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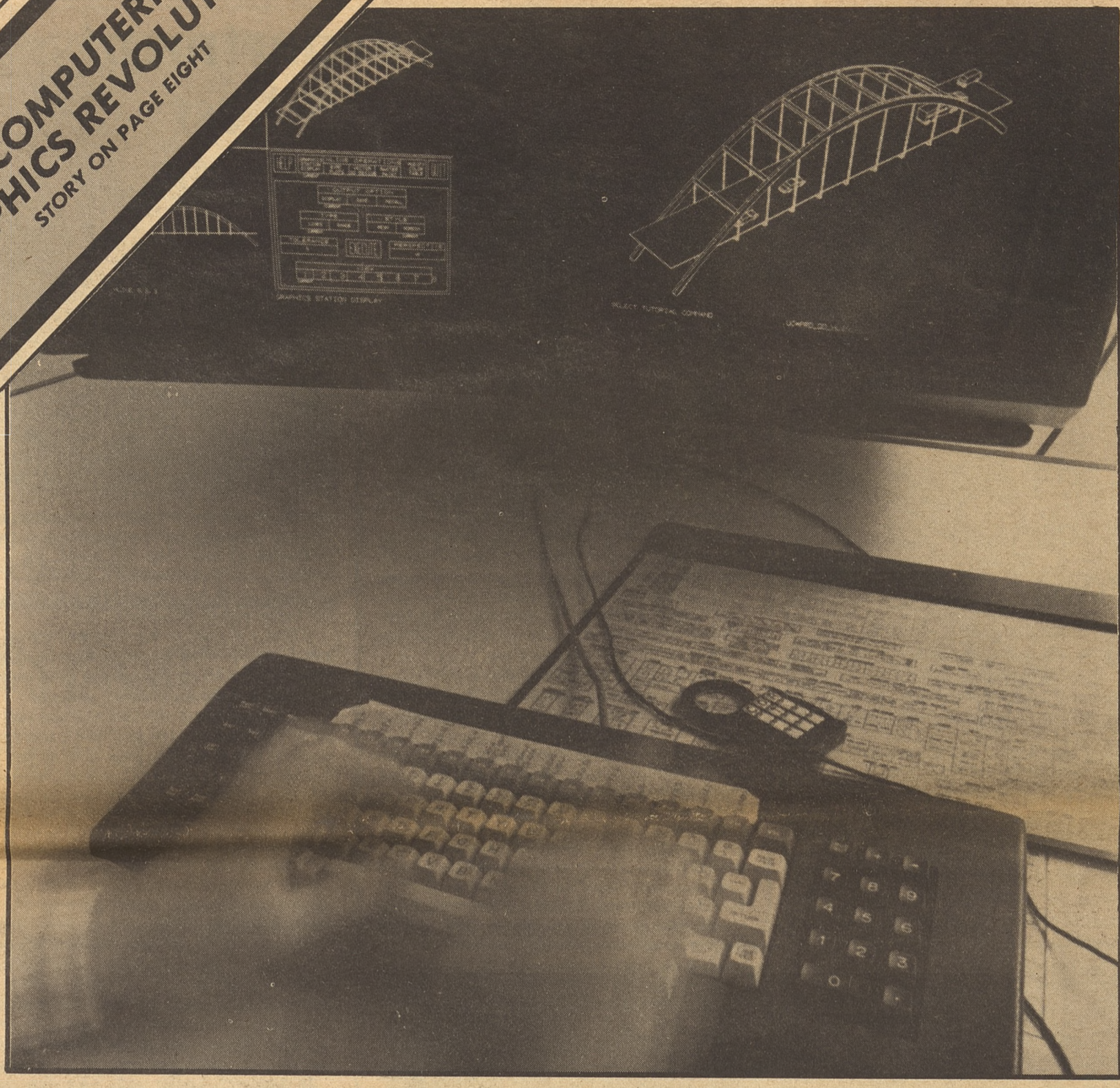


Photo by J. Griffith Smith

TRANSPORTATION **news**

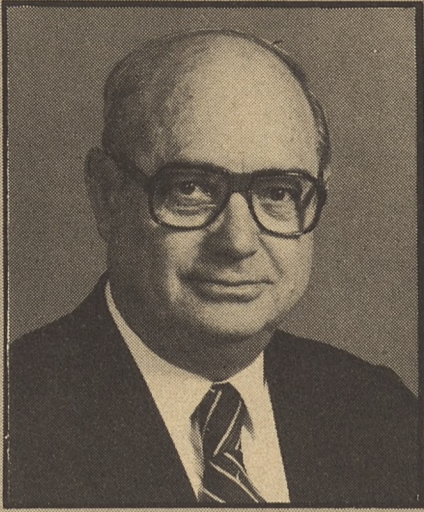


Texas' seagoing highways p. 6

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DHT: Good people at work

I've used this space before to talk about the high quality of people we have in our operations all over the state. But it bears repeating.

One can only marvel at how the department consistently attracts the kind of people that it does. The work often involves long hours and, in some cases, it can be dangerous as well. Many times, in bad weather, our people are out keeping the roads open when most of their neighbors are at home, warm and dry.

We all have had to endure the slurs about "lazy state employees" by unthinking individuals, some of whom ought to know better. To their everlasting credit, most department employees shrug it off. Truly, there are some annoyances in our work that workers in private industry don't have to deal with.

Yet, time after time, throughout my career with this department, I see or hear things about people who work here—high levels of professional skill, dedication, loyalty, courage, concern for fellow human beings—that make me feel good to be a part of it.

When someone asks you where you work, I hope you are proud to say, "I work for the State Department of Highways and Public Transportation."

Mark Good

Lanier says department can help transit best in a partnership role

Chairman Bob Lanier sees a more useful department role in public transit in the fields of planning, adapting the highway system to mass transit and joint acquisition of right-of-way than in serving as the administering agency for state funds.

Speaking at the 13th annual Texas Public Transportation Conference, Lanier noted that the state public transportation appropriation has been \$15 million a year, and that the Legislature has been considering cutting that back to \$11 million in the coming biennium.

He said the state general fund appropriation is less than one percent of the outlays for mass transit in Texas.

State public transit funds are for the purchase of capital goods only and often are used for matching federal mass transportation grants.

"I don't think you could look at this general fund appropriation alone to determine the level of the taxpayers' support of mass transit in Texas," Lanier said.

He noted that sales taxes earmarked for the transit authority in the Houston area bring in about \$160 million a year and, with anticipated growth, will amount to about \$200 million a year. In Dallas, sales taxes dedicated to transit bring in \$100 million annually.

Other cities, including San Antonio, Fort Worth, Austin and Corpus Christi, have had or will have elections to dedicate sales taxes to transit, he said. And transit systems also have funds from federal sources coming in as well.

"I would estimate that transit has about 20 percent of what the highway budget is," he said.

"The public transportation budget in the department is quite small," he said, referring to the \$15 million annual appropriation from the state general fund. "I don't think it permits us to take any kind of strong leadership position."

He said the department's main strength is as a source of transportation planning expertise. "We have a good relationship with The University of Texas and the Texas Transportation Institute and we have been through a lot of planning problems in

different-sized cities. I think it would be helpful for any transit authority to utilize that to the maximum," he said.

Second, Lanier said the department could be helpful in joint acquisition of rights-of-way for transit operations. Lanier said this would include provisions for high occupancy vehicle lanes or providing for other joint uses of right-of-way for whatever mode of mass transit the local community might select.

Smaller cities' public transportation systems should be helping develop street and highway system improvements that would allow traffic to flow more smoothly. In Laredo, for example, the transit system is assisting in planning some new streets that will provide for better transit movement.

"That's all part of our commitment to you," Lanier told the group. And he urged them to view all the taxes from local sources in looking at the local transit picture.

"I'm receptive to the idea of these tax flows coming from the local folks and being expended by them. My own view is that, frankly, you are better off in doing it that way than to have the money flow to the state and have the state come back in and decide what kind of a system Corpus or Laredo ought to have," he said.

"I think local control is essential. I think one of the big problems transit faces is that the federal government controls a lot of expenditures that have not been cost effective.

As an example, he said, the Washington, D.C., system has cost approximately \$12 billion and will have an estimated \$500 million a year deficit. "I don't think a local community would have done that," he said, adding: "There is not enough money in the world to do that nationwide."

In summary, Lanier said, "We view mass transit as a working partner. Don't expect too much of that \$15 million to spread out over the state, but when you come to us with projects related to your needs such as transportation planning, right-of-way, planning high occupancy vehicle lanes and other things to accommodate mass transportation, we'll go well beyond that because such things make the highway system more effective." ★

\$300 billion spent on U.S. autos

American motorists own and drive nearly 130 million cars, according to the American Automobile Association. For many, the cost of owning and operating an automobile may be a close second to food and housing expenditures.

Nearly \$300 billion was spent on personal automobile transportation in 1983 in the United States according to the U. S. Bureau of Economic Analysis. That includes cost of new and used vehicles, tires, parts and accessories, gasoline and oil, repairs, insurance and other items.

The AAA estimates it costs an average of 23.2 cents per mile to own and operate a 1984 model car, driving 15,000 miles a year.

Operating or running costs, including

gasoline, oil, maintenance and tires, amount to 7.51 cents per mile.

Ownership or fixed costs include insurance, license and other fees, depreciation and finance charges. AAA estimates them at \$6.43 a day, or \$2,347 a year. These costs are generally fixed and not affected by the number of miles the vehicle is driven.

So, a motorist driving 15,000 miles a year would pay \$1,127 in operating costs and \$2,347 in ownership costs, a total of \$3,474 or 23.2 cents per mile.

AAA's car-operating figures are based on a composite national average for three 1984 Chevrolet models: a four-cylinder Chevette, a six-cylinder Celebrity and a six-cylinder Impala, each driven 15,000 miles per year. ★



A jubilant Pat Eisenhauer receives the "Friend of Transit" award from Chairman Lanier.

'Typical' tourist profiled

With help from 25,000 travel parties during an entire year, a statistical look at "typical" Texas car-driving tourists is available in a report just issued by the department, the "Texas Auto Visitor Profile 1984."

As millions of travelers flow through the state's 12 highway tourist bureaus yearly, they're offered questionnaire cards to be filled out after their trips. During 1984, some 25,000 completed questionnaires detailed the Texas travels of nearly 38,000 people.

They visited every corner of the Lone Star State for a multitude of reasons. And while each trip was different, computer analysis turned up several distinctive "profiles."

Two main groupings were short-term and long-term visitors. Short-term visitors from other states stayed an average of 7.3 days; long-termers enjoyed a leisurely average of 77 days in Texas.

Reflecting their leisurely travel style, long-termers spent only about two-thirds as much per person per day. But with stays 10 times longer, their total trip expenditures were handsome rewards for the state's visitor industry.

