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# TRANSPORTATION news

Photo by Kevin Stillman, Travel and Information Division



State Department of Highways  
and Public Transportation

FEBRUARY 1990

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## What's inside . . .

The drug-free workplace policy became official when rules and procedures were adopted at the Dec. 14 commission meeting.

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Two Waco District employees are serving as instructors in the department's first in-house emergency medical technician course.

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Raymond E. Stotzer Jr. was honored in December when the city of San Antonio renamed Texas 151 for the late engineer-director.

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Main office night security guard Don Carlile is the first to be profiled in a new series highlighting the people who do the department's less-glamorous jobs.

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### On our cover:

*Joe Battle recently received his certificate for 50 years of service to the department, becoming one of four people to attain this distinction. Battle, El Paso district engineer, is the subject of this month's Conversation, which starts on page 4. (Photo by Kevin Stillman, Travel and Information Division)*

# TRANSPORTATION news

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Photo by Kevin Stillman, Travel and Information Division



**A**uthority to collect the federal gas tax that pumps up the Highway Trust Fund is set to expire on Sept. 30, 1991. In addition, two other key legal underpinnings of the nation's highway system will run out that day. What will replace them? What direction will U.S. transportation policy take, and how will improvements be paid for? Government bodies and private organizations are seeking answers to these questions, and anyone interested in Texas transportation should know what's at stake.

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### From the Engineer- Director



In all the 30 years I've worked for this department, I never once dreaded coming to work. I don't hesitate to make that claim, and I know many other career employees who feel the same way.

What makes people like working at the highway department so much that they stay 30, 40, even 50 years?

That's not a rhetorical question. I had to answer it for myself long ago. For everyone, there are times in your career when you ask, Should I go do something else? If so, what? If not, why not?

What is it that makes so many people choose to spend a lifetime with this department?

It's not the pay: No one gets rich working for the highway department. It isn't our glamorous surroundings, to be sure. It's not even the satisfaction of creating a product that's so visible, and so essential, to millions of fellow citizens.

The reason must be the people we work with. They — you — are why coming to work each day continues to be a pleasure.

We all know that highway department people are capable and

committed. But your excellence extends far beyond professional performance.

When I ask myself why I love my highway family, I have to answer that they're just good people, people of caring and character. Those are qualities that, no matter what we were able to pay, we could never buy.

I've always felt lucky to be part of such a tradition, but only recently have I come to fully appreciate the highway family's culture of caring.

The loss of my father last month was the first death in my immediate family during my tenure with the department. So it was my first occasion to be on the receiving end of the compassion that the highway family extends so freely. I was astonished at the many expressions of sympathy and genuine caring.

This attitude, as you know, goes beyond the personal. It extends to the many charitable causes that highway people support, the community service they give, and their interest in issues that affect their fellow workers.

Now, I don't know about all state agencies, but I don't think there could possibly be another with such closeness among coworkers, regardless of what their professional relationships are.

Maybe more so than with other large agencies, we try not to act like a bureaucracy. Our people are not bureaucrats, they're *people*.

It takes people, after all, to make a family. Thank you for being part of this one.

## Department adopts substance abuse program

Final rules and procedures regarding substance abuse by highway department employees were adopted at the Dec. 14 meeting of the highway commission. The action came after months of reviewing the issues and receiving public comment.

Carol LeFevre, employee relations officer, told commissioners that of 144 comments received, 129 were for the program and 15 were against. Among those giving comment were the Texas Civil Liberties Union, the Texas Public Employees Association, and the Texas State Employees Union.

"Objection to random testing was probably the key issue we dealt with," she said. "Comments questioning such testing in the absence of a work-related problem were evaluated. We also carefully reviewed the Supreme Court decisions, and the commission determined that testing marine crew members and other employees in safety-sensitive positions is vital to the health and safety of all department employees as well as the public."

Alcohol testing will not be included in random or pre-employment tests, LeFevre said in response to questions raised by some of the comments. "Alcohol deteriorates in the system at a much faster rate than other drugs," LeFevre said. "And it would be too convenient to avoid drinking before a planned employment test. We will not test initial applicants for alcohol. Yet the symptoms of alcohol abuse are easy to detect, so we will conduct reasonable cause and post-accident testing."

LeFevre said that all other suggestions from employees and the public were considered in drafting the final rules and procedures.

"Many commenters recommended that all department employees be tested rather than just marine crew members or those in safety-sensitive positions," she said.

LeFevre said the highway department would continue refining the definition of "safety-sensitive" and will publish all proposed changes in the *Texas Register* to solicit public comment.

Other questions were raised regarding implementing a program in the absence of data indicating a problem exists.

"We are assuming that the extent of alcohol and drug abuse among department employees would be similar to that of the general population," LeFevre said. "And at the same time, we recognize that much of the department's field work is done under hazardous conditions. It would be irresponsible to postpone adopting testing or other preventive measures until the danger became evident through a tragic accident."

LeFevre said the highway department's program is comprehensive. In addition to alcohol and drug testing, it includes education and rehabilitation measures.

"We believe that, through education, prevention is the real answer to substance abuse," she said.

LeFevre said the rules became effective Dec. 21. Four people will be hired to manage the program, she added. ★**Marcy Goodfleisch**

## Special license plates coming

Thanks to new legislation, Texans will soon be able to obtain special license plates with the name and insignia of their favorite Texas college or university and support a special scholarship fund for the school at the same time.

The legislation also provides for specially designed license plates and lower registration fees for Pearl Harbor survivors and Purple Heart recipients.

The plates, for passenger cars and light commercial vehicles, were approved in the last session of the Legislature. They will be available in late spring.

