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TEXAS STATE DOCUMENTS
COLLECTION

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LITTER DOWN
29 PERCENT
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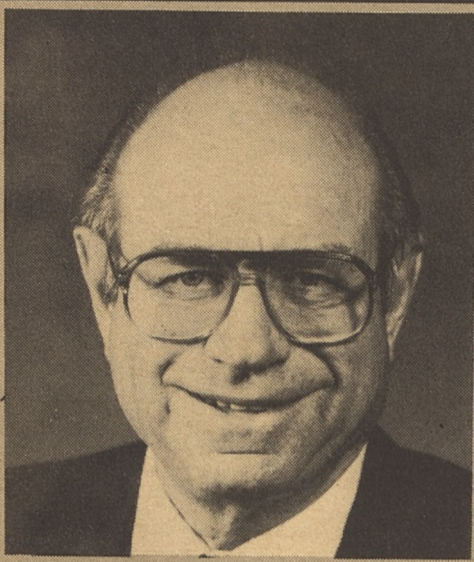
TRANSPORTATION news



*Department nears 70th birthday
Despite tax increase, budget short*

October 1986

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Accentuate The Positive

Goals are vital. You cannot measure your progress without having a goal. I have a goal for this department and I hope each of you share it with me: I would like for the transportation systems of Texas to be the acknowledged best in the world.

That sounds pretty lofty, doesn't it? It is, but it's within reach. That's because of the people who make up this department. We already have the talent and skills to do the job. We also have the public and legislative support for our program that is necessary.

But beyond requiring your professional and technical skills, achieving this goal means that all of us must develop and maintain a positive attitude. We must look for ways to get something done, rather than look for reasons not to do it. Let's be an outfit that would rather say "yes" to the public than "no." Sure, there are lots of times when we've simply got to say "no" but let's be sure to see if we can say "yes."

Sometimes it may be that our "policy" holds us back from making a reasonable and logical response. There were always good reasons for adopting a policy but it may be that it's outmoded. We can't disregard policy, but times change and sometimes our policies need to be revised in order to keep up. If so, your supervisor will be interested in your recommendations to improve policies and procedures.

Let's all strive to be recognized as an outfit with a positive attitude!

Raymond Stotzer

Highway program short \$82 million despite increase

The department will have \$82 million less for the highway program next year despite an eight-month, five-cent-a-gallon gasoline tax increase approved in the special legislative session.

The figures are based on a State Comptroller's estimate of new revenue and reductions to highway funding.

"However," Engineer-Director Raymond Stotzer said, "we feel the Legislature has responded appropriately to the dual responsibilities of maintaining the state's 1984 commitment to improved transportation systems and addressing the immediate cash shortfalls."

A special session in 1984 provided the necessary funds for the department to address problems of a decaying system and of congestion caused by growth in the state's major urban areas.

This year's special session saw the elimination of \$273.6 million from the department's current funding. This will be offset partially by an estimated \$188.9 million which the tax, to be collected between January and August next year, will produce. The department also will receive a portion of the sales tax on motor lubricants of approximately \$2.7 million next year.

The increase in the gas tax still puts

Texas about in the middle of all the states in the amount of state taxes levied against motor fuels. Also in 1986, Colorado, Delaware, Kentucky, Montana, North Carolina, Tennessee, Virginia and Wisconsin already have increased gas taxes.

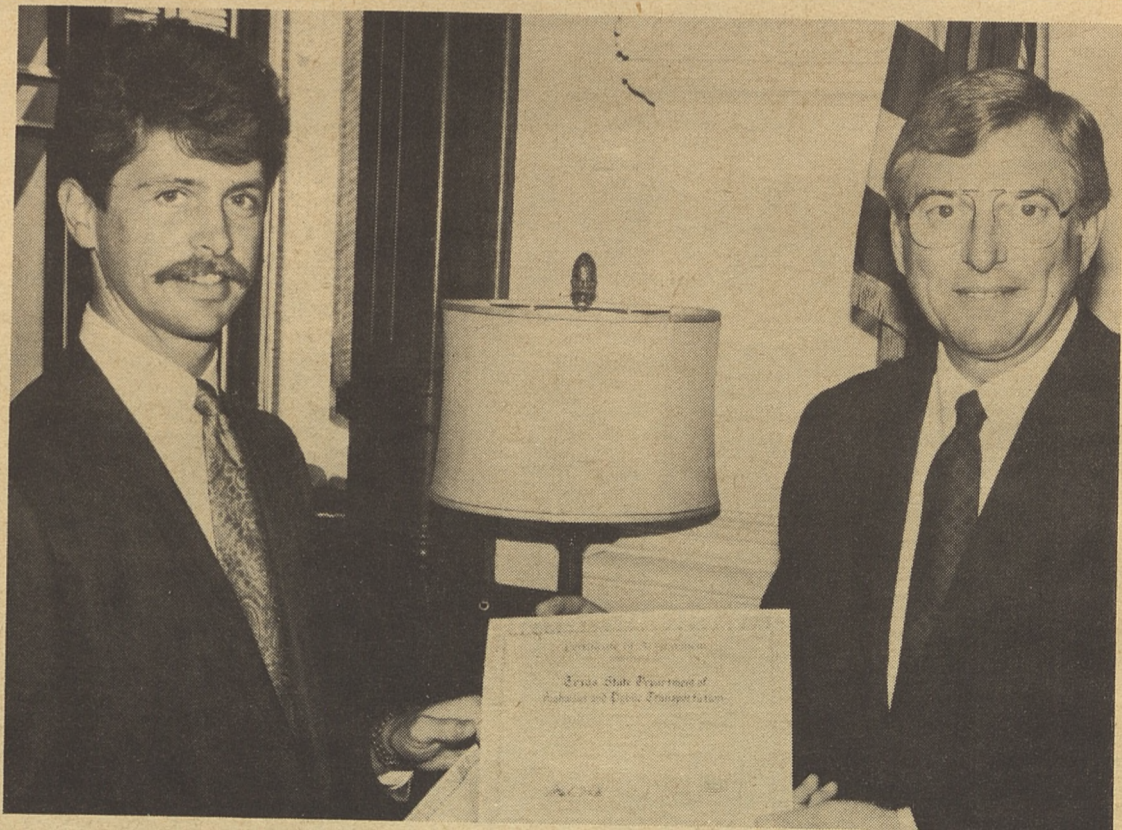
Since 1984, the department has made substantial progress in moving highway improvement projects from drawing boards to realities. Major road improvements are under way throughout the state.

