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TRANSPORTATION news

State Department of Highways and Public Transportation

August 1991



Looking back

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What's inside . . .

A departmentwide hiring freeze went into effect July 1. It was designed to protect employees' interests in case the department loses jobs as a result of structural changes by the state Legislature.

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The district engineers for Beaumont, Bryan, El Paso and Pharr have announced plans to retire within the next three months. Franklin Young, Carol Zeigler, Joe Battle and G.G. Garcia have logged a total of 171 years of department service.

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The breakneck pace of the special session of the Legislature makes it difficult to keep up with changes in proposals affecting the department. The uncertainty weighs heaviest on employees.

See page 3

Billy Weeks of the Fort Worth District is in critical condition after being struck by a car while on courtesy patrol. A special fund has been established to help defray his expenses.

See Letters page

On our cover:

Some days it just doesn't pay to get up in the morning — or drive to work. "Blowups," like this one in May 1947 on Texas 71 north of El Campo, are now rare, thanks to improved construction methods. The historical photo sets the stage for this issue's theme of looking back on department history. A special section begins on page 6. In the cover photo, who is the man scratching his head over this minor debacle? The editors would appreciate any information.

TRANSPORTATION news

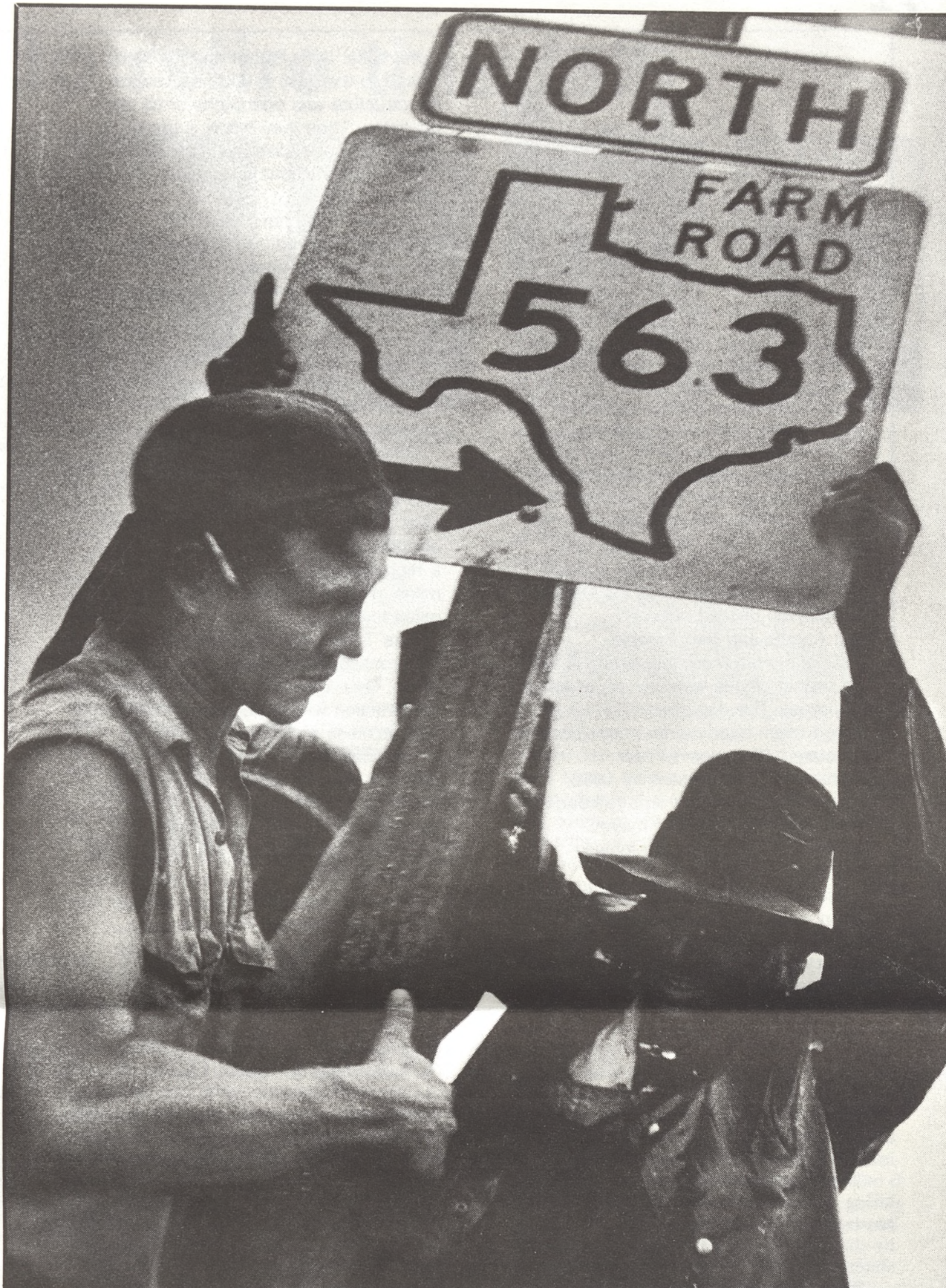
Volume 16 Number 12

AUGUST 1991

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It's not Iwo Jima, but putting up a signpost in 1958 still took grit. Muscling this one are Elliot Peebles and Frank Shields, who worked in maintenance in Anahuac. For more photographs and personal recollections looking back on the department's past,

See page 6

From the Engineer- Director



In this issue of *Transportation News*, we look back on our department through the memories of long-time employees. Reminiscing is pleasant, and what's more, it can be instructive.

Did you know that at the end of the Texas Highway Department's first year (1917), we had only six districts? (They were known as field divisions then, by the way.) By 1932, 25 districts had been established, and things stayed that way for 50 years until the Del Rio District was divided between San Angelo and San Antonio.

What's even more interesting is why the district offices were set up where they were. The department set up a district office headquarters near each of the state's 25 major railroad intersections that existed by 1932. Why? Because at that time railroads were the primary way to move construction materials to highway projects.

I found this interesting tidbit in the report by the Texas Performance Review auditors, *Breaking the Mold: New Ways to Govern Texas*.

Comptroller John Sharp and his team looked to the past to find reasons for the structure and operations of all state agencies. Then they made suggestions about ways agencies might change to meet new conditions and new expectations.

I hope you all have read the newsletter I issued July 1 concerning the performance review. As this newspaper reaches you, the Legislature will be debating some important changes that the audit recommends. Like the Legislature, we must not dismiss the proposals out of hand just because we may believe that "the department ain't broke, so don't fix it."

Whether we want it to or not, our mission will be changing dramatically. The 25 "little highway departments" near those railroad intersections were an ideal way to most efficiently expand a highway network from about 19,000 miles in 1932 to more than 77,000 miles today.

The Texas highway system, unsurpassed in the world, is now in place. Over the next couple of decades, construction will be necessary mostly for bypasses and capacity additions. Intermodalism — consideration of all different kinds of transportation in the planning process — will be our main concern, along with maintaining our highways and making them move traffic more efficiently.

Changes in mission nearly always necessitate changes in organization. And yes, change is always traumatic. But keep in mind that our goal is not to

perpetuate structures and methods merely because we're comfortable with them and they've worked well in the past. Our goal is to give Texans the kind of transportation network they need.

Although we have long been protected as an agency from many of the caprices of politics, we must remember that we are not an autonomous organization. We are subject to the will of the people and of their representatives. If the Legislature chooses to redirect our mission or restructure our operations to reflect their vision, they have that right. Regardless of the outcome of the session, we must take up any new challenges and goals handed us.

As we look back upon the history of our department, we see many time-honored ways. To those who would lament the changing of traditional structures and methods, I reply that those are *not* the traditions we must revere. The most important traditions we need to continue are ones like quality, integrity and mutual respect. Traditions of people, not mechanisms.

Whatever the challenges presented, I am confident that the hardworking, enthusiastic and creative people working in this department will acquit themselves as brilliantly in the future as they have in the past.

Hiring freeze to protect employees

A departmentwide hiring freeze went into effect July 1, the administration announced in an executive order dated July 3.

"No promotions, no transfers and no hiring will take place unless a commitment has been made and an exception is granted by the deputy engineer-director," the order states.

"The idea of the order is to look out for employees' interests," said Engineer-Director Arnold Oliver.

"Because of the possibility that the Legislature may restructure us and eliminate some jobs, we want to freeze everything the way it is right now until we know what is going to happen," he said.

"For example, say you were to retire

today. We want to keep that position open, if possible, so that if someone's else's job were to be eliminated he or she would have a shot at it," Oliver explained.

Deputy Director Henry Thomason said the administration at first considered freezing only top management positions, many of which are vulnerable under the reorganization proposals. Eventually, administrators decided that the fairest thing to all employees would be to freeze movement at all levels.

"No one will get moved into or out of harm's way," added Oliver.

Thomason said administrators had no idea at this point how long the freeze will be in effect. They will modify or cancel it as soon

as they can, he said.

The freeze does provide for exceptions to ensure the department's operations continue smoothly. Exceptions must be submitted by district engineers and division heads to Deputy Engineer-Director Byron Blaschke, who will review the justifications.

Oliver noted that the only position that has been specifically targeted in proposed legislation is his. The stipulation that the agency head be an engineer would be removed, and the position of state engineer-director would be terminated on the effective date of the proposed legislation.

★Gina McAskill, Travel and Information Division

Who? Me? Pollute? Never!

"Nonpoint source water pollution" is a term you will hear much more in the coming months. This type of water pollution is not a "good guys versus bad guys" issue. Simply put, it describes the pollution that water picks up as it flows across the surface of the land.

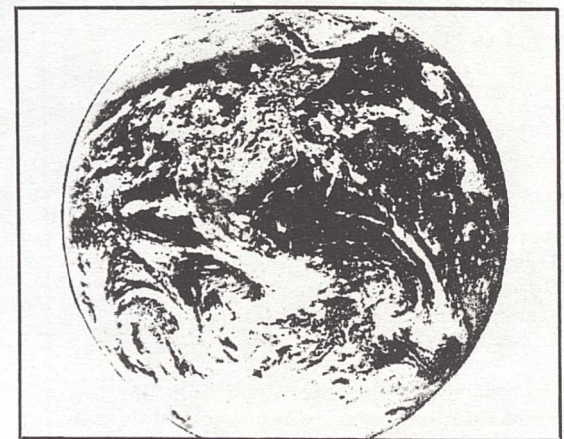
Reducing nonpoint source water pollution is one of the best ways that we, as individuals, can do something about protecting and preserving the environment that sustains our lives. Our actions at home and at work can have a real impact on the quality of water with which we cook, drink and wash. We can make a difference!

The key to much of the water pollution in Texas is how all chemicals are used by society — by us, our families, friends and neighbors. Think about the gasoline and oil we use in our cars, boats, and lawnmowers; the herbicides, pesticides, and fertilizers we

use on our lawns; and the cleansers and solvents we use at home and work. Residues from these chemicals move toward our water supply each time it rains.

In addition, litter, yard clippings, animal droppings, and soil from construction sites, yards, streets, and farms contribute to the problem. Our environmental housekeeping habits make a big difference in the pollutants in Texas waterways.

Talk to your neighbors about using excess pesticides, paint and paint thinner, rather than throwing it in the trash or washing it down the drain. When possible, buy only products that contain little or no toxic chemicals. Always read and follow the label directions, especially when using fertilizers, weed killer, insecticides, or anything flammable. That old idea "if one pound is



Earth Watch

good, two pounds must be great" does not apply when using most chemical products. That extra "dose" often ends up as pollution and can be a potential "overdose" to our environment. ★Texas Water Commission

Four DEs to retire this fall

Four district engineers who represent 171 years of service to the department will retire this fall.

Announcing their retirements were Joseph M. Battle, El Paso; Geronimo G. Garcia, Pharr; Franklin C. Young, Beaumont, and Carol D. Zeigler, Bryan.

Battle spent nearly 52 years with the department, the last 28 as district engineer in El Paso. He started in 1937 as a project employee, hired for specific programs, with his continued employment depending on new projects and his ability to relocate.