Foreign visitors to Texas, both short and long term, occupy a distinct niche in the report. Judging by distances traveled, they savored more of Texas than any other group—a trip average of 2,334 miles. Forty-four percent traveled with trailers or recreational vehicles.

The report capsules these and other data: Texas cities and towns most visited, age categories, and preferred accommodations. It is produced as an informational reference for the Texas travel industry, useful in spotting trends, site planning, and identifying market areas. Authorities rank tourism among Texas' top three money makers—right up there with oil and manufacturing. ★ **Richard Pierce**

Corpus Christi leader is 'friend of transit'

Pat M. Eisenhauer of Corpus Christi received the 1984 Friend of Texas Transit Award. Chairman Bob Lanier made the award at the close of the 13th annual Texas Public Transportation Conference in Laredo.

Mrs. Eisenhauer is the second woman to receive the award. Mrs. Reba Malone of San Antonio was last year's recipient.

As president of the Corpus Christi Chamber of Commerce, Mrs. Eisenhauer worked to have legislation amended so that the area could qualify to form its own regional transportation authority.

Later, she headed the 29-member transit advisory committee, exploring service needs and transit alternatives.

The city council appointed her chairperson of the board of the Corpus Christi Regional Transit Authority. The group is now engaged in a people-to-people phase to determine what the needs are and to make certain that the design is responsive to the needs of the community.

In making the presentation, Lanier applauded the authority's action, saying it was an example "of moving the transit solution as close as possible to the citizens of the community."

Mrs. Eisenhauer received a plaque denoting her selection. In addition her name will be inscribed on a permanent display hanging in the lobby of the department's main building in Austin.

Previous winners of the award are Clyde Malone of Austin, 1974; Jim Nugent of Kerrville, 1975; Norman (Pinky) Hill of San Antonio, 1976; Alton McDonald of Fort Worth, 1977; Robert G. Farris of Harlingen,

1978; Ellis Watkins of Dallas, 1979; Howard R. Horne of Houston, 1980; Larry L. Heil of Fort Worth, 1981; Clyde (Skip) Massey of Brownsville, 1982; and Reba Malone of San Antonio, 1983. ★



Mrs. Eisenhauer receives congratulations from District Engineer Nino Gutierrez.



Chairman Bob Lanier accepts the Federal Highway Administration's award for excellence in highway facilities design for the Loop 360 bridge in Austin. The bridge was judged outstanding, or first place, in the competition. Making the award is John Conrado, Texas division administrator of FHWA.

Department launches antilitter campaign

In 1983, it cost the department \$17 million to collect the litter along the state highway rights-of-way. Last year, the figure was \$20 million. In fact, litter collection costs have been rising yearly at the alarming rate of 17 percent annually.

To curb those rising costs, the department is launching a statewide antilitter campaign.

The department has requested proposals from qualified advertising firms for a \$2 million media and public awareness push against littering.

A second major effort will be to assist local law enforcement agencies in efforts to crack down on litter law violators. The program will provide some funds for identifying times and places in which violations are the heaviest and for providing officers to patrol them for potential violators.

A third aspect of the program will be aimed at stimulating local involvement. Communities will be encouraged to develop and sustain litter reduction programs in the own localities and community incentive awards will be offered through the Governor's Community Achievement Program. ★

National Transportation Week May 12-17

Governor Mark White is scheduled to sign an official memorandum April 18 designating May 12-17 as National Transportation Week in Texas.

The annual event is sponsored jointly by member departments of the American Association of State Highway and Transportation Officials and by Traffic Clubs International, representing the private sector of the transportation industry. ★

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Best Internal Publication
1984 AASHTO Public
Affairs Skills Contest

Sue Harrison, first lady maintenance boss

A very sharp lady by the name of Sue Harrison is probably the first woman to be placed in charge of a highway maintenance section in Texas and may be the second in the nation.

Sue became foreman of the Crane County maintenance section of the Odessa district on January 1. As near as can be determined by Carol Whittenbaugh of Safety and Maintenance Operations Division, she is the first woman to be put in charge of a section.

About a year ago, a woman was appointed maintenance foreman over a section of the Nevada Highway Department. A call to that department's Public Information Office indicated that, as far as they knew, their foreman was the first woman to hold such a post in the nation. At least no one has come up with any claims to the contrary.

Sue's tenure in the job at Crane got off to a somewhat rocky start. On January 15, she slipped on the steps of the Crane courthouse and broke her leg and ankle. So there was a two-week delay in really getting started on the job.

Sue started in the maintenance section in Pampa, in the Amarillo district, she worked there as a clerk for five years. "From that job, I learned what to expect in maintenance." Sue recalled, "when the boys were out plowing snow, I worked as the radio and telephone." Some of those stints lasted as long as 72 hours straight.

A new marriage brought Sue to McCamey. She liked highway work and wanted to keep up with her state employment so she went to work in George Taylor's section as a crew member.

"The best thing George would say about me that I was a good trash picker-upper," Sue said. Actually, she tried to do everything there was to do in the section. "I got exposed to all the work of a good section," she said.

"If it hadn't been for George and all of them down there accepting me and helping me, I certainly wouldn't be where I am now. There is no way I can ever repay them."

The last three months at McCamey, Sue was back in the office working as the section secretary. Then came the opening in Crane.



She likes the job.

"I've always liked working for the highway department, but this is a new challenge and I'm learning something new every day."

And how does she feel about being the first woman to fill a section supervisor's job?

"I wish there was some way to take the 'woman' out of it. I feel I am just another human being trying to make it like anyone else."

Her day is a typical foreman's day, starting in the morning with scheduling the crew's activities, doing a little paperwork, then off to check on the 207 miles under her direction. Then, in the afternoon, more paperwork and responding to the calls that always are at hand.

Off duty, Sue spends some of her time being a grandmother. She has two grown daughters back in Pampa and a granddaughter. She sews, she likes to bowl, "and I love painting. I have never taken lessons, I do it just for my own pleasure."

She also is eager to get back into taking some college courses. She has about 30 college hours so far.

Meanwhile, there are the 207 miles of state-maintained highways in Crane County to look after. "We have heavy oil field traffic and a lot of our roads are just old," she said. "The thing is to keep a lot of them bandaged until they can be rehabilitated." ★ Hilton Hagan

More about name calling in

In the March issue of Transportation News, there was a humble little offering penned (now that T-News is into word processing would the better word be Wanged?) by the editor about the peculiarities of place names in Texas.

The story noted that although Dallas is in Dallas County, other places are not so neatly lined up. Brownsville is in Cameron County, not Brown County, for example, while the city of Cameron is in Milam County and the town of Milam is off somewhere else.

The writer hedged somewhat, indicating that his was not a complete list, but only some random musings discovered while trying to find something on the map.

Avid readers, however, sent in some other examples that T-News overlooked. Retired Engineer of Real Estate Travis Brown called in to tell us that Medina is not in Medina

County. Medina is in Bandera County and although there are counties named Travis and Brown, neither of them was named for our reader.

And Dick Roberts, whose byline you see in these columns occasionally as a writer of articles about travel and the calendar of events, came up with several oversights.

Scurry, the town, is not in Scurry, the county, Roberts told T-News. And he added another pair to the list wherein a town and the county bear both the first and last name of a single individual. Gail, the town, and Borden, the county, both were named for Gail Borden, was the example T-News used.

Roberts reminded T-News that Anson, the town, and Jones, the county are named for the same person, Anson Jones, the President of the Republic of Texas.

Many thanks to readers Brown and Roberts. ★



Judo champ Bobby Davis looks over some of the awards he has received in the sport.

Austin organizing commuter vanpools

The City of Austin's Urban Transportation Department has begun organizing vanpools as an alternative to the high cost of commuting. One of the earlier vanpools originates in Round Rock and runs to the Capitol complex each day.

Plans are for a possible additional vanpool originating in Georgetown and operating to the state office building area in downtown Austin.

The program is not restricted to state employees, Austin Employees Advisory Committee Chairman Leo Mueller said, and is not sponsored by the department. However, it could offer an attractive alternative to the hassles of commuting in the growing Austin metropolitan area.

Persons in the Austin area who are interested in vanpooling should call Joyce McAllister or Kathy Walter at the city's Urban Transportation Department at 499-2476. ★

District automation chief doubles as judo champion

Bobby Davis wrestles with computer problems daily as the Odessa district's automation administrator. Nights and weekends, he's a champion in the sport of judo.

Davis is currently Texas State Champion in the 189-pound class. It's the latest in a long series of honors that have come to the four-year employee of the department.

In fact, his personal collection of trophies, carefully and lovingly maintained by his mother, would rival the trophy case of a fair-sized high school.

Davis has been at the sport for quite a while now, beginning as a youngster. He got into judo because there wasn't a wrestling program available in his hometown, Odessa.

"You say the word 'judo' and people often think of karate. But it's not like karate," Davis explains. "In judo, there are no hits, no kicks, no punches. The idea is to get the opponent on his back, to take him down. You score points that way. You also score points by controlling him. You don't have to keep his shoulders pinned, just keep him under your control for 30 seconds."

Davis spent two weeks in the Olympic training center in Colorado in 1980 and last November took three weeks vacation to train and then participate in the United State Open. There were 13 countries represented and Bobby was defeated by a contestant from Canada.

"I didn't win," he said, "but I got some international experience competing against world class people in the sport."

Just now, with the Odessa group's coach laid up, Bobby is doing more coaching than competing. In mid-March, he was scheduled to take Odessa youngsters to meets in Dallas and Albuquerque after having taken a group to Little Rock. Some upcoming events include the High School National Championships in

Ohio in June and the junior championships in Las Vegas. There will be senior championships in Michigan next year.

"There has been renewed interest in the sport nationally and in Odessa since the 1984 Olympics," Davis said. The United States won two medals last summer, and the bronze medalist had trained with the judo community in Odessa.

Davis worked for the department during summers while a college student, working in the design section. He graduated from The University of Texas of the Permian Basin in 1982 with a major in math and a minor in computer science. After working with the Automation Division in Austin, he returned to Odessa as the district automation administrator when the regional center there went on line. ★



Davis' mother proudly displays her son's trophies.



Patrick Williams, district chairman of the United Way campaign for Brazos County, receives congratulations from District Engineer Carol Zeigler for the district's participation in the campaign. A total of 101 of the 126 employees in Brazos County contributed \$1,519, or an average of \$15.04.

May 19-25 declared National Tourism Week

President Reagan has signed a joint Congressional resolution designating May 19-25 as the second National Tourism Week in America.

"Tourism Works for America," the theme for the 1985 celebration will emphasize the significant economic impact of the nation's third largest retail service industry, according to the American Automobile Association.