"The highway department is excited about these new plates," said Dian Neill, director of the Division of Motor Vehicles. "The collegiate plates give Texans an opportunity to display the name of their favorite school and support its educational programs. The other special plates bring appropriate recognition to our honored military

personnel."

Neill said that collegiate plates will be issued for any public or private college or university that can certify to the department that at least 1,500 of the plates will be purchased. The collegiate plates will cost \$30 in addition to the motor vehicle registration fee. Of that cost, \$25 will be deposited in a special scholarship fund for the school. Personalized collegiate plates are available for \$40 plus all other applicable fees.

License plates for Pearl Harbor survivors and Purple Heart recipients will cost \$3, a substantial reduction in standard registration fees.

Applications for special plates are available at county tax assessor-collector's offices or the highway department's Division of Motor Vehicles headquarters and regional offices. ★**Roger Polson**

## Perspective '89 corrections

*Transportation News* staff worked hard to make *Perspective '89* a perfect product. However, gremlins were working harder, it seems. Please make the following corrections and additions to your copy if you are keeping it as a reference source:

Page 35: Materials and Tests Division Director Billy R. Neeley is a registered

professional engineer, and his name should be followed by **P.E.**

Page 36: The Transportation Division has **177** employees, and **Alvin R. Luedecke** is, of course, a **P.E.**

Page 41: The Travel and Information Division has **125** employees.

*Transportation News* regrets these errors.

# Countdown to transportation's future

On Sept. 30, 1991, unless Congress acts, the federal highway program will end. On that day, three components of the program will expire: the current Surface Transportation Act, authorization to collect the gasoline tax that fuels the Highway Trust Fund, and authorization for the Interstate system.

What will take their place? That's the question that planners and involved citizens have been trying to answer since the Transportation 2020 project began in 1988. In that series of hearings to develop a consensus transportation policy, people across the country forged a plan that will be presented to Congress this year.

As this plan and other ideas develop, *Transportation News* will follow events leading to a new national transportation policy. Watch for updates in each issue, as we count down to the future.



Construction scenes like this may become scarce if highway funding is not renewed by Congress in 1991. Authorization for three major components of the national highway program expires Sept. 30, 1991, and transportation advocates across the country are working for a consensus policy. (Photo by Jack Lewis, Travel and Information Division)

## Millions riding on AASHTO plan's OK

What will \$350 million buy?

The department would gain that much each year if Congress approves a new transportation program proposed last month in Washington D.C. The plan, *New Transportation Concepts for a New Century*, was unveiled Dec. 11 by the American Association of State Highway and Transportation Officials (AASHTO).

"Sometimes it's hard for people to visualize what a figure like \$350 million means in terms of end product," said Engineer-Director Arnold Oliver. "Just as an example, we could build 895 miles of two-lane farm roads with that kind of money. That's enough miles to cross Texas from Orange to El Paso."

Oliver said the money could do more than just pave miles and miles of Texas. If Congress approves the AASHTO plan, he said, it could provide a much-needed boost to the state's overall economic health and mobility.

Oliver is even more enthusiastic about what the money could do for Texas highways.

"We've identified \$82.6 billion of highway work needed over the next 20 years," said Oliver. "Our present funding level is about 60 percent of that amount. An increase in federal funds would, without a doubt, help us address these needs. Every dollar we get from federal funds allows us to devote more of our state fuel taxes to non-federal programs.

"Highways are rather easy to take for granted," Oliver said. "The vast majority of people driving on them today can't remember when they didn't exist. They appear to be durable, almost indestructible. But our job requires that we maintain and repair the state's roadways constantly. They take a heavy beating each year, from weather as well as traffic."

Oliver said nearly 2,500 miles of

### AASHTO proposal highlights

*New Transportation Concepts for a New Century* includes proposals to:

- develop a successor to the Interstate system that will include the current Interstate miles and a new National Highway System made up of other major roadways vital to the nation.
- address critical issues such as urban congestion, suburban mobility, and links among all forms of transportation through a flexible state and local highway program;
- continue paying for highways with a federal gas tax, but distribute the money more fairly among the states;
- seek an immediate federal commitment to high-tech research on "smart cars and smart highways," and increase research to help ensure better-constructed highways; and
- simplify administrative provisions to allow more creative solutions to mobility problems.

farm-to-market roadways could be rehabilitated with \$350 million in state funds if federal money were applied to other needs.

"We have a backlog of more than 4,500 miles of highways that need some sort of improvement or repair work," Oliver said.

"Obviously, with less than two-thirds of the needed funding available, some work won't get done."

New construction and repair work aren't the only concerns, though.

"We need to replace the bridges that are structurally deficient," he said. "And we must either modify or replace others so that they can accommodate current traffic needs. But only a fraction of these are scheduled for work. We lack about \$5 billion in funding for bridge improvements alone over the next few years."

Highway commission chairman Robert Dedman echoed Oliver's concern.

"Not only is our funding level inadequate, but federal requirements sometimes defeat us in serving our rural areas," said Dedman. "We have to delay work sometimes while counties try to get the funding to do their part. Sometimes the federal requirements are designed for traffic patterns or uses that don't exist in a given area, and the standards are higher than they need to be for the intended use. That makes some roadways cost more than they should, and frequently it's the local city or county that bears the expense."

Oliver said the AASHTO plan would give states a bigger voice in determining the use of federal highway dollars.