"The loss of funds will cause some shifting of the department's work schedule, but we will continue a very active construction program to improve the transportation system in Texas," Stotzer said. ★ AL ZUCHA

Austin district safety chief receives honor

Thomas R. (Roy) Bullock, Austin district safety coordinator, recently qualified as a certified safety manager by the World Safety Organization.

Bullock, a veteran of 35 years with the department, qualified under standards of the organization which has members in 80 countries and is headquartered in Manila, Philippines. ★



Jeff Pierce of the Insurance Division is shown receiving a certificate from Gov. Mark White, recognizing Pierce's achievement as the outstanding program coordinator in the recent Governor's State Agency Traffic Safety Program. The department was one of the top six state agency participants in the program.

"Don't Mess" campaign

Expert finds litter reduced 29%

A California expert says litter in Texas has been reduced by 29 percent since the "Don't Mess With Texas" campaign began.

Daniel B. Syrek, director of the Institute for Applied Research in Sacramento, CA, has supervised the institute's participation in 19 major litter surveys since 1973.

"The 29 percent reduction in one year is the largest measured in any survey performed by the institute," Syrek said.

In August 1985, Syrek conducted the first survey for Texas. The study was to determine the effectiveness of the

media campaign. He estimated then that there were a half-billion pieces of trash along Texas highways.

He returned in August this year to the same survey control sections and found the amount of visible litter dramatically decreased.

The entire effort was launched by the commission after litter collection costs on the highways reached \$24 million annually, with the costs rising by about \$4 million each year.

"Don't Mess with Texas" was the cornerstone of the antilitter program devised for the department by GSD&M, an Austin-based advertising firm. The media campaign has included such

Texas celebrities as rock guitarist Stevie Ray Vaughn, Ed "Too Tall" Jones and Randy White of the Dallas Cowboys, singing star Johnny Rodriguez, Johnny Dee and the Rocket 88s, and Tejano stars Little Joe y la Familia on radio and television commercials.

The first commercial was played on New Year's Eve, and by September, public awareness surveys indicated 60.3 percent of those tested could recall the slogan and its connection with the antilitter program.

Since mid-April, a million litterbags and 500,000 bumper stickers have been distributed. ★



Photo by Geoff Appold

Daniel Syrek... "Litter in Texas is down 29 percent."

Contractor makes pole installation more attractive

A recent signal installation project at the intersection of US 80 and Grove Street in Marshall dictated placement of a pole in the lawn of a residence.

Because of the three-foot slope between the sidewalk and the lawn, the installation of the pole made an unsightly gouge in the lawn slope, according to James G. Joslin, engineering assistant in the Marshall residency.

The contractor, Sig-Op Systems Inc., suggested the construction of a timber retaining wall, installed at the contractor's expense to present a more finished appearance.

The property owner is pleased with the final result and Joslin said, "I think these guys deserve a pat on the back." ★ MARCUS SANDIFER, Atlanta District

Contractor says success due to department's aid

The department's minority business enterprise program has been a lifeline for a Nacogdoches firm that traces its success to the opportunities the plan provided.

"We were able to get started with that program," said Jan Richardson, secretary-treasurer of A. C. Brooks Construction Co., which performs concrete work such as curb-and-gutter construction. "Without it, we wouldn't be much of anything."

The company was founded in 1983 with 51 percent ownership by A. C. Brooks, who is black. It began participating in the department's disadvantaged business enterprise (DBE) program immediately, receiving "the bulk of our business" from highway subcontracts, said Richardson, who owns 9 percent of the company.

Since its inception, the dollar volume of its work has nearly doubled to just over \$2 million, and the company has become able to bid successfully as prime contractor on some highway jobs—the ultimate goal of the DBE program.

The A. C. Brooks firm is perhaps the leading success story in the DBE program, designed to bring small, minority-controlled businesses into the mainstream of the construction industry. In awarding contracts for certain projects involving federal funds, the highway department requires prime contractors to subcontract a percentage of the job to minority or female-owned firms. The long-term objective is that those firms will achieve the financial footing and experience to enable them to be successful as prime contractors.

"The success of the program comes when it's no longer needed," said Construction Engineer Bobbie Templeton. "Ultimately we won't have a DBE firm—we'll just have a paving firm or a hauling firm."

Although that level of success is some years away, Templeton said, "I am pleased with what we've been able to do. We've got our shoulders to the wheel and we're going to keep pushing."

Minority business firms received more than 12 percent of the federal highway funds

awarded to Texas contractors in the first part of this fiscal year.

The department exceeded its goal to award 10 percent of its federal-aid money to disadvantaged business enterprises, Templeton said. He estimated that about \$156 million went to minority firms through subcontracts in the fiscal year that ended Aug. 31.

The department also exceeded its three-quarters of 1 percent goal for women-owned businesses, with 1.52 percent of federal funding committed to such enterprises for a projected total of \$6.7 million.

To make those strides has taken concerted effort and commitment.

"The highway department really had to push," said Jesse Gray, who oversees the Texas program for the Federal Highway Administration. "They got behind the program when it became law and really supported it."

Almost a fourth of the staff of the department's Construction Division—nine of 41 employees—are assigned to the section that administers and monitors the DBE program. "That's how committed we are," Templeton said. ★ Rosemary Neff

\$16 million safety plan is authorized

Commissioners have approved a \$16 million traffic safety plan that includes police services, anti-DWI campaigns, seat-belt and child-restraint promotions, and motorcycle safety training.

The 1987 Texas Traffic Safety Program will be submitted to the U.S. Department of Transportation for approval. The federal government would provide almost \$13 million of the funding, with \$1.2 million coming from local communities and \$1.9 million provided by the state for administration.

Under the plan, 37 percent of the funds, including \$788,000 from local communities, would go into projects to increase enforcement of driving-while-intoxicated laws and other moving violations and to enhance compliance with the 55-mph speed limit. ★

Milepost: 1903

Road to creation of the department not a smooth one

This, of course, has been Texas' Sesquicentennial, the 150th anniversary of independence. Next year, another anniversary will be marked, the 70th year of service to the people of Texas by this department. Ralph Banks, an engineer in the Bridge Division and a history buff, will look back on the events leading up to the birth of the department in a series of articles for TRANSPORTATION NEWS. ★

On April 17, 1917, Governor James E. Ferguson signed House Bill 2, 35th Legislature, into law.