He served in several engineering capacities in the Atlanta and Houston districts. He was assistant engineer-manager of the Houston Urban Project office before he was named district engineer in El Paso.

The University of Texas graduate counts among his accomplishments El Paso's freeway system, a transmountain highway and the international bridge at Presidio.

He will retire effective Sept. 30.

Garcia is a 40-year department veteran, and has been DE in Pharr for the past 17 years.

He graduated from Texas A&M in 1959 and worked for a Houston contractor before joining the department in the Laredo residency.

As resident engineer, Garcia oversaw construction of the Queen Isabella Causeway. He was named district engineer in 1974. He will retire effective Oct. 30.

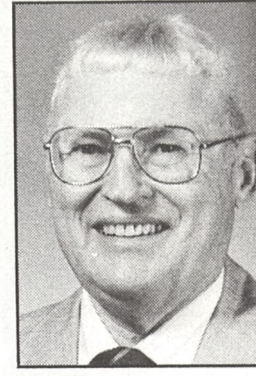
Young has been with the department for nearly 43 years, 24 of which were spent as



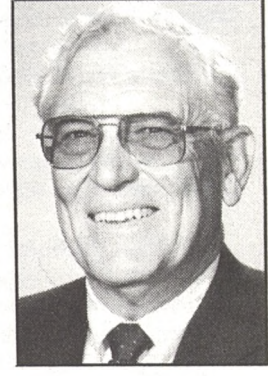
Joseph M. Battle



Geronimo G. Garcia



Franklin C. Young



Carol D. Zeigler

DE in Beaumont.

After graduating from A&M in 1949, Young began his department career as an instrument man in the Bexar County residency. After serving in several engineering capacities he moved to the San Antonio District headquarters and, in 1954, to Kendall County, where he set up a residency office.

Young served as resident engineer in Boerne for 18 months before being appointed district right-of-way engineer in 1956. In 1986, he transferred to Beaumont to assume the duties of district engineer. He will retire effective Sept. 30.

Zeigler has spent more than 38 years with the department, the last 14 as district engineer in Bryan. He joined the department in the summer of 1948 as a rodman with the Coryell County residency. He graduated from the University of Texas at Austin in

1951, then went to work at the Robertson County residency in Hearne.

Zeigler held various engineering positions in Robertson County. He served as resident engineer for more than 10 years, and was named district design engineer in 1966. In 1972, he was made assistant district engineer and became district engineer in 1977.

Engineer-Director Arnold Oliver said, "All of these engineers have provided outstanding professional service to the people of Texas and outstanding leadership for this department. Each has made significant contributions to Texas transportation, and each leaves behind a legacy of accomplishments that will remind us of their dedication and commitment for years to come."

Oliver said that, due to possible organizational changes being considered by the Legislature, these positions will not be filled immediately.★

Changes loom; employees apprehensive

By GINA McASKILL
and EMILY GUINAN
Travel and Information Division

Texas lawmakers, in special session for parts of July and August, are hastily adding, deleting and changing proposals in legislation that will affect the department. The breakneck pace of the session has left department officials scrambling to keep up.

"It's been impossible to keep the districts and divisions properly updated," said Engineer-Director Arnold Oliver. "A proposal may seem to be set in concrete, but within hours the situation changes," he said.

"I encourage employees to inform themselves about the legislation through the news media and department sources such as PIC (the daily mainframe-based news digest). I'm issuing special periodic legislative updates through PIC to help," Oliver said.

He advised, "Don't rely on rumor and speculation."

"Remember, the proposals are just that until both houses of the Legislature pass them and the governor signs them. They change from day to day, sometimes hour to hour," Oliver said.

By law, department officials cannot lobby the Legislature. "Still, we're trying to protect the interests of our employees by getting legislators the facts on the effects of items in the legislation. The deputies and I are drawing on our experience in residencies and districts to inform legislators on how changes would affect our operations," Oliver said.

Some proposals will eliminate department jobs — perhaps nearly 600 total. But Oliver pointed out that enhancements to retirement approved this past legislative session effectively will cut the department workforce more. "We expect to lose more than 1,000 people to attrition this year," he said.

In Yoakum, where "morale dropped 100 percent" when the proposal to

consolidate districts was revealed, community leaders from the district's 11 counties joined local merchants, legislators, department employees and other concerned citizens at a rally that attracted 500 people. The rally generated support from the news media also, resulting in several editorials opposing district reduction.

Worry is the byword in district building hallways. "They don't know what their future holds," said Yoakum District Public Affairs Officer Pearlle Bushong. "Some of them are tied here, there's no way they can transfer. As far as jobs in this area, there's no way they can find another — even minimum-wage jobs are scarce."

Marcus Sandifer of the Atlanta District agreed. "You've got a lot of frightened people here," he said. "People who have worked for the department for years, had planned to retire in a while, have raised their families here, have homes and property, and they're looking at giving all of that up."

Jean Sparks, public affairs officer for the Brownwood District, offered another slant. "Our employee reaction is really one of doom and gloom," she said. "Several people are not opposed to transferring, except that they wouldn't be able to sell their homes because of the depressed real-estate market here."

Sandifer agreed. "Real estate is slow," he said. "That will cause a problem, especially if you have 100 or so people trying to sell at once. It will flood the market."

The issue of district consolidation takes up most of the morning coffee discussions. People worry about having to move across the state. They want to stay where they are because they have built their families and their lives around their jobs. The communities fear economic loss in more ways than one.

"The general feeling from our local supporters," said Bushong, "is that we do a very efficient job. They would like to see us

stay here and maybe absorb some of the more rural counties from surrounding districts. If the district office closes, it will have a severe economic impact on this town."

Sparks concurred. "Leaders here in Brownwood feel that the loss of the district will have a negative economic impact, and if we are absorbed by an urban district, getting highway work accomplished for Brownwood will be more difficult."

The feeling in the Atlanta District, according to Sandifer, is that if "you get districts into more metropolitan areas, the decisions about projects will become too political and possibly block what is needed in the rural areas."

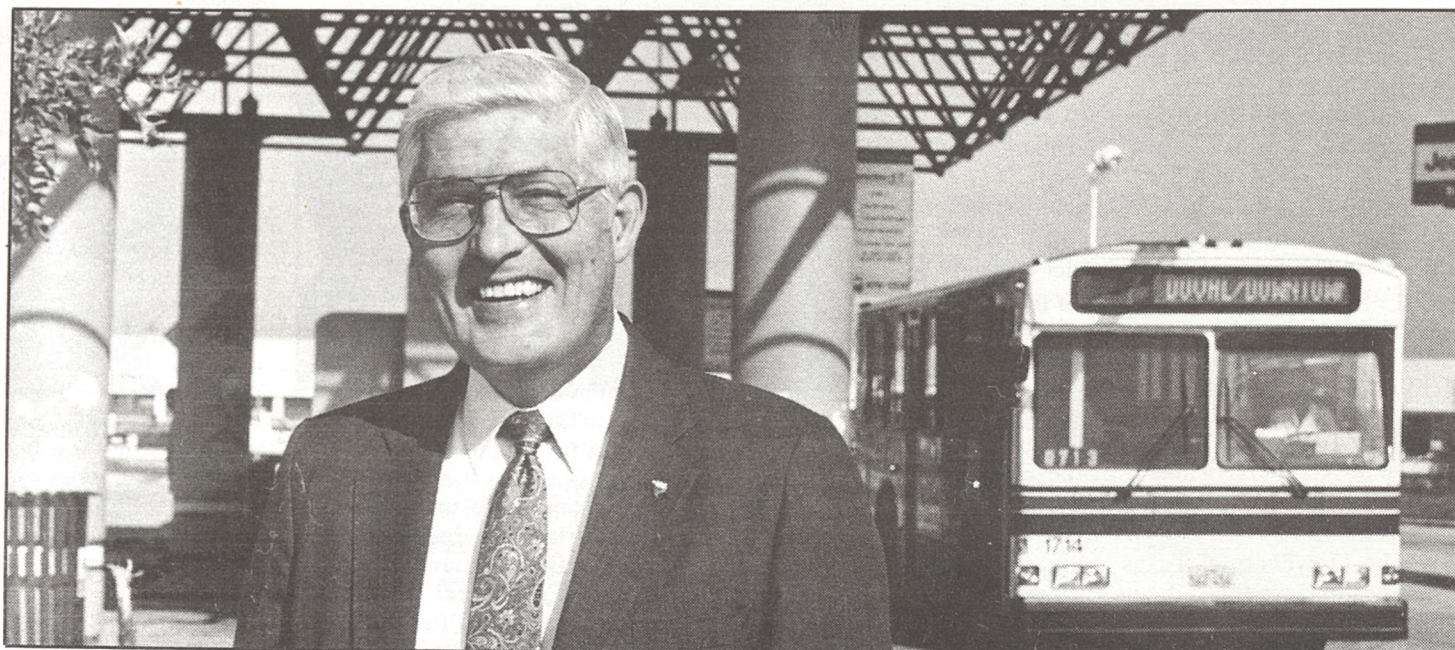
Most districts report that employees mainly have a "wait and see" attitude. "After all," said Evelyn Hughes, public affairs officer for the Odessa District, "there really is nothing else we can do."

Sandifer, whose community conducted a letter-writing campaign to their legislators, agreed. "A lot of people take a wait-and-see attitude because you can't second-guess the Legislature."

Mary Bolado, public affairs officer for the Pharr District, reported some positive reaction. "Some people here feel that maybe that's what we need; maybe with fewer districts, we'd have better control of assets. It's easier to get 12 opinions than 24. After all," she continued, "our roadway problems are not just Valley problems, they are state problems. It's not them and us, it's all of us."

Oliver concurred. "We continue to look upon these suggested changes as opportunities — not as threats," he said. "We, the governor and the Legislature all share the goal of an effective and efficient transportation system to move people and goods into the next century."★

Christie enjoys diverse career



A conversation with ... Public Transportation Division Director Richard Christie

"Chris" Christie is the first director of the department's Public Transportation Division, which was created in September 1988. He attended Texas A&M University and majored in architecture with a minor in business. From 1966 to 1973 he was a flight engineer in the Air Force, leaving the service as a staff sergeant. He began his department career in Houston, where he served in many capacities. He was executive assistant to highway commission chairman Robert Lanier and then to commission member John Butler.

Christie and his wife, Pam, have a son, Robert. Christie says he considers Houston his hometown, though he was born in Mexico City. Ronda Baker of the Travel and Information Division asked him about that and much more in this "Conversation."

Tell us about your upbringing in Mexico City.

My dad worked for the American Smelting and Refining Company and was transferred to Mexico City, supposedly on a temporary assignment. Unfortunately, what was a temporary assignment ended up being many years, so my sister and I were born in Mexico City. We went to grade school there. By the time I was approaching the seventh grade, I was getting in trouble because I was attending an American school. I was already bilingual, and we had the standard elementary courses — reading, history, arithmetic and so forth — in the morning in Spanish and the identical courses in the afternoon in English.

Consequently, I found myself rather bored. If I decided not to pay attention in the morning I would listen in the afternoon, and vice versa. That's when my parents and I came to an agreement that it was best that I leave and go to a U.S. school. I selected Peacock Military Academy in San Antonio. Why, I don't know. The first year I hated it. But by the conclusion of my first year, my parents asked me if I wanted to go back and my answer was yes.

Then, of course, I attended Texas A&M University and went into the Air Force, so I have had a rather diverse military career. I think that has probably helped me in my life.

Tell us about your Air Force career.

I joined the Air Force on June 6, 1966. I spent eight years in the Air Force as a flight engineer on a number of different aircraft. I had a rather interesting career. We moved a

lot ... from one move to the next we still had boxes that had not been unpacked from the last move. I trained at Lackland Air Force Base in San Antonio, then moved on to Wichita Falls, to Louisiana, to Alaska. I think the most rewarding assignment I had was on a flight crew for a three-star general.

I guess one of the reasons I like this organization so much is because in this sense it is very much like the military. You have a real family togetherness, team spirit.

