcohol are consumed by people who would not consider getting drunk at any other time. Such festive gatherings as office parties, private parties, bars, discos, and night clubs invite an extreme consumption of alcoholic beverages and contribute substantially to the already numerous automobile accidents and fatalities.

To combat this increase in drunk driving and related accidents and fatalities caused by drunk drivers in Tarrant County, the Tarrant Council on Alcoholism and Drug Abuse, along with other community agencies, businesses, organizations, and interested citizen-volunteers, is sponsoring the Fifth Annual Holidays Ahead Campaign.

This campaign focuses on responsible drinking, driving and party hosting. It culminates in a free ride home service New Year's Eve. This free ride, or taxi service, is provided by Fort Worth Channel 9 Monitor volunteers. The free ride home service is for those who are not in condition to drive home on New Year's Eve because of excessive alcohol consumption or for any passengers who refuse to ride home with these drivers. Tarrant County is one of the few counties in the United States providing this service, and the only one in Texas.

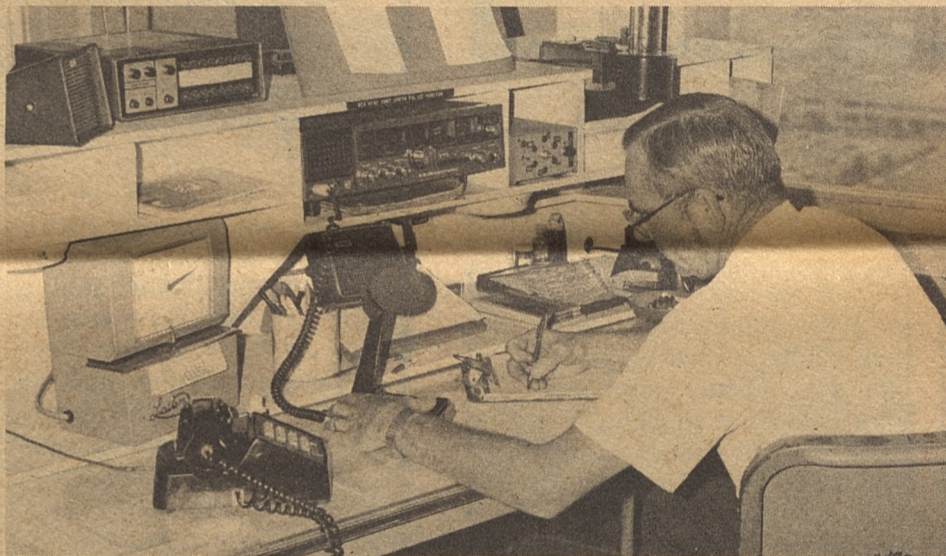
Some of the co-sponsors of this campaign include the Department, as well as the United Way of Tarrant County, Alcohol Recovery Center (MH/MR), Anheuser-Busch, Ben E. Keith Company, Junior League

of Fort Worth, Adult Probation Department of Tarrant County, City of Fort Worth, Schick Hospital, Fort Worth Channel 9 Monitors, Fort Worth Police Department, Tarrant County Sheriff's Department, Majestic Liquors, Tarrant County Wholesale Beer Distributors Association, Texas Commission on Alcoholism, Texas Association of Alcoholism Counselors, Trinity Oaks Hospital, Carswell Air Force Base Social Actions Office, University of Texas at Arlington and numbers of concerned citizen-volunteers, many of whom belong to local AA and Al-Anon groups. All of these representatives begin meeting during July, in a Holidays Ahead Committee, to plan activities for December. Each year, the committee adds new ideas to the campaign's program.

Law enforcement agencies get in the act by providing the driving public with brochures and pamphlets concerning the services available through the campaign.

An addition to this year's campaign will be 300,000 drink coasters, printed on one side with the ride home logo and the words, "Don't Drive Drunk," and on the other side with the contributor's logo.

To inaugurate this activity, a campaign party was held in the form of a "responsible office party" to demonstrate the idea of responsible drinking and party hosting. The party's objective is two-fold; to communicate the idea that a party is for togetherness, not drunkenness, and to involve the media in communicating this idea to the public. It also emphasizes alternative ride home measures, not only for those



Fort Worth's Channel 9 Monitors will be dispatching drivers during the festive season.

who do become intoxicated, but for their friends, dates and spouses who usually can intervene and take appropriate action.

Although the free ride home is the "grand finale" of the campaign, it is not the primary purpose. Thousands of Tarrant County residents are becoming more aware of what responsible hosting is all about.

The Tarrant Council encourages and invites people to call or write if they are interested in starting a similar program in their community. Their address and phone number is the Tarrant Council on Alcoholism and Drug Abuse, 1203 Lake Street # 214, Fort Worth, TX 76102; phone (817) 332-6329. ■



Hosting a responsible party need not take the fun out of the evening.

Responsible Hosting Tips

□ For your upcoming Holiday Season, here is an explanation of what responsible hosting is all about. Your responsibilities are in two areas. First, you must carefully plan your party with an awareness that you set the tone, direction and party activities. Try something different. Instead of sending guests directly to the bar, try mixing people as they arrive. The warmth that comes from greeting old friends and meeting new people could be much more rewarding than a cold drink in the hand! Good conversation is possible without alcohol. Alcohol should enhance conversation, not dominate it.