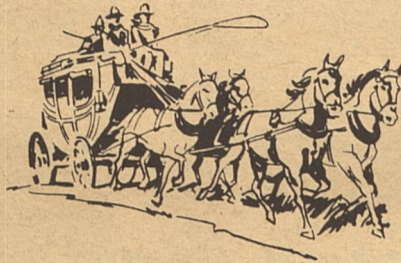
The road to that milepost in the development of the basic transportation system in Texas had been a long one. Legislative efforts spanned 14 years, starting in 1903. During that time no fewer than 18 bills to establish a statewide highway authority were introduced. Even during the 1917 session, four bills similar to the one finally passed were introduced but either died in committee or were adversely reported out.

The opposition to a statewide department for highway development came from several directions. The most persistent ones, however, were opposition to additional taxation and the concern of county governments that they would lose control of the roads inside their boundaries.

At that time, the words "centralized government" still stirred memories of the Reconstruction era following the War Between the States. The years between 1869 and 1875 in Texas were marked by graft, corruption and excesses, and abuses of power by governments propped up by the occupying Union army.

If nothing else, the Reconstruction government in Texas was centralized. The governor had the power of appointment over all major state and judicial offices and, late in the period, also had the authority to remove state or local officials at will.

When power finally passed back to the majority of Texas citizens, a constitutional convention was called in 1876. The constitution was written to decentralize government, to reduce sharply the power of the governor and to place a great deal of power in the hands of local elected officials.



Consequently, in the early 1900s, any hint of shifting power away from local governments could expect stiff opposition.

During the 1903-1917 period, all financing, construction and what maintenance was performed were solely up to the counties. Most counties were comfortable with these duties, except that, perhaps, they would be willing to accept some monetary aid from outside.

The counties had the power to collect taxes for roads and to issue bonds for bridge building. And in 1909, the Legislature provided for the creation of road districts that could sell bonds to finance road building.

While political and governmental leaders of the time agreed on the issue of home rule, many also realized that the old system was not practical for the construction and operation of a system of roadways. Also, the system produced waste and shoddy construction, while exploitation of the counties by unscrupulous contractors and engineers was commonplace.

Before 1903, several organizations were formed to promote creation of some type of state highway authority. A state roads convention held in Houston in 1895 recommended the establishment of an ex-officio state road board consisting of the governor, the superintendent of the state prison, a professional engineer, and a geologist to be appointed by

the governor.

A speaker at the Texas Farmers Congress in 1902 advocated establishment of a state roads department. The platform adopted by the Democratic State Convention that year called for the Legislature to pass laws under which a comprehensive statewide system of public roads might be developed.

Newly elected Gov. S. W. T. Lanham, in his message to the Legislature in January 1903, repeated the party platform plank on roads.

Sen. J. J. Faulk of Henderson County introduced a bill establishing a state authority for highways.

As expressed by the author, the primary intent of the bill was to develop a uniform system of roads throughout the state. He called for creation of a state bureau of public highways and listed its duties and powers.

The bureau was to be governed by a board of three members, one of whom was to be a "practical civil engineer." Salaries were provided for and the bureau was to be charged with keeping its offices in the State Capitol.

Its proposed duties were to supervise the use of a state road and bridge fund and to distribute road literature and information for the use of those engaged in building roads. The bureau was

charged with surveying and providing plans, specifications and estimates of cost, free of charge, when requested. The bureau also was to conduct public meetings for open discussion of the work.

Counties would apply for state aid and the bureau would handle the job through the letting phase. A local engineer could supervise the work, or the bureau would supply a project engineer. Construction was to be financed one-third by state money and two-thirds from the county.

The bill attempted to preserve home rule for the counties: No county was compelled to improve a road, and the bill required that the county be informed exactly as to the character and construction of the road before any work began. Also, the bill provided for a tax base of six cents per \$100 of valuation.

The bill was introduced on January 22, 1903 and was referred to the Committee on Roads, Bridges and Ferries. Senator Faulk and his bill got good press during the session. However, the measure was never reported out of committee, even though the chairman of the committee was none other than the bill's sponsor, Faulk himself.

Still, the idea of creating a state highway department wouldn't die.

NEXT: A state road and highway engineer is proposed.

TRANSPORTATION news

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Number 1

A newsletter published monthly by the Travel and Information Division of the State Department of Highways and Public Transportation at 11th and Brazos Sts., Austin, Texas 78701-2483.

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

Long-awaited Brownwood crossing opened

Brownwood's 55-year-old dream of a way to get across the railroad tracks without being delayed by for trains has finally become a reality.

First envisioned as an *underpass* in 1931, the US 377 Truman Harlow Overpass was officially dedicated with a "ribbon breaking" ceremony August 6.

Four antique automobiles, vintaged about the same date as when the need for the underpass first became apparent, opened the new route by driving through a ceremonial red ribbon.

Each of the classic cars was owned and driven by a present or former highway employee.

The vanguard auto, a 1922 Model T Ford, owned and driven by Chief Inspector Worth Lancaster, did the actual "ribbon breaking." Riding with Lancaster was the guest of honor, Hattie Harlow, widow of the late Brownwood Mayor Truman Harlow, for whom the overpass is named.

Engineer-Director Mark Goode and his wife, Lucille, rode in the second automobile, a 1931 Model A sedan, chauffeured by its proud owner, retired Right-of-Way Agent Don Tatum.

District Engineer Lawrence Schulz and wife, Lorine, rode with Maintenance Technician Burl Gifford in his 1931 Model A Ford roadster.

Brownwood Mayor Bert Massey was the honored passenger in the fourth vehicle, a 1929 unrestored Model A Ford business coupe, owned and "hot rodded" by retired Construction Engineer B. R. Russell.

About 150 people, including many Brownwood civic leaders and officials of the department were on hand to dedicate the overpass in memory of Truman Harlow who served 26 years as city councilman and mayor of Brownwood. Among those present were former State Highway Engineer J. C. Dingwall and former Brownwood District Engineer E. M. Pritchard.

