

Transportation News

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

Mark Goode Named Director



Mark Goode to be Engineer-Director.

□The Commission has named Mark Goode to serve as the Department's new chief administrative officer following the June 30 retirement of Engineer-Director Luther DeBerry.

Several concurrent changes also were announced at the time of the decision. Asst. Engineer-Director Marc Yancey was named to be Goode's second-in-command with the title of Deputy Engineer-Director. Odessa District Engineer Henry Pearson was named Assistant Engineer-Director with responsibility for Operations. And Odessa Asst. District Engineer Bill Lancaster was named District Engineer.

Goode has served as Assistant Engineer-Director for Operations for the past seven years. He

previously served as District Engineer in Lufkin and Assistant District Engineer in Dallas. He has had a long association with DeBerry.

"I have worked for him, either directly or indirectly, since 1960," Goode says. "He named me his Assistant District Engineer in Dallas in 1964. He is an outstanding individual both as a person and as an engineer. The Department is going to miss his judgment."

But Goode is expecting excellent judgment from his two future assistants. He and Yancey have worked together well for seven years. And Goode has been impressed with Pearson's judgment on those occasions the Administration has consulted with various



Yancey promoted to Deputy.

District Engineers about special problems.

The previous Department organization of having two

(Continued on pg. 12)

Pearson to Be Assistant

□Odessa District Engineer Henry Pearson will be promoted to the Department's No. 3 slot effective July 1 following the retirement of Engineer-Director Luther DeBerry. He has served as District Engineer since 1976 after serving as Assistant District Engineer in El Paso for nearly two years.

Pearson has been named Assistant Engineer-Director for Operations and will serve under Mark Goode and Marc Yancey when their new positions become effective on the same date.

"With 27 years service to the Department, Henry has had varied experience in very responsible posi-

tions," Goode said of Pearson's promotion shortly after the announcement. "He has handled a lot of sensitive work with very short notice. From time to time, the Administration consults with various District engineers on special problems. He has been one of our most respected sources."

Prior to his assignment to the El Paso District as District Designing Engineer in 1968, Pearson had worked in the Houston Urban Office as a Designing and Resident Engineer.

"In my various moves within the Department, I have found that this organization really is like a big,

happy family," Pearson said. "I am looking forward to working in Austin, especially with the Division Heads, who I have found to be an excellent group of cooperative individuals."

"However, it is not going to be any pleasure to leave District 6. These people are a fine group who have helped train me well. All I had to do was sit back and watch them do their jobs. I would like to publicly congratulate Bill Lancaster. He has been an outstanding assistant for the past three years and I know he will do an excellent job."

Pearson joined the Department



Henry Pearson to be No. 3.

in 1954, the same year he received his B.S. degree in Civil Engineering from the University of Houston. He had worked part time for the Department while still a student. ■

Retirement Party Set

□There will be a special DHT family party July 7 in Austin to pay tribute to Luther and Pauline DeBerry for their more than 40 years of service to the Department.

Retirees as well as active employees and their spouses are invited to the party at the Marriott Hotel Grand Ball Room. The reception with a cash bar will begin at 6 p.m. and dinner will be served at 7 p.m. followed by a special program.

Party General Chairman Tom Taylor asks that tickets be ordered on or before June 16 for planning purposes. Ticket Chairman L. E. Clarke says that tickets will be \$20 per person and should be reserved by either calling him at (512) 458-9112 or writing him at P.O. Box 5075, West Austin Station 78763.

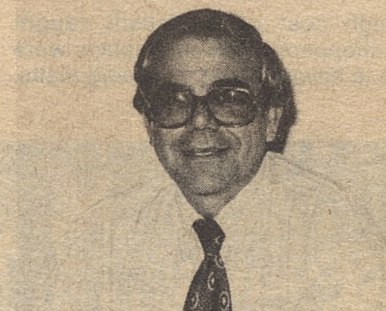
Finance Director Al Castello is serving as committee treasurer and Lucille Goode will be handling decorations for the party. ■

New DE for Odessa

□Odessa Asst. District Engineer Bill Lancaster will become that area's District Engineer effective July 1, stepping in for Henry Pearson who moves to Austin as the State's Assistant Engineer-Director.

"I now Bill will do a fine job," Pearson said shortly after the announcement of the change. "After all, he did a fine job of training me. And he has a real good group of people to work with."

Lancaster previously was cited for his engineering excellence when he was named winner of the 1978 Gibb Gilchrist Award. His entire career with the Department has



Lancaster to be new DE.

been spent in the Odessa District, where he also has served as District Construction Engineer and District Designing Engineer.

(Continued on pg. 12)

NTW '80

A busy, successful week helped citizens gain a better understanding of the important role transportation plays in their lives.



Many groups stood behind in the Governor as he signed the NTW proclamation.

by Mike McClellen

□ "We must cease to take for granted the vital role which transportation plays in our daily lives," Gov. Bill Clements said while proclaiming the week of May 11-17 as Transportation Week in Texas.

Throughout the week, the Department, members of the state chapter of Traffic Clubs International and many local transportation organizations covered the state with information and special events to help give the public a better understanding of the importance of an effective, complete transportation system.

"We already can see threats to our standard of living through reduced mobility," Commission Chairman A. Sam Waldrop and the other Commissioners told audiences throughout the state. "The form and uses of our transportation systems must adapt to this changing situation, or irreparable harm will be done to the social and economic fabrics of our lives."

Meanwhile various Division Heads explained to civic clubs and other organizations that "what we must do is work smarter in our use of transportation. From now on, and we should

have started years ago, we must match the transportation task to the best mode available."

District Engineers from the Red River to the Rio Grande described the impact of expected population growth and transportation problems in the Sun Belt over the next decade.

"The challenge at hand is to be prepared to accommodate increased travel volumes and to provide the capability of moving almost twice the volume of goods to sustaining these new Texans as we do now to sustain ourselves," they said. "It will be a tremendous undertaking, and it will have to be done."

To help illustrate the enormous transportation challenges on the local level, various District headquarters and many field offices opened their doors to the public throughout the week. Special displays and exhibits caught public attention at some of the biggest shopping malls in the state. For instance, 75,000 shoppers viewed the display at the Six Flags Mall in Arlington.

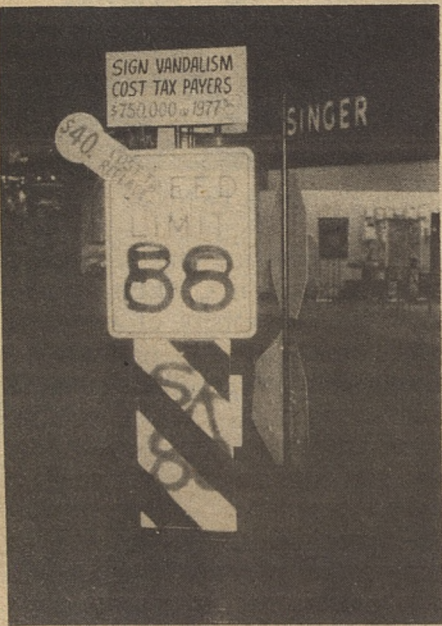
Shoppers in Dallas were treated to a Saturday parade through the downtown area just before Transportation Week that helped display the

scope of transportation. Shoppers in Beaumont competed to determine the cost of collecting litter. School kids in Brownwood focused their attention on transportation by participating in a poster contest.

Participation also was the key to a truck-driving road-e-o in Corpus Christi and a balloon race in Amarillo, as well as a flying event in Brownwood.

DHT employees also took an active part. Tours of the Austin headquarters buildings attracted many employees trying to get a better understanding of the duties their colleagues perform. And various employees throughout the state left their personal vehicles at home, despite the seemingly incessant rain, and found other ways of getting to work.

It was a busy and very successful week. Many people used their time and imagination to help the general public gain a better understanding of how their tax dollars are being used to provide them with a better life and livelihood through transportation. ■



The high cost of vandalism caught many shoppers' eyes as displays were put up in several large shopping malls.

Laredo officials got a tour of the IH 35 project riding one of El Metro's new buses.