Nearly \$210 billion was spent on travel and tourism in the United States during 1983, representing 6.4 percent of the gross national product, according to Travel Industry Association figures.

Each day of the year, 14.8 million Americans are traveling for business or pleasure on a trip that takes them at least 100 miles from home and requires an overnight stay. August is the most popular month for pleasure travel.

Auto, truck and recreational vehicles account for 79 percent of the travelers' transportation choices.

The AAA estimates that 6.8 million jobs are tied in closely with the travel industry nationwide. ★

Ferries take two highways to sea

People from the plains and prairies love them. People from the nearby coastal areas sometimes cuss them. People from the north and east can't believe they are free.

Babies have been born on them; weddings have been performed on them; some have attempted suicide from them and they have weathered high tides and hurricanes.

They are the department's two ferry systems. Each is different in the kinds of vessels they employ, the waters they cross, and they distances the boats travel from one shore to another.

But there are similarities, also. Skippers and crews of both ferry systems have to cope with gigantic volumes of cars and trucks and sunburned and often angry passengers on summer weekends and holidays. And both systems, like the highways they are part of, are growing old.

But visitors to the coastal areas find a little magic in the crossings. The 13-minute crossing from Galveston Island to the Bolivar Peninsula can be delightful and the boats themselves conjure up a little of the romance of the sea. So much so, in fact, a couple got married aboard one of the vessels recently.

The boats that bring travelers to Port Aransas from the mainland are smaller and the trip is over in less than half the time the Galveston-Bolivar crossing is, but the boats are often convoyed by flotillas of porpoises.

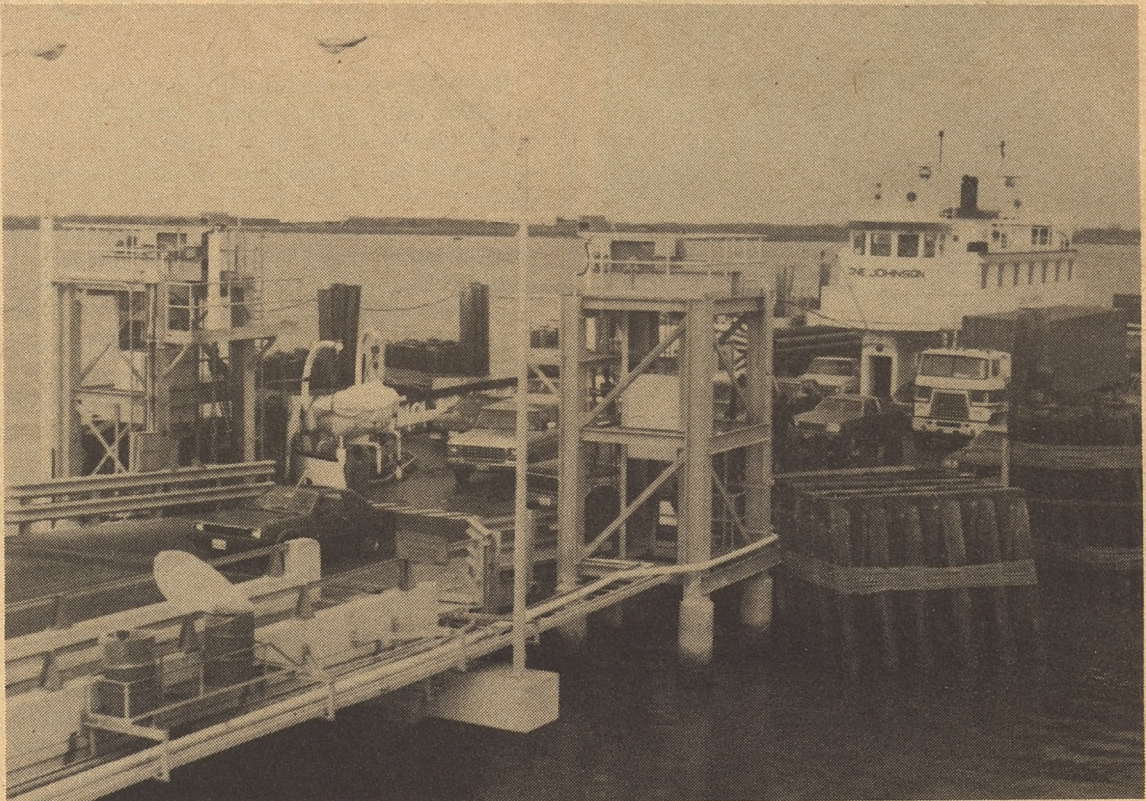
On the hard-headed, practical, dollars-and-cents side, the systems represent about the only solutions to providing access to and from the areas they serve.

Usage of both systems is growing. Both areas are shaking off the old, funky seaside resort image, and along both strips of sand, condos and swank hotels are becoming the rule, not the exception. Yet anything but a ferry system at this time would be far too costly.

The vessels and crossing at Galveston are more like a mini-cruise. The boats are big, large enough for 70 cars, and there is a lounge for walk-on passengers. In fact, Capt. R.F. Ewels, the retired Coast Guard officer who is manager of the system and his staff prefer that those who are only taking the ferry for the ride park their cars and walk on,



Modern ferry headquarters building looks over traffic on Bolivar Roads.



The Cone Johnson approaches the landing on the Galveston side.

using the spacious lounge or the open upper deck area to savor the sights and sounds.

The captains on the Galveston ferries must have both master and pilot licenses. The seagoing skippers of vessels headed up the bay to ports like Texas City and Houston need only master's licenses. They hire a pilot to bring the ship on up to dockside.

Capt. Whitey Virvil, the commodore or senior captain of the system points out another difference that indicates the kind of skill skippering a ferry requires.

"A ferry is the only vessel that docks head-on," he explains. "a seagoing vessel is docked with the side to the dock and it has tugs to maneuver it into the berth."

Some, like Virvil, began their careers on the high seas and took up work on the ferries to stay closer to homes and families. But the system is proud of the number of captains and engineers in the 110-person service who have come up from the ranks aboard the ferries.

Senior man on the service, John Kreuzer, started that way, caulking the wooden decks on the ferries almost four decades ago. He worked through the ranks to chief engineer and now is assistant ferry operations manager. He also has one of the more pleasant commutes in Texas. He lives on the Bolivar Peninsula and takes the ferry to work at the headquarters building on the Galveston side each day.

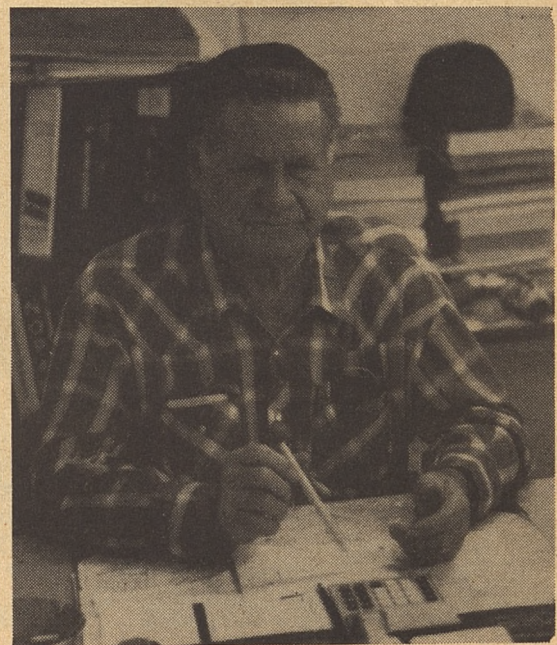
That building is part of major upgrading of the headquarters building beside the offices and maintenance areas are a rest area and a large parking lot for use by those who are just taking the ferry for the ride. Capt. Ewels and his associates wish more would do it that way. Too many people drive on with their vehicle, ride to the other side, drive off, turn around and ride back. The same passengers could walk on and leave on vehicle space for the lines of cars that often queues up for hundreds of feet at the ferry landings.

The major upgrading of the service in Galveston was the addition of a fourth vessel and the stretching of the three already in the

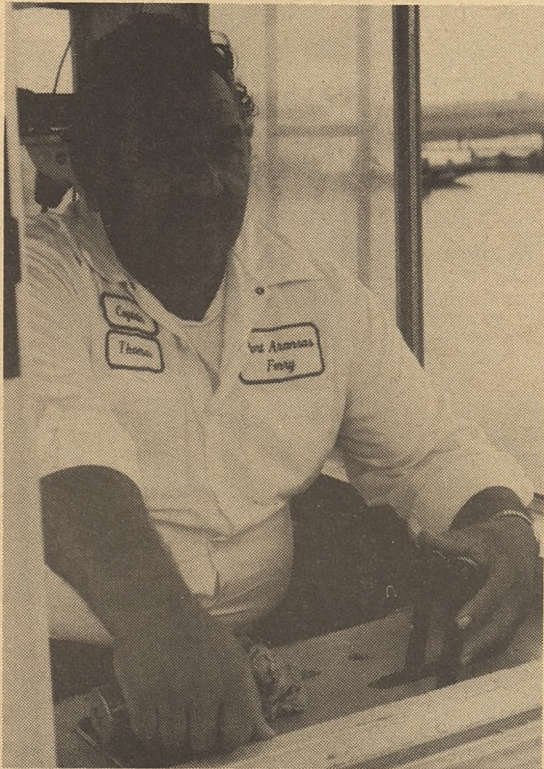
fleet. The Gibb Gilchrist was built in 1975 with a capacity of 70 vehicles. At the same time as a part of the \$20 million upgrading, the other three vessels, the R.S. Sterling, the Cone Johnson and the E.H. Thornton, were stretched. Essentially, the three vessels were chopped off on each of the wheel houses and new 30-foot sections were put in. The decks of the three older boats also were widened to accommodate today's wider vehicles.

All of the vessels are intensively maintained, especially in the October-to-April season. During that time all of the boats go into dry dock and get a good going over, in addition to regular maintenance.

Still, some of the vessels are getting a bit long in the tooth. The Sterling and the Johnson were built in 1950 and 35 years is a long life for a vessel, even with good maintenance.



John Kreuzer started with the Galveston-Bolivar ferries almost 40 years ago.



Captain Thomas Martinez keeps a close check on the Port Aransas channel.

Down at Port Aransas, though, there is a boat that is even older. The Garrett Morris was built in 1937 for the old Aransas Dock and Channel Company, the private firm that operated the service back then.

The Morris was known as the Nellie B when Nueces County took over in 1951. There was another vessel on the service then, the Ruby, rechristened the Hal Woodward, in honor of another highway commissioner, when the state took over at the request of the county on January 1, 1968. A third vessel, was built in 1967 and named the D.C. Greer, and the Jack Kultgen, named after another former highway commissioner, was launched in 1969. Then, in 1977, a new ferry was put into service, named after the then-first lady of Texas, Janey Briscoe.

