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TEXAS STATE DOCUMENTS  
COLLECTION

NON-CIRCULATING

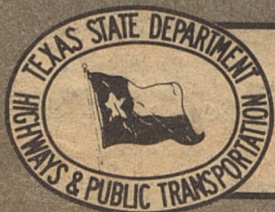
*"National Tour of Texas"  
Have you seen this man?*

*See Story, p.5*



Texas Monthly Photo

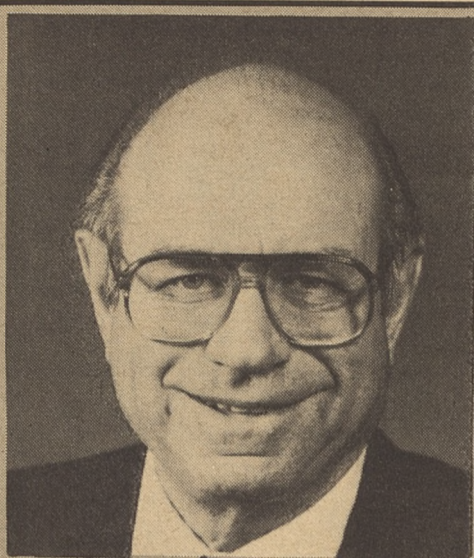
# TRANSPORTATION news



*Holiday help extended, p.6  
Retirement options open, p.2*

*January 1987*

NON-CIRCULATING  
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**A**long with wishes for the new year, I would also like to extend to each of you a "happy anniversary" greeting. 1987 marks the department's 70th year of service to the people of Texas. While not an occasion for public fanfare, the anniversary does offer us the opportunity to reflect on our past and rededicate ourselves to the future.

In the years since the department was established in 1917, we have set standards that will serve as our guideposts in the years ahead — standards for professionalism, efficiency and service to our bosses, the taxpayers of Texas.

This past year produced some prime examples of these commitments.

In an effort to catch up with a large backlog of expansion and rehabilitation needs, we contracted a record of almost \$2 billion in construction contracts, and have continued an ambitious schedule this year despite the failure of the 99th Congress to pass a new federal highway appropriations bill.

We waged a winning battle against litter on our highways and saw a 29 percent reduction in roadside trash. We have 23 communities participating in joint ventures with us to landscape our roadways, and hundreds of civic groups are "adopting" highways to clean and beautify.

We attracted more than \$275 million in right-of-way and cash donations to help expedite construction of the road improvements that Texas communities want and need. This program benefits both the Texas treasury and the local citizenry.

Seventy years ago, the department, officed in the Capitol, had 10 employees. Today, more than 15,000 of us, located all over the state, carry on the work our predecessors began.

So we've grown. And as the population grows, we will continue to grow, with the talent, hard work and dedication that each of you brings to the department.

*Raymond Stotzer*

## Commission lifts mandatory retirement

The highway department no longer requires employees to retire at age 70. At its December meeting in Austin, the commission voted to rescind its mandatory retirement policy.

The commission's action was in response to a bill passed by Congress and signed into law by President Reagan in October. The bill represents the first amendment to the Age Discrimination in Employment Act since 1978. The legislation called for the elimination of all mandatory retirement ceilings, except for those affecting public safety officers and tenured professors. Those occupations will lose their exemptions in seven years.

Since May 1, 1978, the department has mandated retirement at age 70. The new policy not only lifts the mandatory retirement age but also provides for the rehiring of retired employees.

Re-employment of former department employees will depend on the need for a specific employee's knowledge and expertise, require a definite assignment, and extend for a limited period of time. Additionally, the temporary employment of retirees will not affect their state retirement benefits if they are employed for up to six months in a fiscal year.

Currently, only one highway department employee is over 70 years of age. Eighty more are between the ages of 65 and 70. These numbers represent a small percentage of the department's present personnel total of 15,244 full-time employees. ★ Karen LeFevre

## 'ENHANCED RETIREMENT' REQUIRES QUICK ACTION

Within the next few weeks, nearly 2,000 department employees must decide whether to take advantage of the retirement option provided by House Bill 40. For those ready to retire, it will be a fairly easy decision. Others may be prompted to retire earlier than they had planned.

Passed during the second special session of the Texas Legislature this past summer, the bill establishes higher retirement benefit rates for employees who are already qualified for retirement. But, in order to take advantage of the increased benefits, employees must retire between November 30, 1986 and May 31, 1987.

To be eligible for what Human Resources Division head Les Clark calls "enhanced retirement," employees must have: 30 years of creditable service at age 50; 25 years at age 55; or 10 years at age 60. This, he stresses, is not just highway department service. It includes prior state employment and military service as well.

Current figures show that at least 1,990 department employees are eligible for the program. As many as five percent more, whose military service has not been taken into account, may also qualify.

By the most conservative estimates, 13 percent of the department work force is eligible for retirement under H.B. 40. Among executive and administrative personnel, that figure is 40 percent.

According to Clark, it is impossible to predict how many department employees will retire during the six-month period, but the incentives provided by the bill "will certainly encourage" many to retire now. "Employees are really going to have to study the situation very carefully. This is an important decision. It can make a difference in annuity payments the rest of your life. And also, Social Security benefits don't start until age 62. So, there's a lot to consider," he said.

What employees may be considering most when they weigh the pros and cons of retiring now is — money. The financial incentive provided by H.B. 40 translates into a two percent benefit rate for the first 10 years of service, as opposed to the regular retirement rate of 1.5 percent. Effectively, this increased credit is equivalent to 2½ years of service. From the 11th year of service on, the regular two percent rate remains intact.

One department employee, considering retiring early in order to take advantage of the higher benefit rates, said, "It's really going to be a tough decision for me. On the one hand, I'm not ready to retire. I don't want to be idle, and I don't have any real plans about what I'd do after I retired. But, as far as the money goes, I'd have to wait till 1991 to get this deal again."

Many department employees, though, have already decided. The number of retirements, averaging around 25 per month from March through August 1986, dropped in anticipation of H.B. 40, according to Bernice Kissmann of Human Resources. In September, only nine department employees retired, and only two more — one due to disability — retired in October. But on November 30, the opening date of the six-month period covered by the bill, 85 department employees retired. And, Kissmann says, "Until H.B. 40 runs out, the totals are going to be high."

Generally, employees planning to retire should contact the Employees Retirement System and request an application 30 to 60 days before their anticipated retirement date. "But," Clark points out, "because of the rush, the retirement people want the applications earlier, ideally 80 to 90 days before the last effective retirement date for H.B. 40. Everybody needs to remember that to officially retire, the application has to be signed and approved."

While not encouraging employees to retire now, Clark reminds them that "time is running out" on the option provided by the bill. He concluded, "Anyone who is interested in retiring with enhanced benefits should get his or her application in soon. If everything's not signed, sealed and delivered by May 31, it'll be too late." ★ Karen LeFevre

Volume 12

Number 4

## TRANSPORTATION news

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

Manuscripts, photos, news tips invited. Telephone the editor at (512) 463-8612, or Tex-An 255-8612.

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Associate Editor.....Karen LeFevre

## Help for home port

An \$8 million refund given to Galveston County by the department last month may make the difference in attracting a Navy home port to the area. The highway commission, at its December meeting, presented a check to Galveston area officials for \$8,577,200.

"This is the amount spent by the county for work on Farm-to-Market Road 517," said commission chairman Bob Lanier. "We looked hard for a way to help Texas gain the home port, and decided we could absorb some of the costs normally funded by the city and county on this project."

Galveston mayor Jan Coggeshall credits Lanier with eliminating a major obstacle in the city's quest to gain the home port. Local officials had until the end of 1986 to find the \$8 million required by the Navy in order to locate the port in Galveston.

"I've been pleased that Chairman Lanier was willing to take a leadership role in finding a way to bring the home port to Texas," Coggeshall said. "It will return many times in salaries and purchases the amount of the initial investment."

Coggeshall said the estimated \$37 million project will begin attracting new jobs and industries to the area during construction, which is expected to begin by January 1988. The port will be in operation in early 1990, she said.

"We anticipate \$10 million in annual ship repair dollars from the project and another \$25 million in new payroll dollars for the Galveston County area," Coggeshall said. "About 667 full-time employees will work at the port, and we should see 2,300 new residents by 1990."

"Our feeling is that this is a good investment in the future of Texas," said Lanier. "Anytime you attract a project of this scope, the turnover rate for dollars brought to the area is significant."

Lanier said other byproducts of the initial economic growth are the new businesses and jobs that will be created to support the port.

"We know that the impact on the local economy will be tremendous," he said. "Every time a small business crops up to serve the new port, more jobs and dollars will flow into the area."