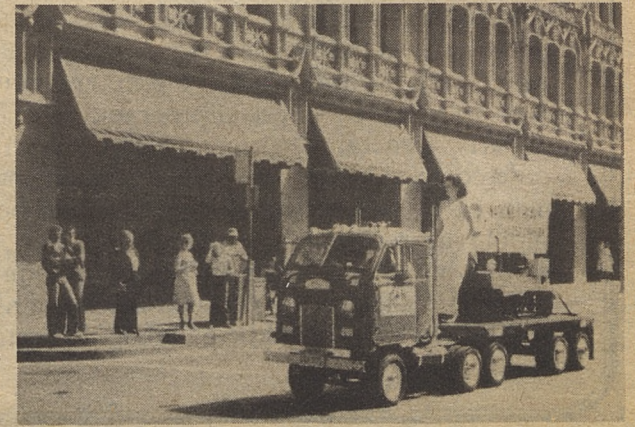
The Six Flags Mall display was viewed by over 75,000 shoppers.



Miss Texas Transportation 1980 visited the Capitol Information Center.



A parade in downtown Dallas kicked off NTW '80.



National Defense Transportation Day and National Transportation Week, 1980

By the President of the United States of America

A Proclamation

Throughout the history of the United States, our progress as a Nation has been closely tied to our progress in transportation.

As the nation grew, so did its need for mobility. In the last century this need was well served by expanding networks of railroads and canals. Today, the need is served by a broader range of systems, including motor vehicles and aircraft.

The generations of men and women who pioneered these systems stand high in the ranks of those who made America great.

But new demands are constantly being made on our capacity to move people and the goods they produce. Today's systems must change if they are to handle the demographic changes and the energy problems of tomorrow.

Once again we look to the people in our transportation industry to innovate and to provide rapid, dependable, safe and efficient transportation to meet the needs of the future.

Acknowledging the importance of the U.S. transportation system, the Congress by joint resolution of May 16, 1957 (71 Stat. 30,36 U.S.C. 160), requested the President to proclaim the third Friday in

May of each year as National Defense Transportation Day, and, by joint resolution of May 14, 1962 (76 Stat. 69, 36 U.S.C. 166), requested the President to proclaim the week on which that Friday falls as National Transportation Week.

NOW, THEREFORE, I, JIMMY CARTER, President of the United States of America, do hereby designate Friday, May 16, 1980, as National Defense Transportation Day, and the week beginning May 11, 1980, as National Transportation Week.

I urge all Governors, appropriate Federal officials, transportation organizations, and the people of the United States to join with the U.S. Department of Transportation in observing this day and week in honor of the vital role that the commercial transportation industry plays in our daily lives, in national defense, and the future of an energy-secure America.

IN WITNESS WHEREOF, I have hereunto set my hand this eighteenth day of March, in the year of our Lord nineteen hundred and eighty, and of the Independence of the United States of America the two hundred and fourth.

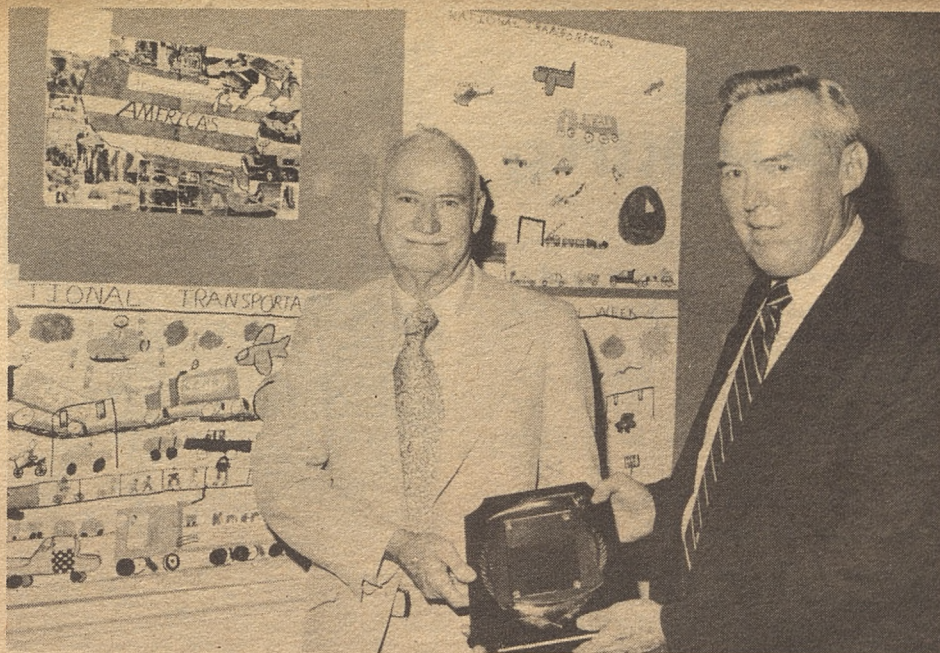
Jimmy Carter

□ "National Transportation Week is much more meaningful and effective for members of the Corpus Christi Transportation Association because of the efforts of Beswick Wray," Awards Committee Chairman J. J. Walsh said as he announced Wray's selection as the club's 1980 Transportation Man of the Year at the annual Transportation Week Banquet on May 15.

"It was a direct result of Beswick's effort that our group and DHT began working together in the observance of NTW," Walsh added. "These efforts have resulted in an expanded program for both organizations and provided a better opportunity to share with the public the importance of transportation."

In his presentation, Walsh praised Wray for more than 40 years of service with the Department, all in the Corpus Christi District, and cited various improvements to the transportation system which have been built during his tenure in Departmental administration.

'Transportation Man of Year'



Corpus Christi Asst. District Engineer Beswick Wray was named the Corpus Christi Transportation Association's 1980 Transportation Man of the Year.

"Beswick Wray is a friend to the transportation industry and to all travelers in this area," Walsh said. "We are pleased to have him as a member of our organization and to honor him in this way."

Beswick's fellow employees at the District Office joined in the honor by hosting a surprise coffee for him early the next morning. A large banner proclaiming, "Congratulations - Transportation Man of the Year - Beswick Wray" gave fitting tribute to the man of the hour and set the scene for a day of congratulatory telephone calls, flowers and good wishes from friends and associates.

This recognition was a fitting finale to National Transportation Week 1980 in the Corpus Christi District. ■

Transportation News

Volume 5

Number 9

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

Editor: Mike McClellan
Art Editor: Ernest Jordan

Manuscripts and news tips invited.

Keep Those Survey Forms Coming

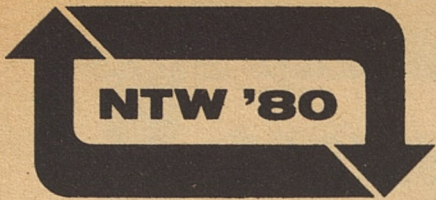
□ The survey forms for those who left their cars at home one day during National Transportation Week were still coming in at press time. A special feature will be run next month on employees' reactions to their experiences.

If you have not returned

your survey form yet, please try to get it in soon. If rain prevented your participating, go ahead and try it now. The editor also asks that you send in any personal observations or photos you have about your experiences. No names will be used in the article except in

identifying people in the photographs.

This was an interesting experiment. The results will not only benefit the Department but also may prove useful to other organizations trying to do their part to conserve fuel. ■



The dawn skies of May 17 had additional color in Amarillo when 25 balloons took to the air as part of the NTW '80 celebration.



by Dan Slak

Air Travel, Time Travel Amarillo Features

□ They breezed through the air with the greatest of ease, those daring young (and some middle-aged) men and women in their flying balloons.

An Amarillo entrant, Larry Houghtaling, piloting a balloon called "The American Dream," mastered the tricky Panhandle wind on May 17 and captured first place in the Great Amarillo Balloon Race.

Twenty-five balloons from throughout the Southwest were entered in the "Hare and Hound" race. Anheuser-Busch Inc.'s seven-story "Big Bud Hot Air Balloon" was the balloon in lead. "Big Bud" took off from the Tri-State Fairgrounds about 6:50 a.m. The balloon began a southwesterly course toward IH 40 and downtown Amarillo. The balloon then cut a northeasterly path that led to the

final destination, a field near US 87-287 and Loop 335.

Houghtaling came closest to the X-shaped target cloth spread out on the field by the "Big Bud" crew. Two Albuquerque entrants were the other top finishers.

At Tascosa High School in Amarillo, students observed energy conservation on Wednesday, May 14, with a "Foot, Pedal and Pool Day." The effort resulted in about

200 fewer cars in the school's parking lots.

On May 15, Commissioner Ray Barnhart handed over to local officials the 10-mile northeast quadrant of Loop 335. Of Loop 335 in Amarillo, Barnhart stated: "It's great that we got this magnificent structure completed, thus far. I think it's a tribute to the fine people within the Department and certainly to a unified community effort."

Loop 335 was first envisioned in 1953 by the Amarillo Chamber of Commerce, but it wasn't until 1968 when final plans were developed and approved by the Commission, Barnhart said. From 1968 until 1975, a number of different environmental statements were presented to the Federal Highway Administration before final federal approval was given.