Each of the five vessels carries nine average size cars. Some say the old boat the people who work in the ferry service call "the Garrett" has a capacity of "nine Model As."

Big vessels like the Galveston boats would not work well in the Port Aransas service because the crossing is only about a quarter of a mile wide. The department is about ready, however, to begin preliminary planning on a perhaps two new vessels that would accommodate 18 average vehicles each.



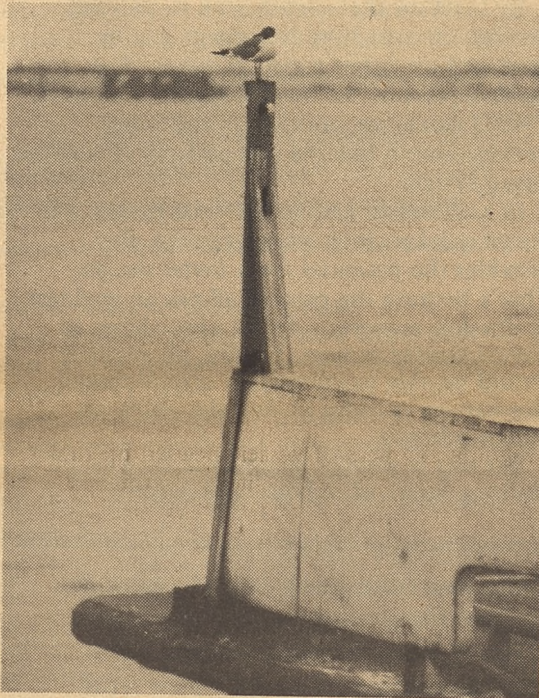
On a busy day, ferries resemble traffic on the freeways.

The Port Aransas system also rotates the boats to provide for maintenance periods, although peak times like summer weekends and spring school breaks will put all five boats in service.

Ferry manager Ernesto Hinojosa Jr., has taken some measures to try to relieve the jam that can occur when homeward-bound visitors to the island head for the ferry landing on Sunday afternoon. There's a serpentine roadway that snakes around near the landing that is opened to take care of some of the vehicles that used to back up in the streets of Port Aransas.

The narrow channel also has some traffic problems on the water as well as marine traffic is growing heavier each year as well.

The smaller Port Aransas boats handle about a million vehicles a year, compared to about 1.7 million on the Galveston-Bolivar service, and the pace can be frantic on both systems. Hinojosa acquired his early training away from the ferry system too, working on tow boats on the Mississippi and a dredge near Memphis.



A feathered hitchhiker crosses the channel the easy way.

He's proud of his people. Thirty-seven work in the service and they pitch in on some of the maintenance chores when they aren't needed to operate the boats. The wheelhouses are built by the system employees, and a lot of the routine maintenance such as painting is done by them as well.

Hinojosa also is proud of an innovations put into effect at the ferry landings on the service. A big problem has been marine creatures, barnacles, eating into the pilings of the landings. Hinojosa's people have sheathed the pilings with plastic pipe. He says he thinks this will save the taxpayers a lot of money.

"Normally, those pilings would last six or seven years," Hinojosa said. "With the plastic pipe on the pilings, we are expecting twice the normal life span. Maybe longer."

The department's two existing ferry services are survivors of many ferries that used to operate along Texas roads and highways. Only two others remain. One is the Lychburg Ferry, part of the story of the battle of San Jacinto. Now operated by Harris county, it has two vessels and crosses the Houston Ship Channel near where the San Jacinto River joined Buffalo Bayou.

There used to be other ferries in the Houston area. There was a Pasadena Ferry which has been replaced by the Washburn Tunnel; a Morgan's Point ferry that was replaced by the Baytown Tunnel.



Summer weekends can back up traffic waiting for the ferry at Port Aransas.

The only toll ferry left is probably the most picturesque.

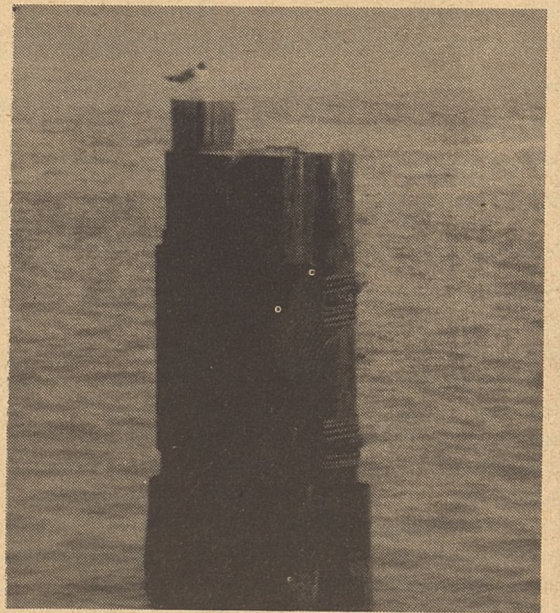
The Los Ebanos ferry also is the only hand-pulled ferry left in the United States. It crosses the Rio Grande about 24 miles west of McAllen. It can accommodate two automobiles or 26 passengers.

Ferries were so numerous in the 1800s that the Legislature passed laws regularly to regulate fares. Typical charges averaged a dollar to two for wagons, a quarter for a man and a horse and from five to 12 cents for a man on foot. The law allowed ferrymen to charge extra in bad weather and at night.

As early as 1824, Stephen F. Austin issued a license to operate a ferry across the Brazos River at San Felipe. There still was a ferry there as late as World War II.

Another historic ferry was Gaines Ferry, where the Old San Antonio Road crossed the Sabine into Texas. Many of the early immigrants entered Texas by that way.

Historic, romantic, scenic, the ferries are all of these, but Hinojosa boils their usefulness down to basic essentials: "Public transportation," he says, keeping a watchful eye on the channel from his office window, "that's the name of the game." ★



Sheathed pilings are expected to last twice as long.

Texas Leading in Effort to Revolutionize Design with Interactive Graphics

As the leader of an AASHTO task force, the department is working with five other states (Iowa, Nebraska, Ohio, Georgia and California) in managing the development of a unique new way of using computers to design highways.

The concept is called interactive computerized graphics design, and it promises to revolutionize the way highways are designed in this country.

True, highway engineers have been using computers for years now, but only in making individual calculations, never as a full partner

"They've been employed for everything from laying out Yellow Page ads to designing Porsches."

in the design process. That's because the response time of the machines was just too slow.

Several minutes or even hours were required to produce the solution to just one portion of an overall design. And, because those computers rarely had any sort of graphics capabilities linked directly into them, they could only provide raw data.

In the early '70's, machinery was introduced into the marketplace which changed all that. Called computer-aided design and drafting systems, or "CADD," the equipment looks like a giant version of a personal computer. A typical CADD work station includes a large drafting table with a keyboard, a command control device and two large video screens. The whole unit is molded in white plastic and steel.

CADD systems were originally used for mapping and electronic circuit design, but it soon became apparent that the applications were almost endless. They've been employed for everything from laying out Yellow Pages ads to designing Porsches. The machines offer several advantages over the methods used previously: reduced design and drafting

"CADD machines, computers and other devices, mesh like components of a home stereo system."

time, increased accuracy, and improved overall legibility of the documents being produced.

More important, however, is the man-machine synergy possible with CADD equipment. The secret behind this unique partnership is the new generation of computer which has evolved since the late '60's. These new computers are so fast that, when they're hooked up with the CADD work stations, the interactions between the computer and the CADD operator are virtual conversations.

And, when matched with the video screens, the devices have the ability to graphically represent the results almost instantly. Now,

when an engineer feeds the data for a roadway design into a computer, the response he gets is a drawing of a roadway itself. Hence the name, interactive computerized graphics design.

CADD machines can even draw three-dimensional renderings of what the finished roadway will look like, complete with landscaping and vehicles, and in color. And the angle of perspective can be altered with the push of a few buttons.

By hooking the machines up to plotting devices, construction documents can be produced on either paper or mylar. The various parts of the overall system—plotters, CADD machines, computers and other devices—mesh like the components of a home stereo system.

In addition to getting the final design produced quicker, interactive graphics also provides the potential for a *better* design. That's because the process allows an engineer to develop numerous design approaches to any particular project. Ideally, an engineer should be able to investigate several design alternatives in order to find the optimum design solution.

But this is usually impractical because of the long hours of tedious calculations

"The machine itself is not going to replace the experience of engineers. What it does is allow people with less experience to make more trial runs at proposed designs."

required by the more traditional methods. The limits of time and money for any one highway project are just too restrictive.

The engineer would have to depend on his years of experience to judge beforehand where the best location for a highway might be. He'd begin the long process of calculating such things as the degree of curvature, right-of-way requirements, and the amount of soil that would have to be removed or added to form the roadway grade.

And if, for example, after he had completed all his calculations, it appeared that the proposed roadway should be moved over a hundred feet to minimize the soil removal requirements, he would have to go through the whole process all over again—more hours of calculations.

Twenty years ago, he would have used a slide rule and a book of logarithmic tables as tools. More recently, the calculator and the computer have been employed. But it's still an exhaustive procedure, and the number of alternatives that could be examined was still limited. So the emphasis on the engineer's design experience was quite heavy.

Unfortunately, the department will be losing many of its most experienced highway designers shortly. A management study by Price Waterhouse recently revealed that four hundred of the department's senior engineers



Chuck Oldroyd demonstrates how interactive graphics works.

will be eligible for retirement within five years. While their replacements might be well educated, no amount of schooling can replace those decades of experience in dealing with Texas roads.

And that's where the CADD machines and interactive graphics design come in. Bill Crawford, the department's automation research and training engineer, notes that, "the machine itself is not going to replace the experience of those engineers. What it does is allow people with less experience to make more trial runs at proposed designs."

Several state highway departments have had computer-aided graphics equipment for years, but they haven't used it for highway design. There just has not been a complete interactive design software package for roads and bridges.

Such a package would require combining a highway design system of over 400 computer processes with an interactive graphics computer system, a mammoth undertaking. So the departments have been using their equipment simply as drafting tools.

The engineer makes his calculations and a rough sketch, and then passes them on to a CADD machine operator who translates them into a finished drawing. Basically the

"Even when the equipment is used only as a drafting device, the benefits can be great, especially when the drawings have to be modified or re-drawn as they oftentimes do."

difference between this and the traditional design methods is that the drafter has now been given electronic equipment to replace his triangles, straight edges and other drafting tools.

Even when the equipment is used only as a drafting device, the benefits can be great. Especially when the drawings have to be modified or redrawn, as they oftentimes do. In such cases the speed of CADD over hand-drawn techniques can be as much as 100 to one, although 20 to one is more typical.