The following provide a key to a successful party while keeping things under control:

The home setting — Provide seats for all with table space to allow guests to set drinks down; plan for people movement and keep the lights on.

The bartender — Choose a bartender of known discretion. The eager volunteer may turn out to be a pusher who uses the role to give every glass an extra "shot".

Pace the drinks — Serve drinks at regular, reasonable intervals. The length of the interval will depend on whether the guests are enjoying the company or the drinks more. A drink-an-hour schedule means good company prevails.

Don't double up — Many people count and pace their drinks. If you serve doubles, they'll be drinking twice as much as they planned. Doubling up isn't hospitable, it's rude.

Don't push drinks — Let the glass be empty before you offer a refill and then don't rush, especially if someone comes up empty too fast. When a guest says "no, thanks" to an alcohol drink don't insist.

Push the snacks — Do this while your guests are drinking, not after. This is important because food slows down the rate at which alcohol is absorbed into



Unspirited Recipes With Flair

□ The following section offers you party recipes with a flair! Your guests will appreciate your thoughtfulness in offering them a tasty nonalcoholic punch rather than a plain, old soft drink. If you decide to add spirits to your punch, we have suggested safe quantities rather than the usual dump-and-taste method. If you do add alcohol, please remember to offer a variety of attractive, non-alcoholic drinks for your guests who choose to abstain. By furnishing your guests with attractive, high-protein snacks you help keep your party focus people-oriented instead of booze-oriented.

Ham Pin-Wheels

6 slices boiled ham
6 green onions
1 three-oz. pkg. cream cheese
toothpicks

Let cream cheese warm to room temperature. Spread boiled ham slice with cream cheese. Cut onions, including green tops, to length of ham slice. Place one onion at edge of ham slice and roll up. Run toothpicks through ham roll and onion every 1/4 inch. Refrigerate 1-2 hrs. Slice between toothpicks and serve.

Variation:

Mix 1 can minced clams (drained) with cream cheese and 1/2 tsp. garlic salt. Spread and slice, omitting onion.

Blue Cheese Dip

Mash 1/4 pound of sharp, blue cheese and thin it with 1 cup sour cream. Add a medium-sized grated onion and 1 teaspoon of freshly ground black pepper. The above dip can be served with raw, crisp vegetables (radishes, carrots, celery, etc.), potato chips, crackers, or bread sticks.

Hammed-Up Mushrooms

Wash and remove stems from 4 dozen medium-sized mushrooms. Saute caps in 3 tablespoons butter. Make a mixture of 2 cups ground ham (or ham and mushrooms stems), 1/2 cup sour cream, 1/4 teaspoon salt, and 1/4 teaspoon pepper. Stuff caps and refrigerate. When ready to serve, sprinkle with bread crumbs and/or Parmesan cheese. Heat at 350° for 10 minutes.

Pilgrim's Progress

2 16 oz. jars cranberry juice
1 32 oz. can pineapple juice
1 32 oz. bottle 7-Up

Mix chilled liquids. Float ice ring on top.

Spirited

Add 13 oz. - 80 Proof Vodka
Omit 7-Up

Pina Colada Punch

1 32 oz. can pineapple juice
1 10 oz. can coconut cream
(nonalcoholic, but available in liquor store)
1 32 oz. bottle 7-Up
1 qt. pineapple sherbert

Blend chilled liquids. Float sherbert on top. Equally good with or without alcohol.

Spirited

Add 12 oz. light rum
Omit 7-Up and add 2 cups water

Cider Wassail Bowl

3 tablespoons light corn syrup
3 tablespoons sugar
1/4 teaspoon cinnamon
8 lady apples or 5 small red cooking apples, washed and dried
3 qts. apple cider
1 whole lemon, thinly sliced
4 cinnamon sticks
12 whole cloves

Heat corn syrup in a small pan; combine sugar with the 1/4 teaspoon cinnamon in a shallow baking dish. Roll each apple in hot syrup, then in the sugar; arrange in a baking pan. Bake in a hot oven (400°) until partially cooked, about 15 minutes (apples should not lose their shape).

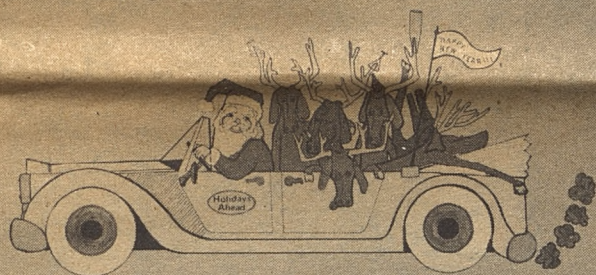
In a large pan, let sit 30 minutes, then heat slowly over very low heat to just below boiling point the apple cider, lemon, cinnamon sticks, and cloves. Before serving, strain out the spices and add the roasted apples. Serve piping hot. The lady apples may be served with punch. Make 18 six-ounce servings.

Spirited

Add 1 qt. Sauterne

HOLIDAYS AHEAD...

When the party's over
leave the driving to a pro



PHONE: 332-6329

With some help, party goers can avoid having a bad ending to a good time.

the bloodstream. It also slows the rate at which people drink. Also, salty snacks tend to increase the drinking. Provide more raw vegetables and high protein foods.