Mayor Massey called the new overpass a "gorgeous project" in addition to being utilitarian. He noted that the project was first proposed in 1931.

"Brownwood is an old community, built around the existing mode of transportation," Massey said. "Nobody thought 150 years ago that the railroad would someday present a health or a safety hazard."

"Since the railroad tracks bifurcate the north side of town from the south side, it could easily have happened that our emergency



The first car over the overpass was piloted by Worth Lancaster of Brown County Maintenance. In his 1922 Model T is Mrs. Hattie Harlow, wife of the man for whom the overpass was named.

vehicles or the hospital could not reach as person who was across town to the north or conversely could not reach a fire on the south side."

Mayor Massey noted that when the overpass project was first brought to the city's attention, the highway department advised that the city needed to have \$15,000 to acquire its part of the right-of-way and that the total cost would be \$75,000.

"The city couldn't do it," Massey said. "Anyone who had \$15,000 in 1931 was well fixed indeed, and that included a municipality."

He said that while the project right-of-way and construction cost was \$7.8 million in

1986, he is satisfied it was done as inexpensively as possible.

Engineer-Director Mark Goode, who addressed the assembled officials and guests, noted that the overpass was completed in 75 percent of the time allotted to it. "This is what we are trying to do—improve the speed and efficiency with which we build roads," he said, "and with the least inconvenience."

Also addressing the crowd were District Engineer Lawrence Schulz and Resident Engineer Wes Heald, who recognized Clearwater Constructors, Inc. of Austin for completing the overpass ahead of schedule.

The consensus was that, with an average 14 trains passing under Brownwood's new overpass each day, it is easy to figure that by the end of 1986, this will amount to 4,200 times motorists won't have to patiently—or impatiently, as the case may be—wait for trains before they can proceed. ★ Jean Sparks, Brownwood District



It was double birthday celebration when Planning and Policy Division celebrated its first year in business. Lois Turner, aide to Deputy Director Marc Yancey also had a birthday on the same date, September 3, and here she receives a special salute from D-7 chief Bobby Myers.



This 1931 Model A sedan carried then-Engineer-Director Mark Goode and Mrs. Goode.

Sesquicentennial green thumbs in Tyler



District 10's flower experts, Bill Bailey and Alyce Finlayson, are pictured above amid some of the 2,600-plus begonia bulbs they helped plant in the district office's Sesquicentennial flower beds. The picture below shows that everything really did come up begonias with red and white blossoms spelling out "Texas" in one bed and "1839-1986" in the other.



Oktoberfests spark fall calendar of events in Texas

With summer's heat a thing of the past, it's time for Texans and visitors alike to enjoy the cooler days of fall. Any season in Texas has its charm, but lots of folks think Autumn is the very best of all!

The *Calendar of Texas Events*, just issued by the State Department of Highways and Public Transportation, lists nearly 800 different fairs, fiestas, functions, frolics and fun events that will brighten the season.

Reflecting the state's rich cultural heritage, September is full of celebrations of Mexico's independence day — all wrapped up in true Texas flavor.

In October the flavor's German as traditional Oktoberfest festivities reign. Greeks, Czechs, Indians and Cajuns, too, all have their special observance. And there'll be a true international flavor when Scots from many states and countries convene in Austin in mid-November for the International Gathering of the Scottish Clans.

There'll be action aplenty at dozens of rodeos, bargains galore at scores of arts and crafts shows, plus taste treats at cookoffs where top cooks compete with their recipes for gumbo, barbecue, tomato sauce, brisket, fajitas, chicken stew, and dozens of chili cookoffs.

Free individual copies of the listing of happenings this fall in Texas, were available at any Texas Tourist Bureau, or by writing *Calendar of Texas Events*, P.O. Bx 5064, Austin, 78763. ★ Dick Roberts



Instructor Ann Nelson explains some fine points to Barbara Tutt of Construction Division during the Microcomputer workshop.



Advisors attend microcomputer courses

Two microcomputer workshops were held in August to train division and district advisors in the use of microcomputer work stations.

Three previous workshops were held in 1985. Attending this year were Louis Lorke, Yoakum district; Aneta Ratliff, Brownwood district; Anthony Teichelman, Lufkin district; Keith Ramsey, Bridge Division; Alex Harrison, El Paso district; Renee Jayroe, Beaumont district; Jerry Keisler, Paris district; Barbara Tutt, Construction Division; Philip Hall, Austin district; Gil Herndon, Atlanta district; Al Lamkin, Lubbock district; Winn Biesele, Finance Division; Rob Emerson, Equipment and Procurement Division.

Also from the Automation Division attending were Estella Johnson, George Kincheon, Bill Hood, and James Hall, all of whom assist users with microcomputer problems.

Instructors were Ann Nelson, Janet Green, and Doug Herold, with Larry Thomas, George Kincheon, George Cassles, Frank Bushong and Mark Groom assisting.

Topics included components of microcomputer work stations, disk operating systems, word processing, electronic spreadsheets, database management, and 3270 emulation, which enables the microcomputer to also serve as a terminal to the mainframe computer. Advisors also were trained in the use of the training kit, which consists of individualized diskette or cassette including courses on each of the workshop topics.

Said Nelson: "Microcomputer advisors will play an important role in the implementation of the Microcomputer Training Plan being implemented by the Automation Training Section." The plan includes training of one advisor per district and division who will coordinate training support for microcomputer users in their offices. ★



Wayne Rust, roadway maintenance supervisor at Mount Pleasant, supervises the removal of the crape myrtle bushes along US 67.

Crape myrtles find new life thanks to foreman

Many summertime travelers along I-10 through Mount Pleasant were treated to roadsides decorated with pink and purple tufts of blossoms on small crape myrtle bushes. Little did they know they also were witnessing the preservation of a small bit of Texas heritage.

Those small leafy twigs once were part of larger bushes planted just a few miles west of their present site along a section of US 67 -- a highway which once served as the major route between Texarkana and Dallas.

When Texas Utility Mining Company decided to purchase land for strip-mining coal in western Titus County last year, the tract included a section of US 67, and the company agreed to pay the state for relocating the highway around the area.



Photo taken in June shows the high survival rate of the plants.

In the process of planning the relocation project, Herbert Wayne Rust, the local roadway maintenance supervisor for the department, decided to try to relocate the crape myrtles instead of having the plants pulled up.