What you have, though, is a little like asking Albert Einstein to do simple addition

problems: it's an under-use of capabilities. CADD systems offer the maximum benefit when they're used in an interactive mode. Hence the need for the AASHTO project.

"In developing the initial version of IGRDS, our people performed the basic research and development which proved that such a system could be produced, that it works."

The project is an excellent example of how AASHTO operates—acting as a cooperative organization of state highway departments working together to solve common problems.

The application of computer technology to roadway design will help other states meet the same problems Texas is facing: a demand for more highways without having available the necessary number of highly experienced engineers who can design them.

The department is heading the task force because it has been on the leading edge of computer-aided design from the start. Several years ago, the department developed a system called RDS (Roadway Design System). RDS allowed engineers to design with computers by using one single program, rather than a whole series of programs for the various aspects of the design (curvature, right-of-way, etc.). Later, the department converted RDS into a prototype package for interactive use and called it IGRDS (Interactive Graphics Roadway Design System). And now, IGRDS is being completed under the AASHTO banner.

Crawford is justly proud of the work Texas' automation group has done. "In developing the initial version of IGRDS," he notes, "D-19 people performed the basic research and development which proved that such a system could be produced, that it works. We've now turned that first version over to AASHTO to develop more fully." In addition to serving as Texas' automation research and training engineer, Crawford is chairman of the AASHTO task force.

Five other states are on the task force which manages the project, and eighteen

states in all are contributing funds to pay a consultant to develop the new software package. Texas and California are the first two states to have the initial IGRDS package working on their CADD systems.

The way the Texas automation system has been organized points up another advantage of the CADD devices: communication. Texas' highway department is comprised of 24 districts, and each district does its own highway design. Previously, when one of the district offices designed a roadway or bridge and needed someone in the main office in Austin to review it, several days were involved just to mail the drawings from one city to the other. Now, because all the CADD machines are interconnected, an engineer in El Paso, for example, can call someone in Austin, and both can view the plans at the same time on the video screens. Any problems in the design can be corrected then and there, and what would have otherwise taken days can be accomplished in a few minutes.

There are many other aspects of computer-aided design for highways that are just now being explored, and which could dramatically change the way state highway departments carry out their mission of providing safe and

"...Someday letting procedures may be entirely different with contractors submitting their bids via computer."

efficient transportation systems.

For example, studies are now being undertaken on the application of cost-estimating to CADD. It's feasible that someday the letting procedures that highway departments go through each month will be entirely different, with construction contractors submitting their bids via computer rather than by handwritten documents.

It's also possible that one day, very large video screens can be set up at public hearings for new roadways, and the various proposed right-of-way alignments could be shown to the public.

The future of interactive computerized

graphic design is limited only by the imaginations of those using it. The task force project now under way at AASHTO may be just the tip of the iceberg for this exciting new tool. ★ John Cagle

Katy Transitway to test carpools starting in April

The Metropolitan Transit Authority and the department have approved a carpool experiment on the Katy Freeway Transitway beginning April 1.

The purpose of the experiment is to maximize use of the transitway by increasing the number of passengers and decreasing their travel time. Currently, approximately 5,000 passenger-trips are made on the busway each day. That volume is equal to any other lane during peak hours. At the current rate of expansion, transitway ridership should surpass a lane of regular peak traffic in six months and may equal two lanes of peak traffic in about two years.

In March, METRO will begin authorizing carpools having four or more people and meeting the following requirements:

1) Drivers are certified and issued ID cards after passing a written test; 2) Vehicles must have a valid Texas inspection sticker that is no older than 6 months; 3) Each vehicle must pass a visual inspection by METRO to verify the operating condition; 4) The minimum insurance coverage required by the State must be met; 5) Drivers must take at least one transitway trip in an authorized vehicle to become familiar with the configuration of the busway.

For a 19-month period, the Texas Transportation Institute of Texas A&M will study the experiment to determine the degree of success of carpools. METRO and the department will jointly fund the Institute's analysis for a cost not to exceed \$123,000.

The North Freeway Transitway is excluded from this experiment because of safety concerns associated with additional traffic on the narrow temporary median lane during ongoing construction. ★

San Antonio among seat belt challenge award winning cities

San Antonio is one of four cities which will share a special trophy presented by Secretary of Transportation Elizabeth Hanford Dole in a contest to increase the use of safety belts.

The contest was initiated last spring by Mayor Louis R. Montano of Santa Fe, NM. Called the "Santa Fe Challenge," cities of more than 15,000 were invited to enter the competition to increase seat belt usage.

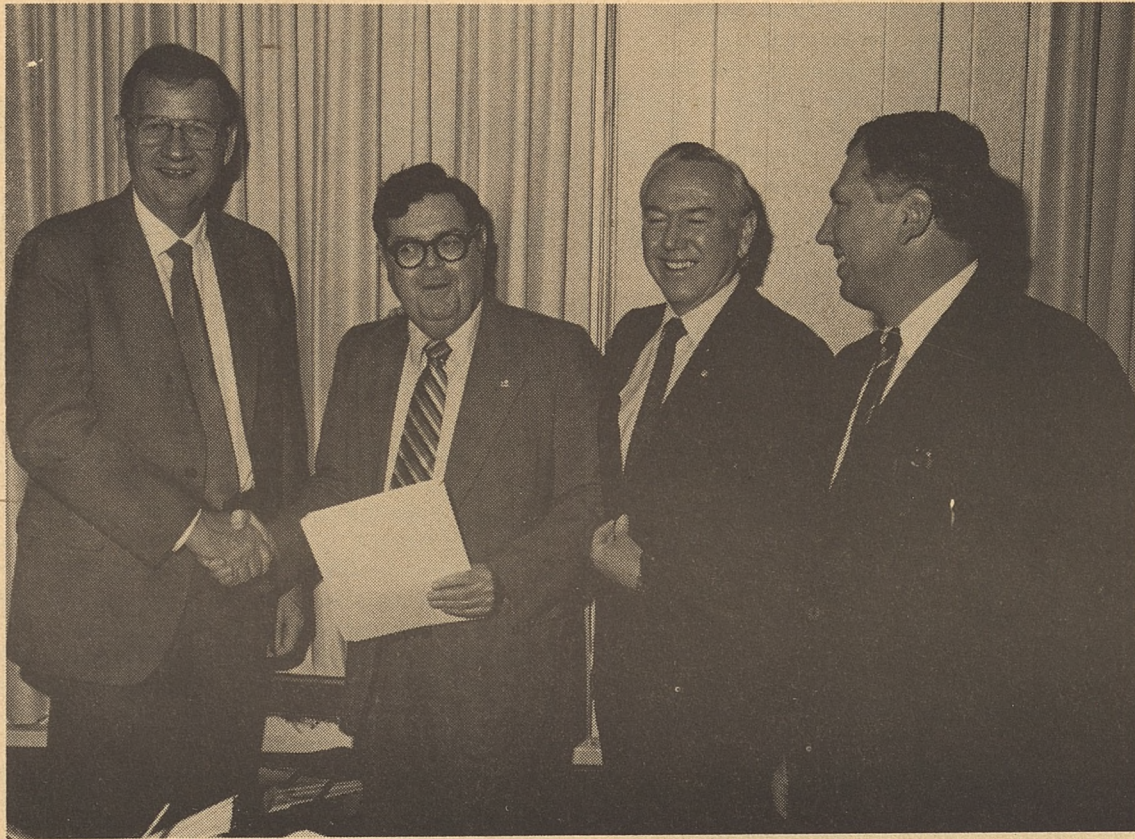
Other cities which will share the trophy this year are New York City, Sunnyvale, CA, and Jackson, MS.

San Antonio was cited for having a program which influenced the largest number of people—56,067—to begin wearing seat belts.

The city's program included the participation of three large companies in employee promotions and the participation of hospitals, banks, high schools and military bases. ★



Crawford is proud of the pioneering the department has done.

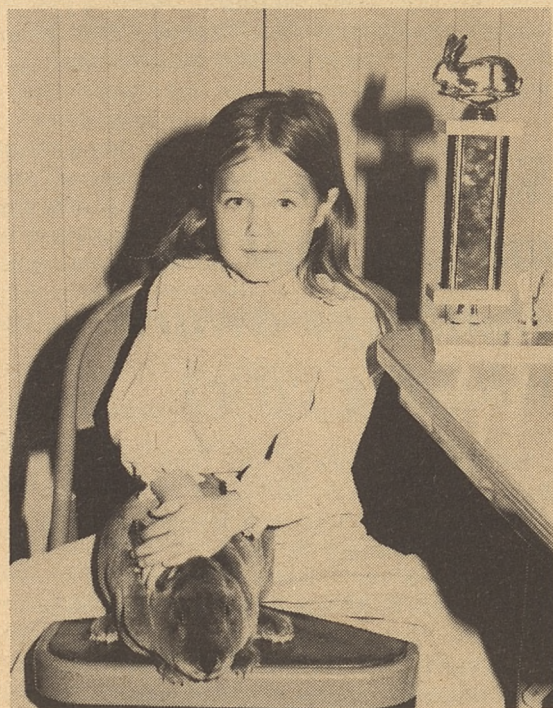


Chairman Bob Lanier, left, receives a certificate from State Librarian Dorman Winfrey designating Texas Highways an outstanding publication as judged by the American Library Association. Commissioners Bob Dedman and John Butler join in the congratulations.

Library group commends Texas Highways magazine

"Texas Highways," the state's official travel magazine, has been recognized as an outstanding publication by the American Library Association.

Engineer-Director Mark Goode said, "We



The Blue Rex rabbit belonging to four-year-old Charity Ann Reinert, daughter of Amarillo Maintenance Technician Curtis Reinert, won Best Fancy and Best in Breed recently at an Amarillo Rabbit Breeders youth club competition. Charity has had the rabbit for about a year.

are extremely pleased that 'Texas Highways' has been accorded this distinction by the American Library Association. And we appreciate, too, the fact that the magazine was entered into the competition by the staff of the Texas State Library who indicated they did so as a way of recognizing nationally the superior quality of 'Texas Highways' magazine."

The magazine was one of only 18 publications selected in the state agency document category to be included in the 1984 Notable Documents List. The list is compiled by the American Library Association Government Documents Round Table and includes only those publications that are of high quality content and appearance. Librarians in the Texas State Publications Clearinghouse submitted "Texas Highways" magazine as an example of an outstanding publication of a Texas state agency.

Tom Taylor, director of the Travel and Information Division, said, "Editor Frank Lively and the staff on 'Texas Highways' deserve commendation for their consistent adherence to excellence in all phases of the magazine's production. This recognition of the magazine's merit by the American Library Association at the instigation of the Texas State Library is an honor that we acknowledge with gratitude."