Serve nonalcoholic drinks, too — One out of three adults chooses not to drink at all. Occasional drinkers sometimes prefer not to. Offer a choice of drinks besides alcohol, such as fruit and vegetable juices, tea, coffee, and soft drinks.

Offer more than drinks — When guests focus on the drinks, the party is slipping. Stir up conversation. Share a laugh. Draw out the guest talent.

Set drinking limits — When a guest has had too much to drink, you can politely express your concern for him by offering him a substitute drink like coffee, perhaps. This is a gentle way of telling a guest that he has reached the limits you have set for your home.

Closing the bar — Decide in advance when you want your party to end. Then give appropriate cues by word and action that it's time to leave. A considerate way to close the drinking phase is to serve a substantial snack. It also provides some nondrinking time before your guests start to drive home. ■



If you follow these simple tips, your guests should remember your party for the enjoyment it provided, not for how bad they felt the next day. Above all, don't let any guest drive home intoxicated. You drive, have a friend, date, or spouse drive, call a cab, or even call the police if all else fails. Remember, friends don't let friends drive drunk! ■

TransAction

District 2
by Lyle O'Brien

□ What better way to observe the Columbus Day weekend than by exploring? Several Fort Worth District headquarters employees decided to "take to their canoes" to commemorate the holiday.

Most of the hardy adventurers had participated in a 14-mile trip last year paddling down the Brazos River to Glen Rose. This year the group sought new challenges on a more exciting river with steeper rapids and some white water.

Only about half of the original group was able to take advantage of the holiday for the new challenge of the upper San Marcos River. Steve Younger, who organized and guided the first trek, was again named group leader. Joining him were repeat voyagers Jerry Gibbs, Brian Lisle, Stanley McFarland, Gary Trietsch and Bill Wimberly, plus first-timer Chuck Humphries.

The upper San Marcos River also is the opening stretch of the Texas Water Safari, a renowned race in which competitors paddle non-stop for two days and nights from San Marcos' Aquarena Springs to Seadrift on the Gulf Coast. This venture was nothing like that man-killing exercise. Nevertheless, it turned out to be a commendable achievement.

Texas Rivers and Rapids Canoe Guide Book rates the San Marcos River quite highly among the state's downhill cruising waters. It describes the river's twisting channel and the frequent obstructions of fallen trees and very low overhanging limbs. It also warns of the deceptively beautiful water hyacinths which can entangle the unwary canoeist.

The book further explains that only one of the four dams along this stretch of river is considered safe for weirshooting. Its description of the several severe rapids on the San Marcos makes the few on the Brazos River seem mere ripples.

This year's expedition began with a six-hour caravan to San Marcos. After a preliminary inspection of the next day's put-in site at Rio Vista Dam, the group traveled several miles southeast to Goyne's Canoe Livery where they established overnight camp in Pecan Park a few yards from the river.

The campers began stirring in the pre-dawn darkness at 5:30 a.m. Breakfast was cooked and eaten and the camping gear packed before any of the other groups of canoeists began to stir.

The boats were off-loaded, carried to the riverside and stocked with food and beverages before 8 a.m. The pickup and trailer were driven to the take-out point at FM 1977 bridge, immediately above Staples Dam and the driver brought back in the second vehicle.

Life preservers were donned, the boats launched and the flotilla was

under way, but not without mishap. As Brian pushed off, he shoved hard against a gravel strand and sheared one blade from the shaft of his double paddle. He was forced to make do with the remaining half, paddling his kayak like a canoe.

Shortly afterward, Chuck and Stanley had the honor of dumping themselves into the river well before the first obstacle or white water. This was a familiar sensation for Stan who was the champion canoe-inverter on last year's voyage. The group had been warned of this distinct possibility by the *Guide*, which stated about the San Marcos: "You'll have to get wet sooner or later. Keep this in mind when planning cold weather trips." Chuck and Stanley just managed to get wet sooner.

The early part of the voyage provided a colorful panorama of the river's natural beauty. For much of the remaining voyage, the river banks would be lined with huge overhanging pecan trees, expanses of wild cannas in flower, luxuriant stands of giant elephant ears and other lush vegetation.

At Thompson's Island the boaters encountered the first serious hazard. The roaring sound of water spilling over a dam and the sight of foam and spume was sufficient to encourage the voyagers to undertake a short bypass portage. Thereafter the river again became narrow, swift and tortuous. Innumerable fallen trees and overhanging limbs perched just above the water were dangerous obstacles. Swift and narrow passages can make branches a subtle snare for canoeists who approach too closely. They can upset, trap and even destroy a canoe and imperil the occupants. One such limb later caused Steve and Gary the misery of an overturn and an unwanted bath.

A narrow stretch of rapids caused problems for Bill. The heavy plastic

paddle he was using came apart and the blade sank out of sight and beyond retrieval. Resourceful Steve found a length of driftwood and Bill carved suitable handgrips. The makeshift paddle was used for the remainder of the trip.

The overhanging and submerged trees dealt misery to Brian on several occasions. Maneuvering his two-man boat single-handedly and with only half a paddle was no easy task. More than once Steve waded out in the stream to help.