Last winter, Rust took one of his crews and set out to transplant the crape myrtles to a two-mile section of I-10 in Mount Pleasant.

"Out of the original 70 plants, we were able to sprout about 640 saplings," Rust said.

"We also had about a 90 percent survival rate among the new plants."

Investigation into the history of the crape myrtle bushes showed they were first planted to help delineate highway culverts on the original US 67 route, providing safety as well as beauty. That was in 1936, the year the Lone Star State was celebrating its centennial.

Coincidentally, while Texas now celebrates its sesquicentennial, these plants have been transplanted to add beauty to one of today's superhighways, another bit of Texas' heritage that has been preserved. ★ MARCUS SANDIFER, Atlanta District.

Returns wallet

Charles J. Wearden, a Maintenance Technician III at Ballinger, was blading shoulders recently when he spotted an object in the road. It proved to be a wallet containing \$200. Wearden turned it over to the the Runnels County Sheriff's Office and the owner, a Lubbock man, was located and the wallet returned. ★

C. C. district holds 'nearly annual' picnic

What a day! Corpus Christi district employees and their families enjoyed fellowship and lots of good food late in July at their "almost annual" picnic. Nearly 500 persons ate barbecue and covered-dish treats brought by employees.

The gathering was held at the Portland Municipal Park and provided opportunities for a wide range of activities. Starting before noon, the Nueces County Maintenance Invitational Softball Tournament generated lots of interest.

Eventually, Rockport Maintenance emerged as the winner of the tournament.

Other activities included contests with trophies and prizes for the youngsters, plus impromptu games of volleyball and basketball. Those who were not absolutely worn out from all the exercise stayed for dancing under the stars.

Committee Chairman Walter Burton, assisted by Leslie Smith and many others, did himself proud. The committee thought of everything -- even the ants! ★ BECKY KURESKA, Corpus Christi District.



It's a hit! DE Nino Gutierrez slams one. (Actually, they threw him out at first.)

Jack Wilder ends department career

John L. (Jack) Wilder Jr., Austin district maintenance engineer, retired at the end of August with 40 years' service with the department.

Wilder supervised the upkeep of 7,229 lane miles in the district's 11 counties, including 15 warehouses, 19 foremen and 345 employees.

In his career, Jack worked for DEs W.D. Dockery, Ed Bluestein, Tom Wood, Mulkey Owens, Travis Long and Robert A. Brown.

A native of Bell County, he graduated from The University of Texas at Austin. He and his wife, Elizabeth, plan to travel and spend more time with their grandchildren. ★

Engineering tech enjoys clowning around at tracks

His name is Wynn Wilkerson. That's what they call him by day, when he works as an Engineering Technician IV in the Urban Construction Engineer's office in the Austin District.

But folks who like stock car racing in Central Texas call him Elmer Gene Suggins, the clown with the bubble gum.

Wynn/Elmer Gene distributes upwards of 500 pieces of bubble gum at a track on a given night, so naturally his "mount" is called The Bubble Gum Express. The car is a fully race-prepared mini stock with Volkswagen components and a scaled-down, late-model, sheet metal body.

It's really the second Bubble Gum Express. The first was a mini stock VW that went wheels-up in 1983 after one too many clown stunts.

"I had a little ol' Super Beetle that we kind of threw some paint and some numbers on and used," says Elmer Gene. "I got pretty good doing spins for the children -- they would want to see 180s and 360s. I got real good at doing it but all the drivers would harass me and tell me that, one of these days, I would roll over."

"Well, sure enough, on the last night of the 1983 season, I was really doing some good spinning right in front of the audience and it flipped," he said. "I totally destroyed the Volkswagen."

Well, there he was -- a race track clown without a car to clown in.

"I really didn't know what I was going to do until Donnie Moore (an Austin garageman and racing enthusiast) came up to me and said, 'I'll



"Elmer Gene Suggins" and children he delights at area stock car tracks.

tell you what I'll do: If you let me put my name on it, I will build anything you want."

Sure enough, that's what happened.

"He built it with children in mind. They like the sleekness of the late-model body, and the room I have in the inside cabin means I can haul a lot of kids. They really enjoy that.

"I have a lot of fun with the crowd," he laughed.

"I've been blessed because I don't

plan a thing I do. I come up with things while I am on the track. Thank God it's worked and they like it."

The Bubble Gum Express started at the Longhorn Speedway in Austin when officials were looking for some kind of entertainment for the kids.

Wynn had been asked to be the track announcer, but the clown in him escaped. His antics grew and grew.

"At a race track, things get slow from time to time and he'll get out there and work the crowd," said William Morris, an official at the San Antonio Raceway, another of Elmer Gene's haunts.

"Any time you can add an extra facet to the entertainment at the race track, it's good for everybody," Morris said.

"I'd love to race," Wynn admitted. "But that's secondary. My first love is to keep Elmer Gene pumped up and seeing those smiles. Since I've been Elmer Gene-ing, I've torn up a knee, I've separated a shoulder, twisted a neck and nearly been run over six times.

"But it's been a lifelong desire of mine to make people happy. That's my thirst, and the only thing that satisfies me 100 percent is watching the joy of people."

Wynn sighed. "In the off-season, you get to wondering if your body's gonna hold up for another year. But all my wife has to do is just say, 'Go in there and get your clown makeup on.' The minute I do, I get the desire to see those kids smile so bad that I'm ready for another season." ★

(Reproduced by permission of STOCK CAR RACING MAGAZINE)



Wynn and the second version of the Bubble Gum Special. Photos by David Allio.

Contractors sought to aid minority business firms

Three contractors are expected to be chosen early next month to provide training and technical assistance to minority businesses interested in doing construction work for the highway department.

The commission, at its August meeting, authorized the state construction engineer to execute contracts not exceeding the \$400,000 in federal funds allocated for the purpose.

Construction Engineer Bobbie Templeton said proposals are being evaluated now to determine which offer the most effective training program for disadvantaged business enterprises.

Each of the three contractors to be chosen will serve a different region of the state: Northeast Texas; the coastal area and South Texas; and West and Northwest Texas.