On May 15, a 1954 time capsule opened in 1979 was resealed and placed in a wall at Amarillo International Airport alongside a number of current documents, publications, letters and a frisbee to be opened in the year 2000.

The new capsule, designed and built from copper refined in Amarillo at the ASARCO Inc. plant, was sealed in the wall of the ticket lobby of the terminal by members of the Aviation Committee of the Amarillo Chamber of Commerce. A bronze plaque over the portion of the wall where the capsule was sealed reads simply: "Time will tell." ■

by Becky Kureska

Road-e-o Finalists Trucking, Not Bucking

□ Twenty-seven regional winners in seven different truck classes, from bobtail to truck-tractor with two trailers, participated in the state Road-e-o held May 17 - 18 in Corpus Christi.

Sponsored by the Texas Motor Transportation Association in cooperation with the American Trucking Association, the event covers a myriad of written and driving skills to determine who will represent Texas at the national contest in Kansas City, Mo, Aug. 20-23. The participating Regional

winners were determined at four similar events recently conducted in Dallas, Houston, San Antonio and Corpus Christi.

Appropriately held during National Transportation Week, the two-day State Finals in Corpus Christi were coordinated by DPS Safety Education Trooper Chick West from the local DPS Regional Office. West was also an active participant in other NTW activities and was responsible for the DPS exhibits at the District's Open House on May 13.



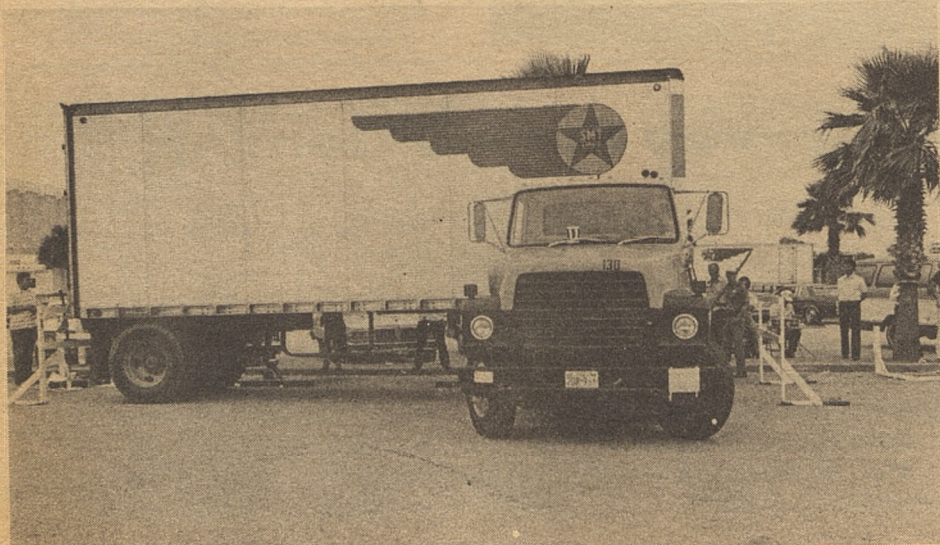
The two-day State Finals in truck handling and safety, known as the State Road-e-o, were held during NTW.

In addition to a test of driving skills held on the second day of the competition, entrants also were tested by a required "pre-trip" inspection to locate potential hazards on a bugged truck, given a personal interview, required to answer six driving problems within a specified time limit and given a written test on laws, firefighting, first aid and the trucking industry.

The actual driving maneuvers were held at the Padre-Staples Mall where a large obstacle course was laid out for the competition. Included in the competition were tests on parallel parking, U-turns, a weaving drill, backing to a dock and pulling forward to a dock, in addition to other tests.

Winners of the competition who will proceed to the National Finals are: Doubles Class, two trailers, Jerry Cowgill of Leeway Motor Freight, Houston; Straight Truck, Joe Gonzales of H.E.B. Grocery Company, San Antonio; Three-Axle Van, Bob Blassingame of Yellow Freight Systems, Dallas; Five-Axle Van, Juan Valadez of H.E.B. Grocery Company, San Antonio (State Grand Champion overall winner); Five-Axle Van with tank, Melvin Kaiser of Capitol Cement, San Antonio; Five-Axle Float, Bill Day of Franchise Services, Inc., Dallas.

Trophies were presented to the winners in each of the seven categories. ■



by Pete Haight

Austin HQ Opens Its House

□ For the first time ever, employees of most of the Austin Divisions got the opportunity during National Transportation Week to host a series of open house activities.

Half-day open houses were conducted at Camp Hubbard, the Main Office Building and the La Costa Annex, with two consecutive half-days available to visit the diverse activities at the Camp Hubbard complex.

The purpose of the open houses was two-fold: first, to show the people of Austin and the Central Texas area some of the diversified activities and functions of the Department, and, second, to afford Department employees an opportunity to visit Divisions other than their own to see what makes the Department tick.

Although the idea of an open house had been considered before, approval of an Employee Advisory Committee recommendation that a full-blown open house be held dur-

ing National Transportation Week started the ball rolling in earnest.

Representatives of each Division at the three locations formed committees, determined what resources were available, mapped out tours, assigned guides, and set up exhibits and displays. Careful attention to detail was evident throughout all three open houses, as the general public and employees alike saw special slide presentations, viewed

demonstrations of sophisticated equipment, asked thousands of questions and generally broadened their knowledge of the Department and its people.

Automation Division was so pleased with the response that Automation Engineer Hubert Henry plans to have tours of that Division available every Wednesday morning as long as interest continues. Camp Hubbard maintain-

ed a centrally located information center from which visitors fanned out to displays and exhibits in the sign shop, the laboratory and several working spaces. Photogrammetry displays, scale models, working demonstrations of various measuring devices and license plate displays were among the numerous activities.

A mobile environmental laboratory, traffic safety programs, a demonstration of the art of making arrowheads, archeological displays and landscaping plans were among the featured attractions at the La Costa Open House.

Main Office Building activities were limited, primarily because of space restrictions, to a lobby display of the Loop 360 Bridge over Lake Austin, currently under construction, and a special slide show about the Department and its employees.

Although the open house activities received coverage from all the local news media, heavy rains served to limit attendance. Nevertheless, it was generally agreed that the events were well worthwhile, both for the public and for the employees. ■

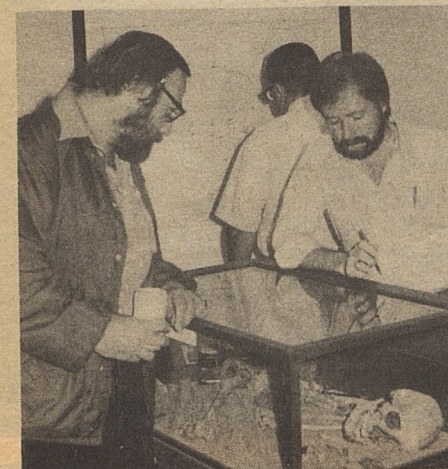


The use of photogrammetry is saving taxpayers money, but few were familiar with the techniques involved.



Since few people can make any sense of a blueprint, scale models give the public a better chance to visualize an important project.

Although the Department is looking to the future in transportation, it also looks to the past through its Archeology section.



Local media coverage of the open houses at the headquarters buildings let the public know that the Department's doors were open.



Few were aware of the excellence of the Department's computer operation, which is one of the best of any of the state transportation agencies.



The La Costa open house included a puppet show, compliments of the Traffic Safety Section's public education program.



License plates are much more than a slab of metal and a slap of paint.

The most basic elements of highway building are probably the least understood, but the Materials & Tests Division tours at least helped explain terms like asphaltic concrete.



by Mike McClellan

DRIVE 55 for TEXAS

□The Texas Jaycees and the Department have joined forces for a common goal: a safer and energy independent Texas. Fittingly, the kickoff for this campaign will occur during the Independence Day Holiday.

The campaign message is "Drive 55 for Texas" and motorists traveling during the Fourth of July three-day weekend will pass a parade of reminders passing by their vehicles on nearly every major highway in the state.

More than 200 Jaycee chapters are expected to participate at about 300 locations throughout the state.

"We will cover the Texas roadside with larger-than-life super banners displayed at filling stations and restaurants," says Texas Jaycee President Jay Brim. "Sequence signs reminiscent of the Burma Shave signs will remind drivers to slow down. Other signs will be visi-

ble at various retail outlets. In addition, highway rest stops will be manned by Jaycee volunteers with free materials for motorists to carry the Drive 55 message home with them."