Further along, a wider stream bed, its flow augmented by the

strong current of the Blanco River, was rampant with the deceptively beautiful water hyacinth. The combination of plants and current made landing difficult, though a stop was necessary to scout a dam visible ahead. Having read the *Guide's* warning about water hyacinths, "they can easily entangle anyone in the water. Don't jump out and try to pull through. Stay in the canoe, push the hyacinths down under the bow and slowly work the canoe through," the group navigated a landing without incident.

The extremely dangerous Cum-



Three canoes, a kayak and a lot of gear were the ingredients for a fun Columbus Day weekend for a group from the Fort Worth District office.



Our intrepid adventurers were a hardy-looking group before the trek.



Twenty-foot high Cummings Dam is one place even the experts portage.

ming's Dam, with its 20-foot drop-over which must not be run even by experts at any water level, loomed ahead. Portaging there involved pulling the boats up a moderately steep embankment, then lowering them by rope down the face of the dam, using the slope of one of the supporting buttresses.

As soon as the boats were back in the water, all were racing down the narrow white waters of the lengthy Old Mill Rapids. Relatively smooth waters followed, but the customary obstacles of subsurface trees and reaching branches made navigation difficult.

One branch brought Gary and Chuck to grief. Gary, intending to hold their boat away from the grasping limbs, grabbed a branch. This sudden slight restraint combined with the swift current flipped their canoe and another bath was had.

A lunch break gave the group the opportunity to make necessary repairs. Brian cemented the blade



A handmade paddle helped Bill Wimberly and his partner Jerry Gibbs navigate the river without an overturn. That's more than Gary Trietsch can say as he ended up hanging from a limb he unwittingly grabbed.

back onto his double paddle with quick-acting epoxy resin glue. And Bill improved his makeshift paddle. They were then ready to tackle Cotton Seed Rapids.

The *Guide* advises canoeists to scout Cotton Seed Rapids before attempting a run, or to portage along the old concrete dam. But, giddy with overconfidence, the group opted to run through this difficult dogleg with its swarm of very large visible and concealed rocks and two-foot-high waterfall.

The first two crews made it OK. But Brian wasn't able to negotiate the perilous 90-degree turn in time. His kayak hung up on a huge midstream rock. He shouted to the canoeists behind him to take the smaller passage to the left. They did, and had a marvelous quick ride through a narrow chute and over a separate, slightly higher falls, without mishap.

Brian's boat was still perched against the rock. Steve came back along the shore to help, but the rapids were too deep and the rocks too high and steep for him to give assistance. Brian was finally able to rock his boat off without damage.

After a few additional portages and some more exciting rapids, there came a long slow passage of deepening and barely moving water. The take-out point at Staples Dam was reached without further incident. The boats were reloaded on the trailer, and the group returned to Rio Vista. There they retrieved the remaining pickup and the seven weary men began their journey home.

Steve had learned that normal paddling time for this stretch of the San Marcos River is about eight hours. The District 2 Flotilla made it in six and three-quarters hours.

Several of the adventurers began talking about a subsequent run down the San Marcos on another weekend. But the excited talk seemed to hold no challenge for Steve, who is now considering training for the Texas Water Safari. Christopher Columbus had nothing on Steve. ■



Oblivious of the beauty around them, Bill Wimberly and Jerry Gibbs concentrate on navigating foaming waters near a stepped dam.



At the campsite prior to the canoe trip, most of our adventurers kept busy saving energy for the morrow's trek.

**Finance Division
by Joan Lee**

□ With sports and related band activities in full swing D-3 parents have been very busy trying to make sure they have their children where they belong at a certain time.

James Gardner's daughter Gayle is in the McCallum band, which took first place in the UIE Regional Competition. Royce Warnken has two sons in the Hays Consolidated band. Jeffery is in the high school band and Mike is in the junior high band. Doug Fortune has two children in the Georgetown bands. Elaine is in the 6th grade and she also plays youth basketball while Kevin is in the junior high band and plays basketball. Jo Ann Hobbs' daughter Donna is a twirler for Hays Consolidated.

Varinia Gann's daughter Twala ice skates and also plays the piano in competition.