When the general retired, I got my orders to go to Vietnam. That was in 1969-1970. I can't say that I enjoyed my tour in Vietnam. But I have always tried to make the best of a bad situation. You can't help but miss your family and your home. But I went over there knowing I had to serve my country and that I volunteered to go into the Air Force.

I stayed as busy as I could. I would volunteer for as many flights as I could because that would help the time go by and I was not sitting back feeling sorry for myself.

Staying busy in itself was rewarding because as a result I received the Non-Commissioned Officer of the Year Award while I was in Vietnam. I earned the Air Medal because of the number of missions I flew. I flew C-123 (cargo) aircraft. We had every kind of mission that you could think of. I'm very proud that I served there and think I'm a better person for it.

The aircraft I was flying was nicknamed "Patches." We put a cartoon of Snuffy Smith on the front end of the aircraft. The reason it was called Patches was that it was so full of bullet holes that it had all of these sheet-metal patches. We had awarded the aircraft something like four or five Purple Hearts. But we were well-protected in the aircraft. It's one of those things you think about now and it's frightening, but at the time it was probably not as bad as you perceive it now.

When did you return from Vietnam?

I got out of the Air Force on the 15th of September, 1973, and started working for the department on the first of October. I was out of work about two weeks. You might say I was at the right place at the right time. At the time I got out, jobs were rather difficult to find. I filled out my application and that same day I was interviewed by Dick Kabat, the Houston District planning engineer. He hired me on the spot. At the time, the department needed draftsmen, so my drafting experience while I was an architecture student at Texas A&M came in handy. I worked in planning, drawing schematics and various things, and from there I started moving within the department. I have been very fortunate.

What was your planning job like during that time of growth in Houston?

That was about the time that the Federal Highway Administration required that the department develop an action plan for the environmental process. Dick Kabat was appointed the environmental coordinator. We set up a two-man office away from planning to take care of the environmental coordination. We eventually hired a secretary. We reviewed every environmental document that came out of District 12. We had some involvement in writing many of the environmental documents. That was at the time when the Beltway 8 project was well under way — an 87.5-mile facility around Houston. There was an enormous amount of environmental work that had to be accomplished on that project plus all the others in the district. In addition to that, we were sort of the clearinghouse for new subdivisions going up around Houston. We were the state agency reviewing their environmental statements to see what kind of impact they were going to have on the roads.

When Dick was appointed district administrative engineer, he asked me if I wanted to go along with him, and I said yes. I handled public transportation, public affairs and later, when the traffic safety specialist retired, I took over traffic safety as well. I was also responsible for many of the support operations in the district: telephones, mail.

Weren't you the Houston District's first full-time public affairs officer?

Because Houston was a big district and we had a lot of things going on as they still have, public affairs was certainly a very important issue. In time, Mr. Kabat recommended to District Engineer Omer Poorman that I handle public affairs. Later, the Travel and Information Division issued a document that said the large urban districts should have a full-time public affairs officer, and I was asked to take the job. Public transportation was delegated to someone else, as was traffic safety.

You are the only division head to have worked as an executive assistant to a highway commissioner — to two of them, in fact. Tell us about this experience.

I was not the full-time public affairs officer for very long. Shortly after Milton Dietert became district engineer, Bob Neely, who was the executive assistant to (State Highway and Public Transportation Commission Chairman) Bob Lanier, was asked to head up the Texas Turnpike Authority. I interviewed with (former Engineer-Director) Raymond Stotzer and with Bob Lanier, and I was selected to take that job in November of 1986. I stayed with Bob Lanier until he resigned in July 1987. That's when the

governor appointed John Butler, at which time I moved half a block to John Butler's office. I stayed with Butler until Sept. 1, 1988, when I took the job as director of the public transportation division.

I must say that I've had a very diversified career with the department, simply because I've been asked to move around to these various positions. I think I have a good grasp of the overall operation and mission of this department, in my view far better than most people do because most people seem to stay in a particular job.

What has your experience in these varied areas taught you?

Dealing with the news media and dealing more directly with the public than most division heads and most district engineers teaches you more of how people really think. It's often said that it's not what you do but the perception of what you're doing. Through involvement with the news media and the public, speaking to groups and being at meetings of civic organizations, you get a better grasp of what people are thinking about the department.

My experience working for the commissioners was a tremendous education for me. I think that being that close to the policymakers and being able to attend meetings that the commissioners attended gives you tremendous experience because you really get into the nuts and bolts of the operation. You learn how things work.

And that's why I believe I'm more understanding. People get frustrated because they see things not progressing as they would expect. Oftentimes many of these things take time to develop and to bear fruit. It may start with a conversation that something is needed. And it develops and it mushrooms, and before long the product is a beautiful highway or landscaping or whatever. But it doesn't just happen at the flick of a finger just because somebody wants it done.

Your division is the smallest, yet has one entire mode of transportation to foster.

There are 20 of us in two sections: Grants Management and Planning. Our mission is to foster and assist in the development of public transportation, and we're doing our level best of achieve that. People don't realize the inordinate workload that we have. I have excellent folks. They really get the credit because they are very hard workers. Pound for pound, we probably produce more paper than any other division in the department.

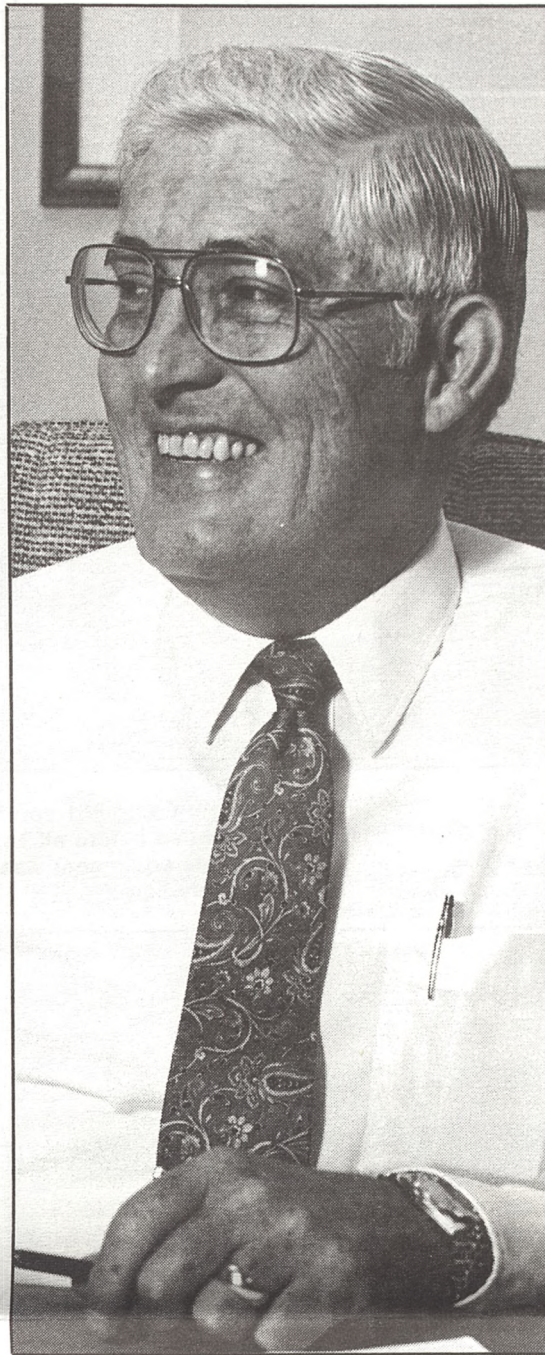
All of the funds we receive are grant monies for public transportation. (Between 1975 and 1988, these grants were administered by the public transportation section of the Transportation Planning Division.) Not including funds for urbanized systems, you're looking at roughly a \$35 million to \$40 million public transportation program. There are 40 rural systems in existence right now, with the potential for four new starts next year. We have about 255 agencies providing service to the elderly and handicapped. We have seven metropolitan transit authorities, we have 13 urbanized city systems, and we're working with Temple, Tyler, Victoria and the Valley for new systems.

We have gone beyond strictly handling grants — we're doing planning, we're doing training, we've gone that extra step to get the public transportation program on the map.

What are some of your division's most significant accomplishments in its first three years?

I think in the short time we've been in existence we've managed to deal with the industry very effectively. I am proud of what we've been able to accomplish, but there's still a lot of work yet to be done.

We've learned to communicate with the industry better. We are now having quarterly



“
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meetings with the rural public transportation operators, with the public transportation coordinators in the districts, and that has helped tremendously. We have organized informal advisory committees, such as the one to write vehicle specifications . . . to come up with a vehicle that will last longer. There are advisory committees for the oil-overcharge program, the elderly and handicapped program and the non-urbanized program. They give us a lot of feedback.

It has taken us a while to get our feet on the ground and start to at least walk. I think that for the last two years we've been crawling, which is understandable in the creation of a new division. We're trying to develop our division manual to outline our policies for people outside the department. So that everybody knows how we operate, what they're eligible for and so forth. While we have done a significant amount of rule-making thus far, we need more of it. That's one of our top priorities right now.

What is your vision for this division?

One of the big goals of this division is to achieve some kind of connectivity among all the transit systems. I think that's achievable. For instance, having Capitol Metro and CARTS (Capitol Area Rapid Transit, a rural system) and the intercity bus system interconnect to where people could avail themselves of some form of public transportation anywhere they go. We need to do that not only here in Austin, but in Houston, Dallas, Fort Worth and other areas throughout the state.

We're putting a lot of emphasis right now on coordination, particularly in the elderly and handicapped transportation program. We're getting a large number of agencies that are requesting vehicles, and we're concerned that there is not enough coordination going on among all these agencies. I don't think there's enough money to provide every agency with the vehicles they need. But we could provide it to one agency and they can coordinate with another agency to transport some of their clients. In fact, we're planning on having a coordination conference later this year.

Do you foresee increased support of public transportation?

Conceivably, if the surface transportation reauthorization bill passes with some of the assumptions that we've seen, we're looking at a significant increase in the rural program and in the elderly and handicapped program and a reasonable increase in the urbanized program for the MTAs and the small cities. All in all, if you look at all the state and federal funds coming in, you're looking at several hundred million dollars for public transportation.

While we have one of the best highway systems in the nation, I think the time has come that we can no longer build massive highways. When you're in a large urbanized area and you've got highways that are 10 and 12 lanes wide, you've got to wonder how far or how wide is enough. In Houston, we've got Westheimer (Road?), which goes right next to the Galleria. Traffic counts on Westheimer are at 60,000 or 70,000 vehicles a day. What will you do with it? I dare anybody to come up with enough money to buy the Galleria for right-of-way.

I think public transportation can play a very important role in providing an alternative to relieve congestion. More people today are aware of the importance of public transportation.

You've said a goal of yours is to make the Public Transportation Division "the envy of the nation." How's it coming?

I think we still have a ways to go, but we're getting there, slowly but surely. I think we've got right now one of the largest rural programs. We have a very large MTA program and urbanized program, a huge elderly and handicapped program. I think that Texas is viewed as a progressive state, and when I go to meetings around the state and nation and talk to my peers about these things, I think they're rather amazed at some of the things that we're doing that they haven't started doing. I think we're getting there. I sometimes get impatient, though.

My goal is to get wall-to-wall public transportation coverage in Texas. I think the time scheme depends largely on the amount of dollars. My biggest fear is that local matching funds are . . . getting harder and harder to get a hold of, because of the economy in general.

What do you do for fun?

I don't have time! I like to read. My wife, Pam, bought me a computer for Christmas, so I've been playing — working, actually — on my computer at the house. I have one son who is 21 and lives in Houston. Pam and I have been married for 28 years. We like to relax, do some gardening. I love to do woodworking . . . when I have time.*



Looking back

Patrol Camp 851 south of Del Rio was one of many the department operated before all Texas highways were paved. Because the roads were rough, equipment was kept close to jobsites instead of being moved to a county barn.

"Anybody can make history. Only a great man can write it," opined Oscar Wilde. We're trying to disprove this aphorism by letting people who were or are a part of the department's history tell their own stories. This special section doesn't pretend to be a complete picture of the department's past, but rather a mosaic of experiences and images. As T.S. Eliot wrote, "... history is a pattern/Of timeless moments." By looking back, we can put today's problems into context, better understand why we do things the way we do them, and find ideas and truths that we may have forgotten or never discovered.