"The experiences nationally over the past 30 years show that it is time to channel more flexibility to states as well as more money," said Oliver. "Under the AASHTO plan, each state would have control over the use of half the federal dollars coming to it. This could speed up the benefits from federal fuel tax

"If the AASHTO plan is accepted by Congress, every state in the country will see results," Oliver said. "Highway work will happen faster, and local needs will be better addressed. We could make the 1990s a banner decade for mobility."\***Marcy Goodfleisch**

# Job still a joy to El Paso's Battle



Joe Battle, district engineer in El Paso, was recognized recently as the latest addition to an elite foursome of employees who have worked for the department for 50 years. (Photos by Kevin Stillman and, opposite page, Geoff Appold, Travel and Information Division)

## A conversation with . . . El Paso District Engineer Joe Battle

*Joe M. Battle has spent more than half of his highway department career in El Paso as district engineer. That career is characterized by working with quiet determination to get the job done. One morning recently, before a district traffic safety meeting and preparation for a radio talk show, he took time out for this conversation with Harvie Jordan of the Travel and Information Division.*

**It's said that some people in El Paso feel removed from government in Austin, that because El Paso is so far west, they feel more a part of New Mexico. Do those people have that same feeling about the highway department?**

Some do feel that way. But in the last 10 to 12 years, I think El Paso got its share of highway dollars. Most of the people realize this, too. But like all other cities, they continue to want more and more highway funds.

**You came here from Houston in 1963. What are some of the major changes you've seen in El Paso?**

We've built most of the freeways since I've been here. I think we've developed a transportation system here that's equal to or better than any in the state. We can still drive across El Paso now at an average of 45 miles an hour at peak hours.

**Interstate 10 reconstruction is nearly complete?**

I would say that by March we'll have all it completed.

**Some people without your background may not know that Interstate construction got us into the right-of-way business.**

Before the Interstate system, our state policy was that we required the local government to acquire all right-of-way for roads. The Interstate law provided that the federal government could pay 90 percent of the cost of the right-of-way. And it wasn't fair to our cities and counties to require them to pay for all the right-of-way. So, our policy changed. That's when we got into the right-of-way business.

**You're in an unusual situation compared to most urban areas in Texas, with a million and a half people just across the**

**international border. That affects traffic volume.**

That's correct. We have about half a million people in El Paso and about a million and a half in Juarez, and we have considerable movement back and forth every day. Not only that, we have Fort Bliss right here in the city. El Paso is really cut up into about three areas. The Franklin Mountains divide the West Side from the rest. The mountains and Fort Bliss divide the Northeast. And the rest of it is East El Paso.

**The Franklin Mountains are something you have to work around.**

Yes. We built the Trans Mountain Road, and that helps some. But still, everything is funneled right through the central business district.

**What's the status of the new international Zaragoza bridge?**

It's under contract and theoretically will be completed by October. What it will really do is help commercial traffic, because this is going to be the commercial port. We're building two bridges there. One for trucks only and the other for automobiles. It will be able to handle the increasing traffic from our twin plant operations.

**After I-10 and the bridge are complete, what other major projects are waiting?**

Loop 375 across Fort Bliss. Loop 375 was discussed before I moved out here. We've built from I-10 west across the Franklin Mountains over to Railroad Drive, and from Montana Avenue down to the Border Highway. The City of El Paso recently appeared before the highway commission and asked that it be completed through southeast El Paso.

**What was THE project under way here when you came to El Paso?**

Interstate 10 was just being developed, coming from east to west. Nothing had been

done through town. We developed Interstate 10 and the North-South Freeway with a four-level interchange at I-10 and US 54. Then we built Trans Mountain Road (Loop 375 across the Franklin Mountains).

I was surprised when we had the opening on Trans Mountain Road in 1969. I didn't think we'd have very many people there. I didn't even ask Mr. Greer to come out. But there were at least 10,000 people out there.

**What changes do you think have been most significant in the way highways are constructed and maintained in the years you've watched that evolution?**

We've been trying for 20 years and now we can estimate traffic better. Pavements are designed to higher quality, to last longer. It used to be we could plan a job and let it and get it under way much faster than we can today. Now, the first things we have to think about are the environmental aspects. That, and all the other paperwork we have to do now, has lengthened the time it takes to go to contract from about two years to about five years.

**Is that good or bad?**

In some ways it is good because it gets the people involved. They know what we're doing and when we're going to do it. But it does lengthen the time for our planning. Sometimes that runs up the cost when it takes longer.

Once we get started, then everyone wants to know when we're going to get finished. They're involved. Our public affairs position is to keep the public informed of what we're doing and why we're doing it.

**Do people feel that they "own" a project more when they become involved like that?**

I think they think of it as their project. It's not the highway department's, it's their project.

**Almost three years ago, the department lost about 1,000 veteran employees because of retirement incentives. Is the department catching up on the experience that was lost?**

We haven't caught up. Especially in construction, we lost some old-time chief inspectors that are very difficult to replace. Of course, we're doing training, but it's very difficult to replace on-the-job training. We've lost some chief inspectors who will never be replaced.

I always tell everybody that when I got out of school, I thought I knew everything



**I think we've developed a transportation system here that's equal to or better than any in the state.**

about asphalt. Today, I don't know a thing about asphalt.

**You got smarter.**  
That's right.

**What changes do you see coming in highway construction?**

I think there are going to be very few new locations for roads in the future. We're going to be trying to add to our highway system by adding capacity.

I think we're going to get into, especially in the urban areas, more traffic control. We'll be monitoring traffic to know when accidents happen. When they do, I think we'll be in the business of getting someone out there to remove the traffic jam. The most congestion we have on the freeways now comes from accidents. We may even be furnishing wreckers to move them out of the way.