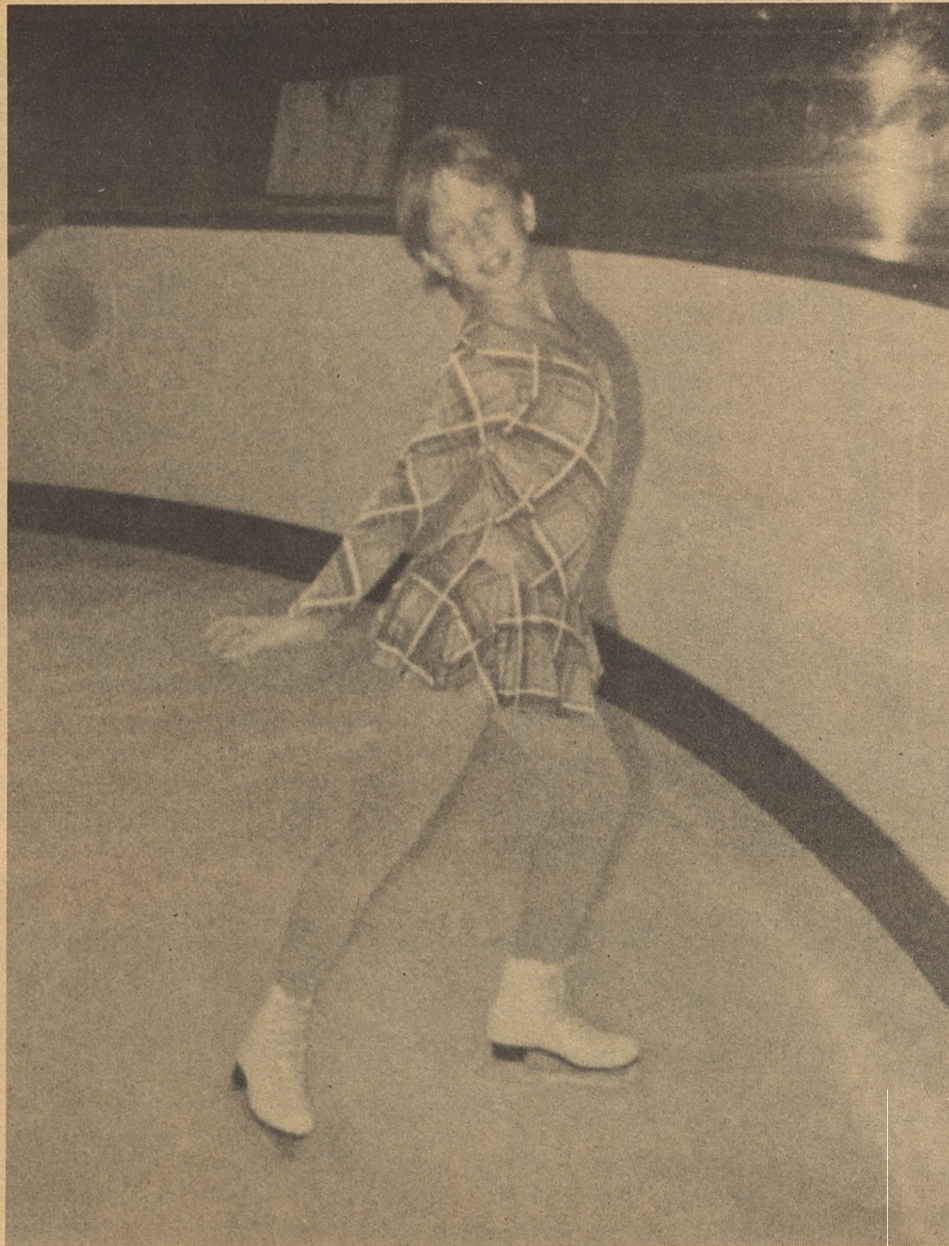
Evelyn Hill's son Keith plays for the Crockett High football team. Roland Breitschopf's son Travis won a 4th in the Punt, Pass and Kick competition in Austin.

Thomas Doebner's 5-year-old son Jeremy is on a soccer team. Julia Lewis' son Bryon played football on the Eagles, who lost only one game all season.

Frank Smith's daughter Shannon is on the Reagan High gymnastics team.

Barbara Gittinger has a house full of sports-minded children. Dianna and Trudy play volleyball for Travis High, 10-year-old Ben plays soccer for the Youth Association in South Austin. Carol is on an Austin Women's Association soccer team and Butch is on the flag football team at St. Ignatius.

Bonnie Schaefer's son Quint plays



Varinia Gann's daughter Twala is involved in both ice skating and piano lessons.

for Blanco Junior High football and basketball teams. Joan Lee's son Kelly, who is also in the 6th grade band in Round Rock, plays on the Round Rock Rams football team. They won a second in their division,

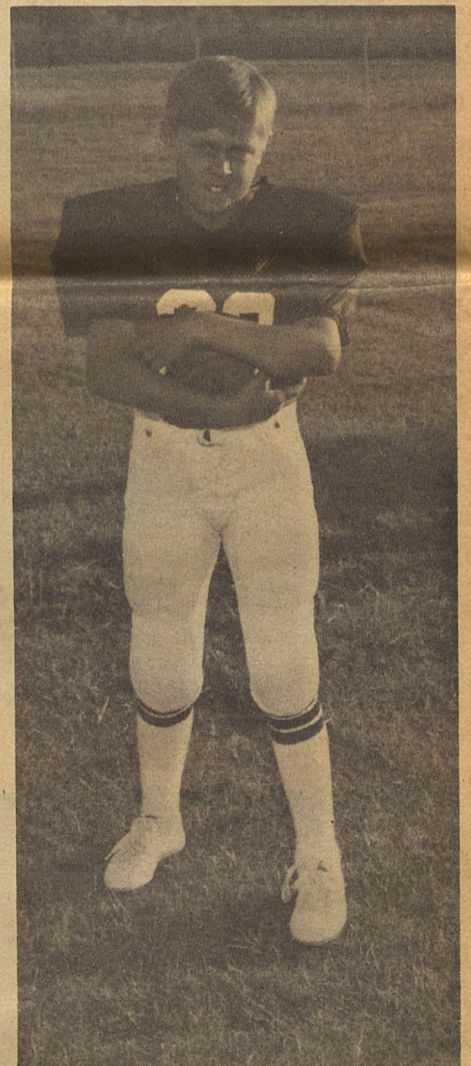
so they traveled to Dallas for the playoffs. The Rams lost the game, but the boys and the parents had a good time. Mainly because it meant the end of a long, hard season for kids and parents alike. ■



Jeremy Doebner has kept his father Thomas running to two practices and a game each week for his soccer team.