"Texas Highways," designated the state's official travel publication by the 64th Legislature, is a colorful monthly magazine that interprets scenic, recreational, historical, cultural, and ethnic treasures of the state and preserves the best of Texas heritage. An estimated one million people read "Texas Highways" each month. Subscribers, who number 320,000, reside in every state and 140 countries. ★ Rosemary Williams

Brownwood employees, DPS officers saluted

One hundred-and-six employees of the Brownwood district received safe driving certificates recently, representing 1,550 years of accident-free driving. Forty-five employees received service awards for a total of 920 years of departmental service.

The awards were presented at a traditional awards luncheon. District Engineer Lawrence Schulz presented the top driving award to Melvin L. Crabtree, who has operated state equipment for 26 years without an accident. Runners-up were Bobby J. Warren of Brownwood, and Winston B. Baker and Lloyd G. Smith of Lampasas, all of whom have 24 years of safe driving, and Bill Claborn of Eastland with 23 years.

Schulz also presented traffic safety awards to Sgt. Hugh Lillie of Brownwood and Trooper David Graves of Brady. Both the DPS officers were cited for helping reduce traffic accidents.

Bruce Barber of the Insurance Division in Austin was the keynote speaker for the event. ★



DPS Sgt. Hugh Lillie's wife, Barbara, receives his award for helping curb drunken driving in Brown County. Capt. G.J. Matthews of Abilene looks on.



Schulz gives DPS Trooper David Graves a Certificate of Appreciation for helping promote safety around construction zones.



Featured at Brownwood meeting, from left, Crabtree, Barber, Schulz, Claborn, Smith and Baker.

Highway contracts employ handicapped

More than half the handicapped workers in jobs provided by the state "set aside" program in 1984 were working under contracts with the department.

John Hill of the Texas Industries for the Blind and Handicapped, the organization that serves as a clearinghouse for the program, said 1,072 persons were employed by the program, working in locally sponsored sheltered workshops. A total of almost \$1.7 million in wages was paid to handicapped workers in the program in 1984.

"At least half of these were employed in work for the highway department," Hill said. Contracts include litter pickup, picnic and rest area maintenance and janitorial services.

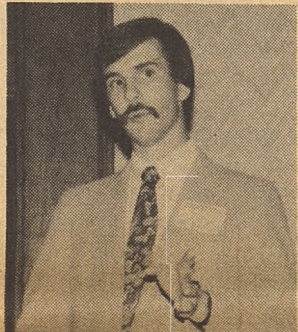
TIBH recently held an orientation meeting in Austin to acquaint workshops for the handicapped with the opportunities for work for handicapped persons through service contracts or through providing products.

Two department engineers were invited to explain their experience in working with the workshops. They were Joe Graff, senior



Joe S. Graff, right, senior maintenance engineer in the Tyler district, spoke at a recent conference on hiring handicapped workers by contract for rest area maintenance and litter pick up. He is shown with Mrs. Jackson C. Hinds of Houston, chairman of the board of Texas Industries for the Blind and Handicapped, and Texas House Speaker Gib Lewis.

Assistant
Maintenance
Engineer Mike
Heise of Dallas
also spoke.



maintenance engineer in Tyler, and Mike Heise, supervising maintenance engineer in Dallas. Both reported good experience with the use of people from sheltered workshops.

The set aside program is so called because tasks and commodities are "set aside" from the regular bidding process for organizations serving the handicapped. The department and the workshops are able to negotiate each individual contract.

The department currently has 95 contracts in effect with workshops in the set aside program. ★

Yancey appointed to AASHTO task force

Deputy Director Marc Yancey has been appointed to a special American Association of State Highway and Transportation Officials (AASHTO) task force on motor carriers matters.

Headed by Robert W. Hunter of Missouri, the task force was appointed in February by the AASHTO Executive Committee and is charged to work closely with a representative group from the motor carrier industry and its suppliers.

The task force will explore and propose items for discussion between the association and the industry.

The task force also will look into the formation of a permanent joint committee, similar to other joint committees between the association and highway contractor groups.

In addition to Yancey and Hunter, other members are Jack Freidenrich of New Jersey, Robert E. Farris of Tennessee, Louis Lamberty of Nebraska, Billy Cooper of Arkansas and William Hellman of Maryland. ★

Littlefield employee finds Home ownership very trying

EDITOR'S NOTE: Stephen P. "Slouch" Warren, engineering assistant at District 5's Littlefield residency, writes a column for the monthly district newsletter, *District Five Live*. This month, "Slouch" shares his views on the joys of owning a home.

Home ownership. For millions of Americans it is a lifelong dream. For me, the dream has been a nightmare. Last July, I was driving a beat-up old Pontiac and rolling in cash. I even had enough money for a vacation in Jamaica. That vacation was the last time I have been away from home. Since August I have been saddled with house payments, car payments, repair payments, interest payments and payments on a loan to pay off some of my payments.

In the seven months I have lived in my dream home, I have had to hang a ceiling fan, replace some ugly green and pink curtains, paint the kitchen, repair frozen pipes, replace a gas line, adjust the furnace and witness the garage ceiling caving in on my car. I lived in an apartment for two years and in that time, I replaced three light bulbs and vacuumed the floor twice.

I'm not trying to discourage anyone from buying a home. In fact, I have a lovely little two-bedroom home I would gladly trade for a case of beer and a week's rent on a condo at Ruidoso. I just feel that you should know the facts before you get trapped.

First, don't believe it when people tell you, "Well, at least you're putting your money into something." The only thing you're putting your money into is some banker's pocket. I have paid \$2,500 worth of house payments since August: \$2,478.10 in interest and \$21.90 toward my house.

The only consolation I can see here is the

fact that the banker is taking my interest and paying for his house with it. In this case, some other banker is getting rich off the banker who is getting rich off me. And this cycle continues all the way to Chase Manhattan. That means the economic well-being of the entire nation is riding on my shoulders. If I were to miss a house payment, the country would sink into another depression.

The next big lie you will hear is, "It's your place; you can do what you want with it."

After paying a house payment, insurance and taxes, you will be too broke to do anything but stay at home. What people should be telling you is, "It's your place; you have to do everything yourself." No more calling the landlord over to fix that leaky toilet. When the ceiling leaks water onto your stereo, shorting it out and catching the carpet on fire, sending up a cloud of smoke to cause you to run out the plate glass window instead of the door, who pays? You do.

Third, you will be told, "You don't have to worry about the neighbors beating on the walls."

This is true. I can play my stereo as loud as I want and the neighbors never beat on the walls. They call the police to beat on the door. Somehow, I think it was better when the neighbors were beating on the wall. At least I could ignore them without being arrested.

The last great lie you will be told is, "When you sell your house, you will get all your money back."

Wrong. You will never get back everything that you put into it. In fact, I figure by the time I sell my house, a case of beer and week's rent on a condo in Ruidoso will be a very good price. I don't know. . . it's just a thought. ★

Amarillo's Al McKee is 'engineer of year'

February was a banner month for Amarillo District Engineer A.L. McKee.

On the 15th, McKee was presented a service certificate and pin recognizing the fact that he has completed 35 years service with the department agency.

On the 22nd, he was named Engineer of the Year for 1984 by the Panhandle Chapter of the Texas Society of Professional Engineers.

In recognizing McKee, the TSPE cited some examples of the major highway work developed under his direction. They include:

- Completion of Interstate Highway 40 across the Texas Panhandle.
- Initiating the ongoing series of contracts necessary to construct Interstate Highway 27 around the City of Canyon.
- Construction of the northeast quadrant of Loop 335 and advancing the development of the southwest quadrant of the loop highway to the contract stage.
- Installation of the City of Amarillo's computerized traffic signal system.
- Construction of the Grand Street railroad overpass and the I-27 and Hillside Road underpass, both in Amarillo.

McKee also was recognized for both his engineering expertise and his skill as an administrator. The TSPE notes that McKee has become actively involved in the training and professional development of young engineers in the Amarillo district. "Under his policies, young engineers receive as wide a spectrum of experience as possible," according to the TSPE.

The Amarillo engineer is a member of the engineering association's Panhandle chapter board of directors and was a member of that organization's Abilene chapter board.

McKee also is a member of the American Association of State Highway and Transpor-

tation Officials. He has served on many research committees dealing with the maintenance and construction of highways and is currently serving on the Pavement Design Committee. He is a member of the Rotary Club of Amarillo.

A native of Faxton, Oklahoma, McKee moved with his family to the Abilene area when he was four years old. He graduated from Wiley High School in Abilene.

He served in a U.S. Navy construction battalion in the South Pacific during World



McKee...selected by Panhandle Chapter.

War II. At the time of his discharge, he was in a Naval Reserve Officers Training Program at the University of Texas in Austin where, in 1950, he earned his degree in civil engineering. He joined the department after completing college. In 1954, he received his license as a Registered Professional Engineer.

McKee's first department assignment was that of junior inspector in the Abilene District. He advanced through increasingly difficult and responsible assignments and was serving as acting district construction engineer in Abilene when he was appointed district engineer in Amarillo.

McKee and his wife, Frances, are members of the First Baptist Church in Amarillo. ★ **Dan Slak**



Travel counselors from five bureaus were in Austin recently to take training on the operation of computer equipment which will go into operation at the bureaus soon. From left are Centeny Lester of Langtry, Becky Gutierrez of Laredo, Dirinda Sharp of Amarillo, Betty Reynolds of Denison and Barbara Baxter of Wichita Falls.

Automation, spills, topics for conference

Computer automation, hazardous chemical spill cleanup and litter reduction were among the topics discussed at a maintenance conference in McAllen on March 19 and 20. The two-day gathering was the first of three such meetings designed to promote communication among the districts and divisions of the department.

Hosted by District 21, the meeting was attended by representatives from Districts 7, 12, 13, 14, 15, 16, 20 and 21.

Sam Cox, District maintenance engineer, coordinated the meeting. Welcoming speeches were made by District Engineer G.G. Garcia, Deputy Director Henry Thomason and the Mayor of the City of McAllen, Othal Brand.

Edward Davis, Engineer of Safety and Maintenance for the department, set the tone of the meeting with his opening remarks: "D-18's philosophy will be that we're going to continue being a service organization. We're going to continue to cut down on the paperwork." He went on to point out two important developments within the department that "will have a big impact on everyone in this room: the \$4 million antilitter campaign which the commission approved in January, and the increase of 25 percent in construction contracts."

Following the introductory speeches, a wide range of subjects was addressed, with a specialist from one of the divisions leading the discussion. Weeks before the conference began, districts had been asked to submit any questions or comments they had about maintenance procedures. By comparing experiences, common problems could be attacked, and where one district had been successful with a particular program or technique, the benefits could be passed on to others. ★ **John Cagle**

Death rate lowest per miles travelled

The death rate in Texas per hundred million vehicle miles driven was the lowest in history, according to DPS Director Col. Jim Adams. The rate was 2.9 fatalities per hundred million vehicle miles.