Most of the material the Jaycees will be using for displays and handouts will be furnished by the Department through the Traffic Safety Section of the Safety & Maintenance Operations Division under contract with Canson Associates Inc. of Austin.

At the rest areas, Jaycees will be welcoming travelers with refreshments as well as brochures. They also will be cleaning windshields and headlights, informing travelers of road conditions ahead and passing on information about expected weather conditions. If requested, the Jaycees also will apply a 55 mph-promoting bumper sticker so that the message will con-

tinue beyond the holidays.

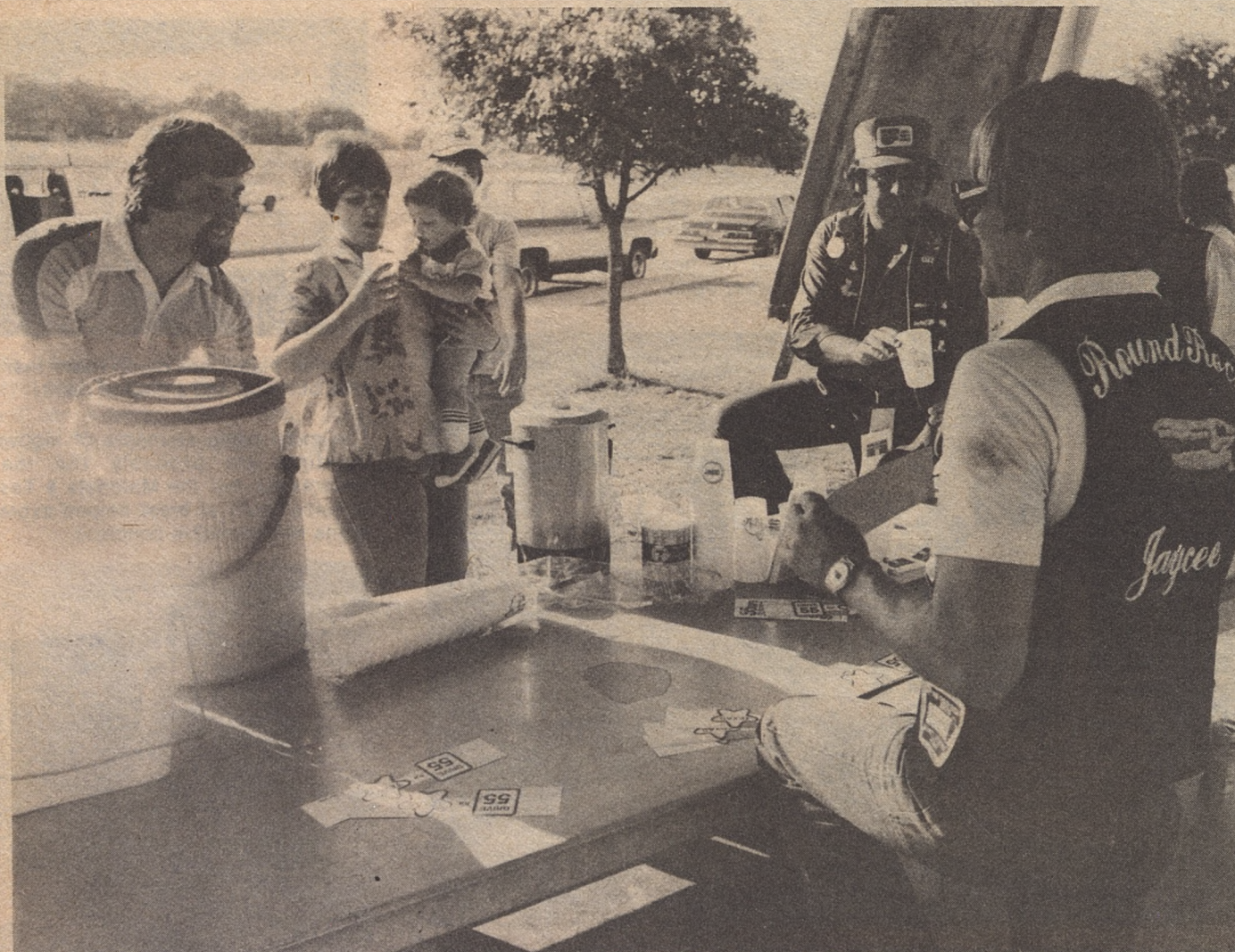
The Drive 55 on the 4th Campaign message will start in June, reflecting Gov. Bill Clements' statement when he approved the program: "The 55 mph speed limit is the simplest, most important step Americans can take every day to save lives, conserve energy and save our dollars."

"We will kick off the campaign by presenting the Drive 55 message to communities throughout the state with a public education and information program," Brim says. "This program will include radio and television spots, newspaper coverage and a special audiovisual presentation to community groups. It is hoped we will reach out to the community to enlist support and participate in a program to help bring every Texan home safely from the holiday and demonstrate energy conservation."

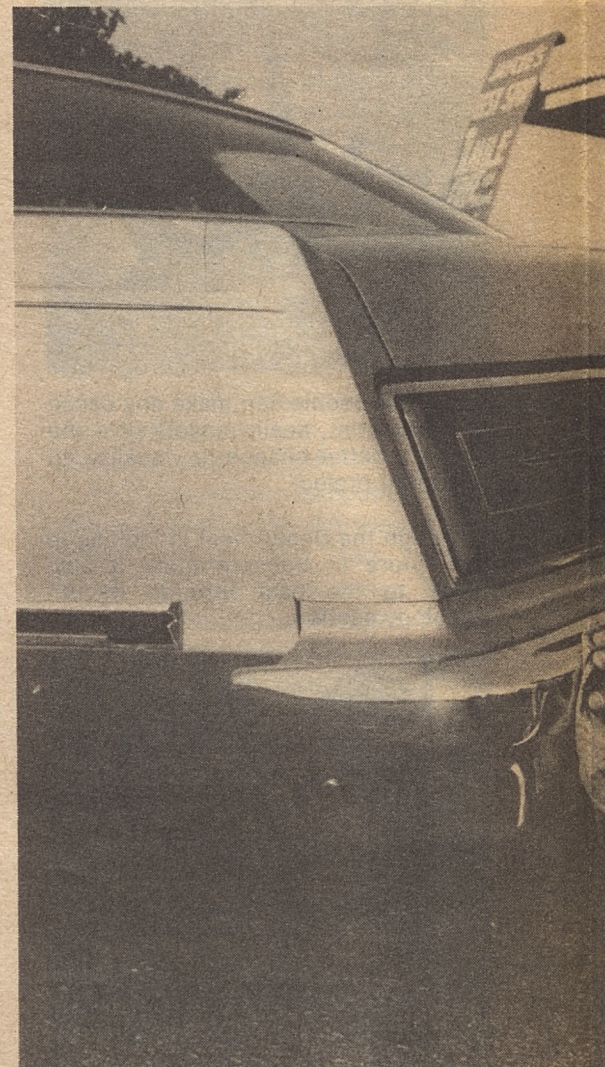
The Drive 55 Campaign in Texas is being initiated during the Independence Day weekend. A similar campaign is planned for the Labor Day weekend. Last year 18 people were killed in motor vehicle accidents in Texas during the 4th of July Holiday and 49 were killed during the Labor Day Holiday, according to Department of Public Safety statistics.