Julia Lewis' son Bryon and his team only lost one game this year.



Joan Lee's son Kelly was in a play-off game in Dallas before his season ended.



Frank Smith was the lucky winner of the turkey at the D-3 Christmas Party ticket drawing when Marilyn Quiroz pulled his name while committee members Evelyn Hill, Roland Breitschopf, Joan Lee and Jo Ann Hobbs looked on.

**Automation Division
by Margaret Walter**

□ The 1979 Republic of Texas Chilympiad held in San Marcos brought many entrants, including one group of D-19 and D-10 employees.

James Pickel of D-19 was the chief cook in concocting Pickel's Potent Potion. He was assisted by Tim Newman, Loy Harrison, Thomas Brown and Wendell Shaffer, all of

awards & retirements

SERVICE AWARDS

(As of Dec. 31, 1979)

40 YEARS

District 25

Albert B. Johnson Jr., Maintenance Construction Supv. III

35 YEARS

District 12

Guadalupe Nieto, Maintenance Tech. III

District 16

Levi M. Vickers, Engineering Tech. V

District 18

J. C. Hallabough, Administrative Assistant

District 24

Alfonso Gonzales, Maintenance Tech. II

30 YEARS

Highway Design Division

Bessie K. Klein, Clerical Supv. IV

District 1

Harold L. Maxwell, Maintenance Tech. III

District 9

Edward L. Hardeman, District Maintenance Engineer

District 11

Bob Walker, Supervising Designing Engineer

District 12

Benjamin L. Marek, Engineering Tech. V

District 13

Herman A. Mylius Jr., Engineering Tech. IV

District 16

Robert P. Hopkins, Maintenance Construction Supv. III

District 17

Walter C. Jones, Engineering Tech. V

District 20

Raymond M. Perkins, Maintenance Tech. III

John W. Jones, Supervising Accounts Examiner

25 YEARS

Motor Vehicle Division

Lillie J. Ceder, Clerical Supv. IV

District 5

Clayton W. Perry, Engineering Tech. IV

Carl W. Pierce, Engineering Tech. V

William M. Pope, District Maintenance Engineer

District 7

Joe N. Smith, Engineering Tech. V

District 13

Clifton E. Kenne, Maintenance Tech. III

Paul R. Kosik, Engineering Tech. III

District 15

Charles B. Harris, Engineering Tech. V

District 16

Gilbert H. Gordon, Maintenance Construction Supv. III

District 17

Edmond A. Bilski, Maintenance Tech. III

District 18

Stanley B. O'Brien, Engineering Tech. V

District 20

Herbert W. Johnston, Engineering Tech. V

District 21

Marciano Rico, Maintenance Tech. II

20 YEARS

Finance Division

Marvin L. Tietje, Chief Accountant I

Materials & Tests Division

Betty M. Janknegt, ADP Equipment Operator II

District 1

James B. Hutchison Jr., District Maintenance Engineer

William E. Enix, Maintenance Tech. III

District 3

Clarence M. Clynch, Maintenance Tech. III

District 4

Billy G. Dudley, Shop Foreman IV

District 12

Weldon R. Wamble, Engineering Tech. V

District 13

Eugene R. Barton, Communications Supt. I

Herman E. Rother, Maintenance Tech. II

District 14

Delbert L. Chance, Maintenance Construction Supv. II

District 15

Robert W. Zook, Maintenance Tech. III

District 16

Guadalupe Rodriguez, Maintenance Tech. II

District 17

C. L. Mullen, Maintenance Tech. III

District 19

Benny W. Anderson, Maintenance Tech. III

District 22

Joseph D. Moffett, Engineering Tech. IV

District 23

James J. Ramsey, Maintenance Tech. II

District 24

Roger A. Barnhart, Engineering Tech. V

Houston Urban

Jerome Moore, Engineering Tech. V

RETIREMENTS

Bridge Division

Dutton Williamson, Bridge Planning Review Engineer

District 1

Richard Babb, Supervising Designing Engineer

R. C. Fife Jr., Maintenance Tech. III

James S. Griffin, Auditor I

District 2

Marvin Vassar, Engineering Tech. III

District 5

Clairence O. Rice, Shop Foreman IV

District 9

Woodrow Parker, Maintenance Tech. III

Louis T. Sterne, Materials Analyst II

District 10

Elton P. Myers, Supervising Resident Engineer

District 12

Maurice Cummins, Draftsman III

James L. Hughes, Senior Marine Supt.