Coggeshall said the next step will be finalizing details with the Navy and waiting for Congress to approve funding of the port, in October 1987.

"I feel very confident and positive about the project now," she said. "This is a great Christmas present for Galveston and for the entire state."

★ Marcy Goodfleisch



## Texas lands 'money tree'

Fort Worth's new federal currency plant will need a healthy route system, and the highway department has pledged to build one.

During the bidding period for the planned U.S. Bureau of Engraving and Printing facility, commission chairman Bob Lanier said the department would "do everything possible to assist in improving the roadways to and around the site."

At its December meeting in Austin, the commission acted on its promise to respond to traffic needs created by the new facility. The proposal is contingent on Tarrant County's agreement to provide right-of-way and adjust utilities.

According to current cost estimates, the department's contribution will top \$1 million. Improvements entail adding the section of county road (Harmon Road) between Farm-to-Market Road 156 and US 287/81 to the state highway system and upgrading it to state standards. Additionally, the department will upgrade the intersection of FM 156 (Blue Mound Road) and Harmon Road to increase mobility around the site of the four plant buildings.

The department's commitment to help Fort Worth land the "money tree" was part of the total \$15.7 million package that sold federal officials on the Texas city as the location for the Western currency plant. Other significant contributions included 100 acres of land and \$7.5 million in private donations.

In choosing Fort Worth, officials considered transportation facilities very heavily. The currency agency specified that the plant be within 15 miles of a major airport and have access to, but not front, a major freeway. Improving road conditions around the proposed site became a prime concern.

The new roadways will provide the vital transportation link for the plant's employees and its product—money. When fully operational, the facility will produce one-fourth of the nation's currency, employing 200 technical workers and creating as many as 2,000 more jobs in related industries.

The Fort Worth currency plant is only one example of the department's push for local economic growth. In recent years, community planners have taken into account the significant role highways play in long-range

economic growth. The department has been instrumental in the success of several projects that have resulted in local industrial development.

In Port Arthur, the relocation of two miles of Texas 82 allowed the city and port authority to bid successfully on a surplus dry dock, resulting in hundreds of new jobs and a boost to the local economy. Further improvements to the highway have attracted satellite industries, such as a proposed leisure development on Pleasure Island.

In the west central town of Coleman, the department, at the request of local government, turned a county-maintained bridge and roadway into a state facility. The improved farm and industry route also had access to the local airport, thereby increasing economic growth potential for the area. This potential was realized when a nearby location was chosen as the site of an industrial park.

In the Dallas/Fort Worth metropol, the Las Colinas Corporation, anticipating growth, donated a portion of the right-of-way for Texas 114, which would eventually serve the Dallas/Fort Worth Airport. In the past 15 years, 750 businesses and over 50,000 jobs have been developed in the area, with 100,000 more jobs expected by the year 2000.

In San Antonio, the combined effort of local officials and the highway department resulted in the donation of right-of-way and construction of the 10-mile Northwest Freeway (Texas 151) between US 90 and Loop 1604. The improved location has attracted Sea World of Texas, a \$140 million theme park, the nation's third largest. The project will create 2,000 new jobs and further the growth of related industries in the area.

Deputy Engineer-Director Byron C. Blaschke cited good transportation, especially good roads, as crucial to the selection of any location for a new business.

"Businesses need to move people, goods and services. The highway commission is addressing that need and making special efforts to authorize projects in growth areas. The department is committed to the economic development of this state," Blaschke said. "Texas' growth is firmly rooted in its highway system."

★ Karen LeFevre

“National Tour of Texas”

# Writer embarks on 50,000-mile trek

Dick Reavis has a one-year mission: to drive every state-numbered and federal highway in the state of Texas.

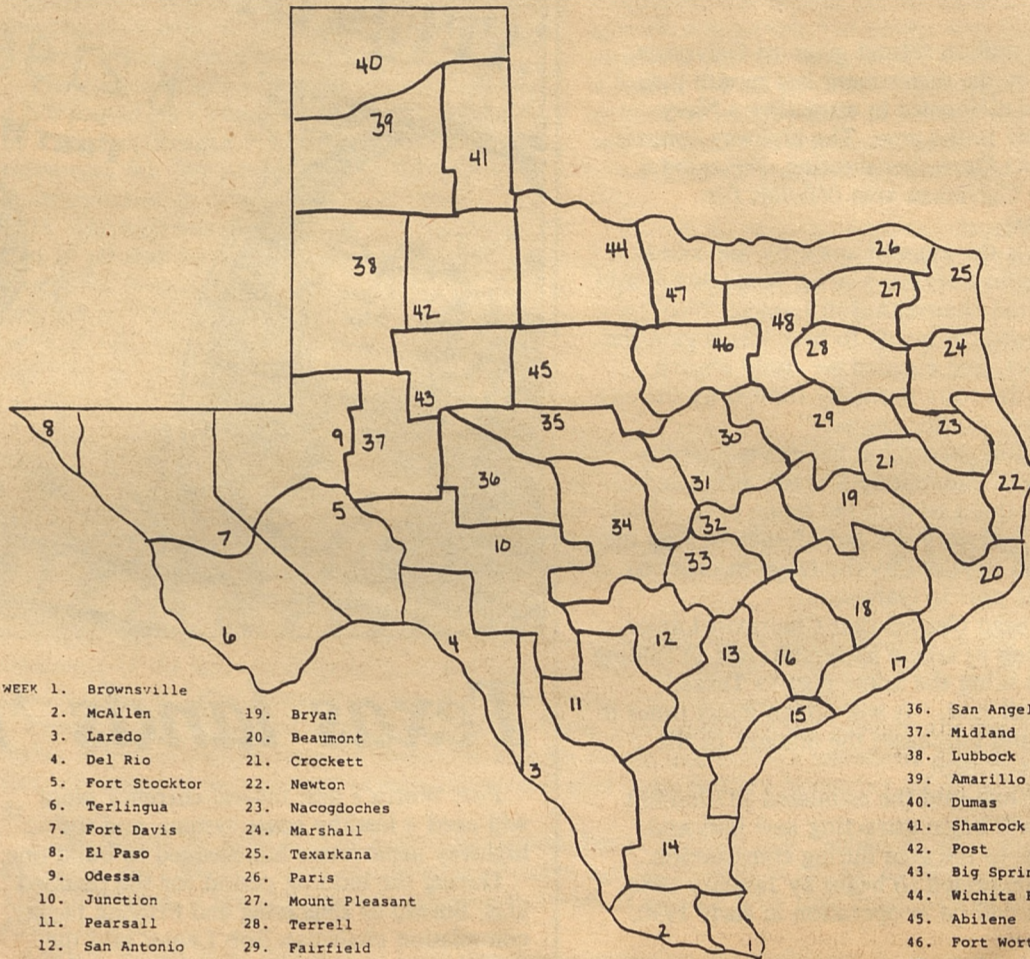
He may not be going boldly where no man has gone before, but he will be accomplishing a feat that no one has yet chronicled. And he will be fulfilling a dream that has drawn him for years.

Reavis, a senior editor for the popular magazine *Texas Monthly*, embarked on his odyssey Jan. 1, leaving the Cotton Bowl in Dallas in an effort to drive all 32,000 miles of federal and state-numbered highways in Texas.

With side trips and backtracking, he expects to drive more than 50,000 miles—twice the circumference of the earth—before ending his “National Tour of Texas” back at the Cotton Bowl on Jan. 1, 1988.

Throughout his 12 months on the road, Reavis will gather story ideas and write a column for *Texas Monthly*, with the first entry appearing in the February issue. These reports will chronicle the people met, places discovered, and sights seen in his drive across Texas.

Reavis (pronounced with a short “e”) is well-equipped for the journey. Before undertaking the trip, he visited with highway department employees in the Transportation Planning and Travel and Information divisions, who armed him with maps, telephone numbers, facts and figures. He also spent some time in the Yoakum district



- |                     |                    |                   |
|---------------------|--------------------|-------------------|
| WEEK 1. Brownsville | 19. Bryan          | 36. San Angelo    |
| 2. McAllen          | 20. Beaumont       | 37. Midland       |
| 3. Laredo           | 21. Crockett       | 38. Lubbock       |
| 4. Del Rio          | 22. Newton         | 39. Amarillo      |
| 5. Fort Stockton    | 23. Nacogdoches    | 40. Dumas         |
| 6. Terlingua        | 24. Marshall       | 41. Shamrock      |
| 7. Fort Davis       | 25. Texarkana      | 42. Post          |
| 8. El Paso          | 26. Paris          | 43. Big Spring    |
| 9. Odessa           | 27. Mount Pleasant | 44. Wichita Falls |
| 10. Junction        | 28. Terrell        | 45. Abilene       |
| 11. Pearsall        | 29. Fairfield      | 46. Fort Worth    |
| 12. San Antonio     | 30. Waco           | 47. Jacksboro     |
| 13. Gonzales        | 31. Killeen        | 48. Dallas        |
| 14. Falfurrias      | 32. Granger        |                   |
| 15. Port Lavaca     | 33. Austin         |                   |
| 16. Victoria        | 34. Llano          |                   |
| 17. Galveston       | 35. Coleman        |                   |
| 18. Houston         |                    |                   |

I SAW DICK REAVIS

When?  
Where? (Be as specific as possible)  
What happened?