A strong safety campaign is badly needed during these holidays. The Drive 55 Campaign, both for the 4th of July and Labor Day, may prove a true blessing to many families, thanks to the innovative planning by the Traffic Safety Section and the enthusiasm and dedication of a group of community-minded citizens, the Texas Jaycees. ■

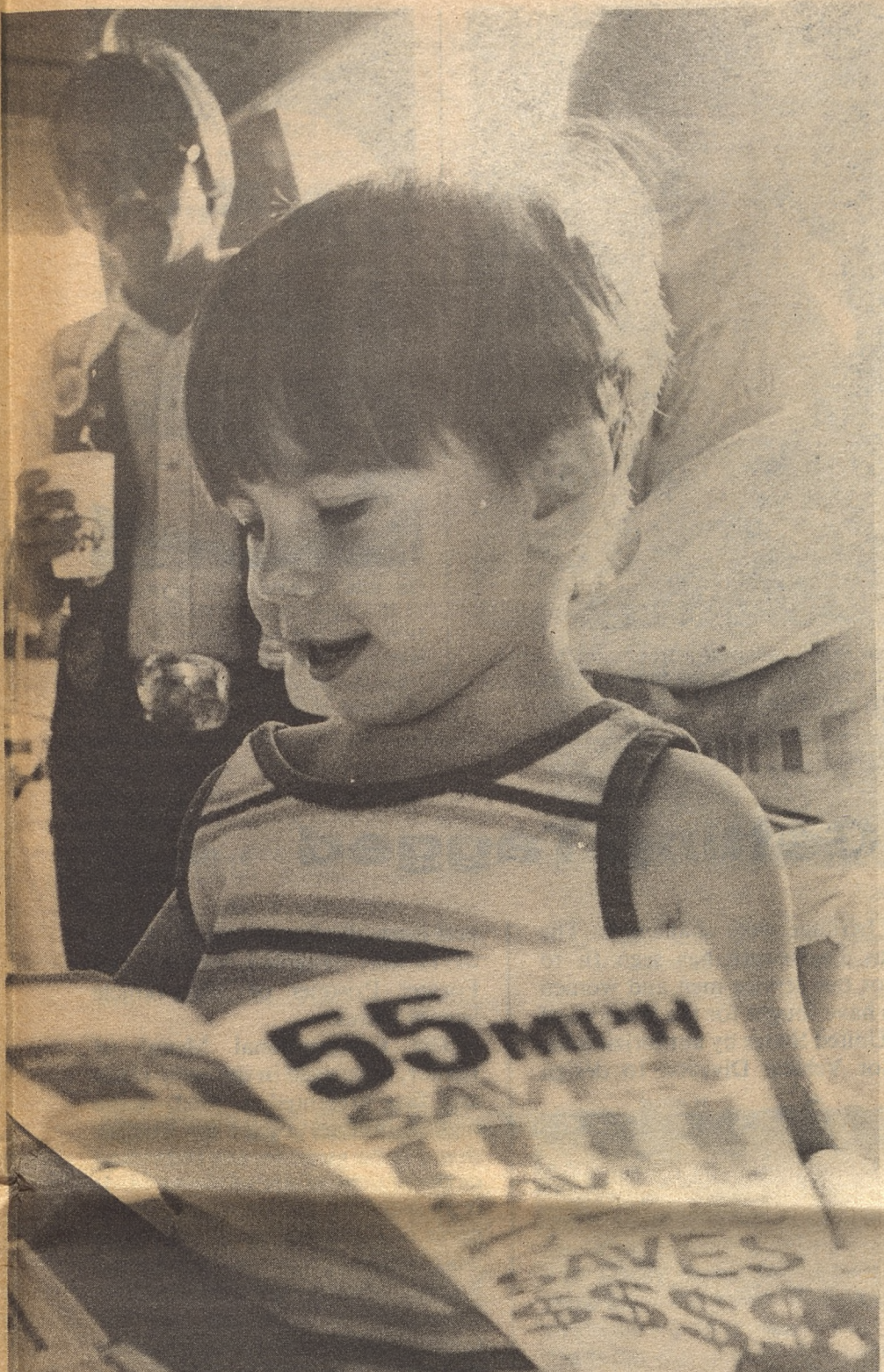
The Texas Jaycees will be handing out information on the 55 mph speed limit of interest to all ages.



At over 200 locations, the Jaycees will be helping drivers resume their trips informed and refreshed.



If requested, the Jaycees even put on bumper stickers.



stickers to help spread the word about the benefits of the 55 mph speed limit.

'Friend of Transit'

Recently retired Dallas Transit System manager Ellis Watkins was named the 1979 Friend of Transit at this year's Public Transportation Conference in Corpus Christi. Commissioner Ray Barnhart presented the award.



roadrunners

● My wife and I were en route home from Lafayette, LA, when we had a blowout near Jasper.

Mr. Joseph Horn (herbicide foreman in Beaumont) was working in the area and stopped and actually changed the tire for us.

It is fine to know that we have such people working with the Texas highway department. He could very well have gone on by with out even stopping. My wife and I want to express our appreciation for the help your representative gave us.

Lloyd Matthews
Gladewater, TX

● The purpose of this letter is not a complaint but a commendation. I wish to commend your highway workers for their endurance and efficiency.

Let me begin by saying that I worked for many years as a Dallas police officer. That is, until Aug. 21, 1978, at which time I was shot and lost my right eye, part of my face and some of my brain. I still have, however, one eye and enough sense to know that seldom does anyone show appreciation for anything. Hence, I want you to tell the workers how much at least one citizen appreciates their work. I know the feeling of being out there working your - - - off for the safety of fools who would run over you in a minute.

Let me specify the workers I am writing about. I live in Anna, near US 75. Except for three years in the service I have lived in Texas 40 years. I have lived everywhere in Texas and have never seen a more efficient group than those who work the State freeways and

highways between McKinney and Sherman. They are there, regardless of the weather. As a matter of fact, the worse the weather the more we can depend on them being there. Hot, dry, wet, ice, snow, 3 a.m., you name it and they are there. Even the service roads and the emergency shoulders are kept in top shape.

I just want you and them to know that not everyone on the road looks upon them as useless and undeserving. I am aware of the fact that everything they do is for the safety and benefit of travelers.

Please tell them thanks for a job well done and God forbid that I ever come along about the time some fool is cursing them for blocking a lane of traffic. That fool will then have a legitimate and legal complaint.

But you know what? The ----- can't get my job and it sure is a good feeling to be able to express my view without fear of losing my job.

Al Cessva
Anna, TX

● Recently, when I drove to our place near Hunt, I was most pleased to find that Mr. Carlton Biermann had arranged for the repairs on SH 39 at our gate. I was a welcome sight to see the fresh gravel along the shoulder of the road and a pleasure to be able to use our road so easily.

I called Mr. Frank Holzmann to tell how promptly my call had been responded to. This is just another conformation of my many good experiences the fine Texas highway department

Many thanks.
Bond Davis
Hunt, TX

Transaction

Motor Vehicle Division by Becky Beck

□ Nothing like black balloons, a large cow chip, and a topless bikini-bodied cake to help celebrate your 40th birthday, right Tony Reda? Even though in fun, they were graciously received, as well as the Loudmouth II Radio from well-wishers on his 40th. Many, many more happy ones, Tony.

Seems Las Vegas has really been the vacation spot for some lucky people. June Stepchinsky and Abbey Conley have taken their turns at the big city. However, neither they nor their husbands hit the lucky jackpot. Abbey did get a chance to shake Tammy Wynette's hand and that was definitely the highlight of her trip. ■

Finance Division by Joan Lee

□ Marilyn Quiroz became Mrs. Joe Del Toro Jr. on May 17. Jeannie Anderson's daughter Terri graduated from Dripping Springs High School. Terri also won a scholarship and plans to attend Southwest Texas State. Barbara Gittinger's daughter Carol graduated from Travis High. Joyce Cumpston's daughter Traci graduated from Round Rock High. Traci plans to attend Southwest Texas State. James Gardner's daughter Gail graduated from McCallum and plans to attend the University of Texas at Austin. Gail was also inducted in the National Honor Society in February. Gail traveled to Paris, Rome, Padua, Sienna, Pisa, Florence, Assisi and Venice as well as Shannon, Ireland, in March and April with the National Art Society. New employee is Mike Hermanson. Mike is traveling auditor for the Finance Division. D-3 is proud of the college graduates: Al Castello's son Rick from UT and Marvin Tietje's daughter Cindy from UT with a B.B.A. in Accounting. Cindy is also a member of the B.B.A. National Honor Society. Ted Bailey's son Ronnie graduated in December from Texas A & M University and is now stationed at Fort Sill in Advanced Artillery School. Varinia Gann's daughter Twala played in a National Piano Competition. She played 10 pieces, and scored in the 90's. Twala was also in an ice skating competition in Arlington in April. Marvin Tietje has a new daughter-in-law, the former Julie Adams. ■

District 10 by Noah Dixon

□ The Olympics are over and one special participant took two individual gold medals, one silver and one bronze. He anchored two relays and his team took the gold in both.

No there weren't really any

medals, but for his overall high-point performance, Lance Black received a beautiful trophy. He compiled 38 individual points of his team's total of 98 points.

Lance is the 9-year-old son of Billy Black in the District 10 Office in Tyler. He was competing in the Spring Olympics of Cub Scout Pack 351 in Lindale.

Lance finished first in the 100-meter dash and the 400-meter run. He finished second in the long jump and third in the 50-yard dash. He ran anchor leg in the 200-meter relay and the 400-relay finishing first. Lance's team finished second overall, just two points behind Den 3 and Lance sure did his part. ■



Lance Black received a trophy for his high-point performance in the Spring Olympics of Cub Scout Pack 351 in Lindale.