**What's an anecdote or a favorite story you tell about yourself?**

One hot July day, we made (determined) the location for the bridge to cross the Rio Grande at Presidio. I was out with one of the engineers from Mexico, and we were actually making the location ourselves. It must have been 112 that day. I kidded Louie (Luis Ybañez, now Bridge Division director) about it. He was our bridge engineer at the time, and we were negotiating the agreements about what we were going to do. He stayed in the conference because he could talk to them; I couldn't. So, I went out and made the location.

**What was your first job with the department?**

The summer before I finished (school), I ran a field party putting center stripes down the highways in District 19. They had no center stripes at all at that time. I had a five-man field party, and we put out points for center striping all over District 19. I had more experience than the rest of them, so I got to run the instrument.

Of course, the roads were already built and we had to determine what the centerline was. We had lots of fun.

Going from highways with no center stripes to what we have today has been just a little bit of change.

**When you came to El Paso, did you have any idea you were going to stay more than 25 years?**

No. In fact, I'd never been to El Paso before I moved out here. I didn't think I'd be working 25 years, I thought I'd be working 17.

**You've worked for the department more than 50 years. What motivates you?**

That's a tough one. I've always said when it got to be where it wasn't fun, I'd retire. I enjoy it very much; something new every day.

**When you decide to have fun somewhere else, whenever that may be, how do you want Joe Battle to be remembered?**

I hadn't thought much about that, because I've always been busy thinking about what's happening tomorrow. You know, I was ready to retire at 70 and then (former engineer-director) Mark Goode asked me to work. And, then, Raymond (Stotzer) came along and asked me to continue. So . . .

## Battle joins elite group of 50-year veterans

By HARVIE JORDAN, ABC  
Travel and Information Division

You can count on one hand the employees who worked 50 years for the highway department, and you'll still have your thumb to wiggle.

Joe Battle, district engineer in El Paso, was recognized recently as the latest addition to this elite foursome. Battle first worked for the department in the summer of 1939, before his senior year at the University of Texas.

Other members of the select group include Dewitt C. Greer, long-time state highway engineer, who retired after 52 years, six months of employment. Pete Fuller, Beaumont District maintenance supervisor, worked 51 years and two months. Clara Bewie was secretary to the commission for most of her 50 years and three months of

service.

With civil engineering degree in hand, Battle was back on the payroll May 31, 1940, as a rodman in the Atlanta District.

He's never seemed to slow down since.

In 1945, he transferred to the Houston Urban Project as a resident engineer. He moved up to senior design engineer and supervising design engineer and was assistant engineer-manager when he accepted the position of district engineer in El Paso.

That was in 1963. He hasn't moved since.

That is, he hasn't moved in the sense of taking another position or working somewhere else.

He HAS moved mountains. Well, parts of mountains. That part of the Franklin Mountains cut away to build Trans Mountain Road.

And he's helped move El Paso to within a decade of a new century. Motorists, truck drivers, and passengers on Greyhound buses will benefit from the direction he gave to

developing and improving a highway system that links vast sections of sparsely populated West Texas with an urban area of more than 2 million people.

Battle had help along the way. One of the helpers is Betty Best, his secretary and aide for more than 20 years.

"She keeps everything moving so I don't have to worry about the details. That makes it much easier for everyone around here to be mad at her and not at me," Battle chuckled.

But she doesn't make coffee; he does.

"He doesn't drink coffee, but he makes it. That's in his job description," Best quipped.

"Not only here, but at home," Battle joked.

He enjoys iced tea, but never drank coffee.

But he makes coffee for employees in the district break room, Best explained, because he knows many of them enjoy it.★

## Department pays toll

# Employees on road to degree

By ROSEMARY NEFF  
Travel and Information Division

For Yvonne Irvine, it was an opportunity too good to pass up.

For Darren Hazlett, it was a way to broaden his chemical engineering background and strengthen his understanding of civil engineering.

For Bruce Long, it was "instinct."

So they and three other highway engineers seized the opportunity to earn their master's of science in civil engineering (MSCE) degrees on the department's time at the department's expense. They are the pioneers in a new program that sends employees to the University of Texas and Texas A&M University. Students combine coursework with involvement in one of the cooperative research studies carried out for the department by transportation centers at the universities.

After completing one semester and beginning work on their research projects, the students agree that the time and effort they're investing is well spent.

"We've been learning so many things we can apply to our daily work," said Gus Lopez, who headed the design section in the Pharr Residency until he was assigned to study at Texas A&M University.

Ray Derr has already had the chance to put some of his new knowledge to use. Because he had already earned 12 hours toward his degree, Derr finished the other 12 hours of coursework at UT last semester, and is now back at the Maintenance and Operations Division (D-18) working on traffic management systems.

When he finishes his degree — at the end of the summer, he hopes — he will become the first graduate of the MSCE program.

The other five candidates are scheduled to wrap up coursework next December and concentrate on completing their theses.

Lopez and other students said the department sponsorship is the key to their graduate degree efforts.