I'M TRAVELING TOO, DICK

If I were sitting beside you on your journey, I'd be sure to direct you to the following:

PLACE(S):  
PERSON or PEOPLE:  
My best directions for getting there are:

My Name: \_\_\_\_\_  
My Work Address: \_\_\_\_\_  
My Work Phone: \_\_\_\_\_



learning about some of the department programs and picking up some of the jargon. Engineer-Director Raymond Stotzer said he encourages department personnel to “extend your usual courtesies and assist Mr. Reavis whenever possible.”

To allow employees to vicariously enjoy a trip many would like to take, *Transportation News* will feature Reavis' tour monthly, with reports from people in the field on the writer's visits. Those who spot his white Chevrolet Suburban emblazoned with “National Tour of Texas,” or have occasion to visit with him or assist him on his trip, can share the fun with other readers by calling or writing to the editor. The “coupon” on this page can be used for convenience.

Reavis also has asked readers to act as back-seat drivers, offering suggestions on people or places that he should include in his tour. There's a place on the coupon for that information, too, and it will be sent to Reavis via the magazine.

“It's always been a dream of mine to drive every inch of the state's blacktop,” said Reavis, “taking time along the way to stop and talk to people, and to write about those experiences. This tour makes that dream possible.”

Reavis, a lifelong Texan, abandoned his plan to tour every road in Texas when he discovered that, with city streets added to the 70,000 miles on the state highway system, there are 272,428 miles of roadway in Texas.

Reavis' journey has taken him first to the Valley “because it's warm there,” he said. In the first four weeks of his plan, he is visiting Brownsville, McAllen, Laredo, and Del Rio. February should find him in Fort Stockton, Terlingua, Fort Davis and El Paso.

His itinerary (see map), includes 48 scheduled stops. ★ Rosemary Neff

# Funny thing, this name-calling' in Texas

Are you just trying to make it to Friday?

It's easy. Turn west outside Davy Crockett National Forest in Houston County, and it's Friday—a town of 41 souls, in the heart of Texas.

Now that Friday's in sight, are you Happy? Jolly? Smiley? Are you filled with Joy? Or are you Uncertain? Want to Circle Back? All of these are possible without crossing the Texas border.

Want a taste of the old West? Then visit *Cut And Shoot, Buckeye, Lariat, Bronco, Deadwood, Gun Barrel City, Cactus, Paint Rock* or *Point Blank*. If you always root for the Indians in Western movies, you'll want to take in *Medicine Mound, Cherokee, Comanche, Geronimo, Indian Gap, Indian Lake, Kanawha, Pawnee, Quannah* or *Seminole*.

If *White Settlement* isn't your style, see *Black* on the map. Want more color in your life? Try *Blue Mound, Red Rock, Greenwood* or *Grayback*.

If your journey has made you hungry, stop for a taste of *Oatmeal, Rice, Plum* or *Noodle*, and wash it down with *Coke* or *Sweetwater* (*Agua Dulce*, in other words).

Now that you're restored, maybe you'd like to stretch your horizons—visit those cities whose names have always beckoned from travel brochures, and do it on limited *Cash*. You won't have to cross state lines to see *Los Angeles, Beverly Hills, Atlanta, Boston, Carlsbad, Memphis, Miami, Helena* or *Nome*.

Will it play in *Peoria*? You can find out in Texas. Venture farther abroad—tour *Athens, Paris, London, Edinburg*. See *China, Egypt, Ireland, Italy* and *Nazareth*. Then there are the "faraway places with strange-sounding names" like *Iraan, Dinero, Ozona* or *Wamba*. And if those destinations aren't exotic enough, try *Eden, Elysian Fields, Paradise* or *Utopia*—you still won't have to leave the Lone Star State.

Ready for a break? Take *Comfort*. *Coffee City* is just ahead. Forget about writing *Post* cards while you rest—why bother, when *Telegraph, Telephone* and just plain *Tell* are right here in Texas?

Maybe you're missing your friends by now. You shouldn't get lonely in Texas—not with *Alexander, Alfred, Alice, Allen, Allison, Alma, Anna* and *Anthony*. Visit *Ben Franklin, Ben Arnold, Ben Bolt, Ben Wheeler*—or just plain *Benjamin*. See *Clyde, Diana, Gail, Irene* or *Jean*. Don't neglect *Kathy, Leroy, Lolita, Melissa, Melvin* or *Peggy*. You could visit *Nixon*. Even *Reagan* is waiting for your *Call*. And you don't have to be *Royalty* to enter the *Whitehouse*.

Enough of this *Lark*. *Direct* that *Energy* and apply yourself with *Industry*. Put your shoulder to that *Spade*, and don't be a *Quitman*. You can have an *Impact*—maybe even be a *Star*. We *Needmore* like that on this *Earth* (maybe even on *Venus* and *Mercury*).

But wait—*Munday* is not upon us yet. It's just *Sundown*, and *Dawn* is a long

way off. So *Point* your four-*Wheeler* toward *Sweet Home*. Huddle under that *Blanket* for another *Wink*. *Goodnight!*  
★ Perpetrated by Rosemary "I'll-go-quietly" Neff



## JANUARY

- 26-29 Basics of Bridge Inspection, Austin, D-18M
- 28 Commission Hearing, Austin
- 29 Commission Meeting, Austin

## FEBRUARY

- 2-23 Advanced Microcomputer Workshops, Austin, D-19
- 3-4 In-Service Training Conference, Austin, D-12
- 4-5 Research Advisory Committee Meeting, Area II, Kerrville, D-10R
- 10-12 Highway Construction Lettings, Austin, D-6
- 12-13 Area I Research Advisory Committee Meeting, Dallas, D-10R
- 16 Holiday, Washington's Birthday
- 18-19 Internal Review Analyst Conference, Austin, File MLY
- 18-20 Arterial Analysis Package Course on Traffic Software Utilization, Austin, D-18T
- 23-26 Basics of Bridge Inspection, Austin, D-18M
- 23-27 Interactive Graphics Roadway Design System Training, Austin, D-19
- 24-28 Advanced Microcomputer Workshops, Houston, D-19
- 25-26 Commission Meeting, Austin

## MARCH

- 1-5 Advanced Microcomputer Workshops continued, Houston, D-19
- 2 Holiday, Texas Independence Day
- 4-5 Construction Engineers Meeting, D-6
- 9-12 Basics of Bridge Inspection, Austin, D-18M
- 9-13 Interactive Graphics Roadway Design System, Austin, D-19
- 10-11 Equipment Conference, Austin, D-4
- 11-12 Area III Research Advisory Committee Meeting, College Station, D-10R
- 16-20 Interactive Graphics Roadway Design System, Austin, D-19

- 17-19 Highway Construction Lettings, Austin, D-6
- 23-27 Interactive Graphics Roadway Design System, Austin, D-19
- 24-25 Public Affairs Officers Conference, Austin, D-16
- 25-26 District Laboratory-Engineering Personnel Meeting, Beaumont, D-9
- 30-31 Basics of Bridge Inspection Course, Session 5, Austin, D-18M
- 31 Commission Hearing, Austin
- 31 Internal Review Analysts Training, Austin, File MLY

## APRIL

- 1 Commission Meeting, Austin
- 1-2 Basics of Bridge Inspection Course, Session 5 continued, Austin, D-18M
- 1-2 Internal Review Analysts Training continued, Austin, File MLY
- 7-8 1987 Maintenance Conference, Austin, D-18M
- 7-10 Network Simulation Model (NETSIM) Course, Austin, D-18T
- 13-16 Basics of Bridge Inspection Course, Session 6, Austin, D-18M
- 14-16 Highway Construction Lettings, Austin, D-6
- 14-16 Internal Review Analysts Training, Austin, File MLY
- 20-23 Texas Travel Counselors Conference, Laredo, D-16
- 21 Holiday, San Jacinto Day
- 28 Area "A" Planning, Policy and Management Research Advisory Committee Meeting, Austin, D-10R
- 28-30 Internal Review Analysts Training, Austin, File MLY
- 30 Commission Meeting, Austin

## MAY

- 1 Commission Meeting, Austin
- 4-7 Basics of Bridge Inspection Course, Session 7, Austin, D-18M
- 12-14 Highway Construction Lettings, Austin
- 19-22 Fifteenth Annual Texas Public Transportation Conference, Lubbock, D-10P
- 25 Holiday, Memorial Day
- 27 Commission Hearing, Austin
- 28 Commission Meeting, Austin

## JUNE

- 9-10 Highway Construction Lettings, Austin, D-6
- 30 Commission Meeting, Austin

## JULY

- 1 Commission Meeting, Austin
- 9-10 Highway Construction Lettings, Austin, D-6
- 29 Commission Hearing, Austin
- 30 Commission Meeting, Austin



**Debbie Dunn of District 14's design office and Matthew J. Barton, urban traffic studies manager, load goodies in Santa's Texas-style sleigh. (Photo courtesy of Austin American-Statesman)**

When Tommy Nelson got "kidnapped" late one afternoon at his office, the Construction Division employee had no idea he would soon be swarmed by dozens of children in East Austin. Nelson was tagged to play "Santa" for the division's adopt-a-family visit before Thanksgiving, to determine what the children wanted for Christmas.