This month in department history

- 1951:** The 50-mile Gulf Freeway (I-45) between Houston and Galveston was dedicated in August. The expressway cost about \$28.5 million.
- 1952:** On Aug. 4, Texas experienced the nation's worst bus tragedy up to that time. Seven miles south of Waco on US 81, two buses crashed head-on in a fiery collision that killed 28. The narrow, accident-plagued section of roadway near Troy was called "death's corridor" by locals.
- 1963:** At 12:01 a.m. Aug. 23, two-thirds of the Texas highway system changed to 70 mph day and 65 mph night speed limits.
- 1978:** On Aug. 2, Houston voters approved establishment of a metropolitan transit authority and a one-cent addition to the sales tax to finance a public transportation system.
- 1979:** On Aug. 28, the first "contraflow" lanes in Texas opened in Houston, allowing buses to use a reserved lane on I-45 during peak hours.
- 1982:** An IBM central computer that could handle more than twice the workload of its predecessor was installed in Austin on Aug. 31.
- 1983:** Near Boling in the Yoakum District, a sinkhole more than 20 feet deep and 250 feet wide opened Aug. 12. The hole, which swallowed two pickup trucks and a bit of FM 442, was named the world's biggest pothole in a contest sponsored by a materials company.



In 1926, the department's chief clerk's office resided on the second floor of what is now the Rudder Building, across the street from the Dewitt Greer Building in Austin. Clockwise from left foreground are Marie Trueblood, Hazel Bergstrom, Johnny Byrnes, Irene Williams, Marie Midkiff and Bessie Bergstrom.

Darling turns temp job into lifelong career

By **EMILY GUINAN**
Travel and Information Division

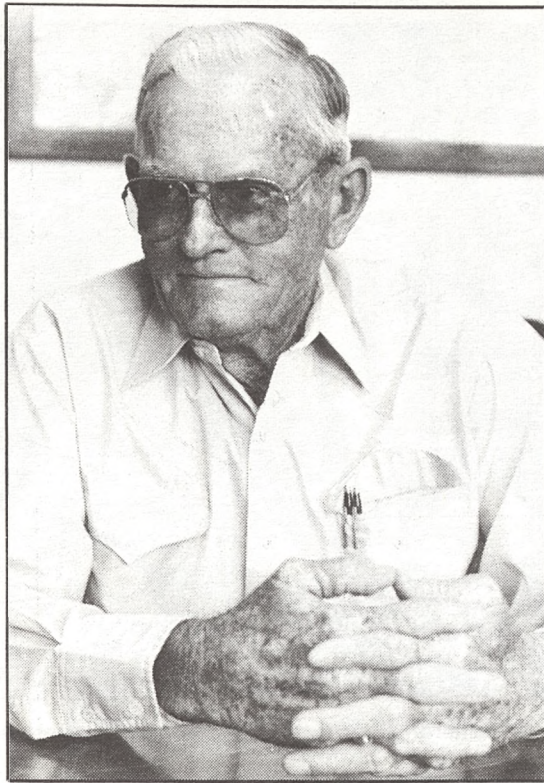
They used dump trucks and shovels to lay blacktop. They were carried on the payroll by names such as Slim, Sack and Pink. They raised cattle and horses in their spare time, and were more at home outside than in an office.

Many men like this worked for the highway department in 1946, but only a few of them made a career out of it. One of those who did is Walter Darling, a retired roadway maintenance supervisor from the Paris District.

In 1946, when he was just barely 18, Walter Darling walked into the highway department offices in Bonham to begin what he thought would be a two-week stint as a temporary office worker. Those two weeks stretched into a 43-year career with the department that ended when Walter retired in 1989. His career may be over, but his ties to the department are not.

Walter still comes in the the district offices every day to visit and drink coffee with his department friends. They are, according to Walter, "one big family. Working with them was just like working with family. I still visit them a lot. I really enjoy it."

Despite his retirement, Walter does not have all the time in the world to sit around and visit. He's in the construction business with his son. He lives on "only eight acres" of land in Sulphur Springs, and raises horses and cattle. He and his wife enjoy camping and picnicking in the area. She told him, he says, that he could retire if he wanted to, but that he was not going to stay in the house. Walter replied that he didn't intend to stay in the house, and when he retired, he



Walter Darling

immediately took up woodwork, something he hadn't done since he was in school in the '40s.

Walter had just finished school in 1946 when he began working for the department. He hailed from Telephone, Texas, and had grown up on a farm. He loved the outdoors. But his first department job, which he got through a friend, was as a common laborer in an office.

After that two-week temporary position ended, the assistant district engineer asked

Slim, as Walter was known then, if he would like to run a dragline off a barge north of Denison. Walter considered the pros and cons. The pro was that it was outdoor work, and Walter loved the outdoors. The cons were that Walter was not fond of water, and the reason they needed someone on the dragline was that a man had been electrocuted on it the week before.

Walter accepted the job and the challenge, and thus began his 43 years with the department. He said he was nervous, but not because of the electrocution. "I was nervous," he explained, "because I didn't know what to do, and there wasn't anyone around who could tell me." He stayed on the dragline until 1957 when he was promoted to special foreman.

"It is altogether different today than it was then," Walter says about those days. "We did everything by hand then. We had two dump trucks (to lay blacktop), and we'd dump the blacktop in little piles and lay it with shovels by hand. It would take a long time..."

As time passed, Walter received several offers to come to the district office to work, but he always turned them down. "I really liked it out in the field," he said. "I worked all over the district, and at one time knew everybody by their first name."

Walter loved his work so much that it took him three years to decide to retire. "This was part of my life, this was my family because this was the only job I ever had," he explained. "I grew up from a kid with it. I got that first job because I was real good friends with the maintenance foreman, and I was going to help him out two weeks in the office. That two weeks turned into 43 years. It's hard to quit."*

(Photo by Kevin Stillman, Travel and Information Division)

The good old days

Excerpts from the *Manual of Instructions for the Making of Surveys*, first edition January 1930, by State Highway Engineer Gibb Gilchrist and Designs and Specifications Engineer Henry C. Porter. Section numbers are in boldface.

- 2.05** GENERAL DUTIES OF THE RESIDENT ENGINEER. Upon being assigned to duty, the position of the Resident Engineer immediately becomes one of major importance.... largely responsible for the creation of an opinion formed by the public. Although generally fair, the public is always critical. [The RE] should possess tact, patience, sound judgement, and have a keen sense of diplomacy.... He is expected to teach his men the things they do not know, and to think for themselves.... He should carefully explain to his assistants the plan he has for accomplishing the work, in order that they may work intelligently....
- 2.32** OFFICE SPACE. It is the general policy of the State Highway Department to have the Resident Engineer arrange with the Commissioners's Court of the county in which the work is to be done, for residency office space in the Court House free of charge....

- The County Commissioners's Courts are usually very glad to do this.... If no space is available in the Court House, then the Resident Engineer should locate some suitable available space elsewhere ... [and] ascertain the amount of rent that will have to be paid per month therefor...
- 2.37** OFFICE EQUIPMENT. When office space is procured in a Court House usually the Commissioners's Court can furnish the Resident Engineer with desks, tables and chairs.... If a drafting table is only needed temporarily, a very good one for that purpose can be made by binding the edges of a large piece of sheet rock with gum paper and using that for the top, supported by two frame horses of the proper height.
- 2.41** RESIDENCY CAMP EQUIPMENT. When the work to be performed is so situated that it is inconvenient and uneconomical for the residency or field party headquarters to be located in a town or village then the Resident Engineer should provide a headquarters on or near the work... In some instances a vacant ranch house... may be obtained at a small rental per month... Under such conditions the State Highway Department will furnish a cook[ing] and heating stove, the

necessary cooking utensils and dishes, and will pay the wages of a cook. The members of the party must supply their own cots, bedding, food supplies, fuel and all other things used and consumed by them, with no additional allowance in salary or compensation to cover the same. If there is no house available as above said, then the State Highway Department will furnish a tent or tents in lieu thereof.... No allowance will be made for meals or lodging paid for by the members of the party away from headquarters.

- 2.46** EXCEPTION IN AUTHORIZATION REQUIRED FOR EMPLOYMENT AND CAR RENTAL.... The Resident Engineer may rent an automobile necessary for the best interests, progress and economy of the work, on the per diem basis at rate of rental not exceeding three dollars (\$3.00) per day...
- 2.47** METHOD OF MAKING CHANGES IN PAYROLL, OR CHANGES IN STATUS OF EMPLOYEES.... A (request)... is not required for changing men employed on the per diem basis where the rate of pay does not exceed three dollars and fifty cent[s] (\$3.50) per day...

'Pioneer' just wanted recognition

By ROGER POLSON
Travel and Information Division

For Mary Virginia Helton, being the only "girl" began at the earliest age. She was her three brothers' only sister. When she went to college, she majored in math and was often the only woman in the class. When she went to work and became an engineer, she was the only female engineer in the Dallas District and one of only three in the entire department.

But Mary Helton does not think of herself as a feminist or a pioneer in women's rights. "I wasn't trying to prove anything," she said. "I liked the work and really wanted to be recognized for what I could do, but not because I was a woman."

Helton worked for the department for 40 years before retiring in 1980. She was born and reared in Abilene, began working as a summer employee just after World War II, moved to Dallas after she got married and spent most of her career in the Dallas District. She now lives in the Dallas suburb of Mesquite.

Here is her story:

I came up in the worst of the Depression and went through some real adversity. My mother and father responded in a way that said we were together and we were going to make it. I guess my mother was responsible for me studying math because she raised us to believe that anything we wanted bad enough and worked hard enough for, we could have. That's the way I always looked at things.

My family worked hard to make sure that I got a college education. All of my brothers pitched in. When I went to college, I had no idea other than to be a teacher. At that time, English and business were the only areas where a woman had much chance for advancement. But I had always liked math, and it happened that the head of the math department (at McMurry University in Abilene) was a woman. She encouraged me a lot and I decided to go that route. There were only two other women majoring in math.

When I graduated, it seemed that everyone wanted a man to teach math. There was this idea that the math teacher had to coach football. I would go to an interview and they'd say, "Well, you can't be the coach, so ..." I was nearly convinced that I couldn't teach math when I got a call from Stamford (a community about 40 miles north of Abilene). They needed a math teacher and she didn't have to coach. I taught there for a couple of years and then moved to Ranger Junior College.

I was home one summer from my teaching job and the Abilene District engineer, Mr. (S.J.) Treadaway, sent home word through my dad, who worked in district maintenance, that he had a summer job for me if I was interested. It was right after the war and teachers made very little money so I thought it seemed like a good opportunity to make a little extra and use my math, too. They wanted me to do calculations as an engineering assistant. They offered me \$135 a month, which really sounded good because I hadn't made that much teaching.

I was getting married in December of that year and when the department offered me the chance to stay on I decided not to return to school. When I got married, we moved to Dallas and I transferred to the Dallas District. I had a job in Dallas as a draftsman. I worked on plans of all sorts, did lots of calculations, and sort of fell in love with the work. I really liked the roadway design and also spent some time in bridge design.



Mary Helton (Photo by Geoff Appold, Travel and Information Division)

After I had worked for the department for eight years, with my math degree, I became eligible to go to Austin and take the engineer licensing exam.

It took me a couple of years to prepare and I had to take the first written part of the exam twice. I'm convinced I was so scared that I failed it the first time. I was the only woman in the testing session, there were 40 or 50 men taking the test. When they found out I was testing in civil engineering, they thought I was crazy. It was the hardest area.

After I passed the written test on the second try, I then had to write a paper, a thesis really, on a project I had worked on, and I had to appear before a board for a personal interview. They asked a few technical questions but a lot of the interview dealt with my attitude about being an engineer and the fact that I was a woman. I told them that I felt I could do it and had already been working in that atmosphere for several years.

"The only thing I ever wanted was to get paid for what I did and what I knew, not because I was a woman, but because I knew what I was doing."