"Their mission is to seek out and identify those businesses that are interested, teach

them how to find out about our work, how to prepare a bid, how to purchase materials, and ultimately how to get certified with the department," Templeton said. About 500 businesses are now certified as disadvantaged enterprises. That status makes them eligible to become subcontractors on federal-aid highway projects that require a percentage of the total contract to be awarded to disadvantaged businesses.

To qualify as a disadvantaged business enterprise, a firm must be at least 51 percent owned or managed by persons who are black, Hispanic, Asian-Indian, Asian-Pacific, or Native American. Rules are presently under consideration at the federal level to include women-owned businesses in this training program, which has operated for about 10 years. ★



128 at Wichita Falls receive awards

In recent awards ceremonies at the Wichita Falls district office, 74 employees were honored for a total of 1,110 years of safe driving and 54 were honored for 1,090 years of service to the department.

The awards covered periods of from five to 40 years.

District Engineer Jim Stacks said, "We are very proud of the record our employees have established. They are dedicated people in every respect and do a fine job for the State of Texas. If we added up the years of everyone with a safe driving record, along with their years of service, the totals would be in the many thousands. That's really something, considering we have just over 300 people in the district."

A special guest at the awards ceremony was State Sen. Ray Farabee. Another guest was Johnny Logan of the Graham Maintenance Section. With more than 42 years years, he is the district employee with the longest active service record.

Also singled out for special mention was Lloyd Walters of the Bowie Maintenance Section. Walters, with 34 years, holds the district's record for safe driving. ★ DALE TERRY, Wichita Falls District



| OCTOBER | | 24 | Commission Public Hearings, Austin |
|----------------------|---|-----------------|--|
| 2-3 | Area I (Geometric and Environmental Design, Safety, Traffic Right-of-Way, and Economics) Research Advisory Committee Meeting, Beaumont, D-10R | 25 | Commission Meeting, Austin |
| | | 27-28 | Holidays, Thanksgiving |
| DECEMBER | | | |
| 7-8 | Traffic Safety Specialists Workshop, Austin, D-18TS | 10-12 | Highway Construction Lettings, Austin, D-6 |
| 7-8 | Highway Construction Lettings, Austin, D-6 | 24-26 | Holidays, Christmas |
| 8 | Lady Bird Johnson Award Ceremonies, LBJ State Park | 29 | Commission Meeting, Austin |
| JANUARY, 1987 | | | |
| 8-9 | Area III (Pavement Design) Research Advisory Committee Meeting, Odessa, D-10R | 1 | Holiday, New Year's Day |
| 20 | Fall District Engineers and Division Heads Meeting, College Station, File BCB | 5-8 | Basics of Bridge Inspection, Austin, D-18M |
| 20-23 | 60th Annual Highway and Public Transportation Short Course, College Station, File BCB | 19 | Holiday, Confederate Heroes Day |
| 27-31 | Urban Arterial Planning and Operations Course, Austin, D-18T | 26-29 | Basics of Bridge Inspection, Austin, D-18M |
| 29-30 | Commission Meetings, Austin | FEBRUARY | |
| NOVEMBER | | | |
| 4-6 | Construction Engineers' Meeting, Austin, D-6 | 16 | Holiday, Washington's Birthday |
| 5 | Area A (Planning, Policy and Management) Research Committee Meeting, Austin, D-10R | 23-26 | Basics of Bridge Inspection, Austin, D-18M |
| 11 | Holiday, Veteran's Day | MARCH | |
| 12-14 | Highway Construction Lettings, Austin, D-6 | 2 | Holiday, Texas Independence Day |
| 18-19 | Vegetation Management Seminar, Austin, D-18L | 9-12 | Basics of Bridge Inspection, Austin, D-18M |
| | | 25-26 | District Laboratory-Engineering Personnel Meeting, Beaumont, D-9 |
| APRIL | | | |
| | | 7-8 | 1987 Maintenance Conference, Austin, D-18M |
| | | 21 | Holiday, San Jacinto Day |
| MAY-SEPTEMBER | | | |
| Nothing Scheduled | | | |



Special guests at the awards ceremonies were State Senator Ray Farabee of Wichita Falls, and Johnny Logan of Graham. Logan has more than 42 years continuous service with the department.

CALENDAR EXPANDS

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

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

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

AWARDS

Service Awards

(October 31, 1986)

Automation

John A. Salyer, 10 years; Gary W. Bible, William C. Klipple Jr., five years.

Bridge

John R. Dodson, 35 years; Billy G. Hodon, 20 years.

Construction

Barbara U. Tutt, 20 years.

Equipment and Procurement

Doyle E. Johns, Helen M. Westberg, 30 years; Steven Aldridge, Ira O. Sigler, 20 years; Stephen L. Brown, 10 years.

Materials and Tests

Sharon B. Nix, five years.

Motor Vehicle

Don G. Burnell, Glen R. Kinnibrugh, Edward J. Sheridan Jr., 15 years.

Right of Way

Silas J. Maxwell, 15 years.

Safety and Maintenance Operations

John N. Thornton, 15 years; Patricia G. Murphy, five years.

Travel and Information

Alice N. Sedberry, 10 years.

District 1

James B. Flowers, James L. Souther, 25 years; Edman D. McLeroy, William B. White, 20 years; Stanley D. Black, Johnny D. Todd, five years.

District 2

James W. Clark, Frances G. Glio, Houston E. Green, 30 years; Ronald B. Allen, Lester R. Cummings, Vernon R. Rice Jr., 25 years; Charles R. Bilby, 10 years; Matthew O. Asaolu, James Darling, Charles R. Harrington, John C. Pressley, Ricky D. Starr, five years.

District 3

Zearl Gilbreath Jr., 30 years; James E. Auldridge, 25 years; Virgil G. Smith Jr., Fred J. Wagner, 20 years.

District 4

Willie B. Hughes, 35 years; Kenneth M. Hamby, Charles N. McElroy, Paul E. Tolbert, 25 years; Carroll E. Blevins, Howard R. Bulla, Len M. Mixon, Jackie D. Shaw, 15 years; Rick A. Shuck, Bobby G. Sims, John L. Williams, five years.

District 5

Gordon K. Reading Jr., 25 years; Wayne N. Christian, 10 years.

District 6

Marjorie A. Enzer, 35 years; Charles E. Van Huss, 30 years; Santiago T. Orona Jr., 15 years; Mills Scales Jr., Frank C. Schneider, five years.