"Somebody came in one day and said, 'We need a Santa Claus, and you're it,'" Nelson laughs. "I guess they figured they had a pair of britches that would fit . . . I don't know if size has much to do with that or just personality."

Nelson's co-workers loaded him into a pickup truck and the group drove to a housing project in East Austin, where a single mother and her six children lived. The division had decided to "adopt" the family for Thanksgiving and Christmas. Delivery of the November goodies gave "Santa" an ideal opportunity to listen to the children's wish lists.

"Santa's assistant drove the truck," Nelson said. "And I changed my clothes in the cab."

The mother and her wide-eyed children greeted Saint Nick at the door, and each child had a chance to visit with him personally. But when Nelson left, he was mobbed by about 50 children from the neighborhood.

"Golly, the word must have gotten out," Nelson said. Santa good-naturedly chatted with a few of them, discouraged the beard-pullers, and told the excited group he had dropped by to make certain he knew where they all lived.

"I just happened to be in the area and wanted to check the height of the buildings," Nelson told the children. "My helpers will be back at Christmas."

For the seven-member Medina family, though, it was the beginning of a holiday never to be forgotten. The three boys and three girls, ranging from eight months to 11 years, became the happy recipients of the efforts of a team of "Santa's helpers."

The Construction Division (D-6) was one of several in the Austin main offices to adopt needy families for Christmas. Each division that participated was matched with a family in the community through the Christmas Bureau. Many other employees held Blue Santa drives for toys and collected canned goods.

The Christmas spirit in District 16 inspired highway employees there to share with their neighbors at the Corpus Christi State School. District staffers contributed close to 50 items in-

## Highway hands extended for holiday happiness

cluding clothing, stuffed toys, cosmetics and coloring books for the school's residents.

"We decided to celebrate that way in lieu of our usual gift exchange," said public affairs officer Becky Kureska.

In District 14, employees paved the way to a smoother season for five families. But when the district's 500 employees offered to sponsor a family, they didn't expect that a snafu would expand their circle of assistance.

Because Frances Samarripa and her daughter Angela Aguilera had applied for help together, the mother's name had mistakenly been labeled with the daughter's South Austin address. When the employees delivered their gifts, they found Aguilera and her family living in a two-bedroom house with her two sisters-in-law and their families. They also discovered that

contributed and everyone had a good time doing it."

The spirit of fun and giving also seemed to be big rewards for the Human Resources Division (D-13) and the Travel and Information Division (D-16).

"It made my Christmas more complete," said Ann Kelton, with D-16. "It wasn't like going through the motions of Christmas." Kelton's division adopted an eight-member family whose father had been laid off for months.

And in D-13, Linda Beene said the employees helped a single mother, her sister and her two children.

Each division found that the toys and food were only a part of the project. In D-16, within minutes after a memo circulated describing the family's needs, calls poured in offering fur-

*"Santa's assistant drove the truck. And I changed my clothes in the cab."*



**Visiting with a few excited admirers, Santa (Tommy Nelson) was assisted by (back row, left to right) Dan Manley, Deb Boggs and Vanessa Washington of the Construction Division. (Photo by Frances Saenz)**

Samarripa had another daughter and her family living in her Del Valle home.

The employees delivered two 22-pound turkeys and two full deer to each house, plus additional canned goods and gift certificates for food from a grocery store. So much firewood was donated that it overflowed the families' storage areas, and was taken to a neighborhood center for others in need.

"I didn't get into the Christmas spirit at all last year, so I wanted to make up for it this year," said Mark Ball, public affairs officer, who chaired the Christmas committee.

Those who participated in the holiday sharing around the state were unanimous in their enjoyment.

"It was wonderful," said Frances Saenz, who coordinated the project for D-6. "Everyone

niture, clothes and a way to transport the goods.

"Their dining room chairs were being held together with duct tape and wire," said Travel Counselor Eddie Jean McKinsey, who visited the family for D-16. "And the two oldest boys slept on the floor."

A sturdy set of wooden chairs appeared from one garage. From others came folding cots (McKinsey's suggestion, to solve the space problem in the one-bedroom duplex that housed the large family). And warm woolen blankets were found at a garage sale and snatched up by an excited "Santa's helper" on the lookout for items needed by "our family."

Knowing who would receive the items, the ages of the children, and even their names, made the project more personal for all divisions.

*"I didn't get into the Christmas spirit at all last year, so I wanted to make up for it this year."*

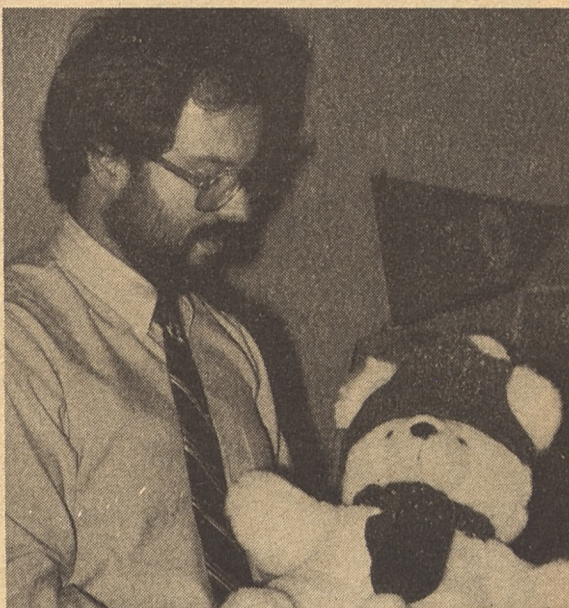
"People would come in with a gift and say, 'Look what I found for so-and-so,'" said Saenz.

And every morning became a small "Christmas preview" in D-16's Information Services section, where goods were collected each day. Toys, bags of food, boxes of clothes and Christmas ornaments would appear each day. And excited employees would update each other on the latest acquisitions.

As delivery time drew closer, preparations for the families got incorporated into each division's own holiday festivities. A special wrapping party was held in D-6, to allow an early delivery. In D-16, the division's office party was eclipsed by the wrapping of presents and the loading of Santa's truck, as the group devoted the event to the plans for the family.

For D-16, the adoption project involved spouses and friends as well as employees. Linda Fink's neighbors donated toys and clothes, including a used (but new-looking) bicycle, for children they would never even meet. Jeff Donalson's wife, Mary, immediately had a "Santa shopping spree," selecting items requested by the five boys and one girl in the family.

Cabbage Patch dolls for some bashful little girls, Transformers toys for some bright-eyed boys, a football for a shy 13-year-old, skateboards and dozens of other items were donated during the weeks before the "big day."



*Mark Ball, District 14 public affairs officer, packs gifts for one of the five families employees "adopted." (Photo courtesy of Austin American-Statesman)*

*"It made my Christmas more complete. It wasn't like going through the motions of Christmas."*

Then came delivery day for each group.

"We put everything in a huge box and told them we were Santa's helpers," said Saenz. The D-6 delivery team allowed the excited children one small peek, and then extracted promises that they would wait.

"The look in those little faces . . . we had tears in our eyes when we left," said Saenz.

The reactions from the families ranged from awe, gratitude and general appreciation to a letter written by one 7-year-old girl, who sat down to thank her sponsors in D-13 as soon as gifts were opened on Christmas morning.

Sometimes, though, the looks and words revealed a bit more. It became evident just how badly help was needed.