I evidently said the right things because I did get my license. My immediate supervisor, Grover Green, was extremely happy and the people I worked with, particularly the women, were excited for me. I was given the title of associate engineer, but I only got half the raise that the men engineers got when they got their license. I was a little disappointed about that. I thought it was a set rate but that wasn't the case. I met this sort of thing all through my career. It took me twice as long as the men to move a grade and it took me twice as long to get the raises.

It wasn't until the last few years that I was allowed to sign my own plans, even though I had the (engineering) seal. I would turn them in and the district design engineer would sign them. The other engineers would always sign their plans. If I indicated that I

was unhappy about it, the district design engineer would say, "Well, there's the door."

But I didn't want to do that. I really liked the people and loved the work. The department was always very understanding when I needed time to care for my family. I definitely felt like I was a part of the highway family and had many close friends.

And as long as Mr. Frank Cawthon was district engineer, I was not allowed to go out to the construction sites. The design engineers always went, they had to. But I had to depend on second-hand information. But I would go out to the jobs on Saturday and Sunday because I don't think you could ever do a credible job without seeing what's out there.

Finally, Grover decided it was time for me to go out. We went down in Ellis County to look at some bridges on a farm-to-market road. I'm not sure if Mr. Cawthon knew or not.

One of the incidents that stuck in my mind was when I was working on an underpass on the LBJ Freeway. This was after I was allowed to go to sites on my own. I was down under a bridge trying to figure out the best approach for a new turnaround and some man pulled off the freeway and came down and said, "Lady, are you lost?" I told him I was the engineer on the project and that we were fixing to do some work and I had come out to have a look. Well, he turned around looking very puzzled and started off and then he looked back at me and said, "Lady, are you sure you're not lost?"

After more than 25 years with the department, I was promoted to senior design engineer and was the head of one of the engineering sections reporting to the district design engineer. It was only the last three or four years that I ever really got the salary that went with my title. Throughout my career, I was always the "woman" engineer.

But when I retired, everyone was highly complimentary and I was told that I was regarded by many inside and outside of the department as a "fine engineer." That made me feel better because there were many times I thought I must be a real sorry engineer (*Helton laughs*).

People encourage me to believe that I did a little good in opening some doors but I don't think I had that much to do with it. The only thing I ever wanted was to get paid for what I did and what I knew, not because I was a woman, but because I knew what I was doing. If I opened that door, then I'm proud of it. You just have to remember to keep your sense of humor, be dedicated to your work and like what you're doing.★

Antilley is man of wide experience

By RONDA BAKER
Travel and Information Division

Highways were a part of Bob Antilley's life even before he started working for the department in 1948.

Antilley, who retired from the Transportation Planning Division (D-10) last summer, was born on a ranch east of Abilene. He grew up watching the old Bankhead Highway — later named Highway 1, US 80 and finally Ranch Road 18 — widen its route through his family's property.

Before the highway was redesignated a ranch road after Interstate 20 was built north of the ranch, the family donated right-of-way several times. A firm believer in highway progress, Antilley's dad persuaded many people in the Abilene area to sell or donate right-of-way for road projects, Bob Antilley said.

"My dad would go out and pick up two or three neighbors and they'd go over and see (any) old guy that wasn't going to let (a road) come through his place," Antilley said. The senior Antilley almost always won over landowners who would argue, "I'm not against progress, but ..."

That respect for good roads spilled over on Antilley and his oldest brother, Milton, who chose long careers with the highway department. Milton Antilley retired from the Abilene District in 1975. Bob Antilley has worked in the Abilene, Odessa, Paris and Lubbock districts as well as the Transportation Planning Division.

Bob Antilley started his career in the Abilene District in 1948. "I went to work in the Anson residency as a rodman. The salary then was \$165 a month," he recalled.

Then-Resident Engineer B.C. Rogers and his assistant, J.C. Roberts, "had a lot of influence on my highway career," Antilley said. "B.C. was one of the good old, original engineers who wore an old leather jacket and lace-up boots." Later, Antilley was inspired by Ralph Skinner, then a chief inspector in the Paris District, and Emmett Ward, a



Bob Antilley

maintenance foreman in the Monahans residency.

Jake Roberts issued a personal challenge to his young engineers without civil engineering degrees. "He called several of us

new guys in and said, 'Hey, I want you to meet this man, he's from International Correspondence School.' " Roberts had earned a certificate from the school before he went to college. "Jake said, 'I'll tell you how much I believe in it. You can (enroll) for about \$10 down and \$10 a month. I'll make you a promise. If you subscribe for the whole (civil engineering curriculum) and successfully complete it and you haven't gotten enough raises to pay you back that difference, I'll pay for it out of my personal pocket.' "

But there was one condition, for the engineers' own good. "He said, 'I want to see those grades,' " Antilley reminisced.

Antilley went on to earn a certificate from the school and in 1962 received a civil engineering degree from Texas Tech University.

Not long after, Antilley became resident engineer in Monahans. "In those days, a resident engineer was a PR man, a right-of-way man, he did the preliminary surveys, he talked to the landowners and did a lot of research work in the courthouse, whereas now we have right-of-way (people) that do a lot of that," he said.

Antilley was in charge of the construction of Interstate 20 through his residency. "I drove the first stake (east) of the Pecos River."

He remembers drawing the plans on linen. "It was 100 percent pure Irish linen covered with starch. You could clean it and use it over." Most of the engineers used a mechanical lettering tool, but a few were "talented enough to do a lot of that lettering free-handed. Gene Wagener was the best. His was beautiful, flowing like music. Of course, there's more notes in our plans now," Antilley said.

Antilley remembers when the Odessa residency entered the age of computerized road design. While he was resident engineer there in the late '60s and early '70s, "we had these computer sheets you filled in and sent to Austin," where they would keypunch them, dump the punch cards into a reader and produce a plot.

When the residency closed in 1975, Antilley joined the Transportation Planning Division as a senior planner. He later supervised the traffic data group and, during his last two years with the department, worked on special projects.

He saw traffic-counting technology grow by leaps and bounds, as many of the human roadside counters were replaced by automatic sensors hooked up to a computer.

He watched route planning expand to include the Texas Highway Trunk System and the state's longest prospective corridor: a 900-mile Plains to Port route from Texline to Galveston.

Antilley said he left the department satisfied with what he and his D-10 colleagues produced. "I have said a lot of times that I'd bet my money the traffic data we published was the best that could be published. I was really proud of it," he said.

That doesn't keep him from sharing his favorite planning joke. "It has been said that D-10 traffic projections are never wrong. If we say traffic is going to be (at a certain count) by this year, we may miss the year a little bit" but the projection will come true sooner or later.

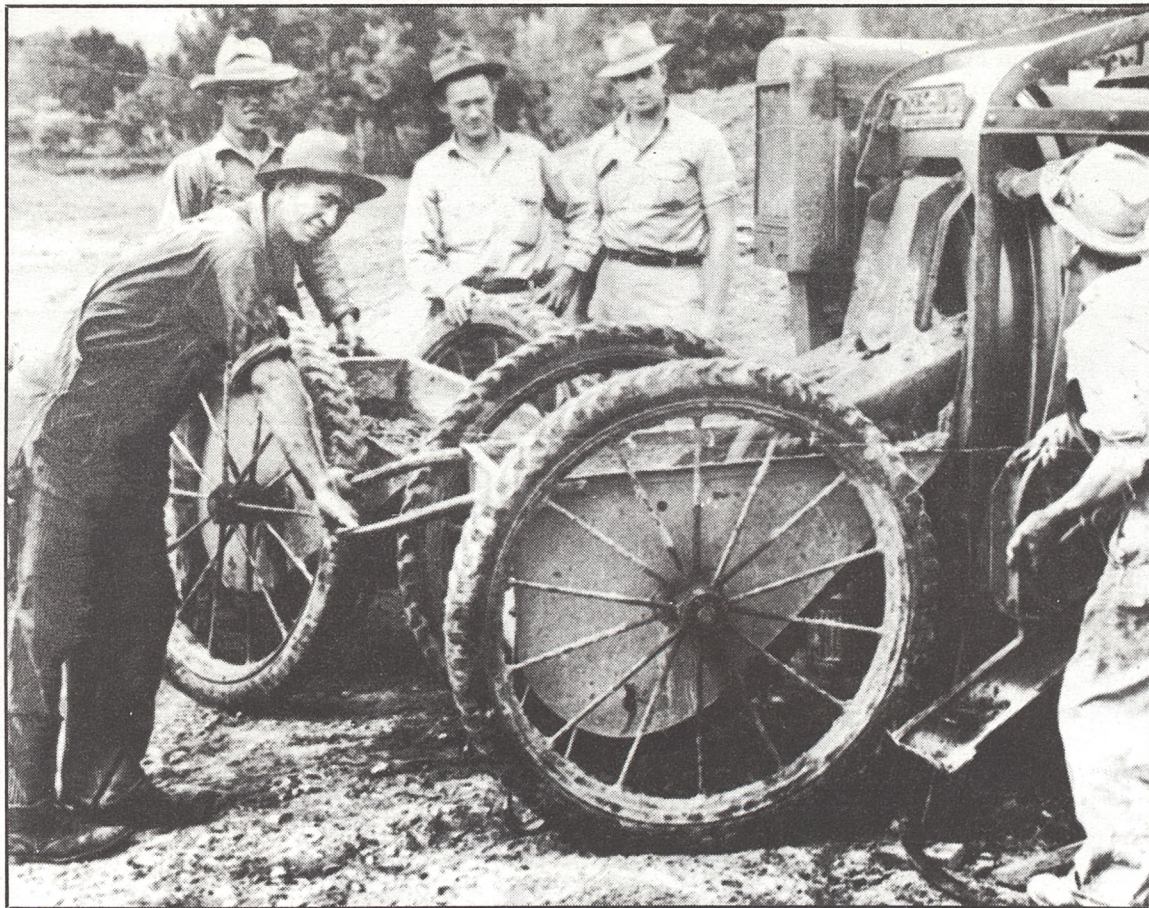
He also chuckles when he looks back over all the changes and reorganizations he's witnessed as a department employee during the past four decades. "I'm kind of one of the old types that says, 'Hey, we've been doing it this way for so long and it worked, so why change it, why reorganize?' I sound just like those old landowners when you're trying to get right-of-way: 'I'm not against progress, but ...' "★

Try this at home, kids

In preparing the profiles of long-time department employees for this issue, *Transportation News* staffers could only scratch the surface of a wealth of knowledge and memory. Thousands of people carry within their minds information and history that will someday be lost unless they, or enterprising friends, capture it in writing or on audio or videotape.

Historians, folklorists, and educational and religious groups recognize the importance of preserving the recollections of people about the past. Oral-history interviews are fun, valuable and make great school projects.

A good "how-to" book is *Oral History: A Guide for Teachers (and Others)* by Thad Sitton, George L. Mehaffy and O.L. Davis Jr, copyright 1983. The 167-page book is available from the University of Texas Press. If your local bookstore can't order it for you, write the UT Press at Box 7819, Austin 78712.★



The contractor's crew manning this "Georgia buggy" poured 140 yards of concrete in 14 hours for drainage structures, said to be a record for the time. The 1940 photo, taken on Texas 31 west of Corsicana, was published in a national magazine. The man leaning down is Hugh Holland, who later became president of Acme Bridge Co. of Austin. Also listed by the photographer are Norman L. Larson; J.H. ?; and Harold Greene, a department inspector. Information on who is who in the picture, and what magazine ran it, is welcomed by the editors.

From rodman to DE in 45 years

By **CHERYL CONVERSE**
and **GINA McASKILL**
Travel and Information Division

Mulkey Owens started working for the highway department a lifetime ago, when battles with rattlesnakes, floods and men with deer rifles were everyday occurrences.

That lifetime brought many changes to the man and to the department.

Owens started with the department in September 1928 as a rodman earning \$3 a day. By the time he retired in 1973, he had moved through the ranks to district engineer for the Austin District.