Pablo Munguia, Maintenance Tech. III

William C. Warren, Maintenance Tech. II

District 13

Robert J. Onhaizer, Maintenance Tech. III

District 14

Leonard F. Marburger, ROW Appraiser III

District 15

Ciriaco Salinas, Maintenance Tech. II

Wayne L. Schuchardt, Maintenance Tech. III

District 17

Jesse R. Courtney, Maintenance Tech. III

Melvin L. Doss, Maintenance Tech. III

District 18

Roy L. Campbell, Engineering Tech. IV

Charles H. Lee, Maintenance Tech. III

Arthur Moore Jr., Engineering Tech. IV

Grace L. Treadwell, Engineering Tech. V

District 20

Artie Freeman, Engineering Tech. IV

District 21

Victoriano Huerta, Maintenance Tech. III

District 22

Jesus G. Garcia, Maintenance Tech. II

Jesus D. Ramon, Maintenance Tech. III

District 24

Juan J. Anaya, Maintenance Tech. III

Meryl E. McConaughy, Materials Analyst II

Ramon R. Valverde, Maintenance Tech. III

D-19, and William Shaffer of D-10.

Although Pickel's Potent Potion didn't win a prize, it wasn't for lack of enthusiasm. Pickel has been perfecting his secret recipe for two years and plans some changes for next year's contest. If he gets a deer this season he'll try some venison in his chili. He makes about four gallons of chili for a contest and says that it takes from two and a half to three hours to make. His assistants set up the display booth, stir the chili and act as tasters and consultants.

According to Pickel, all that's required to enter the contest is a big chili pot, butane burner, the secret ingredients and lots of stamina. ■

District 21 by Pat Reynolds

□ The Sam Gonzalez Ranch, north of Edinburg, was the scene of an unusual cook-off in mid-November. It was the time when all the "greats" of the area met to challenge the others and let the gourmets that served as judges decide who was the champion of the

makers of *panocha*. This is a type of bread, prepared with TLC (that stands for Tough Luck Camargo), and baked in a dutch oven over an open fire of "special" wood. The wood is supposed to be the secret to success.

For the recipe, contact Lupe Camargo, Hidalgo County Supervising Resident Engineer, who was a contestant. Lupe won 3rd place in this event and, we're told, only missed 1st place because he stumped his toe while adding salt to the dough. Lupe claims the accident caused him to drop the mixture in the sand.

When asked how long he had been competing in these contests, Lupe is quoted as replying "50 to 60 years." Since Lupe is only 45 years old in this life, it makes one wonder who or what he was before his reincarnation. ■

District 23 by Jean Sparks

□ Asst. District Engineer Gordon

Smith has been spreading chuckles around the District Office by passing on a tale told to him by local tale teller Putter Jarvis.

Putter and his daughter Jamie were on their way to check cattle on his ranch near Owens. North of Brownwood on US 183 they passed a site on the right of way where archeologists were digging in exploration of an old Indian campground.

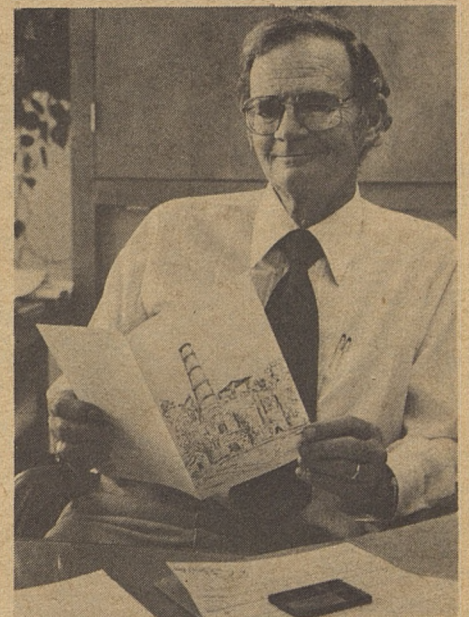
"What are those people doing?" Jamie asked.

Putter explained that Indians once lived there and that the people were digging for artifacts and whatever might be found from the former inhabitants.

Jamie pondered this bit of information for a few minutes

"Wonder why the Indians wanted to live so close to the road?" she asked.

And sometimes we wonder why the public has trouble understanding the role the development of roads played in our social and economic advancement. ■



San Antonio District Design Engineer Garrette Wilson lent his artistic touch to the program cover used at the dedication of the Texas civil engineering landmark for the San Antonio Portland and Roman Cement works. The cement works was built in 1880 and was the first west of the Mississippi River. Wilson's pen and ink sketch also appeared in the *Washington Post* and the *Civil Engineering News*.



Adrian Janak and Gene Rudd calculate elevations using photogrammetry methods as part of a class exercise.

getting the right information at the right time

Utilizing Technology

by Hilton Hagan

Remote sensing is not as far out as it sounds. With progressing technology in aerial photo interpretation as well as radar, infrared and microwave detection, many engineers feel that remote sensing may prove a means of overcoming many of the limitations the Department will be facing in the near future.

Materials & Tests Division Administrative Engineer K. K. Moore put the need for embracing new technologies in perspective for those attending the FHWA Workshop On Remote Sensing in Austin during the second week of November when he gave his favorite definition of research.

"It's finding out what you are going to do when you can no longer do what you are doing today."

Because remote sensing fits nicely into the idea of making maximum use of technologies, M&T Division researchers are especially excited about the possibilities of using it to find new sources of aggregate and other road-building materials.

But FHWA instructors Dr. Harold Rib and Art Miller pointed out that remote sensing can do much more, too, since it can be used for obtaining information about the properties of an object without direct contact with the object.