"We had a ham for them and I told the oldest girl to be sure and put it in the refrigerator," said Saenz. "She looked in the box and said, 'Oh! Good meat!'" Saenz paused. "That's when my eyes got misty."

Linda Beene's experience was similarly moving.

"The mother was very quiet while we delivered things, but finally she came up to us as we were leaving," Beene said. "She began to speak and tried to thank us, and then she broke down and cried." Beene grew silent as she recalled the event. "It was a neat moment to share with a human being in need." ★ Marcy Goodfleisch



*To make sure they didn't end up with coal in their stockings, several Planning and Policy Division employees performed a good deed in picking up litter. Actually, John Robey, Diane Sullivan and Lewis LeFevre were on hand to accept an award from Austin mayor Frank Cooksey in the Main Office's door-decoration competition. The team's "Don't Mess with Texas" theme featured litter collected from US 183 and transferred to the 6th floor corridor. (Photo by Geoff Appold)*



*Dorothy Whisenhunt, secretary to District Engineer Bill Burnett in Abilene, presented her award-winning Christmas ornament to then-Gov. Mark White for the tree in the Capitol rotunda. She competed with other toile painters across the state for the honor. (Photo by Geoff Appold)*



*District 7 employees Rena Kerr and Teresa Scott decided the office Christmas tree needed a real highway touch. So they added bows, puffs of cotton, and "Don't Mess with Texas" bumper stickers. The usual star at the treetop was replaced by a Santa's face created from a litterbag with a red hat, eyes and cotton moustache. (Photo by Gene Hirschfeld)*

## Farming heritage blooms in Boerne

A new opportunity to savor the technology of a bygone era began October 25 with the formal dedication of the Agricultural Heritage Center in Boerne.

The center was organized in 1983 as part of Kendall County's participation in the Sesquicentennial. The goal is to have an outstanding permanent display of agricultural equipment for the state bicentennial in 2036.

A department employee, Richard H. Magers, supervising laboratory engineer of the San Antonio district, has played a dual role in the development of the center.

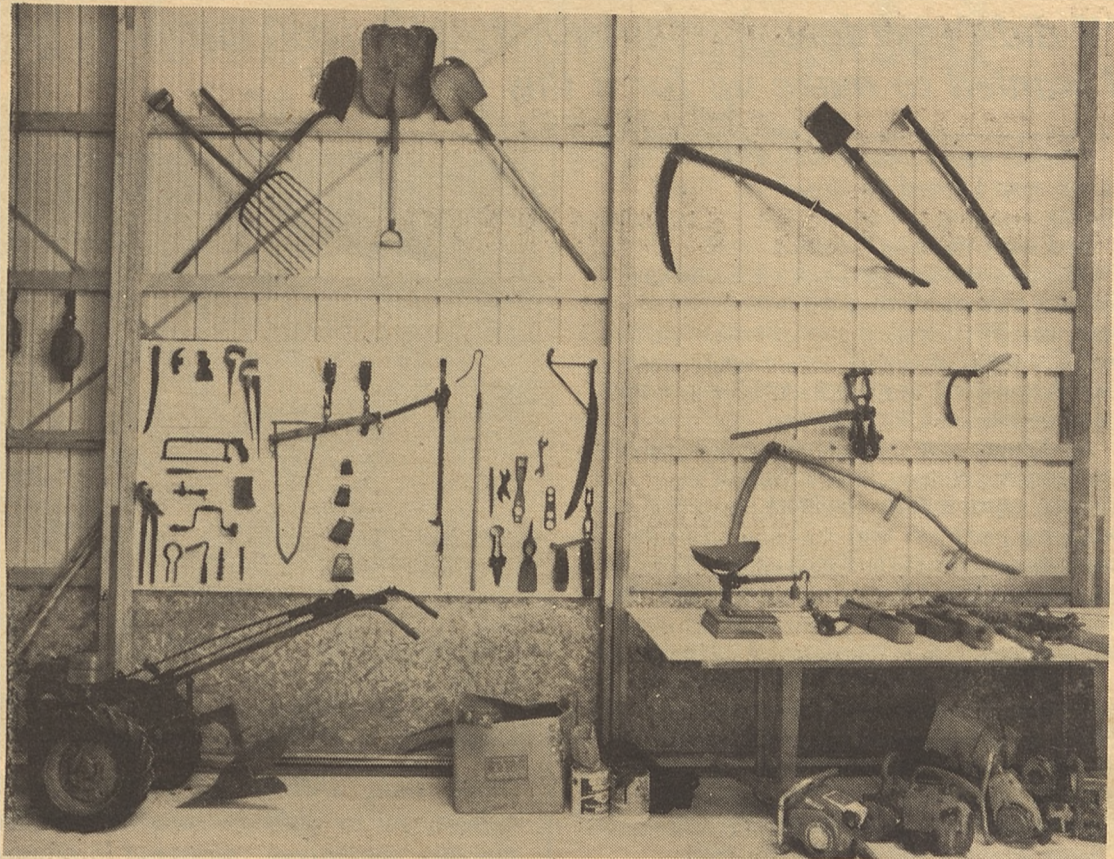
Magers is co-chairman of the Sesquicentennial committees of both Kendall County and the City of Boerne. He also is president of the heritage center.

He and his brother, Bob, supervising resident engineer for southern Bexar County, can speak with authority on the heritage of Kendall County. Their ancestors settled there in 1841. Of the 11 directors of the Agricultural Heritage Center, nine are descendants of original settlers of Kendall County.

As a site for the center, the city set aside an area of about three acres along Texas 46 bordering the city park. Concrete and other materials were donated to make pads for outdoor displays of machinery and walkways in the display area.

Today, the visitor can see displays of farm discs, reapers, binders, and maintainers.

Concrete and reinforcing steel also were donated for the foundation of the 54-by-84-



*Traditional farming implements are displayed at Agricultural Heritage Center in Boerne. Richard Magers, supervising laboratory engineer with the San Antonio District, is president of the heritage center. (Photo by Clint Oehler)*

foot building. Local engineers donated their services for design and site engineering.

Costing about \$18,000 to erect, the structure houses some of the center's less durable treasures from the past.

One of these is a covered wagon, built about 1900 by the Studebaker company, and used to haul cotton to the gin and cedar posts to town. Another gem is an 1896 threshing machine.

There are corn shellers, large and small

manure spreaders, and Boerne's original fire department pumper bought in 1908.

In the future, directors hope to face the building with rock or log siding to blend with the flavor of the old Hill Country architecture in the Boerne area.

Magers said donations of equipment and money for the center are cheerfully accepted. The mailing address is Box 1076, Boerne, TX 78006. ★ Mal Steinberg, former Public Affairs Officer, San Antonio district



## Tech Trade



### San Angelo's snowplow clears way for walking

Snow is wonderful if you are building a snowman, having a snowball fight, sledding or skiing. However, it can mean a lot of unpleasant work if you are trying to keep highways open or the sidewalks safe for employees and visitors.

You could use a shovel or a broom. But these both take a lot of time and effort in adverse weather conditions.

The District 7 shop is constantly looking for ways that machinery can help do a job more easily, safely, quickly and cost-effectively. For snow removal on the many sidewalks at the district office complex, San Angelo employees began to work on the idea of a mini-snowplow. They designed and built an attachment for the yard tractor to be used as a plow. It worked fairly well, except that if the snow was too deep and heavy, the tractor would lose traction.

The simple solution, then, was to get some tire chains. Ever tried to buy a set of chains to fit a yard tractor? The tractor now has some shop-made chains.



*District 7 employees converted a yard tractor to a "mini-snowplow." (Photo by Gene Hirschfelt)*

The blade attachment, using a 1-inch-thick rubber snowplow blade to prevent damage to the sidewalks, is operated from the driver's seat.

The idea originated when James B. Adams Sr., roadway maintenance supervisor, decided it was taking too much time from other tasks for the men to clear the snow off the sidewalks early in the mornings before most of the employees came to work.

In the district shop, when someone comes up with an idea, several others get in on the act, using their diverse expertise to end up with a workable tool, device, gizmo or widget.

This snowplow has worked so well that since its creation, there has been only one snow heavy enough to warrant its use.

For more information about the "mini-snowplow," contact Edgar Poehls at the District 7 Shop—Tex-An 848-5256 or 915/944-1501. ★ Gene Hirschfelt, Public Affairs Officer, San Angelo District

*TECH TRADE is a new feature that spotlights innovative approaches to the everyday work of the department or solutions to new challenges. Do you have an invention or inspiration you want to share? Send your story to the editor, or contact your district public affairs officer.*



## The road to a state highway department

# Ground gained in 1909 drive for department

The drive to create a state-level highway authority continued when the 31st Legislature convened in 1909.