However, there was a 2.4 percent increase in the actual number of fatalities, from 3,823 to 3,913. The 1983 average was three fatalities per hundred million miles driven.

"The fact that we had a six percent increase in the number of miles driven coupled with a three percent decrease in the mileage death rate indicates that we still are making progress in traffic safety," Adams said.

The record death toll was 4,701 fatalities in 1981.

More than 97 percent of the fatalities last year were not wearing seat belts when the crashes occurred. Three out of four of the 360 persons who died as motorcycle operators or passengers were not wearing helmets when the accidents occurred.

The number of persons injured in traffic accidents in 1984 was 220,720, up six percent from the previous year.

The highway department estimated that motorists travelled 137.8 billion vehicle miles in Texas last year, an increase of six percent over 1983. ★



The first civic group to adopt a highway in the Tyler district was the Tyler Civitan Club. From left are the department's maintenance foreman for the section, Travis Miles, District Public Affairs Officer Billy Black, Civitan President Sue Dickerson and Program Director Frank Fitzgerald.



APRIL

- 3-4 Highway Construction Lettings, Austin
- 9-10 Regional Maintenance (Districts 1, 2, 9, 10, 11, 17, 18 & 19), Tyler, D-18M
- 15-19 Texas Travel Counselors Conference, Odessa, D-16
- 16-17 Research Area III (Pavement Design), Austin, D-10R
- 16-18 Automation Administrators Meeting, Austin, D-19
- 16-19 Wetlands Recognition & Evaluation Training Course (for Districts 12, 13, 16, 20 & 21), Corpus Christi, D-8E
- 18-19 Commission Meeting, Austin
- 22-26 Training Workshop for Recruiters, Austin, D-13
- 23-24 Regional Maintenance Conference (Districts 3, 4, 5, 6, 8, 23, 24 & 25), Amarillo, D-18M
- 25 Research Agency Meeting, Austin, D-10R
- 30-May 2 Wetlands Recognition & Evaluation Training Course (for Districts 1, 10, 11, 12, 19 & 20), Lufkin, D-8E

MAY

- 1-2 Traffic Engineering Conference, Austin, D-18T
- 7-8 Highway Construction Lettings, Austin
- 9-10 Radio Technicians Conference, Corpus Christi, D-18M

- 13-17 Urban Arterial Planning and Operations, Fort Worth, D-10P
- 14-16 Wetlands Recognition & Evaluation Training Course (for Districts 9, 14, 15, 17, 18 & 21 & 23), Waco, D-8E
- 21-23 Wetlands Recognition & Evaluation Training Course (for Districts 2, 3, 4, 5, 6, 7, 8, 24 & 25), Abilene, D-8E
- 22 Commission Meeting, Austin
- 23 Commission Public Hearing, Austin
- 22-23 District Safety Coordinators Meeting, Austin, D-20

JUNE

- 5-6 Highway Construction Letting, Austin
- 10-11 Bridge Maintenance Training for Engineers, Austin, D-18M
- 11-12 Regional Finance Meeting, Baumont, D-3
- 12-14 Bridge Maintenance Training for Engineers, Austin, D-18M
- 13-14 Research Area IV (Structural Design), Austin, D-5
- 19 Holiday, Emancipation Day
- 25-26 Public Affairs Workshop, El Paso, D-16
- 25-26 Regional Finance Meeting, Atlanta, D-3
- 28-30 Life Savers /4 Conference, San Antonio, D-18TS

Tyler district tries adopt a highway plan

To help rid the beautiful landscapes of East Texas of the filth that often mars them, the Tyler district has begun a new program called "Adopt a Highway."

The program calls for a civic organization to adopt a section of a highway, usually two or three miles, for litter control. The idea is to actively involve the public to assist the department keep the highways free of litter.

Any civic minded organization—a garden club, a scout troop, junior or senior high school student councils among others—is eligible to adopt a highway section.

The guidelines call for the department to erect two signs indicating the section of highway under adoption. The department also furnishes manpower and equipment to aid with general cleanup and public affairs support to call attention to the program.

Although the program has been under way only since February, six highways leading into Tyler are under adoption. Organizations in other sections of the district have inquired about it.

Besides assisting with keeping the right of way attractive, the sponsoring organization also assists by urging political candidates to remove their signs from restricted areas as well as the signs of commercial ventures that sometimes are posted in the right of way. A plus, is the influence of members of the sponsoring group in encouraging the general public not to litter.

The first section adopted was a two-mile section of US 69 north of Tyler by the Tyler Civitan Club. ★ **Billy Black**

Prizes announced for Austin picnic

Five big prizes will be given away at the Main Office Employees Advisory Committee picnic scheduled May 11.

Site of the big event this year is the Manchaca Volunteer Fire Department grounds, admirably suited to the afternoon's activities. Those activities include everything from sitting and visiting and bridge, dominoes, and Trivial Pursuit to horseshoes and no-holds-barred volleyball.

All that will be counterbalanced with a catfish dinner, starting about 6 p.m. A \$6 ticket gets adults and children ample fried catfish and all the fixings.

For a \$1 donation, picnic-goers will have a chance to win one of the five handsome prizes; first prize is a Watchman television set; second is a cordless portable telephone and the other prizes, three of them, are the handsome roadside flower books taken from photographs from "Texas Highways" magazine.

Austin Employees Advisory Committee Chairman Leo Mueller said the games will begin at 2 p.m. Tickets will be available from EAC members, including Mueller of D-8; Sherry Brown of D-10; Marvin Bridges of D-13; Clifford Powers of D-19; Al Luedecke of D-18; Mildred Kothmann of D-15; Larry Schaefer of D-4; Doris Howdeshell of D-16; Lanny Wadle of D-3; Rae Barho of the Administration; and Richard Wilkinson of D-5. ★

AWARDS & RETIREMENTS

Service Awards

April 1985

Automation Division

Elbert Donsbach, William A. Hill, 25 years; Charles F. Kuhstoss, Emmett L. Robbins, 15 years

Finance Division

Gilbert O. Moore, 20 years; Ruby W. Crenshaw, 10 years.

Equipment and Procurement Division

Milton R. Brown, 30 years; Robert E. Driggers, 15 years; Karen D. Koopmann, 10 years; Albert R. Hobbs, David E. Mitchell, Olga M. Vargas, five years.

Motor Vehicle Division

Linda H. Mohr, 15 years.

Safety and Maintenance Operations Division

Robert L. Steeds, 10 years; Donna R. Frederick, five years.

Transportation Planning Division

Sherry P. Brown, 25 years; Ronald D. Creppon, 20 years.

Travel and Information Division

Jack Conley, 15 years; Rebeca S. Gutierrez, five years.

District 1

Joe E. Wilburn, 30 years., Floyd M. Burk, 25 years; Jerry Simpson, 20 years; James D. Ponder, 15 years; Bobby L. Beck, five years.

District 2

Sam B. McClure, 35 years; Charles R. Cox Jr., Hubert L. Jackson, 30 years; Everette O. Slaughter, Virgil D. Weed, 20 years; William K. Klose, Tommy B. West, 15 years, Timothy W. Malone, Bruce W. Ross, 10 years; Jeffrey A. Rue, Earl R. Spurlock, five years.

District 3

Paschall L. Kimbrew, 25 years; Shirley W. Yandle, 15 years.

District 4

Bobby G. Ramey, 25 years; William D. Webb, 15 years; Kathy H. Jones, five years.

District 5

Ronnie B. Hickson, 20 years; Danny G. Holland, 15 years; Celelia P. Coker, 10 years; James E. Arbuckle, Ronnie L. Bales, Alex W. Murray, five years.

District 6

Kendall W. Osborn, 20 years; Billie E. Barfield, Francisco V. Cordova, Ramon H. Rodriguez Jr., 15 years; Gonzalo M. Cano, 10 years; Harold E. Hollon, five years.

District 7

L.B. Taylor, 35 years; Jesse R. Aldrete, Ramiro C. Minor, Alfred Pena, 25 years;

Emiliano R. Gonzales, 15 years; Daniel G. Bolt, Mario F. Talamantez, Rocky E. Youngblood, five years.

District 8

Calvin L. White, 35 years; Merrill E. Benz, 30 years; Jacob C. Flipppo, Willard O. Posey, Garland D. Reed, 20 years; Jesse F. Houghton, Billy J. Vann, 15 years; Albert D. Burton, Alvin B. Walker, five years.

District 9

J.T. Sandifer, Donald V. Sims, 30 years; James C. Curry, 20 years; Junior Holder, B.M. Paul Jr., John W. Self, 15 years.

District 10

Charles H. Jones, Billy W. Sessions, 25 years; Peter C. Eng, Clifford R. Mouser, five years.

District 11

Leon Gage, 35 years; Charles B. Piland, 25 years., O.L. McCarty, 20 years; Royce T. McCarty Jr., 15 years; John T. Corbin, five years.

District 12

James T. Nowlin, Miguel Santana, 25 years; Leo Bennett Jr., John C. Hemme, Charles A. Skarpa, Francis E. Wilson, 15 years; Ralph W. Bloomfield, Louis Hawkins Jr., James H. McManus, Felicito S. Morales, 10 years; Carlos Cadena, George A. Cifranic, Kenneth J. Garland, Howard B. Hawkins, Ronald W. Hurd, Edward F. Murphy 11, Melissa A. Neeley, five years.

District 13

Tomas Becerra, Donald R. Moon, Jerry J. Polasek, 25 years., Fritz C. Schoenst Jr., 20 years; Royce W. Brown, Robert J. Fikac, 15 years; James J. Crawford, five years.

District 14

William M. Bizzell, Cecil R. Malone, 30 years; Luther W. Toungate, Wilford A. Tuckness, 20 years; Thomas E. Word Jr., 10 years; Ronald E. Ray, five years.

District 15

Verlon A. Crow, 30 years; Frank Y. Hernandez, Jose M. Ibarra, 25 years; Saul G. Gomez, John P. Pierson, Dorothy F. Weynand, 20 years; Johnnie G. Green Jr., Wayne J. Phel, Kenneth L. Ricks, Raul H. Salas, Felix M. Solis Jr., 15 years; Daniel W. Nelson, 10 years; Otto A. Kramm, Arnulfo Ramirez, five years.

District 16

Melvin Maddry, 30 years; Charles D. Donnell, 20 years; Jose M. Salinas, 10 years; Richard R. Ryan, Raymundo M. Saenz, Martin K. Timmerman, five years.