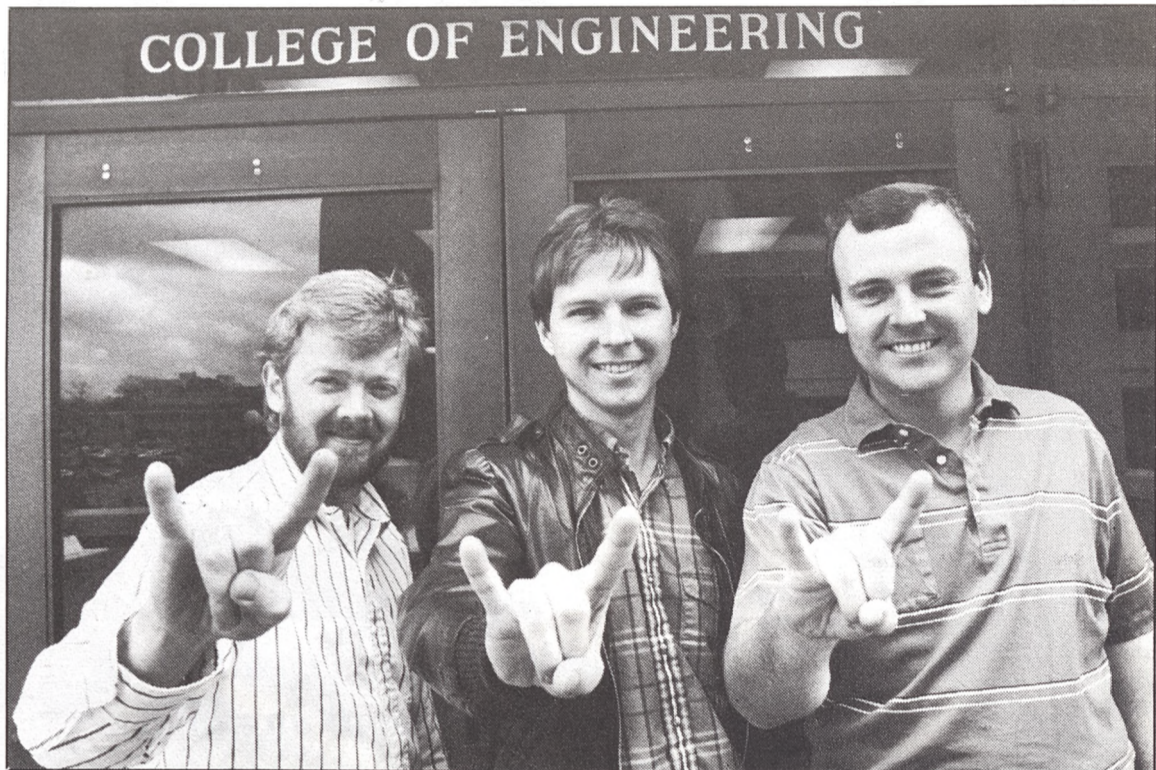
"I had looked for opportunities" for continuing education, Lopez said. "But when you have a family, a house, you're pretty much settled down and it's hard to make a move." And like many employees outside major cities, Lopez did not have a university nearby that offered the degree program he needed.

Under the new program, the department paid for Lopez, his wife, and three young children to move to College Station.

Another family that relocated was Pat Henry's. He brought his wife, 2-year-old daughter, and 4-year-old son to College Station from Houston, where he was design engineer in the Northwest Residency.

Henry said he sees his school sojourn not only as a personal opportunity but as a chance to act as ambassador for the department. Other students, he said, look on his sponsorship with envy and gain respect for a department that supports its employees' efforts to better themselves.

Irvine also reported that fellow A&M students — those who are "doing it the hard way" — are awed that the highway department would continue to pay her the same salary she was receiving as traffic



Six department employees have returned to school to earn graduate degrees, and the department is picking up the tab. Attending the University of Texas at Austin are, above, Ray Derr, Darren Hazlett and Bruce Long. Pat Henry, Yvonne Irvine, and Gus Lopez, below, are attending Texas A&M University. (Photos by Kevin Stillman, Travel and Information Division, above, and Mike Imhoff, Bryan District, below)



engineer in the San Angelo District, as well as picking up tuition and other expenses.

The research aspect is new to many of the MSCE candidates, but not to Darren Hazlett, who is on hiatus from his Materials and Tests Division (D-9) job while studying at UT.

One adjustment he's made since undergraduate days is that he now tries to schedule as much study as possible for evenings, keeping weekends free for his wife and son.

Bruce Long, who is single, doesn't have to juggle family needs with his UT and highway department concerns. He does have a set of golf clubs gathering dust, "and I'm embarrassed about that."

But he doesn't begrudge the time he

spends studying and working on his CTR project. Continuing his education, he said, was second nature — "instinct."

Long, who returned to UT from his assignment to the Hutchins Residency in the Dallas District, said he would recommend the program to anyone interested.

"I can tell I'm becoming a better engineer."★

*Since the program's inception in September, four more employees have joined the student ranks. Nominations for future candidates are being solicited now, and training director Linda Beene, Human Resources Division, said interested engineers should contact their immediate supervisors for more information.*



In December, Austin main office employees enjoyed caroling, left, as part of activities organized by the building's Christmas committee. Women's Information Network members, below, collected bushels of donations for the Austin Battered Women's Center. (Photos by Kevin Stillman, Travel and Information Division)



## Education assistance benefits employee, department both

By KATHY ELTRINGHAM  
Abilene District

Highway employees are frequently urged to continue their education, and one Abilene District employee has done just that.

John Clark, 25, completed his master of science degree in management and human relations at Abilene Christian University in December. The interdisciplinary degree requires six hours from each of three areas — business, psychology, and communications — and 18 hours of electives.

Clark, an engineering assistant, received his bachelor of science degree in mechanical engineering from the University of Missouri in May 1988 and began working full-time at the Abilene residency. He had been a summer employee in 1987.

Observing that most engineers in the department eventually become managers, Clark embarked on his master's program, with the department's financial support.

"Serving as an inspector of the rehabilitation of Interstate 20 in Callahan County will use the human relations aspect of the degree," he said. The management component, he said, will be helpful when he is asked to supervise other employees.★

## Lufkin engineer gets ASCE honor

By RONDA BAKER  
Travel and Information Division

Long before Tina Walker of the Lufkin District knew what "planning" meant, her dad already had big plans for her.