The long friendship between Owens and the department started with a few rough spots, specifically on his hands. He spent his first few days digging bridge test holes in Throckmorton County — with a pick and a shovel. Owen had been a soda jerk and his hands were soft — but not for long.

"That first night, when I got in, one of the men I had previously worked with called me," Owens said. "(He) told me if I would take charge of the fountain at the drugstore he was working in, he would pay me \$80 a month and give me a room. That was about twice as much as I was making. But, I declined because I thought it was better to work for the highway department."

"All of a sudden a shadow came over the hole and there was a guy with a 30.30 pointing down toward us. He said, 'What in the hell are you doing on my property?'"

Owens knew that the department could give him more concrete opportunities than the drugstore. Some came sooner than he expected. One night his boss informed him he would be inspecting a concrete pour in the morning.

"I had never done anything like that, but he showed me a little bit about it and told me what to look for," Owens said. He also recruited the dragline operator on the job to show him with a baling-wire model how the reinforcing steel was supposed to look within the forms.

In the field, many tasks had to be accomplished by "winging it."

"As long as we did not do something illegal we could do anything we needed to do to get the job done. I remember Mr. (Dewitt) Greer, if one of the district engineers did something he didn't like, he would talk to them and if necessary he would give them the opportunity to resign. He didn't fire them, but they resigned," he said.

Working for the department also provided Owens with adventures that he would have missed as a drugstore clerk.

"One day we came up to a fence that had not been removed," Owens said. "On the other side of it sat three cowboys on their horses with 30.30's across the saddle and they said, 'You are not going across this ranch.' What do you do in a case like that?"

Owens said he and his coworkers went home, but returned with the contractor about midnight to blaze a road across the ranch.

In 1929, Owens transferred to Gillespie County. By that time, he was either an

instrument man or a concrete inspector, "probably both," he said.

In Gillespie County, Owens encountered yet another man behind a deer rifle. This time, Owens was in a 19-foot hole that he and a coworker had dug by hand.

"All of a sudden a shadow came over the hole and there was a guy with a 30.30 pointing down toward us. He said, 'What in the hell are you doing on my property?'"

Owens said that once again they left, but this time they came back with the district engineer and the county sheriff. The man was put under a peace bond and the job got finished.

During the Great Depression, highway building "took a spurt," Owens said, because it was a good way to furnish work.

"The WPA (Works Progress Administration) usually worked two shifts of four hours each. Those, if I remember correctly, started off at 25 cents an hour and later on got up to about 35 cents an hour," Owens said. "Those people were getting four hours pay and traveling about 150 miles a day on a cattle truck, and glad to get the money."

In 1935, department employees were busy. Heavy rains destroyed bridges along the Llano River. Owens was called out to help. He was to check the bridges along the river, starting at Marble Falls.

"I got there and the bridge began to shake. I got three pictures just before it went over," he said.

When the workday ended, Owens either found entertainment or studied. In Breckenridge, he saw Al Jolson in the first "talking picture."

While Owens worked in Gillespie County, he started correspondence courses in engineering. When he was seven or eight years old, Owens took a peek through a transit level, a piece of surveying equipment, that had been left unattended. That's when he decided that he wanted to be an engineer, he said.

Owens got his engineer's license after moving to Austin in 1938. His boss told him that he wanted to make Owens district office engineer but could not because he lacked the license.

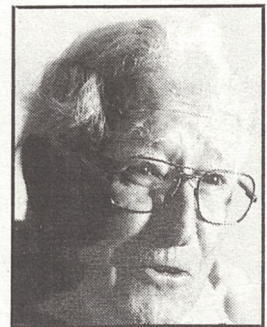
He put in his application to the registration board.

"One Friday afternoon, the secretary of the board called and said, 'We are going to have the examination tomorrow and I think it would be a good idea for you to come down and take it. You may even come down tonight for the oral interview.'

"I had not prepared for it. But I went down and was interviewed," Owen said.

Owens noted that he may be the last person without a degree to have become a district engineer.

By the time he became a DE in 1971, Owens had seen a multitude of changes, both positive and negative.



Mulkey Owens

"In Throckmorton County, my first job up there would have probably taken six months because everybody wanted a highway and the only problem the counties had was when they cut up a person's property. They did have to pay some damages, but they did not have to pay for the land itself," Owens said.

By the time Owens left the department, the building of highways had slowed down. One of his last projects is still in progress.

"On MoPac (Loop 1 expressway in Austin), I helped on that. As you know, it is not complete yet," Owens said. "When we were building MoPac was the first time that I heard the environmentalists get into things."

"The next time was on Loop 360. I had a lady call me at home one night raising Cain about 360 and that we were destroying the habitat of the golden-cheeked warbler. I listened to her about 30 to 40 minutes and then I broke in, and when she found out that I knew more about the golden-cheeked warbler than she did, she never said another word."

"I think the highway department has probably done more for our environment than anybody else, including the environmentalists," Owens added.

He noted that when he moved to Fredericksburg, the department had already started the highway beautification program.

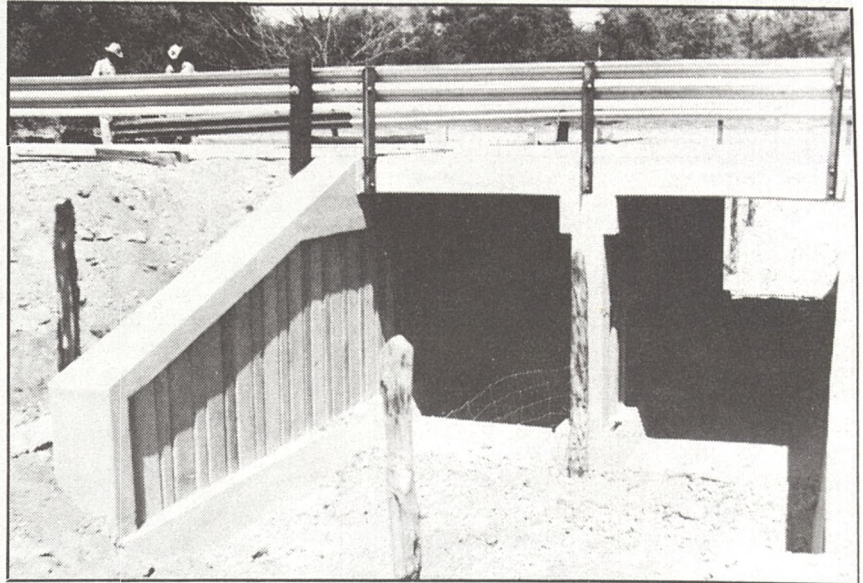
Owens must have enjoyed his work. The job offer that he turned down right after he started was not the last to come his way. He always chose to stay.

"(I liked) just working for the department, building something, doing things. In other words, conceive a project, plan a project and build a project."

"I have never regretted it," Owens said.★



"Danger — Drive Slow" said the sign along Texas 79 in Archer County in 1931. No kidding. Maintenance forces had to use a half stick of dynamite at each slab corner to break up the damaged concrete. The rest was removed with drills and sledge hammers.



A stock pass between Camp Wood and Barksdale on Texas 55 underwent a transformation — using salvaged concrete. The photos point out that recycling is not a new idea. Though the pictures are not dated, they were taken before 1982 when the Del Rio District was dissolved. The editors welcome any information about them.

Palamantez pleased with progress

By **JEFF CARMACK**
Travel and Information Division

Lily Palamantez, a construction bookkeeper in the Pecos Residency, has seen a lot of change, most of it for the better, in her 28 years there.

When Interstate 20 was being built, the residency had about 50 employees, Palamantez said. Three of them were design engineers doing plan work. The residency now employs 11, and two are engineers.

"Back then, we didn't even have a copying machine," she said. "Everything had to be hand-typed and, especially with federal projects, we had to use carbons. Our estimates required about nine copies, so we had to use two sets of forms. And if a correction had to be made, we had to go

back and redo the whole thing."

The advent of the computer has made life in her office much easier and much more pleasant, she said. Keeping up with construction paperwork has become easier, too. "In the old days, each inspector was responsible for his part of the construction. We had an inspector in charge of bridge work, one for road work, and each would turn in his estimate at the end of the month," she said. "Now they do that daily. Anyone could walk in here and pick up a report and see how much work is being done."

Palamantez said women's lot in the department has improved greatly since she began. "Back when I started, we didn't have maternity leave. When you got pregnant and had to stop working, you had to use up all your sick leave," she said. "You could have

300, 400 hours of sick leave and it would be all gone. I did this four times; I had to come back and start building it back up."

She cites Maribel Jaso as an example of how far women can go in the department. "She was the department's first female resident engineer and now she's working for (State Highway and Public Transportation Commission Chairman) Ray Stoker. She's his executive assistant, more or less his right hand," she said.

Palamantez said she was the first Hispanic woman to work in the district. She also *things gave gotten better for Hispanic men* in the department. "There's a lot more Hispanic foremen than there used to be; that's a good sign," she said. And in our district office, our personnel manager, Adam Luna, is Hispanic."★



In 1936, Commerce Street in Dallas was being laid in concrete just west of the Southern Pacific Railroad and the "triple underpass." The fancy building on the right is the old courthouse; the tallest building visible on the left became the infamous Texas Schoolbook Depository.



Engineer-Director Arnold Oliver and Employees Advisory Committee Chairperson Janet Hasty snip a ribbon to commemorate the opening of a break area on the west side of the Dewitt C. Greer Building in Austin. The idea of putting tables and chairs in the shady spot came from an employee in late 1989. The committee, which fields suggestions and complaints from division and administration employees, kept the idea alive until Equipment and Procurement Division officials decided to have D-4 employees build the area, made of flagstones and a wooden deck. Maintenance and Operations Division landscape architects designed the break area. Unfortunately, the employee who suggested it now works at another location. (Photo by Kevin Stillman, Travel and Information Division)

Partial per diem to be taxed; IRS ruling retroactive to Jan. 1

An Internal Revenue Service ruling is forcing state agencies and their employees to dig a little bit deeper into their pockets, but because of the state budget crunch Texas may soon stop paying the price.

The ruling considers partial per diem payments made since July 1, 1990, as taxable income. On the advice of Comptroller John Sharp, the highway department is taking retroactive withholding action only to Jan. 1, 1991, said Virgil Finley, director of claims management, Finance Division.

Sharp's Texas Performance Review also recommends that the state prohibit the payment of partial per diem unless the employee is traveling overnight. Partial per diem payments reimburse employees for meals when they are traveling away from their headquarters for six hours or more, but do not obtain overnight lodging.

Division seeks solution to accident trend

An Occupational Safety Division report shows 499 accidents have occurred this fiscal year through April involving department vehicles, compared to 420 at this time last fiscal year — a 23 percent increase. Ninety percent of the accidents were caused by human error. The division is seeking ideas from employees on how to reverse the dangerous trend. Talk to your safety committee or safety coordinator or contact D-20 directly: Box 5055, Austin 78763-5055, phone 512/465-7590, TexAN 241-7590.

Finley said that the regulation requires employers to withhold Social Security and income taxes on the payments. Variables including gross pay, number of IRS deductions and Social Security tax status determine how the ruling affects an employee's net pay.

To meet the withholding requirements, the Finance Division adds the gross amount of the payment to the gross amount of an employee's paycheck and then deducts the taxes, he said. The gross amount of the partial per diem payment is then deducted from the paycheck and the employee receives a separate payment for the full amount of the partial per diem claim.

The ruling also affects the way the department process the payments, Finley said. Employees who wish to file for payments are required to submit the claims on a separate travel expense account form. Accounting offices also have to prepare separate vouchers for the payments.

Claims received in the Finance Division by the 12th of each month normally will be processed with the next paycheck, Finley said. Travel expense claims with overnight lodging, including claims for meals on the returning day, are not affected by the ruling. **★Cheryl Converse, Travel and Information Division**

Meetings held in Houston, El Paso

The State Highway and Public Transportation Commission met in Houston on June 25 and El Paso on June 26.