Two bills were introduced by Rep. John T. Briscoe of Devine, the first during the regular session on Jan. 30, 1909. The bill provided that the governor, with the advice of the Senate, appoint a suitable civil engineer as commissioner of highways. The engineer would hold office for a two-year term, at an annual salary of \$2,500 per year. He would be allowed another \$1,000 per year to hire an assistant or clerk, and \$1,500 per year for other expenses incurred in executing the duties of the office. Also, subject to approval of the governor, the commissioner was to be reimbursed for actual travel expenses.

The duties of the commissioner were to include:

- compiling statistics relating to the public ways in local jurisdictions and making investigations in order to secure better highways in the state;
- disseminating knowledge throughout the state concerning the best and most economical methods for building and maintaining highways, including bridges and sidewalks;
- being available for free consultation and advice to all officers of local jurisdictions having authority over the public ways, as to road construction, maintenance, alteration and repair; and,
- making an annual report to the governor.

As in the act introduced in the 1907 Legislature, the proposed commissioner's role was to be largely one of education and consultation. He was to be only indirectly involved in supervising highway design and construction. The "consultation and advice" he was to provide was to be "without charge," which ruled out any fees he might

have collected from local governments under previously proposed legislation.

It was again proposed that the officers of local jurisdictions having authority over public ways and bridges would, on request, furnish the commissioner any information they had concerning ways and bridges within their jurisdictions.

This bill had many of the same problems as the act proposed during the 1907 Legislature. Again, no provision was made for state-level funding of highway construction; there was to be no governing board overseeing the commissioner's policies, fiscal matters and activities; and local road officials were to be answerable to the commissioner for furnishing information on roads and bridges within their jurisdictions. A statewide system of highways or a plan for such a system still would not be provided under this act.

The duties of the commissioner were, however, less than those proposed under the 1907 bill. The commissioner would not be required to hold an annual road meeting in each county. Nor would he be required to test road materials for the local jurisdictions and issue bulletins of results. Even so, it surely must have been recognized that a \$1,500-per-year office operation budget still was woefully inadequate if the duties of the office were to be carried out with reasonable completeness.

On Feb. 4, 1909, just five days after the bill's introduction, the House Committee on Roads, Bridges and Ferries reported the bill out of committee with a recommendation that it *not pass*.

But there was a strong minority report issued by the committee recommending that the bill *pass*. This strong minority report apparently was sufficient to get the bill taken up and read the second time on the House floor. But then, one of the bill's opponents offered from the floor an amendment to strike the

*In 1987, the State Department of Highways and Public Transportation celebrates its 70th year of service to the people of Texas. Ralph Banks, an engineer in the Bridge Division and a history buff, looks back on the events leading up to the birth of the department in this series of articles for TRANSPORTATION NEWS. ★*

bill's enacting clause, and the amendment passed—effectively killing the bill.

However, later that spring, Gov. Thomas Campbell called the 31st Legislature back into special session, and one of the items suggested was to enact legislation providing a more efficient road system for the state.

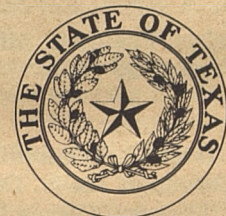
On April 2, 1909, Rep. Briscoe introduced House Bill 124, which was almost identical to the bill considered during the regular session.

The later bill was taken under consideration by the committee, which failed to report it out. The bill died with adjournment of the special session.

The close of the 1909 Legislature marked the end of the philosophy that a state-level highway authority should be a cabinet officer answerable only to the governor, with duties limited to providing education and advice to local governments and otherwise acting as a clearinghouse for information on highway design and construction. This philosophy was to change significantly with legislation introduced in 1911.

At long last, legislative leaders were beginning to realize that the idea of a statewide system of good, efficient highways would remain elusive as long as there was not a state-level highway agency with the proper authority, financing, and other appropriate tools to design, construct and operate it. Yet, there needed to be provisions for citizen input and oversight by representatives of the citizenry who could act autonomously. After all, the tone of the state constitution of 1876 was that "...if we have to have government, put it in the hands of the people where it belongs." ★

*NEXT: A proposed office of state highway engineer, state highway department and state highway commission.*



Information on traffic conditions will be available at half-mile spacing on almost every lane of freeway in Tarrant County.

This data will include volume, speed, and occupancy information and the center anticipates being able to detect incidents that might affect traffic movement as well.

Staff at the center will include representatives of the highway department and three city departments: traffic, public works and police.

When incidents happen on the freeways, the center can activate several kinds of responses, including ramp-metering equipment, changeable message signs, and highway advisory radio. Lane-use signals can be activated, and signal timing can be adjusted.

Other responses can be made by directing Courtesy Patrol units or by activating special incident response teams. ★ **Bill Page**, Assistant Public Affairs Officer, Fort Worth District

## Fort Worth taking high-tech avenue to traffic management

Construction is scheduled to begin in February on the Fort Worth Traffic Management Center.

The center will monitor traffic on a major part of the freeway system, and provide coordination of unusual occurrences and emergencies.

The initial stage of the \$3.1 million center will include control of 98 traffic signals in southwestern Fort Worth, and 138 traffic signals and 11 cameras in the downtown area. The city will provide space for expansion of the center as new freeway portions with traffic management capabilities are completed.

The traffic management concept combines three essential elements:

- an areawide surveillance network providing a means of monitoring traffic conditions;
- interconnected communication and traffic control capabilities; and
- a management control center to monitor and evaluate traffic situations as they occur and to initiate responses to them.

The areawide network will provide the ability to monitor freeways through electronic surveillance using inductive loop detectors in the pavement, closed-circuit televisions, or both.

# AWARDS

## Service Awards

(January 1987)

### Administration

Marcus L. Yancey Jr., 30 years; Byron J. Miller, five years.

### Automation

John P. Hoffman, 25 years; Joseph A. Spacek, Maritte R. Sutherland, 10 years; Rebecca Baisden, Richard Cortez, Sharon B. Fitzpatrick, Christi M. Holman, John M. Jasso, Lilly Lerner, five years.

### Equipment and Procurement

Barbara S. David, Darrell G. Reece, five years.

### Highway Design

Maurine W. Hirsch, 20 years.

### Materials and Tests

Geraldine Bailey, 30 years; Oscar H. Rodriguez, five years.

### Motor Vehicles

Robert L. Gorham Jr., 35 years; Geneva W. Homesley, Raymond L. Posival, Raymond C. Tesmer, 20 years; Stephen Elsner, Annabelle N. Lozano, Claudia S. Simpson, 15 years; Jo S. Hurt, Peggy P. Roberts, Melanie A. Wallace, Julia G. Williams, five years.

### Right of Way

Leonard B. Andrewartha, 35 years; Mildred M. Kothmann, 20 years; Randall W. Anderson, 10 years.

### Planning and Policy

Frank M. Conklin Jr., 10 years.

### Safety and Maintenance Operations

Louise H. Simmons, 20 years; Lewis R. Rhodes Jr., 15 years; Dirinda J. Sharp, five years.

### District 1

Edison W. Blakey, Freddy R. Millsap, Preston A. Thomas, 20 years.

### District 2

Jesse M. Lee, Irvin W. Vanderford, 30 years; Ralph Apodaca, Joe N. George, 20 years; Carl D. Drewery, Glenda B. Gregory, John A. Terry, 10 years; Mark A. Martin, Travis L. Rogers, five years.

### District 3

Ray N. Edwards, George W. Krahl, 25 years; Larry N. Woolf, 20 years.

### District 4

Stanley E. Bissantz, 40 years; Kenneth D. Crump, Charles W. Green, James E. Melius, 30 years; Billy M. Pittman, 25 years; Danny J. Whitney, 20 years; Alfredo DeLaGarza, Walter O. Wright, five years.

### District 5

William C. Seal, 35 years; Gerald D. Hays, 25 years; Kenneth D. Fleming, Donnell D. Gowens, Chester H. Haney, Kenneth W. Lamb, 20 years; Richard A. Morris, 15 years; Bruce K. Braddock, Edward J. Stone, 10 years.

### District 7

Jack D. Lane, 15 years; Charles H. Jones, 10 years; Alfredo Becerra Jr., Jon R. Eck, five years.

### District 8

Douglas L. May, Bobby E. Nichols, Frank A. Payne Jr., 30 years; Vernon R. Allen, Billy J. Taylor, 20 years; Pancho M. Hernandez, Brenda C. Lee, five years.

### District 9

Larvis D. Sanders, 30 years; Vance W. King Jr., Alfred C. Macek, 25 years; Howard E. Nelson Jr., 10 years.