District 7

George D. Olson, Porfirio Padilla, 35

years; Gary H. Walker, 15 years; Rosalio G. Longoria Jr., Robert C. Perry, five years.

District 8

Robert G. Kilpatrick, Troy S. Swink, 20 years; Grady R. Vasquez, 10 years.

District 9

Ovid K. Williams, 30 years; Terry R. Holt, 20 years; Jonathan Daniels, Dale J. Redenbaugh, five years.

District 10

James M. London, 35 years; Terry H. Lindsey, John A. Miller, Harold C. Waggoner, 25 years; James C. Wood, 20 years.

District 11

Lera M. Stephens, 20 years; Sue B. Jackson, 15 years.



District 12

George A. Luedke, Robert E. McDonald, 35 years; Luther R. Keefer, 30 years; Jarrell C. Kelley, Harvey H. Stauffer, 25 years; Arnold R. Steinbach, Willie L. Thompson, Edward J. Vasut, 20 years; George F. Gonzales, Loyd W. Lucas, 15 years; Carol L. Collins, Rodney G. Hardin, Michael S. Hebert, Johnnie J. Heimann Jr., Symella B. Hudspeth, David F. Lakin, Eliseo I. Rendon, Wayne A. Rentschler, Jesse G. Sanchez, David J. Wleczyk, five years.

In August, three employees of District 12, Melba W. Barker, William A. Downs and David Sloss, received 15-year service awards, not 10-year awards as shown in the listing in TRANSPORTATION NEWS for that month. We apologize for the error.

District 13

Edward F. Kurtz, Reuben O. Maas, 35 years; Chrysteen M. Kuhns, 20 years.

District 14

Gordon W. Martin, 35 years; Robert G. Danz, 30 years; Jannette M. Overfelt, 20 years; William G. Beaver, Aleene V. Selucky, 15 years; Daniel E. Crenwelge, five years.

District 15

Max A. Bowman, Melvin H. Boerner, 25 years; Estanislad Escamilla, Larry W. Etter, 20 years; Charles A. Comparini Jr., 15 years; Kane P. Mattke, Steven C. Simpson, five years.

District 16

Harold C. Zuhlke, 30 years; Leo J.

Gleinser, 25 years; Enrique Olvera, Rodolfo Olvera Jr., 20 years; William C. Adkins, Guillermo Cabello, Alejo C. Garcia Jr., five years.

District 17

Ray D. Hill, 30 years; Larry D. Andrews, Anton F. Englemann Jr., 20 years; Raymond Thompson, 10 years; Ricky G. Allen, Obry E. Hatcher, Shirley N. Hunn, five years.

District 18

Kenneth R. Hawkins, Donald R. Rankin, 30 years; Billy G. Dunigan, Donald L. Stagner, 25 years; Thelma T. Klein, Edwin G. Krajca, Oscar L. Stewart Jr., Tommy J. Toms, 20 years; Ronnie P. Barcheers, Gene E. Denman, Dickie W. Russell, 15 years; Julio Cifuentes, Danny S. Hise, Charles E. Proctor, five years.

District 19

O. L. Copeland, Herbert W. Rust, 35 years; Earnest W. Perkins, 25 years; Virgle A. Squyres, 20 years; Johnny E. Jackson, Don A. Watson, five years.

District 20

James L. Noble, 35 years; George D. Spurlock, 25 years; Larry V. Berotte, James C. Mattox, 15 years; Leroy Coates, Charles E. Dennis, Edward E. Fancher, five years.

District 21

Apolonio Carbajal, Antonio Casso Jr., Ramon Guzman, Rene Lopez, Enrique G. Vela, 20 years; Lauro Villarreal, 15 years; David Enriquez, five years.

District 23

Billy H. Brown, Robert R. Corbin, Norman C. Owen, 25 years; Oscar T. Milner, 10 years.

District 24

Ramon L. Hernandez, Joe C. Rivera, 20 years; Alberto S. Acosta, 15 years.

ROADWERKS



RETIREMENTS

(July 31, 1986)

Highway Design

Josiah W. Tyson Jr., Staff Services Officer I.

District 1

James R. Beckham, Maintenance Construction Supervisor III.

District 2

Robert W. Matthews Jr., Maintenance Technician III; Merlin R. Moore, Maintenance Technician II.

District 4

William W. Depauw, Maintenance Technician III.

District 5

Wendell T. Ashley, Maintenance Construction Superintendent I; F. W. Hughes Jr., Engineering Technician V.

District 6

Bobby M. Monteith, Engineer V.

District 9

Boyd D. Varnon, Maintenance Technician II.

District 10

Irby L. Heddins, Maintenance Technician III; Vincent E. Larson, Engineer V.

District 11

Elwood Parrish, Engineering Technician IV.

District 12

Archie L. Trader, Maintenance Technician III; George T. Wilson, Maintenance Construction Supervisor I.

District 14

Henry Druedow, Maintenance Technician III.

District 15

Victor Espinosa, Maintenance Technician III.

District 16

Virginio De La Portilla, Maintenance Technician III; Robert W. Sanning, Maintenance Construction Superintendent I.

District 17

Walldon A. Schultz, Maintenance Technician III.

District 18

William L. Seay, Maintenance Technician III; Gerald F. Weiler, Engineering Technician V.

District 20

George M. Hagy, Engineering Technician V.

District 21

John P. King, Engineer III; Betty B. Lockaby, Administrative Technician III.

District 25

Kenneth I. Atkinson, Maintenance Technician III.

In Memoriam

Employees:

Roy E. Cherry, District 8, died September 3, 1986.

Bobby R. Haltom, District 18, died September 20, 1986.

Pete Kwiatkowski Jr., District 17, died September 11, 1986.

Retirees:

Antonio Camereno, New Braunfels, retired from District 15, died July 20, 1986.

Willie Coleman, Linden, retired from District 19, died September 12, 1986.

Arthur J. Davis, Sulphur Springs, retired from District 1, died September 6, 1986.

Ennard G. Doggett, retired from Houston Urban Office, died August 31, 1986.

Joe H. Fountain, Ben Wheeler, retired from District 10, died August 5, 1986.

J.B. Gambrell, Lubbock, retired from District 5, died September 7, 1986.

Henry E. Janda, Weimar, retired from District 13, died September 21, 1986.