Dorothy Albertson, a draftsman in the Tyler District Design Section until her retirement in 1977, was the first person to graduate from the newly named University of Texas at Tyler.

War Heroes Getting Tagged

by Becky Beck

□ Citizens of this nation and state live in freedom today because of the many contributions and sacrifices made by the valiant men and women who have served in the Armed Forces when our freedom

and heritage were challenged. The Texas Legislature has seen fit to honor our service men and women who have fought for the freedom of the United States by authorizing the Motor Vehicle Division to design

and issue the Congressional Medal of Honor, Disabled Veteran and Former Prisoner of War vehicle license plates.

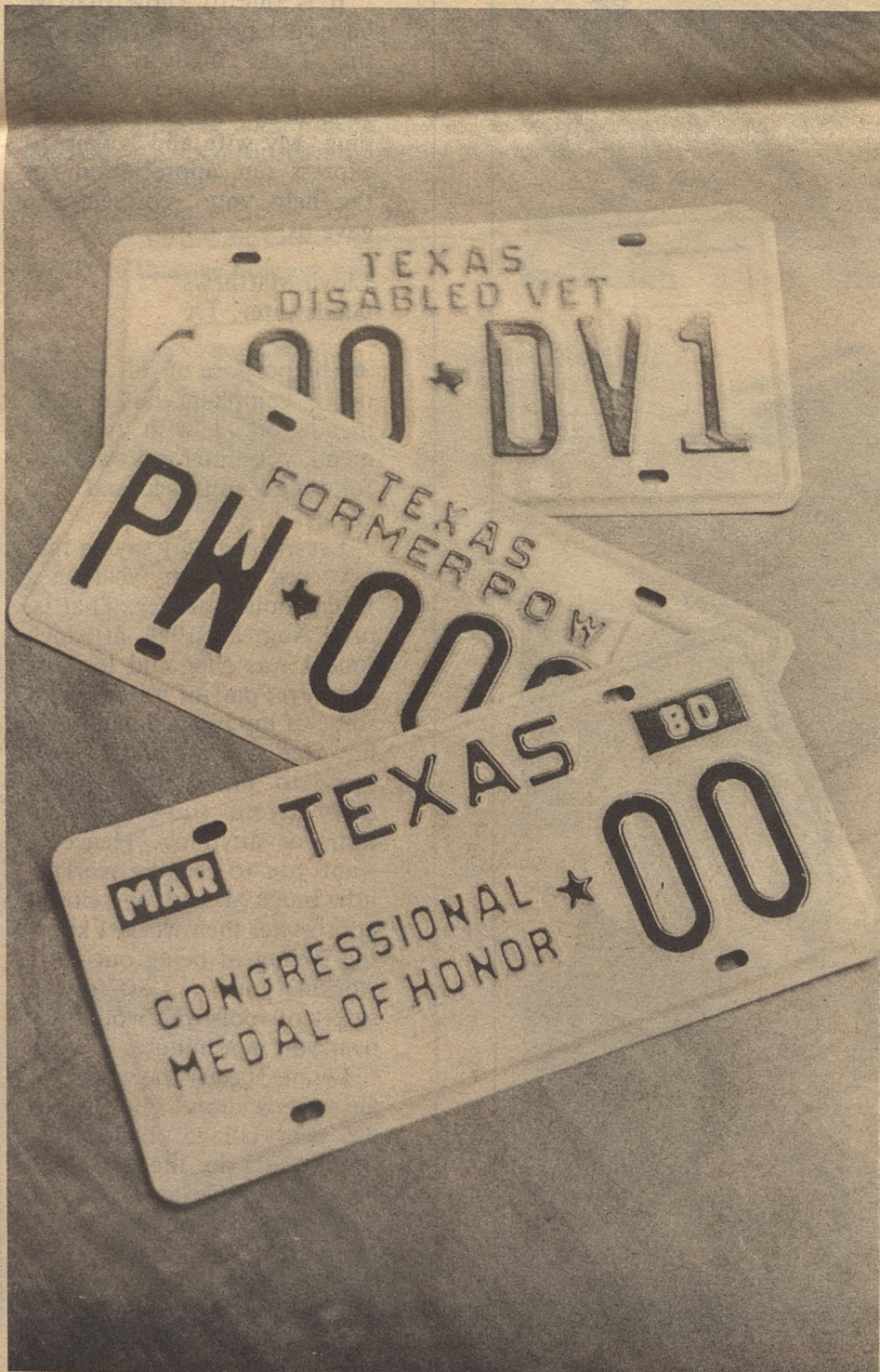
The Congressional Medal of Honor, conceived in the early 1860s and first presented in 1863, is the highest military award for bravery that can be given to any individual in the United States of America. It is awarded by the President, in the name of Congress, to an individual who, while serving in the Armed Forces, "distinguished himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty."

Senate Bill 629, enacted by the 66th Texas Legislature, authorized the issuance of Congressional Medal of Honor plates only to recipients who reside in Texas. The plates are red and blue letters and numerals on a white reflective background having embossed thereon the legend "Congressional Medal of Honor". The plates are available at no charge.

A list of 17 recipients was sent to the Motor Vehicle Division in order to notify them of the Congressional Medal of Honor plates. Only 14 applied, one declined graciously and two never responded. Later two more recipients moved to Texas and notified the Motor Vehicle division that they were interested in the plates. So, only 16 Congressional Medal of Honor plates have been issued.

We salute these Medal of Honor recipients for their valor. These men, the living and the dead, are heroes who distinguished themselves, who brought credit to their nation and state and to the cause of freedom. Free men everywhere, and generations yet unborn, owe them an undying debt of gratitude.

Some 16,000 veterans have been issued Disabled Veteran license plates. These plates originated by



the passage of House Bill 615 by the 62nd Texas Legislature. This bill enables a veteran of the armed forces of the United States who, as a result of military service, has suffered at least a 70 percent service-connected disability, and who receives compensation from the federal government because of such disability to apply for Disabled Veteran license plates for the fee of \$1. However, House Bill 164 enacted by the 66th Texas Legislature reduced the minimum disability rating to 60 percent and increased the fee to \$3. Applications for Disabled Veteran license plates are accepted all year.

Former Prisoner of War plates came into existence by H.B. 876 enacted by the 66th Texas Legislature. These plates are free and may be applied for by any person, other than a person discharged from the armed forces under conditions less than honorable, who was captured and incarcerated by an enemy of the United States during a period of conflict with the United States. The design of the plate is a "PW" prefix followed by three numbers and a one-letter suffix. Over 2,000 have been issued to date. ■



Travel & Information Director Tom Taylor has been commissioned a "Flying Colonel of the Delta Fleet" by Delta Airlines in recognition of his major contributions to, and support of, the air transportation industry. Austin Marketing Manager

Henry Conly and Capt. Charles E. Simons Jr. of Delta Airlines made the presentation. If the name of the captain seems familiar, he is the son of former Commissioner Charles E. Simons who retired in 1979.

by Becky Beck

Shrine Group Blazing New Trails

□ The past few months Amy Smith and her husband Jack have not had much spare time on their hands. Both have been deeply involved in Shrine work the past several years and have started a new concept.

Jack had been a member of the Shrine Lizateers, a motorized performing drill unit of miniature cars. However, he came up with the idea of starting another motorized unit using a three wheel miniature motorcycle.

After going through the steps of getting approval from the Shrine,

Jack has found enthusiasm everywhere he goes. He has a total of 13 members in his newly formed unit known as the Trailblazers. The members along with their families are working hard to get their unit ready for the crowds they will meet this summer.

Amy has also been busy. She has made all of their uniforms using the Shrine colors of red, green and yellow. She has made red bloomer-type pants, green cummerbuns and green vests. Their yellow shirts were bought, and, of course, their

fezzes. Since this is a family unit, the wives and kids will also have uniforms, which Amy will be making, too.

During the summer the unit will be attending at least one parade a weekend and sometimes two if the schedule allows. This also happens around the Christmas season. There is competition in the fall which the unit will be preparing for.

At this point the Trailblazers is the only unit of its kind in the state and this enthusiastic group has a lot of family fun while entertaining others. ■



The Shriner Trailblazers will be a good-looking drill team this summer, thanks in part to the creative sewing work of Amy Smith, whose husband Jack formed the unit.

**Highway Design Division
by Pat H. Gammel**

□ Jerry Henderson, a strikingly attractive brunette who stands 5' 11", supervises the Department's archeological crew that has ferreted out rather significant contributions to the down-under history of Texas. Some of these discoveries have already been published and

others are pending.