### District 10

Sam Boyd Jr., 40 years; Willie S. Odom, Robert W. Payne, 25 years; Willie B. Bradley, 20 years; Roy T. Cagle, Van T. Garner, James J. Henderson, Sidney S. Sneed Jr., Florence B. Stevenson, five years.

### District 11

James L. Hill, Carl W. Horne, 20 years; Durwood J. Long, 15 years; Stanley R. Francis, Johnny R. Gray, five years.

### District 12

Si Tsun Chan, Elmer L. Dickey Jr., John C. Fendley, Robert L. West Jr., 25 years; Kenneth L. Broadway, Ewell E. Coym, Monroe W. Jones, 20 years; Samuel J. Heileman, Donald R. Loesch, Harold E. Patterson, 15 years; Billie P. Foerster, Larry L. French, Richard S. Hutson, Eutiquio C. Perez, Leo E. Tachoir, five years.

### District 13

Curtis L. Jacobs, 40 years; Howard D. Templin, 30 years; Richard H. Bartek, William J. Tobola, 25 years; Raymond G. Schumann, 20 years; Wesley A. Abraham, Jesse C. Garcia, Mark W. Litzmann, five years.

### District 14

Wilburn H. Shearer, 40 years; Richard A. Cawthon, 30 years; Terry M. Kessel, 20 years; Dayton P. Crenwelge, 15 years; Benjamin F. Locklear, 10 years; Ruben L. Medina, five years.

### District 15

Emil D. Hosek, John J. Maha Jr., 35 years; Melvin O. Haag, Alfred H. Schulte Jr., 30 years; Melvin Fifer, David C. Lutz, 20 years; Blyth G. Lowery, Dennis J. Pfohl, Michael S. Pirtle, Gordon H. Zamzow, 15 years; Wilburn M. Koehler, Arnaldo L. Padilla, Alfred B. Schelper, Steven W. Schmidt, five years.

### District 16

Albert E. Puckett, 35 years; Anton F. Windmeyer, 25 years; Pablo Guerra, 20 years; George D. Aguilar, Luis R. Aleman, Bruce Butler, Jeffrey M. Cox, Virginia C. Hartung, Orlando O. Hinojosa, Roy G. Howe Jr., Juan Leal Jr., Alfredo F. Naranjo, James F. Truesdale, five years.

### District 17

Fred W. Homeyer, 35 years; John J. Paholek Jr., 30 years; Norma M. Beran, 20 years; Lavaughn Thomas, 15 years; Dave L. Crittendon III, Inez R. Dimas, five years.

### District 18

Wendell P. Cooke, 35 years; Jesse B. Johnson Jr., 30 years; Barry E. Allbritton, Jose R. Castillo, Denzel L. Clark, 20 years; Billie S. Rosebrock, Delvin H. Sergeant, 15 years; Manuel A. Abola, Antonio H. Arredondo III, Robert S. Davis, Dennis F. Hall, John H. Hicks, Arthur B. Pylant, Weston Williams, five years.

### District 19

Horace E. Gholson, 40 years; Loyd H. Kale, 35 years; Billy L. Anderson, William C. Clark, Bobby J. McIlwain, 25 years; Gary D. Gage, 20 years; Randolph Blaylock, 15 years; Bobby E. McCoy Jr., Theotis L. Morrow, 10 years; George G. Bounds, five years.

### District 20

George E. Arnold, 40 years; Donald R. Williamson, 30 years; Jimmy D. Powell Jr., 10 years.

### District 21

Thomas W. Hanna, 40 years; Arnaldo M. Guerra, 30 years; Sybil P. Macomb, 25 years; Eduardo Torres, 20 years; James R. Baker, 15 years; Esteban Gonzales, Faustino Gonzalez, Armandina R. Olvera, Raul Palma, five years.

### District 23

Gene C. Christian, James A. Morgan, 25 years; Darrell J. Modgling, 15 years; Jimmie L. Gickhorn, 10 years.

### District 24

Gilbert Estrada, 20 years.

### District 25

Gary L. Atkinson, 20 years; Daniel E. Brown, five years.

## Sign shop safety cited

The Austin District sign shop has received a certificate signifying 9,000 days without a lost-time accident.

Shop Foreman Joe Barton received the award from Assistant District Engineer Claude Garrett recently at the headquarters office in Austin.

Garrett said the award is especially significant since the shop has eight employees, all of whom work with machinery to build or manufacture wood and metal signs.

"We are extremely proud of this record," said Garrett. "In the type of work we are required to perform, there is always the chance of an accident. We try hard to adhere to safety guidelines and we feel awards like this one are indicative of the care the employees give in the daily conduct of their work."

The 9,000-work-day total represents just over 36 years on the job without a lost-time injury.

The award certificate was signed by Engineer-Director Raymond Stotzer and District Engineer Robert A. Brown. ★ Mark Ball, Public Affairs Officer, Austin District

## comings... and goings

MARION COCHRUM retired as maintenance supervisor in Beeville, turning over his responsibilities to ADAN CANTU. Cantu, who has been with the department 20 years, is leaving his duties as assistant supervisor of the Beeville section to JESUS ADAME. Cochrum served 32 years with the department, and has been an instructor for the in-house maintenance management training program.

&&

LAWRENCE J. HATFIELD began a new job with the new year, as roadway maintenance supervisor for Fayette County. Another La Grange employee, JESSE L. SMITH, is now responsible for overall maintenance operations in both Fayette and Lavaca counties.

&&

MAC H. TANNER, Lavaca County maintenance construction supervisor, retired Dec. 31 after 26 years with the department. LAWRENCE M. HEINSOHN, a Hallettsville native, has been named to take over the position as roadway maintenance supervisor II.

&&

LEONARD R. MIKESH JR. has been promoted to roadway supervisor II for Gonzales County, and WILLIAM A. SCOGGINS JR. is now responsible for overall maintenance operations in both Gonzales and De Witt counties as roadway maintenance supervisor IV.

&&

Three Sherman employees with more than 100 years of combined service retired Dec. 31. ALTON RAULSTON of Van Alstyne, who worked in all phases of maintenance during his career, logged 35 years service. BILLY L. STALLINGS of Sherman worked in a survey party and inspected construction during his 34 years with the department. R.C. "ROCK" CORZINE, also of Sherman, chief inspector for construction for the Sherman residency, retired with 41 years retirement credit.

&&

Five District 19 employees with a combined total of 46 years experience began their retirement in November and December: MARJ BRYANT, with 34 years service, spent the last 13 years in the accounting section. WESLEY HENRY, another 34-year veteran, spent all but six years of his career in the district design section as a draftsman. WILLIE GODWIN, with 28 years experience, served as the district's base radio operator. RUTH GLASS WOODS spent the last 15 years of her 27-year career as the district's switchboard operator and receptionist. And FRANKLYN COBB retired after 23 years in the district design division.

&&

EVERETT JOHN BAKER will replace retiring BYBEE W. WEISINGER to supervise the Gilmer residency. Weisinger, a Conroe native, retired Dec. 31 after 37 years of service, including the past 15 as supervising resident engineer. Baker has worked in the Gilmer office since joining the department in 1982, and has served as associate resident engineer over the past year.

## In Memoriam

### Employees:

**Edward H. Koepf**, District 15, died January 4, 1987.

**Edward F. Kurtz**, District 13, died January 4, 1987.

**Dale G. McDonald**, District 18, died October 28, 1986.

**Milton Thomas Jr.**, District 12, died December 24, 1986.

### Retirees:

**Gilbert W. Brune**, Columbus, retired from District 13, died December 6, 1986.

**John B. Calhoun**, Lubbock, retired from District 5, died November 10, 1986.

**Halbert M. Carruth**, Olney, retired from District 23, died November 25, 1986.

**Thomas V. Crawley**, Lamesa, retired from District 5, died November 30, 1986.

**Edward J. Goertz**, Austin, retired from Equipment and Procurement Division, died December 23, 1986.

**Thomas A. Griffin**, Woodville, retired from District 20, died September 22, 1986.

**Virgil E. Hill**, Brownwood, retired from District 23, died October 12, 1986.

**Ray G. Johnson**, Kaufman, retired from District 17, died December 14, 1986.

**Wilson C. Knighton**, Bacliff, retired from District 12, died August 24, 1986.

**Ozzie B. Neely**, Gainesville, retired from District 3, died October 2, 1986.

**Emil Pippert**, Victoria, retired from District 13, died December 16, 1986.

**Frank H. Scrivner**, Bryan, formerly of Materials and Tests Division, died January 1, 1987.

**J. C. Skaggs**, Breckenridge, retired from District 23, died October 23, 1986.

**James O. Stevens**, Mesquite, retired from District 18, died October 5, 1986.

**Melvin L. Stroman**, Winfield, retired from Materials and Tests Division, died December 4, 1986.

**Roy R. Taylor**, Wilmer, retired from District 18, died October 22, 1986.

**Raymond L. Watson**, Whitesboro, retired from District 19, died December 14, 1986.

**Thomas C. Weaver**, Whitesboro, retired from District 1, died December 4, 1986.

★ **Compiled by Bernice Kissmann,**  
Human Resources Division



Retired DE F.M. Davis

## Retirements

(October 31, 1986)

**District 11**  
Wesley J. Bowles, Engineering Technician V.

**District 20**  
Daniel Broussard, Maintenance Technician III.

## Former DE dies

F. M. Davis, a former district engineer who helped shape the face of San Antonio, died December 19 at the age of 82.

Davis, a graduate of Texas A&M University, began working for the highway department in 1928 as assistant resident engineer in Albany. In 1929, he moved to Throckmorton County, where he was promoted to resident engineer in 1930. From 1932 to 1942, Davis was assistant district engineer in Paris. After serving with the Seabees in World War II, he returned to Paris and became district engineer in 1946.