Travis O. Medlock, Waxahachie, retired from District 18, died July 22, 1986.

Jimmie D. Munsell, Breckinridge, retired from District 23, died July 30, 1986.

Gerald C. Owen, Lubbock, retired from District 5, died August 28, 1986.

Clarence Proctor, Lubbock, retired from District 5, died August 18, 1986.

Odell E. Roberts, Saginaw, retired from District 2, died July 17, 1986.

James D. Rodgers, Blanket, retired from District 2, died July 25, 1986.

Salvador E. Rodriguez Jr., Houston, retired from District 12, died August 4, 1986.

Linnie C. Townsend, Lufkin, retired from District 11, August 20, 1986.

Four in Amarillo get driving awards

Four Amarillo district maintenance employees have been recognized for a combined total of 95 years safe driving.

The employees are W.T. Sullivan and J.B. Smith, both of Claude, Hubert T. Culver of Borger and Kenneth D. Williams of Vega. Sullivan, Smith, and Culver each have driven state vehicles 25 years without an accident, and Williams, 20 years.

Sullivan is the Armstrong County maintenance supervisor. He started to work for the department in 1954 in Claude and in

January 1975 became maintenance supervisor.

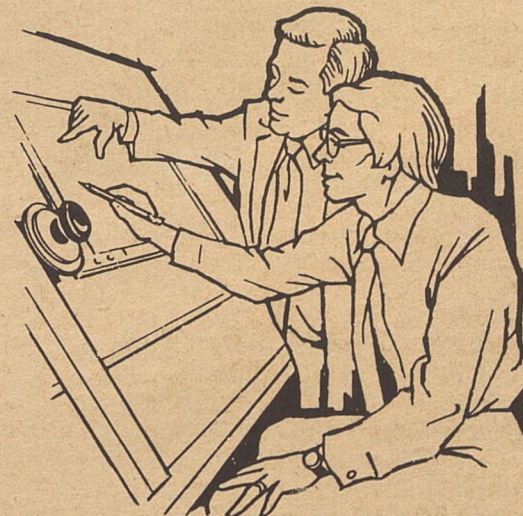
Smith is a maintenance technician at Claude. He started work for the state agency in 1959 at Claude.

Culver is assistant maintenance foreman at Borger for Hutchinson County. He started to work for the department in Borger in 1951.

Williams is the department's Oldham County assistant maintenance foreman in Vega. His department career began in 1959 in Vega. ★



From left, Sullivan, Smith, Williams and Culver.



roadrunners



The following are some of the letters received by Roland Klar, traffic safety specialist in the San Antonio district. Klar received traffic safety books from D-18TS and distributed them to schools in the Alamo City:

—Thank you for the safety book. I like it very much. And I got sum bran new glasis. My brother coled me four eyes today. He won't say sorry. He is in truble in till he says sorry.

—I love your safety books. They are fun to color. The are fun to read. You must do hard work.

—I almost got ran over by a car if it was not for the safety booklet. I would be ded right now. I like you very much for safety man too.

—Thank you for the safty book. I like to color the safty book. Are you a cop? Are you a fire man? Are you a doctor?

—I like the safety book. I wish I could have a nother one but I can't. You draw very good. I like your drawing.

Submitted by Hank Palma, D-18TS

The following letter was received by Ernest L. Morris, foreman of the Travis Central section in Austin:

My name is Steve Caraway, the owner of the ring you found. I wish to thank you for your trouble in returning it. Many would not have gone to such trouble. The ring itself is not worth much, but it is worth more to me

than the price I paid.

I found something wrong with my ring and the store I bought it from sent it back to the factory in Austin. I guess when it got there, it was lost or stolen and did not get to the factory and, presumably, you found it.

Steve Caraway
Gadsden AL

Transportrivia

Don't say "bug off" to anybody who works at Purgatory—oops, Promontory—Point in Austin. Seems they've had their share of bugs, both literal and figurative. First there were fleas in the carpet (which had been in storage because the move was delayed for so long). Then came the carpet beetles—big, bad and ugly. Now the troops are enduring the annual cricket plague, termed "Crickestrano" by one local wit. As if insect invasions weren't enough, the poor souls also suffer from lapses in telephone service and fluctuations in power, causing painful losses of computer data. However, they hold firm in their faith that once they "get all the bugs out," the newest highway department space in Austin will be truly heavenly.

As a tax-paying citizen of Fort Worth and a concerned member of the Metroplex, I would like to commend those persons involved in the reconstruction of the Texas 121 Airport Freeway.

Traveling back and forth to Dallas every day can be very tiring on one's car and one's self. Yet, when the road is smooth, and free of potholes and cracks, the long, monotonous trip becomes a pleasurable one. Thank you for your quick, professional job on the frequently traveled highway.

Carolyn McGinnis
Fort Worth

I am writing you to let you know that one of your employees, Roland Masters, took the time out of his job duties to help me with a



Catherine Hitchins, who has worked as an engineering technician the last two summers in the Building Section of the Safety and Maintenance Division, won a scholarship sponsored by the Texas Hot Mix Pavers Association for students working in the highway industry. Catherine, the mother of three children, is utilizing the scholarship currently as a senior engineering student at The University of Texas at Austin.

blowout on west Highway 84 at the Navasota River Bridge.

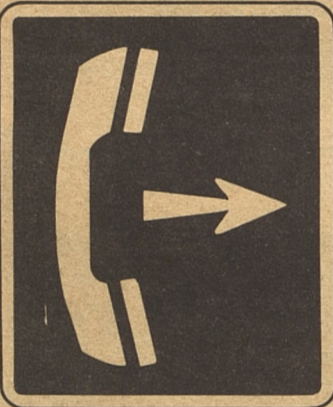
This man truly cares for his job and for the people in his district. Your company should be very proud to have an employee such as Mr. Masters working for you.

Melissa A. Scruggs
Teague

The Executive Committee of the Texas Section of the American Society of Civil Engineers, representing more than 7,000 Texas civil engineers, voted on the 16th of August to recommend support for all measures to maintain current funding levels in education, highways and needed humanitarian assistance. Recognizing the decline in traditional Texas funding sources, we support additional taxes, including additional motor fuel taxes, to maintain our present budget allocations.

H. Cecil Allen, president
Texas Section, ASCE
Houston

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