At the Houston meeting, the commission approved all contracts for maintenance, buildings and emergency repair. The only highway construction contract not approved was in Taylor County on Farm-to-Market Road 3438, which exceeded the engineer's estimate by almost 34 percent. The five maintenance contracts received 18 bids with

Commission Roundup

the total low bids 19 percent under estimates. The four building projects total 24 bids at 3.7 percent less than estimates. The 47 highway construction projects totaled 288 bids, and the low bids were 3.4 percent less than estimates.

Several transportation leaders in the Houston area reported on the improvements Houston has made in the past 10 years. Former commission chairman Bob Lanier called for the department to focus on incident and event management, signal synchronizations, "smart" cars and roads, and a reward system for extra passengers in vehicles. Lanier said that roads have excess capacity in non-peak hours, and that management of highway systems has a better cost-benefit ratio than adding capacity.

The commission approved spending more than \$14.2 million on the Texas Highway Safety Plan. Programs in 12 areas, such as emergency medical services and motorcycle safety, will be implemented through contracts between the department and local governments, state agencies, educational institutions and private firms.

Small cities and rural transportation providers will receive \$1,270,957 in oil-overcharge funds for park-and-ride facilities. The commission approved distribution of the money to seven projects, and may consider five others later.

The commission agreed to expend \$6.6 million to help build 27 truck check stations. The stations will help Department of Public Safety troopers conduct complete safety inspections and check for compliance with state regulations.

Deputy Engineer-Director Byron Blaschke reported that the department's environmental accomplishments include creation of an Environmental Affairs Division, new administrative rules for environmental and public involvement in highway projects, and the evaluation of the scope and needs in hazardous materials areas, including procedures for handling hazardous materials.

Blaschke also reported that the search for civil rights and environmental division directors continues. The department has received more than 300 applications for each job. The department anticipates having the positions filled by Sept. 1.

El Paso officials briefed commission members on the transportation needs of the metropolitan area that includes neighboring Juarez. The cities' combined population of 1.8 million is expected to increase by more than 1 million by the turn of the century.

Commissioners got a bird's-eye view of what they had heard about in the briefing when they took helicopter tour of the urban area.

Later, the commission approved more than \$5 million of work to help link a new international port of entry at nearby Santa Teresa, N.M., to Interstate 10. The first four lanes of what will be a six-lane divided highway will be built from I-10 to the New Mexico state line. At the intersection with I-10, ramps will be built and the existing grade separation widened. ★

Do PM ASAP, PDQ for SDHPT

By **ROGER POLSON**
Travel and Information Division

Even if you can't tell a spark plug from a freeze plug and wouldn't know a steering gear tooth if it bit you on your rear end differential, you can still be accomplished in the art of preventive maintenance (PM).

The goal of any good preventive maintenance program is simply to keep things running as they're supposed to and prevent surprise breakdowns that require unscheduled repairs. Equipment inspections, servicing and repairs are most economical when performed on a scheduled basis, under the guidelines of the equipment manufacturer.

Sounds easy enough. All you have to do is make sure the person responsible for preventive maintenance on your equipment or vehicle is doing his job. In many cases, if you are the primary operator, the first line of PM responsibility is yours.

"That's the one thing that isn't emphasized enough," said Joe Howard, fleet manager for the Equipment and Procurement Division (D-4). "The one person who is the most important in this scheme is the operator. If the operator notices a minor oil or coolant leak and gets it repaired, it could prevent damage to the equipment that might require a whole new engine."

The department operates the sixth largest governmental fleet of vehicles in the United States. With nearly 18,000 vehicles and pieces of equipment like road graders, tractors, rollers and loaders, efficient and safe operation is paramount.

The department's preventive maintenance program is detailed in a manual prepared in 1987 by D-4. It outlines responsibilities for PM and provides a model program to ensure manufacture recommended inspections, servicing and repairs are carried out.

While each district is responsible for operating its own PM program, the manual suggests procedures and provides checklists for three types of inspections: routine, periodic and major.

While these inspections vary from vehicle to vehicle, the *routine* inspection is a daily or pre-use inspection carried out by the operator. The inspection is meant to check fuel, fluid levels, tires, lights and for the first symptoms of more serious mechanical problems. The aim of the routine inspection is to ensure that the equipment will work



STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION

Routine Inspection Checklist

(For Daily, Weekly, and Pre-Operational Inspections, All Eqpt. Classes)

DATE	TYPE OF EQPT	EQPT. ID. NO.	IF OK - X IF NOT							
			S	M	T	W	T	F	S	WK
BEFORE STARTING:										
	ENGINE OIL LEVEL									
	FUEL LEVEL									
	LINES - CONNECTIONS									
	COOLANT LEVEL									
	TRACKS/TIRES - PRESSURE									
	SAFETY EQUIPMENT									
	BATTERY (CONDITION - WATER LEVEL - TERMINALS)									
	BELTS, HOSES & WIRING									
	HYDRAULIC COMPONENTS (LEVEL-LEAKS-DAMAGES-ETC.)									
	WHEELS-LUGS-RIMS SUSPENSION COMPONENTS									
	EXHAUST SYSTEM									
	LUBE-HEAVY EQUIPMENT									
	LUBE-SEASONAL EQPT.									
AFTER STARTING:										
	ENGINE OIL PRESSURE - UNUSUAL NOISE									
	AIR PRESSURE - BLEED TANKS (IF AIR BRAKE EQUIPPED)									
	ALL INSTRUMENTS									
	ALL LIGHTS									
	HORN									
	CAB & BODY CONDITION (GLASS & DOORS)									
	WINDSHIELD WIPERS & WASHERS									
	CLUTCH (PEDAL TRAVEL SMOOTHNESS)									
	TRANSMISSION WHEN WARM (FLUID LEVEL-NOISES)									
	BRAKES/EMERGENCY/PARKING (TRAVEL-STOPPING ABILITY)									
	STEERING									
	RADIO									
	OTHER (DETAILS BELOW)									
REMARKS										
OPERATOR SIGNATURE										

The official preventive maintenance checklist is just as handy for your personal vehicle as it is for department equipment. (From the Equipment Preventive Maintenance Manual)

properly and safely until the next inspection.

The *periodic* or "oil change" inspection is timed to meet manufacturer's instructions concerning oil changes. This inspection and service usually includes lubricating, changing oil and filters, replenishing fluids and making adjustments and repairs as necessary. Though this work may be done by someone other than the operator, the operator is responsible to see that it gets done.

Tech Trade

The third type of inspection, the *major* PM inspection, is also called the annual inspection. The PM manual suggests the major inspection be tied to the annual safety inspection or every 20,000 miles, whichever is more frequent. The inspection includes actions recommended by the manufacturer at this interval.

"Though all of these inspections are important, the daily inspection is the most crucial," Engineer-Director Arnold Oliver stated in a December 1990 administrative announcement. "A well-trained and motivated operator performs PM inspections rapidly and thoroughly," ensuring the machine can operate safely, he added.

The daily routine inspection begins when the operator has the vehicle or equipment in sight, checking for external damage, low tires, or puddles of fluid. He makes sure that tools and equipment are secured. The vehicle service record should be checked to see that a periodic or major inspection isn't due.

For trucks and heavy equipment, the oil is checked, then all dash warning lights, safety belts and rear-view mirrors. The operator starts the engine and monitors the panel warning lights. He listens for abnormal engine sounds. He tests the horn and has a helper check all external lights including brake lights, high- and low-beam headlights, turn signals and running lights (see checklist).

Though this sequence varies for each piece of equipment, it is a general guide to the daily inspection. And it comes in handy whether you're driving a dump truck or the family station wagon.

"That's an important point," said Howard. "Preventive maintenance should be just as important to anyone who owns a car as it is to a manager of a large fleet of vehicles."

"Proper PM might keep someone from being stranded with a breakdown on a lonely stretch of highway and it might prevent expensive and unnecessary emergency repairs."

If you've got questions concerning the PM policies relating to your job, check with your district equipment supervisor or call Joe Howard at 512/463-8942 (TexAN 255-8942).

And if you think that a worn ball joint is some sort of sports injury and torsion bars are places where Torsions go to drink, check out the Equipment Preventive Maintenance Manual.★

Calendar

- AUGUST**
- 1 Automation Administration and Planning Meeting, Austin, D-19 (continued from July 30)
 - 5-8 Site Impact Traffic Evaluation Methods and Micro Methods, Austin, NHI
 - 6-7 Highway Construction Lettings, Austin, D-6
 - 7 Profilograph Operator Training, Lubbock, D-18PM
 - 13-14 Training Coordinators Conference, Austin, D-13
 - 14-15 Area I Research Advisory Committee Meeting, El Paso, D-10R
 - 19-20 District Engineers/Division Heads Meeting, Austin, BCB
 - 19-20 Automation Administrator/Regional Planning Meeting, Austin, D-19
 - 21 Profilograph Operator Training, Dallas, D-18PM

- 21-23 TRANSYT Training, Austin, D-18TE
 - 21-23 Area III Research Advisory Committee Meeting, Brownwood, D-10R
 - 22-23 Automation Administrator/Regional Planning Meeting, Amarillo, D-19
 - 28 Commission Meeting, Austin
 - 28-29 Automation Administrator/Regional Planning Meeting, San Angelo, D-19
- SEPTEMBER**
- 4-5 Automation Administrator/Regional Planning Meeting, Tyler, D-19
 - 9-12 Public Affairs Conference, San Antonio, D-16
 - 10-11 Highway Construction Lettings, Austin, D-6
 - 11-12 Automation Administrator/Regional Planning Meeting, Corpus Christi, D-19
 - 16-17 Automation Administrator/Regional Planning Meeting, Austin, D-19

- 18-19 Area IV Research Advisory Committee Meeting, Corpus Christi, D-10R
 - 23-26 Travel Counselor Training, Lago Vista, D-16
 - 25 Commission Hearing and Meeting, Austin
- OCTOBER**
- 8-9 Area II Research Advisory Committee Meeting, Amarillo, D-10R
 - 8-9 Highway Construction Lettings, Austin, D-6
 - 18 Commission Meeting, Austin
 - 21-24 Highway and Public Transportation Short Course, College Station, BCB

For the most complete and up-to-date calendar listings, see PIC (Public Information Coordinator), available on computers throughout the department. For more information, see your automation administrator.

Administration

10 years
Victor J. Holubec

Automation

25 years
Donald G. Buck

Equipment and Procurement

25 years
James Justice

15 years
Joe E. Howard

10 years
Laddie L. Bordovsky
James C. Sessions
Don R. Walker
Donald C. Washington

Bridge

10 years
Ella A. Woytek

Construction and Contract Administration

15 years
John W. Aldridge

10 years
Portia Salm-Hausmann

Highway Design

10 years
Gary L. Graham

5 years
Alan J. Wormser

Maintenance and Operations

20 years
Dorothy R. Plowman

10 years
Roy A. Adkins
Barney R. Derr

5 years
Robert W. Frizzell
Glenda H. Woolsey

Materials and Tests

10 years
Larry G. Miller

Motor Vehicles

30 years
Leroy J. Clark

25 years
Judy S. Dodd
Frances P. Higginbotham

20 years
James H. Davis Jr.
Darrel R. Hunt
Cynthia W. McCelvey

15 years
Rita B. Foster
Carolyn G. Williams

10 years
Ann N. Harper

Occupational Safety

20 years
Martha A. Douglas

5 years
Martha E. Gold

Transportation Planning

35 years
Eugene F. Goertz

25 years
Charles L. Barker

10 years
Herman M. Nelson
Lealean W. Peace

Travel and Information

20 years
Linda J. Fredrickson

10 years
John G. Appold

Paris District (1)

35 years
Robert L. Carpenter

10 years
Kenneth W. Matthews
Mickey F. Workman

5 years
Gary L. Wideman

Fort Worth District (2)

30 years
James L. Walden

25 years
Bobby C. Shuler

20 years
Ronnie Brady
David N. Oster

10 years
Jose H. Lagunas
Glen J. Liles
Mary M. Pritchard
Scot D. Smith

Wichita Falls District (3)

20 years
Ralph D. Self Jr.