In 1951, he was transferred to San Antonio as district engineer and served until 1959, when he retired from the department and went to work as senior civil engineer for the H. B. Zachry Co. Later he was a partner in Seidel and Davis Consulting Engineers.

"Mr. Davis had an uncanny ability to envision future transportation needs. He probably had more influence in the way that San Antonio has developed than any other person," said Engineer-Director Raymond Stotzer. "He also played a large role in the development of people. He took great pride in seeing his people move up in the department. He never wavered in his support of the department. He was simply a great highway engineer, motivator and person."

Davis is survived by two sons, two sisters, eight grandchildren and four great-grandsons. ★

# roadrunners



On Dec. 1, 1986, I was traveling west on Highway 31 at about 4:30 p.m. The vehicle in front of me lost a Christmas tree and I, of course, ran over it. To make a long story short, I was unable to pull the tree out from under my truck. I had two small children with me and was beginning to get worried. After about 10 minutes, I spotted a highway department truck heading east, and two of your employees came to help. These two gentlemen got on their hands and knees, and with their pocket knives they cut the tree from around the drive shaft of my truck. They informed me that had I kept driving, it could have started a fire. Although I thanked them and offered money (which was refused), I feel more should be done for them.

In this era of rush, rush, rush, it is so nice to know there are still those who take the time to help others in need. Words cannot express my family's gratitude for these two gentlemen's service. I failed to get their names or license plate number but I do hope you can seek them out and thank them again for me. I am sure they are but two fine examples of the type of people you have employed there.

**Barbara Westbrook  
Chandler**

*Bill Blackman and Slim Jackson of the South Tyler Maintenance Section were Mrs. Westbrook's holiday heroes.*

On Oct. 25, 1986, an injury accident occurred in the 2600 block of East Loop 820 North at approximately 2 a.m. On the arrival of the patrol units dispatched to work the accident, an arrow truck from the Texas Department of Highways and Public Transportation arrived. The accident involved four vehicles in two different locations on the freeway and blocked the entire northbound traffic lanes. One of the victims was seriously injured and had to be transported by Careflite Helicopter ambulance. The occupants of the arrow truck quickly and professionally assisted Officer K. D. Fuller in getting the traffic flow stopped and routed onto Randol Mill Road until the freeway could be cleared. I failed to get the names of the occupants of the arrow truck, but nonetheless their actions and professionalism made the work at the accident scene quicker and safer. Many times the employees of the highway department have assisted this police department in the accomplishment of our tasks and duties without the much-needed thanks and appreciation that they deserve. I would like at this time to personally thank each and every one of the employees of the Texas highway department arrow truck crew for their help and courtesy exhibited each time they assist our department.

**M. N. Krey, Sergeant  
Uniform Services Bureau  
Fort Worth Police Department**

*Glenn Elliott and Howard Hill were the crew of the arrow truck commended for the Oct. 25 accident assistance.*

On Wednesday, December 10, I had a flat on Highway 67 between Mount Vernon and Mount Pleasant, just before the new bridge. It was just after 12 noon, very cold and windy.

One of your employees was very kind and changed my tire. His name was Kenneth Smith. He was very polite and refused to take money. He said they were out to help the public.

I'm very glad to know there are people like Mr. Smith working for your department.

**Mrs. David Williams  
Mount Vernon**

*Kenneth Smith works with the paint-stripping crew from the Linden maintenance section.*

I, for one, say "Hooray" for the Texas highway engineers. They deserve every bit of recognition they get, including the plans for the in-house presentation of awards.

No other department in the state of Texas can match the results of the Texas highway engineers. They:

1. design, build and maintain one of the longest, highest quality road systems in the world;
2. provide employment for thousands of professionals dedicated to state-of-the-art highway safety, design and comfort;
3. bless Texas with lovely motoring vistas, first-class roadways, world-class bridges that are regarded with awe by engineers everywhere; and
4. give us those bluebonnets, oh, those wonderful bluebonnets.

Recognition, in any form, is hard to come by. Recognition by one's peers is the most coveted of all.

Our highways are worth it.

**Jamie MacLaggan  
Austin**

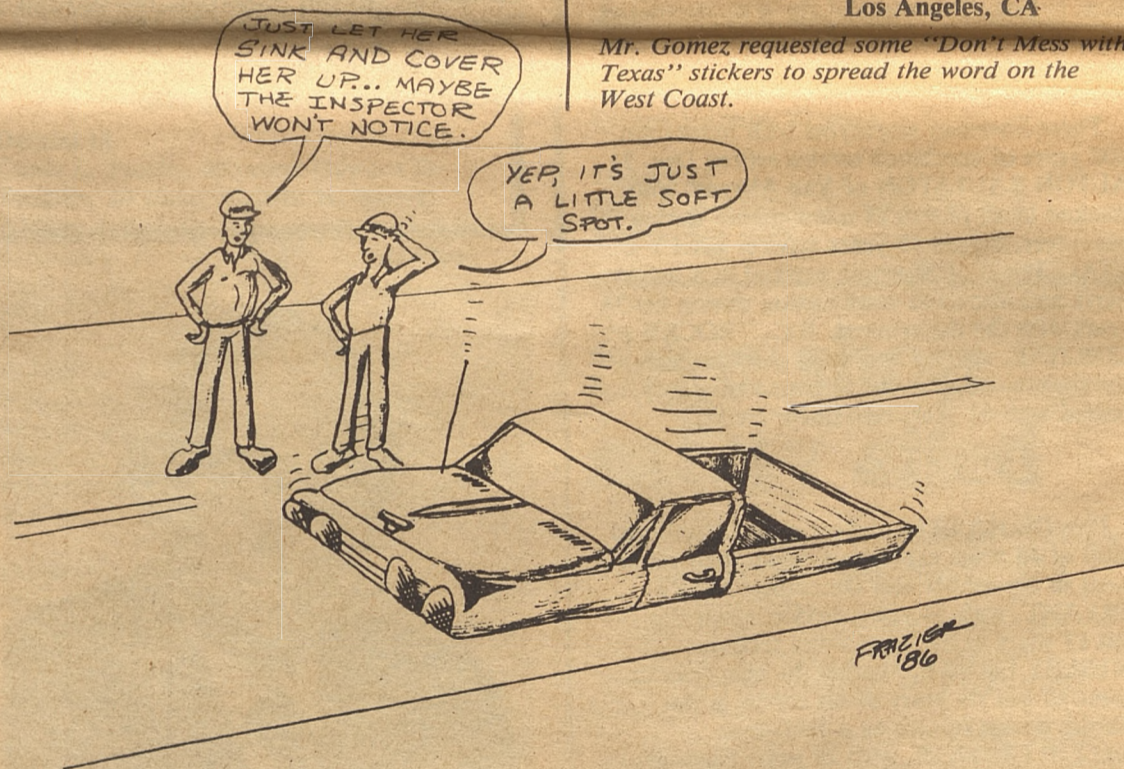
*Mr. MacLaggan's comments were originally published in the Austin American-Statesman's letters to the editor.*

I enjoyed reading about your litterbug campaign in the December 14 issue of *The New York Times*. It is nice to know you are so positive in regard to the beauty of Texas. I've just returned from San Antonio and the area north of there. It was a pleasant sight to not see trash all over like we have in Southern California. Keep up the good work.

**Robert Gomez  
Los Angeles, CA**

*Mr. Gomez requested some "Don't Mess with Texas" stickers to spread the word on the West Coast.*

## HIGHWAY HUMOR



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