District 17

Benjamin F. Fuqua, 35 years, Wallace Armatys, 30 years; Leland M. Burnett, 25 years; Bobby A. Adams, 20 years; Lionel Edwards, Ronald D. McMurrey, five years.

District 18

Waid D. Goolsby, 30 years; Jesse W. Hardin, James F. Loper, 25 years; Willie Anderton Jr., 20 years; Donald Hester, John P. Kelly, Robert R. Smith, Johnny E. White, 15 years; Robert W. Clement, Richard J. Matteson, Michael O. Rowan, five years.

District 19

Julian R. Bentley, 25 years; William C. Culberson, Billy B. Peace, 20 years; Elizabeth G. Thomas, Kevin S. Ward, five years.

District 20

Elmer J. Derouen, James Tomplatt, 20 years; Joseph R. Guillory., Roy D. Kendrick, 10 years., Kenneth J. Brooks, Curtiss L. Doss, Gary D. Dougharty, John E. Gibson, Johnnie W. McKindley, Robin A. Outhouse, Karen F. Stratton, Raymond F. Tyler, five years.

District 21

Pablo A. Lazo, 35 years; Rafael Gonzales, 30 years; Antonio Flores Jr., William L. Hawkins Jr., Pedro Soto, 20 years; Selma A. Decker, 15 years; Flavio Garcia, five years.

District 23

Bobby J. Snow, 25 years; H.M. Boswell, Douglas D. Hillhouse, 20 years; Conrad N. Clark, 10 years; Beatrice S. Calhoun, five years.

District 24

Raul J. Santiago, 25 years; Samuel Gomez, Raymond E. Lucero, Roberto C. Rubio, five years.

District 25

Billy J. Pinkerton, Donald C. Whilite, 30 years; John W. Rothwell Jr., 25 years; T.J. Brooks, Johnny T. Tiffin, 10 years.

Retirements

(January 1985)

Administration

Edwin M. Smith, Engineer IV.

Automation Division

Hubert A. Henry, Automation Engineer.

Equipment and Procurement Division

Winfred F. Hansen, Maintenance Technician III.

Motor Vehicle Division

Laurence F. Amstead Jr., Accounts Examiner 11, William D. Litton, Supervisor, MVD Section; Virginia C. Thiele, ADP Record Control Clerk 11.

District 1

William P. Harvey, Engineering Technician V; Burton B. Stafford, Maintenance Technician III.

District 2

Aubrey E. Payne, Engineering Technician V., Leartus Willburn, Maintenance Technician III.

District 4

Carlton Patterson, Maintenance Technician III.

District 7

Finis C. Legg, Maintenance Technician III.

District 8

Randall Ivy, Engineering Technician IV.

District 12

Vernon R. Bartay, Engineering Technician IV., Samuel H. Bryant, Senior Marine Captain.

District 13

Grady F. Glass, Engineering Technician V.

Eugene F. Holik, Maintenance Technician III, William F. Moehlman, Engineer IV.

District 14

Wilford A. Wilson, Engineering Technician IV., Stanley E. Zetak, Engineering Technician V.

District 15

Ernesto A. Rodriguez, Maintenance Technician III., Henry Seidensticker, Engineering Technician IV.

District 17

Clemence C. Weiss Maintenance Technician, III: Lee D. Wickel, Maintenance Technician III.

District 18

R.O. Henley, Engineer V.

District 19

James M. Chambers Maintenance Technician II, James W. Dooley, Maintenance Technician III.

District 20

Cecil E. Norris, Engineer V

District 21

Manuel C. Cantu, Engineering Technician IV.

District 23

John B. Buford, Maintenance Technician III.

District 24

James V. Byler, Maintenance Technician III., Truman R. Watkins, Engineering Technician V.

District 25

John T. Morris, Maintenance Technician III.

Courtesy Patrol saves motorists \$1.6 million

"Since when does your Courtesy Patrol charge for service?" the irate caller asked. "We don't," was the reply. Then he asked an inspired question. "Just what did that Courtesy Patrol Vehicle look like?"

"It was a green '76 Cadillac with the name Courtesy Patrol painted on the side," came the reply. "Sorry about the problem," was the response. "All of our vehicles are pickup trucks painted yellow with the State Department of Highways and Public Transportation decal on the side."

There is no law against a motor vehicle having Courtesy Patrol painted on its door and its driver offering to help motorists in need, stranded along the highway with some sort of mechanical problem. But the department's Courtesy Patrol in the San Antonio area always uses the yellow painted department pickup trucks with the flashing light bar on top, decals on the doors with a Texas flag and the words "State Department of Highways and Public Transportation." A sign on the truck identifies it as a Courtesy Patrol and the Texas exempt license plates distinguish it from privately owned vehicles. There are always two employees in every truck and they'll be wearing the familiar safety vest.

These courtesy patrolmen cover San Antonio freeways from 5 p.m. to 8 a.m. Two shifts work the evening hours. On weekends and on state and federal holidays, the patrol operates on a 24-hour basis. They usually follow a standard route on Loop 410 and the freeways inside the loop, though they do res-

pond to calls for assistance from the San Antonio Police Department. The patrol has been serving San Antonio travelers for almost seven years now. They have assisted an estimated 60,000 motorists in need and they have never charged for any service they've performed.

Courtesy Patrol personnel will supply a limited amount of gasoline to the motorist who just didn't quite make it to the service station. They can assist with minor mechanical repairs. They can help get a car started if the battery is run down and are in radio contact with the Police Department, should police assistance be needed.

Courtesy Patrol employees are able to identify what sort of problem on the freeways may need what sort of assistance. Instead of calling out a whole crew to remove some minor material that is dropped out of the vehicles, they can either do it themselves or call out one or two men. On the other hand,

if it is a major problem, they know how to respond to that, too, and get the proper personnel there.

A 1980 San Antonio Police Department study estimated that in one year the Courtesy Patrol saved motorists \$1.6 million, because debris on our highways has a direct relationship to accidents and the quicker it is removed the less likelihood there is of an accident occurring.

Sam Pennartz is in charge of the Courtesy Patrol and its 11 members include: Francis Almand, Derrick Burke, Franklin Herber, David Kienbaum, Travis McDaniel, John Paniagua, Robert Perez, Richard Salinas, Ernest Sanchez, Gilberto Sanchez, and Washington Young.

So, it's three cheers for the men that serve on the Courtesy Patrol. The patrol's yellow pickup is there to help you and there is never a charge. ★ **Mal Steinberg**

Some lettings stretched to three-day periods

Highway contract bid openings will be expanded to three days, beginning in June, Engineer-Director Mark Goode announced.

"Projected volumes for the months of June to December 1985 are anticipated to be greater than any previously experienced by the department," Goode said.

Letting dates will be June 5, 6 and 7; July 9, 10 and 11; August 7, 8 and 9; September 10, 11 and 12; October 8, 9 and 10; November 12, 13 and 14, and December 10, 11 and 12.

Letting dates for 1986 will be established as soon as it can be determined which months' totals of jobs to be let may require three-day lettings. ★



Courtesy Patrol vehicle used by the department in the San Antonio area with three of its 11 members, Gilberto Sanchez sitting in pickup; Richard Salinas center standing; and Sam Pennartz who is in charge of the Courtesy Patrol.



Commodore Sammy K. Bryant started with the Galveston-Bolivar ferry system 25 years ago as a relief deck hand. Recently, 73,500 trips later, he retired as senior captain, or commodore, of the service. Bryant received a certificate of merit from Houston District Maintenance Engineer Hunter Garrison, left. Bryant held the honorary title of commodore since 1983.



Please send me a copy of the 1973 book, "History of the Highway Department."

I was employed by the department in construction for District 2 for approximately 39 years, mostly out of the Stephenville residency.

Albert Brandt
Stephenville

As a new employee of the department, I would like a copy of the book about the history of the Texas Highway Department

My father has been in road construction for more than 24 years and my grandfather ran the first motor grader for Mr. D.C. Greer in Henderson County in the early 1930s, so my family has been a part of the growth of Texas highways for a long time and is continuing with my brothers.

My family will enjoy reading this book.

Mitzi Shelton
Tyler

Readers Brandt and Shelton should have their copies by now. There are a few left. Drop T-News a line if you want one.-Ed.

On March 13 on I-30 near the Fielder Street exit between Dallas and Fort Worth, I ran out of gas. Two of your crews were working there and assisted me at once.

Two employees, James Alspaugh and John Humphries, took me to get gas, brought me back and even put the gas into my car. Meanwhile, the rest of the crew protected my car from traffic as I was not totally clear of the right of way.

Just heartfelt thanks to some very considerate State of Texas highway employees. My total time was only 15 minutes and virtually no inconvenience. Since I have no other way to repay them, please do pass along my thanks to their superiors.

Eugene W. Aune
Dallas

I would like to express my disgust with Texas highway rest stops. They are a disgrace to the state of Texas and I think you should do something about them. All of our adjoining states have clean, well-kept rest rooms. Why not us?

A.K. Baebel
Missouri City

(From the Light and Champion, Center)

We want to thank the highway department for a job well done. A curb was needed for our driveway to get to our home which is being restored.

Buford Mims, Sammy Monk and L.E. Hendricks all working for the state highway department, were on the job rain or shine and believe me, they worked in the rain to do this much-needed job.

You have always heard the mail must go through, rain or snow. Well, our state highway boys also come through.

F.M. and Betty
Timpson

Atlanta district drivers rack up 1,352 safe years

One hundred and one drivers received awards in the Atlanta district recently for a total of 1,352 years of safe driving. Seventeen individuals with 335 years of dedicated service to the department also were honored.

Two employees, Herbert E. Snider, maintenance construction supervisor at New Boston, and Engineering Technician Javan C. Wood Jr., each received 35-year service awards.

District Engineer L.L. Jester Jr., recognized drivers with 10 years or more accident-free driving during the past year as well as employees who completed 10 years of service during the preceding four months.

Keynote speaker was Byron Blaschke, deputy director for design and construction.

Blaschke said the department has received significantly increased funding for construction with much of the money going to major cities for relieving congestion problems. However, a lot of the increase will be used for highway safety improvements.

Several guests attended the luncheon at the Atlanta High School cafeteria, including neighboring District Engineers Ray Lindholm of Paris and J.L. Beard of Lufkin.

Quinner Williams, director of insurance, congratulated the district on having one of the best safety records in the state. He said Atlanta had reduced its accident rate by 1.7 percent while the statewide rate had increased 6.8 percent in the last year. ★

E.D. Parmer, former Beaumont assistant, dies

E.D. Parmer, former assistant district engineer at Beaumont, died March 29. He was 76.

He joined the department in 1935 but left to serve as an instructor for the War Department in 1942. An expert in soils, he taught army engineers soil mechanics during World War II.

He returned to the highway department after the war and retired in 1973. ★

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