Jerry earned a B.A. in anthropology at the University of Texas where she was elected to Phi Beta Kappa in 1974. Those classes in anthropology plus her keen interest in and concern for people, especially the American Indian, led to an even deeper desire to know more about extinct cultures and man's relationship to the earth. So, she changed her course, worked for

and received her M.A. in archeology in 1976.

Jerry receives utmost cooperation and respect from the assistant researchers in her team, both men and women. She asks no one to do a job that she is not willing to do herself. Her only problem has been with the men, gentlemen that they are, who can't bear to see women carrying heavy equipment or digging with shovels.

Before the actual development stage of a highway project is begun, an archeological surveyor walks the area looking for signs of an earlier civilization. These signs can be chunks of old house foundations, cisterns filled with debris and covered over, shards of pottery, flint or burned rocks. Anything dating prior to World War I is considered worthy of research; however, the rarity or quality of a find is the deciding factor. When such signs are discovered, Jerry is notified, she calls her team together, they pack their gear and head out to the area.

At the site, a portable building is erected and heavy equipment and tools stored in it. Often the ground surface has already been worked over by vehicular traffic, people, animals and lumbering and agricultural practices which prevent recovery of meaningful data. If the ground surface is highly disturbed or void of archeological materials, the local District, at Jerry's request, will send out a backhoe to scrape off the top layer of soil and cut trenches through the site.

Such clearing gives a better clue as to what might lie beneath the various geological layers and where boundaries of the working area should be drawn. Points of reference are established and a contour map drawn if one is not available from the District. A grid is then laid out, using a transit for accuracy, which is called the "horizontal control." Each grid space is usually plotted in two-meter squares numbered from one side to the other and from top to bottom of the site. The "vertical control," which is the depth, is usually worked to 10 cm increments (a depth of about four inches) or in increments representing different geological time periods if such natural levels are present. Mesh wire is laid across nearby sawhorses



For proper cross referencing, Jerry Henderson sorts artifacts in relation to pictures and maps of the site.



Jerry excavates a 10,000-year-old Indian campsite.



Jerry and Paddy Patterson working in tight quarters inside a sink hole.



The team excavates an Indian oven site used some 5,000 years ago.



The Hondo crew helps dry artifacts.

SERVICE AWARDS
(As of June 30, 1980)

40 YEARS

District 2
Raymond W. Barnes, ROW Appraiser III

35 YEARS

District 12
James H. Doss, Maintenance Construction Supt. II
District 20
George M. Hagy, Engineering Tech. V

30 YEARS

Highway Design Division
Rufus S. Williamson Jr., Engineer of Design Operations
District 3
Frankie L. Ragland, District Maintenance Engineer
District 4
Arden D. Beghtel, Engineering Tech. V
District 7
Russell E. Turnbow, Maintenance Construction Supv. III
Durward R. Watson, District Engineer
District 8
Gaylord Price, Maintenance Construction Supv. II
District 12
Leroy Riedel, Maintenance Tech. III
Royce G. Schultz, Engineering Tech. IV
District 15
Walter B. Collier, District Maintenance Engineer
District 16
Jose Diaz, Maintenance Tech. III
District 18
Joe P. Maddox, Supervising Resident Engineer
District 19
Raymond P. Hudson, District Maintenance Engineer
District 24
Fidel H. Vasquez, Maintenance Construction Foreman II

25 YEARS

Bridge Division
Dolly Joseph, Administrative Tech. III
District 2
Fred Rea, Senior Resident Engineer
David A. Bass, Supervising Laboratory Engineer
District 4
Andrew L. Longcor, Maintenance Tech. III
District 9
Charles R. Fox, Engineering Tech. III
District 10
Marvin L. Mathers, Engineering Tech. IV
District 12
Robert F. Carter, Maintenance Construction Supt. II
District 13
Antonio Perez, Maintenance Construction Foreman III

District 14
Franklin E. Urban, Maintenance Tech. III
District 15
Theodore L. Eckhardt Jr., Engineering Tech. III
Rex G. Lee, Engineering Tech. III
District 18
Waid D. Goolsby, Supervising Designing Engineer
Carroll W. Coffey, Maintenance Tech. III
District 19
Hulan W. Moore, Engineering Tech. IV
District 23
Loy R. Merritt, Chief Accountant II

20 YEARS

Automation Division
William A. Hill, ADP Programmer II
Equipment & Procurement Division
David L. Herrington, Systems Analyst II
Materials & Tests Division
Charles E. Summers, Engineering Tech. II
Joseph G. Raska, M&T Paint Engineer
Right of Way Division
Jack T. Wood, Staff Services Officer I
Transportation Planning Division
Melvin L. Euers, Administrator, Technical Programs I
District 2
Robert L. Dove Jr., Maintenance Tech. III
District 4
Joe W. Duncan, Maintenance Construction Supv. III
District 5
R. V. Long, Maintenance Tech. III
Fred M. Long, Engineering Tech. IV
District 8
William D. Clemmer, Engineering Tech. III
Lee C. Ray Jr., Maintenance Tech. III
District 10
Herbert D. Melton, Maintenance Tech. III
District 11
Jessie E. Wheeler, Maintenance Tech. III
Andrew W. Williams, Maintenance Construction Supv. II
District 12
Donald L. Baker, Designing Engineer
Theron L. Varvil, Senior Marine Captain
District 14
Jimmie S. Barr, Clerical Supv. IV
District 17
Franklin J. Shenkir, Supervising Resident Engineer
District 18
James F. Loper, Senior Designing Engineer
District 21
Bernabe Contreras, Maintenance Construction Supv. III
Joaquin Gonzalez Jr., Engineering Tech. II
District 24
Arturo R. Tapia Jr., Engineering Tech. V
William J. Shackelford, Engineering Tech. V
Rosendo J. Hernandez, Maintenance Tech. III
Juan R. Urbina, Maintenance Tech. II
Houston Urban
Clement J. Mlcak, Engineering Tech. V

RETIREMENTS

Automation Division
Robert F. Spencer, Engineering Tech. III
Motor Vehicle Division
Milton M. Powell, Auditor II
District 1
Edward G. Bankhead, Supervising ROW Engineer
Willie L. Strebeck, Maintenance Tech. II
District 3
William A. Dugger, Maintenance Tech. III
Martin L. Raabe, Supervising Administrative Engineer
Clayton D. Wages, Maintenance Tech. III
District 4
James G. Baird, Engineering Tech. V
Norval W. Burns, Engineering Tech. III
John B. Hager, Maintenance Tech. III
District 7
Thelbert W. Moore, Maintenance Tech. II
Andrew C. Singleton, Maintenance Tech. III
District 9
Alton A. Cozby, Maintenance Tech. III
Bowers H. McClung, Maintenance Tech. II
District 10
Luther H. Lawson, Maintenance Tech. III
District 12
John H. Appelt Jr., Maintenance Construction Supv. III
John S. Atkinson, Engineering Tech. IV
Chester A. Franus, Engineering Tech. V
Malachi Merchant, Maintenance Tech. III
District 13
Wesley E. Knox, Maintenance Tech. II
District 14
Howard Adcock, Engineering Tech. V
Carl E. Anderson, Engineering Tech. V
Gilbert L. Gallatin, Engineering Tech. V
District 15
Charles E. Ebensberger, Engineering Tech. V
Rollie L. Jacobs, Maintenance Tech. III
John D. Stockton, Supervising Resident Engineer
George D. Varoff, Accountant I
District 18
Millard J. Cline, Maintenance Tech. III
Fred A. Fisher, Engineering Tech. IV
John G. Keller, District Engineer
Ardrie Lewis, Maintenance Tech. II
Fred Marrs, Maintenance Tech. III
Clifton N. Reding, Engineering Tech. III
Mack F. Sapp, Maintenance Tech. II
District 19
Harvey H. Williams, Maintenance Tech. III
District 20
Mertic Damrel, Maintenance Tech. III
District 22
Juan C. Hernandez, Maintenance Foreman II
District 25
Joseph E. Simpson, Maintenance Tech. III

to sift the soil for minute fragments.

Jerry's first dig assignment after joining the Department in 1977 was in Bandera County where 10 Indian campsites had been located along a 10-mile strip through the Hill Country. On one of these sites a sinkhole was discovered, approximately 15 feet deep with a 20-foot diameter, containing nine to 12 feet of deposit which was removed and a ladder dropped down the inside the hole. History tells of such sinkholes being occupied by groups of roving Indians at varying times thousands of years ago. In this particular sinkhole, three different types of points or arrowheads indicated that three different cultures of Indians, possibly ancestors of the Tonkawa Indian, had camped there about 200 years apart from around 500 A.D. to 1000 A.D. Such data are significant in the identification of the original settlers in Texas.