He knew his daughter was smart, and he was confident that she had the courage to pursue a career someday in a male-dominated field. Walker and her dad, an electrical contractor, were close from the time she was a young girl tagging along with him on the job.

Walker was encouraged to adopt one of two careers: tax attorney or engineer. "Dad wanted me to be a problem solver," she said. Not thrilled with the attorney option, and more than a little intrigued with the traffic signals and street lights she'd seen her dad work on, Walker chose engineering.

Years later, as the 31-year-old planning engineer in the Lufkin District, Walker has earned an honor that even Dad may not have predicted: The American Society of Civil Engineers has named her 1989 Young Government Civil Engineer of the Year for a 14-state area.

Walker, the second woman engineer hired by her district, will be honored in April at the Austin meeting of the society's Texas section.

The recognition is only one reason she is glad she didn't become a tax lawyer. As an engineer, her accomplishments are tangible, in the glow of the traffic signal or the street light.

"You get a sense of satisfaction driving through a job (site) and thinking 'I had something to do with that,'" Walker said.

A professional engineer since April 1984,

Walker was nominated for the award by the Deep East Texas Branch of the ASCE. Her superior work was outlined in a letter by planning engineer Kenneth Fults, her former boss. Walker was promoted from assistant planning engineer to Fults' former position last fall.

Award winners are judged on their involvement in civic and professional organizations as well as their achievements on the job.

"She's one of the sharpest engineers I've ever been associated with," said Fults, who now works in the Materials and Tests Division. Walker's best planning includes work on the US 59/Loop 287 interchange south of Lufkin and on Farm-to-Market Road 3154, part of which will be in the Davy Crockett National Forest, Fults said.

Walker was part of a team that developed a new overpass design while planning the interchange. The "free turnaround" feature of the design combines elements of a crossroad and a turnaround, Fults explained. "She does an outstanding job using innovative designs," Fults said.

The FM 3154 project required that a detailed assessment of environmental impact be done within less than a year or federal funds could be forfeited, Fults said.

While working on both projects, Walker also managed engineers who prepared plans for the district, Fults said.

A native of Illinois, Walker joined the department 10 years ago as a summer employee in the Highway Design Division, after completing her bachelor's degree in civil engineering at Purdue University. She returned to Purdue that fall to earn her master's degree in engineering through a two-semester program.



Tina Walker

She returned to the department after receiving offers of employment from the Waco, Tyler, Dallas, and Lufkin districts. "I chose Lufkin because I wanted a change from the big city. I grew up in La Grange Park, a suburb of Chicago," she said.

As an engineering assistant, Walker worked under the guidance of the late Lynn Hill, district design engineer, and Joe Ben Vaughan, then senior design engineer. Before working her way up to planning engineer, Walker spent most of 1987 in the Angelina County residency, where she worked on a bridge repair project to gain experience in construction engineering.

Walker is active not only in ASCE but in the National Society of Professional Engineers and its state affiliate. In 1983, she served on an ASCE national committee in the organization's highway division. She serves on TSPE's MATHCOUNTS Committee, which sponsors math contests for seventh- and eighth-graders.

As a design instructor for the department, Walker travels to Austin about every other month to share her knowledge with others. She wrote one chapter of the student handbook for the course she teaches.★



## Waco prepared with emergency training



Will Geltmeir, left, and Roy Jennings demonstrate proper technique using a CPR training dummy. The two are training EMTs in the Waco District. (Photo by Randy Spear, Waco District)

By HELEN HAVELKA  
Waco District

The department's first in-house emergency medical technician (EMT) course is under way in the Waco District.

Certified EMTs Will Geltmeier and Roy Jennings are teaching coworkers about emergency care after they complete their regular duties — Geltmeier in the district's radio shop and Jennings in the traffic signal shop.

The EMT training course is held at the district office two nights a week with 10 employees enrolled, nine from the Waco District and one from the Materials and Tests Division. Certification requires completion of 100 classroom hours, 20 hours of emergency room service, and three true-emergency ambulance rideouts. The student must then pass the Texas Department of Health certification test.

While some of these students will go on to assist their local ambulance services, the department also comes out a winner, said Jim Busby, safety coordinator for the Waco District.

"If we put someone out there (in the field) with training, in most cases they can get to an accident site quicker than an ambulance. And if they can't, they can advise the people on the spot by radio how to administer to the injured person," said Busby. "It can help reduce the severity of an injury if and when an accident happens."

The EMT course is open to any department employee, Busby said. "It's strictly a volunteer effort by an employee. There is no comp time or overtime granted. The highway department is really only giving out the facility."

Jennings, who is coordinating the course, and Geltmeier, the instructor, are also doing

this work on a volunteer basis.

Their reward is "the self-satisfaction that you are helping someone who will later be helping someone," said Geltmeier. "These guys are eager to learn and practice. You sometimes have a problem getting students to participate, but not these guys."

The idea of EMT training surfaced three years ago when Busby was named the district's safety coordinator. He began teaching the course in October 1988, but after he suffered a heart attack, the course was dropped. Geltmeier and Jennings earned the training certification, and a year later, the EMT training course was reinstated.

Active members of the Emergency Ambulance Drivers Association in their

hometown of Hubbard, Geltmeier and Jennings are no strangers in the area of training. They have already taught approximately 320 district employees the American Red Cross Multimedia First Aid Course, and 310 coworkers took their American Heart Association CPR course.

"The bottom line with this EMT training and all emergency medical training is that it can help reduce lost time, by our employees handling these situations better when they happen," added Busby. "That will help the department."