5 years
Jack H. Robb

Amarillo District (4)

20 years
Billye J. Lloyd
Billy D. Popham

15 years
Tommy S. Anderson

10 years
Amado Arellano
James R. Garis
Mary H. Watson

Lubbock District (5)

40 years
Glenn D. McCaslin

25 years
Gerald L. Drager
Coy M. Smith
Kenneth R. Sylvester

10 years
J.R. Collins
Wallace R. Posey
Stevan C. Reyna

5 years
Dayne M. Golightly

Odessa District (6)

35 years
Johnnie L. Brooks

15 years
Tommy M. Dominguez

10 years
Steve W. Esparza
Israel P. Rubio

5 years
Arthur L. Waguespack

San Angelo District (7)

30 years
Charlene S. Carr
Dan A. Harrison

25 years
Jesus M. Escobar
Guadalupe R. Gonzales
Richard W. Paske
James E. Taylor

20 years
James L. Anderson Jr.
Jon C. Elliot
Antonio F. Gonzalez
Robert C. Parker
Roland R. Sowell

10 years
Jose E. Morales

Abilene District (8)

25 years
Gerald E. Boyd

10 years
Norman S. Massey

5 years
Ray D. Underwood

Waco District (9)

35 years
Tommie P. Todaro

20 years
Thomas E. Brazzil

Tyler District (10)

30 years
Nellie S. Morris

25 years
Donald Weisinger

10 years
John H. Cullon

Lufkin District (11)

25 years
Tommy B. Doggett
Billy E. Roberts
Chester R. Still

5 years
Samuel V. Skrehot

Houston District (12)

35 years
Cecil A. Adams

30 years
Floyd J. Goodney
Bennett B. Parma
James H. Salmeron

25 years
Jesus Guerra
Gale R. Smith
William H. Younts Jr.

20 years
Melba W. Barker
Roy L. Bradley
William A. Downs
David Sloss

15 years
Tommie A. Bosley

10 years
Genevieve M. Comeaux
Carl O. Hagg
James C. Howard Jr.
Davis J. Ladet
Mohammad Mosaffa
Marion Noski
Gregory A. Ofield

5 years
William R. Brudnick
Mohammad F. Farhoud
Dwayne D. Mlcak
James E. Sanders
Michael J. Warnasch

Yoakum District (13)

25 years
Cheryl A. Trott

20 years
Wilbert B. Frank Jr.

10 years
Gloria C. Williams

5 years
David A. Kelley
Tommy D. Parr

Austin District (14)

40 years
Melvin J. Stephens

35 years
Clyde W. Krause
Norman C. Pecht

25 years
Jack D. Gindrup
Ernest L. Morris

10 years
Bradley A. Eubank

5 years
Gregory A. Malatek

San Antonio District (15)

40 years
Arthur Monsivais

35 years
Herman C. Gadeke Jr.
Gerald K. Hewitt

30 years
Asa M. Farrer Jr.

25 years
Juan Fernandez
Christino E. Hernandez
Victor F. Jaramillo
Guadalupe M. Luna
James R. Mikesch
David W. Spenrath
Elsie Z. Timmerman

15 years
Susie R. Villareal

10 years
Alfredo M. Esquivel
Harold J. Stevens
Kenneth W. Zigrang

5 years
Robert R. Griggs
Jack E. Persyn

Corpus Christi District (16)

25 years
Oscar Casanova
Robert P. Haley Jr.

20 years
Norman Zamzow

10 years
Ricardo A. Padilla

5 years
John A. Hernandez
Max A. Lopez

Bryan District (17)

35 years
Carol H. Hendrix
Marshall E. Schroeder

25 years
Jerry J. Dusek
Bobby J. Paholek

10 years
Elaine D. Imhoff

**Service Awards continued
next page**

Retirements

April

Bridge

Albert S. Schotz, 25 years
Interactive Graphics
Technician IV

Materials and Tests

Mary M. Clark, 20 years
Administrative Technician

Motor Vehicles

Robert L. Gorham Jr., 39 years
Information Specialist III
Lorene P. White, 23 years
Staff Services Assistant

Occupational Safety

Quinner F. Williams, 29 years
Director IV

Transportation Planning

Billie R. Kaufman, 41 years
Engineering Specialist II

Paris District (1)

John H. Parker, 38 years
Motor Vehicle Mechanic III

Fort Worth District (2)

Willard C. Cole, 33 years
Engineer IV
Herman H. Epperson, 19 years
Maintenance Technician III
Robert C. Nowak, 11 years
Maintenance Technician III

Wichita Falls District (3)

John F. Shores, 24 years
Maintenance Technician III

Odessa District (6)

Joseph M. Mount, 32 years
Maintenance Technician III

San Angelo District (7)

James Cochran, 27 years
Maintenance Technician III

Tyler District (10)

Delmer A. Hilton, 28 years
Maintenance Technician III

Houston District (12)

Louis E. Von Woglom II,
30 years
Engineering Specialist II

Rosalie S. Weidner, 16 years
Personnel Assistant II

Austin District (14)

Patrick A. Bartsch, 39 years
Engineering Specialist I
Robert L. Bible, 28 years
Maintenance Technician III
Manuel R. Saucedo, 24 years
Maintenance Technician III

San Antonio District (15)

Ernesto Cervantez, 28 years
Maintenance Technician III
Marjorie D. Kitchens, 10 years
ADP Equipment Operator III
Pedro Molina, 21 years
Maintenance Technician II
Carl A. Rodriguez, 37 years
Engineering Technician V

Corpus Christi District (16)

Jose Lopez Jr., 30 years
Maintenance Technician III

Bryan District (17)

Oran L. Harris Jr., 39 years
Engineering Specialist I
Earl Smith, 42 years
Maintenance Construction
Chief III

Atlanta District (19)

Earnest W. Perkins, 30 years
Material Analyst III

El Paso District (24)

Lee R. Applegate, 28 years
Roadway Maintenance
Supervisor IV
Pablo Arellano, 28 years
Maintenance Technician III
Jesus J. Gonzalez, 29 years
Maintenance Mechanic IV

Childress District (25)

Billy R. Long, 37 years
Engineering Specialist I

Calling all retirees

Next year the department observes its 75th year of building the Texas transportation system into one of the finest in the world. The single most important element of the success enjoyed by the department has been its people, the highway family.

Since the birthday observance is a celebration of the history of the department, it's important that the thousands of retirees who *are* the department's history be a big part of it.

The idea is to organize department retirees into local and regional chapters to use their enthusiasm, community standing and spare time to help celebrate the 75th.

Local chapters can pick their own projects, which could include appearances at community events, schools and open houses. Or how about having a picnic or getting together next year for a statewide reunion? Or assisting groups like the Boy and Girl Scouts, Rotarians, Jaycees, chambers of commerce and others who might like to help the department celebrate?

This organization would belong to the retirees — the Travel and Information Division just wants to help get the ball rolling. Are you interested? Please drop a note to State Department of Highways and Public Transportation, *Transportation News*, attention Roger Polson, 125 E. 11th St., Austin, Texas 78701-2483.

Tell us your ideas, suggestions for projects and how you would like to be involved. And what should we name the organization?★

Service Awards

Dallas District (18)

35 years
Bobby Elmore
30 years
Mildred H. Williams
25 years
Robert P. McCormick
Wallace B. Scalf
Labron R. Walker
20 years
Billy R. Buchanan
Adnan M. Turk
10 years
Mark A. Marino
5 years
Lina T. Ramey

Atlanta District (19)

35 years
Otis N. Loper
30 years
Carrell E. Burleson
Gary H. Overmyer Sr.
20 years
Debra E. Williams

Beaumont District (20)

25 years
Michael R. Follmer
Walter L. Pierson
Ivey R. Shepherd
10 years
Mark S. Rutledge

Pharr District (21)

35 years
Antonio Quintanilla
25 years
Ricardo L. Guerra
Eloy Juarez
Cervando Mancha
Santiago Ramirez
10 years
San Juan Galvan

Brownwood District (23)

5 years
Michael R. Smith

El Paso District (24)

30 years
Ruben M. Hernandez
25 years
Stephen L. Jones
5 years
Aurelio Saldaña Jr.

Childress District (25)

30 years
Billy G. Stewart
10 years
Jim L. Fox
Robert M. Hosea

In Memoriam

Ernest T. Barnard, San Antonio, retired from Fort Worth District in 1986, died April 1, 1991.

Howard W. Bartley, Quanah, retired from Childress District in 1978, died March 22, 1991.

Tom L. Connally, Belton, retired from Waco District in 1976, died April 25, 1991.

David G. Cooke Sr., Austin, retired from Finance Division in 1968, died March 31, 1991.

Frank J. Cox Jr., Amarillo, resigned from Amarillo District in 1973, died March 3, 1991.

James L. Davis, Pharr, retired from Pharr District in 1979, died April 21, 1991.

Sam Durham, San Antonio, retired from San Antonio District in 1971, died April 16, 1991.

Aubrey D. Hagood, Paris, retired from Paris District in 1963, died April 21, 1991.

Archie Horne, Arkadelphia, Ark., retired from Houston District in 1972, died Jan. 30, 1991.

Orron P. Jones, San Augustine, retired from Lufkin District in 1969, died April 14, 1991.

Dorothy K. Malloy, Fort Worth, retired from Fort Worth District in 1987, died April 11, 1991.

James A. Moore, Sweetwater, retired from Abilene District in 1973, died March 26, 1991.

Charles E. Patterson, Evant, retired from Waco District in 1980, died April 15, 1991.

Abner W. Reece, Buffalo, retired from Bryan District in 1971, died April 10, 1991.

James L. Sass, Midland, retired from Odessa District in 1983, died April 30, 1991.

Arthur F. Slaters, Houston, retired from Houston District in 1982, died March 23, 1991.

Billie V. Tankersley, Stephenville, resigned from Fort Worth District in 1981, died March 30, 1991.

George H. Wagner, Uvalde, retired from Del Rio District in 1970, died April 3, 1991.

Letters

Worker seriously hurt; fund established

A fund has been established to help the family of a Fort Worth District employee critically injured on the job.

Billy Weeks, a courtesy patrolman for the Fort Worth District, was injured May 26 while setting signal flares near an accident. A car drove through the marked-off area, struck Weeks and drove away.

Weeks was in a coma for four weeks. Although now semi-conscious, he is still seriously injured and will require extensive therapy.

His wife has quit her job to spend time with Weeks and take care of their three children. The family is living on workers' compensation and Weeks' sick leave, but expenses are mounting.

Donations to the fund can be sent to Fort Worth District Public Affairs Officer Bill Page. Checks should be made payable to Leslie Weeks.

I wish to express our appreciation to your department for the thoughtfulness of **James Ivy** for assisting us in replacing a tire on our Suburban about 10 miles south of Hallettsville.

I was sick and did not have the energy to do the job, and without his help it would have been impossible. Employees like Mr. Ivy are part of the good highway system that makes Texas a grand place to live.

**Hurvey H. Carlisle
Fulton**

Ivy is a project engineer in the La Grange Residency, Yoakum District.

On Nov. 30, my wife and I were on US 290 approaching Austin from the east when we had a tire blow out. The toy jack supplied with our car bent, so we were forced to call AAA and settle down for a long wait. **Wynn Wilkerson**, passing by in his own pickup, stopped and used his jack to help change the tire.

Mr. Wilkerson was a fine representative of the Texas highway department and while we weren't in dire straits, his help certainly sped us on our way. Our sincere thanks to him.

**Bob Bailey
Port Arthur**

Wilkerson is an engineering technician in the Austin Urban Construction Office.

On Aug. 31, while traveling between Weatherford and Mineral Wells on US 180, my vehicle broke down — fortunately, near a work crew where **Randy Grard** was serving as inspector.

Mr. Grard made sure that my wife, who intended to stay with the vehicle, was OK; provided me with transport into Mineral Wells; directed me to a competent garage; and waited to be sure that the garage was going to be able to tow me in.

As a citizen of Texas and a taxpayer, I've always been please — and proud — of our highways. Mr. Grard highlights one of the key reasons behind our good highway system — quality people!

**Leon Ward
Corpus Christi**

Randall Grard is an engineering technician with the Weatherford Residency, Fort Worth District.

**TRANSPORTATION NEWS
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