Although normal working time on a site is about two months, six were necessary to exhaust this one of all worthwhile data before

reaching bedrock.

The "find of the century" for Jerry was realized on a project near the banks of Leon Creek inside the city limits of San Antonio. The surveyor had found burned rocks and dart points dated to 2000 B.C.-3000 B.C., which was sufficient evidence for research efforts.

After working diligently for a couple of months, nothing of extraordinary value was found. While doing routine excavation procedures on one of their 2x2 meter units on the last day before the planned closing of the site, they found it. "It" was a rough-hewn stone projectile point, one of the earliest types of weapons used in the New World. The crew had known the earlier occupation was there and did not know how old it was until this point was found.

The projectile, which makes this an important archeological find in Texas, was named "Clovis" after similar points found in Clovis, NM. The weapon is characterized by fluted points where the slotted end of the shaft fits over the stone, and dates back to the Ice Age or

Paleolithic Period when tools and implements were hacked out of stone.

A single item is inconclusive evidence that ancient civilizations had lived in the area, for the spear point could have been dropped by any later group of Indians wandering over the continent or it could have reached the site through other means. Knowing this, Jerry immediately called her supervisor who gave the go-ahead to continue digging.

The crew members abandoned shoveling dirt onto the screen and dropped to members knees in the dirt to hand-pick the remaining site area. Using hand tools and brushes they dug and plotted every minute detail in place. More supporting evidence was uncovered. The age of those items taken from the ground surface was calculated to be 2000 B.C., and as dirt was carefully removed literally thousands of pieces of flint debris were exposed. Hundreds of actual tools, such as crude knives, hide scrapers and others, were uncovered deep in the earth just as the Indians had left

them. When the bottom of the cultural deposits was reached, the crew figuratively had traveled back in time to about 10,000 B.C., a time when unorganized bands of primitive Indians roved North America in search of now extinct bison and mammoths.

Only a few such locations of ancient cultures exist on this continent, which makes the importance of this find even more spectacular. Such discoveries help archeologists to reconstruct past life ways and to arrive at the cultural behavior that produced a particular artifact or site. This is why so much stress is placed upon indiscriminate digging in archeological sites by untrained people since they unknowingly are apt to destroy valuable evidence that only a trained archeologist can interpret.

Thus, another link has been added to the chain of civilization discovered deep within the territorial boundaries of pre-historic Texas. And Jerry Henderson has authentic material for her dissertation in preparation for her upcoming Ph.D. examinations. ■

summer travel calls for planning

Family Protection

□ A joyous family season is beginning. Summer vacations and three big holidays are going to see many families taking trips across the state and nation. It is a wonderful time for family togetherness, with freedom to participate in many outdoor activities.

When planning your trips, a little thought for family protection can help keep these excursions happy rather than tragic.

Weekends, especially holiday weekends, are statistically the most dangerous driving periods for Texans, according to Department of Public Safety records. But a little

planning can help the motoring family avoid the most dangerous period during those weekends: the deadly hours between 11 p.m. and 3 a.m.

Seat belts, effective any time, are critical items of equipment during family trips. In addition to halting backseat distractions and helping keep the driver's attention on the road, buckling up can greatly

reduce the chances for a severe injury or fatality for all the loved ones in the vehicle.

A vehicle crash victim has 57 percent less chance of being injured or killed when wearing a lap-shoulder type seat belt, and 31 percent less chance when wearing a lap belt alone.

One other simple but effective preventive measure is for the driver

to keep his attention on the road all the way into the driveway. Many people are lulled by the familiarity of roads and streets near home when returning from a trip. Many tend to eagerly speed up for a kind of "finishing kick" on the last leg of a trip. These drivers contribute to the fact that 75 percent of all traffic accidents involving death or injury occur within 25 miles of the victim's home.

Giving just a little thought to family protection before and during a trip can help keep any family excursion a happy and memorable one. ■

Fiberglass Barriers Studied

□ Fiberglass barricades may soon make wooden ones obsolete. That is if an experimental project on the barricades proves successful.

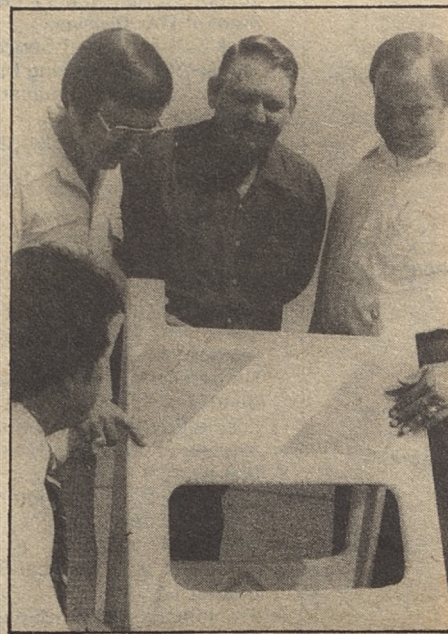
Under a contract with the Department's Traffic Safety Section, the City of San Benito is trying out the new concept in traffic barricades.

"This unique program is the first TSS-funded project in which pre-molded plastic barricades are being used," TSS Area Traffic Engineer Jose Obregon said.

The new barricades made of durable fiberglass are filled with sand for support. Unlike wooden ones, if struck by a vehicle the plastic barricades are not destroyed and cause minimal damage.

"These sturdy barricades protect the worker and the car, in effect, preventing accidents," Pharr District Traffic Safety Specialist Selma Decker said.

However a preliminary inspection revealed one slight problem. The adhesive gluing the orange and



TSS Area Traffic Engineer Jose Obregon, Traffic Engineer Bobby Lay, Pharr TSS Selma Decker and San Benito Project Director Domingo Ramirez discuss the need for a stronger adhesive for fiberglass barricades.

white warning stripes onto the plastic molding was not strong enough.

"We're not surprised to find minor problems in this experimen-

tal project. We'll be working with the manufacturer to develop a stronger adhesive," Pharr District Traffic Engineer Bob Lay said.

In addition to 80 plastic barricades, the \$4,851 contract provides the city with 80 construction warning signs and 40 barricade crossrails to supplement the experimental program.

If the San Benito project is successful, the new barricades will be placed in statewide use by the Department, according to Lay. ■

Goode

(Cont'd from pg. 1)

assistants to the Engineer-Director is being changed because Goode felt, and the Governor concurred, that it would be "desirable to have a definite delineation of responsibilities in the Department," Goode said. "Marc Yancey's work has been outstanding and I like having him as the senior assistant."

Yancey will be assuming additional responsibilities, including the transfer of Transportation Planning Division to the Administration

side of the organizational structure.

As to his view of the future, Goode sees the activities of the Department as mainly limited to improving the existing systems.

"We've got a highway system now that's got some age on it," he says. "The main part of our program is going to be rehabilitation. I don't see any major new highways being built in the near future. It may be necessary to expand the capacity of highways on existing locations. There may be a few isolated instances where we will need to do this kind of work where

there is rapid growth. Houston, of course, is the major area of any expansion."

Energy is going to have to be the major consideration for any future endeavors by the Department. Goode feels that the Department is going to have to stay in close touch with changes and plan for them.

But whatever the Department's

future role, Goode is sure that the Department will acquit itself well.

"I have the highest confidence in the Department's employees, their abilities and concern for the Department and the taxpayers of Texas," he said. "Any agency can only be as good as its employees. I know I am prejudiced, but I feel we have the best." ■

New DE

(Cont'd from pg. 1)

The graduate of Colorado State University previously served as Resident Engineer in Sanderson and Balmorhea, hiring personnel and establishing both residencies. While setting up the Balmorhea Residency he also made location studies through rough, mountainous terrain and designed and

constructed IH 10 from the IH 20 junction to Balmorhea.

"Bill has carried out every assignment with competence," Pearson said of Lancaster in his nomination for the Gibb Gilchrist Award. "He is able to deal well with others, he can make quick, sensible decisions and the overall quality of his work coupled with his technical know-how is excellent." ■

TRANSPORTATION NEWS

P.O. Box 5064
Austin, Texas 78763

ADDRESS CORRECTION REQUESTED
RETURNED POSTAGE GUARANTEED

BULK RATE
U. S. POSTAGE PAID
AUSTIN, TEXAS
PERMIT NO. 2209