It also should reassure employees to know that should an accident occur, help may be closer than ever before.★

## CPR student saves friend's life

As an employee at the Waco District's special construction section, Jerry Shelton attended the cardiopulmonary resuscitation (CPR) course taught by coworkers Will Geltmeier and Roy Jennings. After completing the course, though, he doubted that he would actually be able to do CPR.

He no longer has any doubts.

Shelton and his family had gone dancing during the New Year's holidays when suddenly a friend, Billy, staggered toward the door. While many people may have assumed he was drunk, Shelton's daughter knew Billy doesn't drink alcoholic beverages. She also knew her father had taken some first-aid courses at work, and called him over.

"The biggest problem was the people — getting them out of the way," Shelton said. "I felt and he had no pulse and he was gasping for breath. I just leaned his head back and began (CPR)."

"I was scared myself, but I was trying to think of him as the dummy we had practiced

on and think about the things we had done in class," continued Shelton. "It didn't take long and he came around. We wrapped him up and took him to the hospital."

Shelton said a blockage of the heart caused Billy to collapse. While he does not take credit for saving the man's life, he said hospital personnel told him his actions really helped.

"I'm just glad I was able to do it. I had my doubts — what would I do, or could I do it — but you don't think about it," he said. "When it came time, I was able to do it, and it assured me that the course was good."

While many department employees around the state attend first-aid and CPR courses, only a few may ever encounter a situation to put their training into action, either on the job or during off hours. Those select few quickly learn how valuable that training can be.

Just ask Jerry Shelton.★Helen Havelka

# San Antonio freeway named for Stotzer

By **DAVID B. OTWELL**  
San Antonio District

The city of San Antonio honored the department's late engineer-director Dec. 7 by naming Texas 151 the Raymond E. Stotzer Jr. Freeway.

The city council recognized Stotzer's 42 years of service to the state with a ceremony at city hall attended by Mary Ann Stotzer, Engineer-Director Arnold Oliver, San Antonio District Engineer Richard Lockhart, and business and civic leaders from the San Antonio area.

"Mr. Stotzer's love for this area is manifested in uncounted examples of highway improvements throughout Bexar and surrounding counties," said Mayor Lila

Cockrell. Area leaders acknowledged that many critically needed improvements would never have materialized without Stotzer's personal direction and guidance.

The council lauded Stotzer for his "untiring efforts, devotion to duty, outstanding service, and the contributions he made to the progress of San Antonio." Mary Ann Stotzer received a plaque commemorating the event.

The council credited Stotzer with major achievements including construction of the McAllister Expressway (US 281); the expansion and double-decking of Interstate 10/I-35 downtown; and the recent addition to the city's freeway system of Texas 151 and Texas 211 (Research Parkway).

"Texas 151 is a reality because of Stotzer's leadership and guidance" in fostering a unique public/private partnership, said Cockrell. The 10.5-mile project set a precedent statewide for the donation of right-of-way. All of the right-of-way — 530 acres, with an estimated value of \$26 million — was provided at no cost to the state. Moreover, the private sector provided almost \$6 million toward the construction of the facility.

This partnership, for which Stotzer was largely responsible, speeded development of the freeway. The project moved from concept to construction in only 22 months, and from concept to completion of the first five-mile section in just over three years. The freeway provides direct access to Sea World of Texas in west Bexar County.★



D-16 winners got early Christmas presents at the Best of Austin awards luncheon in December. Division Director Don Clark bought lunch for Frank Lively, Gina McAskill, Tommie Pinkard, Karen LeFevre, Dick Roberts, and Griff Smith. (Photo by Harvie Jordan, Travel and Information Division)

## D-16 communicators' 'best'

By **HARVIE JORDAN, ABC**  
Travel and Information Division

The Travel and Information Division received six awards late last year in the annual Best of Austin competition for professional communicators.

The six awards doubled the number that division employees won in the 1988 competition sponsored by the Austin Chapter of the International Association of Business Communicators.

"Other professional communicators evaluated our entries against strict standards and gave us high marks for the work we're doing," said Don Clark, division director. "The department is committed to quality in everything it does. That includes the way we communicate."

Of the 144 entries in the 1989 competition, only 73 received awards of Excellence or Merit. The categories ranged from communications programs and campaigns to publications to photography.

Frank Lively, editor of *Texas Highways*, accepted an Award of Excellence in the four-color magazine category.

Two entries in the One-Time Publications category were cited. Dick Roberts received an Award of Excellence for the *Texas State Travel Guide*, which he edited. Gina McAskill took an Award of Merit for *Spanning the State*, the department's new general information booklet.

Awards of Excellence were presented in two writing categories. One went to Tommie Pinkard in the Advocacy/Public Service category for "Don't Mess With a Good Slogan," a guest viewpoint published in *The Dallas Morning News*. Karen LeFevre received the other for her personality profile of Atlanta District employee Larry Wicks published in last August's *Transportation News*.

Griff Smith and Bill Reaves received an Award of Merit for the nighttime photo of the Alamo on the cover of the September 1989 *Texas Highways* magazine.

Repeating an offer he had made the year before, Clark said he would pay, out of his own pocket, for winners to attend the awards luncheon. A year ago, the tab was \$60. This year, lunch cost him \$118.★

## Child passenger safety gets focus

As Valentine's Day approaches, many people think of cards, candy, and flowers to express their love. The Maintenance and Operations Division (D-18) is hoping that Texans will show their care for children in another way: by making sure they are protected by safety belts and seats.

Feb. 11-17 is National Child Passenger Safety Awareness Week, and this year's celebration is designed to encourage Texans to correctly use safety seats and belts for kids on every trip.