In general, remote sensing and the use of aerial surveys result in time savings and, usually, money savings. Dr. Rib said he feels the wealth of information it is possible to gain encourages better engineering.

"Getting the right information at the right time often is three-fourths of the solution to an engineering problem," he said.

Rib and Miller listed applications for the use of remote sensing:



With a two-week course crammed into one week, many students were left to ponder the interesting possibilities of remote sensing.

- In planning, for studies of traffic, land use, inventories of the transportation system and drainage.

- In route selection, for evaluation of environmental considerations, terrain analysis, making photomontages and in scouting material sources.

- In design, for aerial triangulation, making cross sections, the road design system, automated mapping and hydrological studies, and in right of way applications.

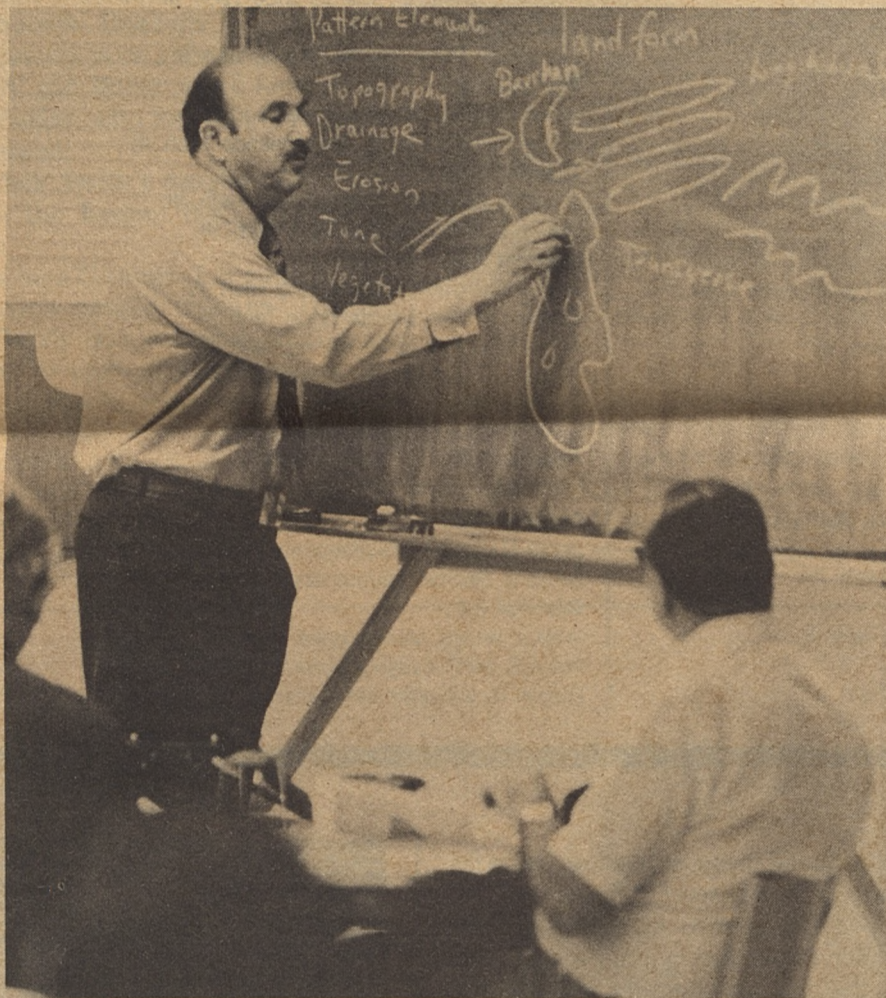
- In construction, for determining earthwork pay quantities and other special problem areas.

- In maintenance, for making highway condition inventories, a disaster evaluation and photologging.

The week-long course was attended by field personnel from several districts, plus representatives from other State agencies. The course was hosted by M&T Division.

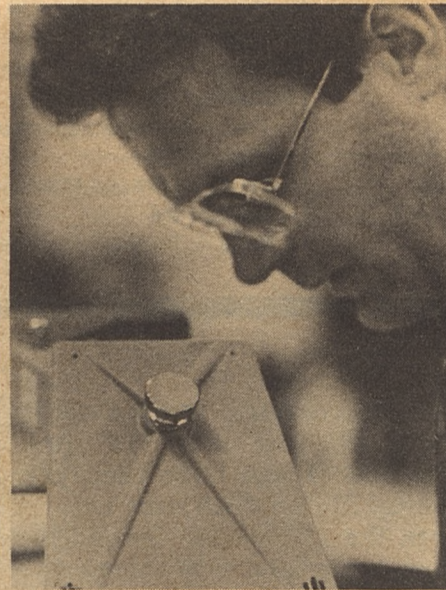
Rib and Miller stressed that the course was not designed to make the participants instant experts. Rather, it was aimed at providing sufficient skills in photo interpretation to augment the students' years of experience in the highway field.

"An expert," said Dr. Rib, "is one who uses all available tools for his work. This is simply another tool, a reorientation to view from the air what we are familiar with on the ground." ■



Dr. Harold Rib instructs the class on the various applications of remote sensing.

Bill Peterson gets a three-dimensional view by using a stereoscope.



Bill Peterson and Ted Person practice identifying geological formations.

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