Jean Oliver, D-18 public information and education program manager, said the department has asked Gov. Bill Clements to proclaim the week as Texas Child Passenger Safety Awareness Week. She said the department will also be active at the district level in numerous community traffic safety programs.

Oliver said that despite state laws requiring use of child restraints, their use in Texas is about half the national average. In 1988, traffic accidents killed 62 children in Texas and injured hundreds more.

The law requires that all children under the age of 2 be restrained in a federally approved seat, and that children ages 2-4 be restrained in a safety device or seat belt.

A 14-city survey conducted by Texas A&M University's Texas Transportation Institute showed that only 45.5 percent of children observed were correctly protected. An additional 5.4 percent were restrained, but in an incorrect or unsafe manner.

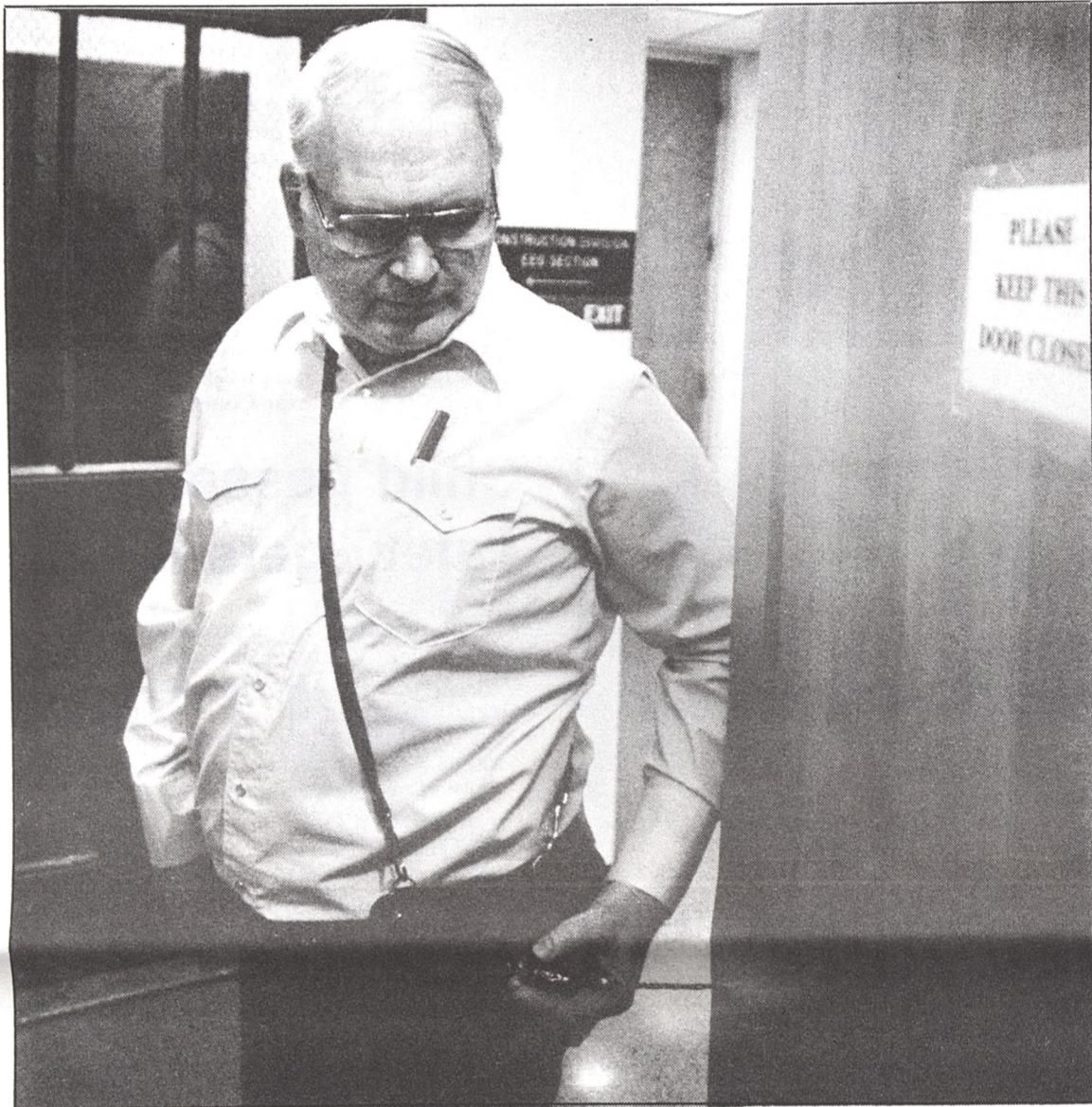
Among the cities studied, Austin had the highest rate of usage, at 76.5 percent. Brownsville had the lowest, at 19.3 percent.

All states and the District of Columbia have laws requiring children to ride in safety seats or use seat belts. These laws, along with enforcement efforts and public education, have resulted in an overall use rate of 82.5 percent.★



## ON THE JOB

## Watchman sees bright side of night



Don Carlile uses a key to punch the clock he carries with him on his hourly rounds of the main office downtown. Carlile is one of three night security guards who work at the downtown office. (Photo by Kevin Stillman, Travel and Information Division)

*This feature, which debuts this month, spotlights people who do the highway department's less-glamorous jobs and rarely receive the recognition and attention they deserve. If you know someone who would be a good subject for a feature, please contact Transportation News editor Rosemary Neff at TexAN 255-8954, or 463-8954 in the Austin area.*

By **JEFF CARMACK**  
Travel and Information Division

Anyone who has ever been to the main office early in the morning or late in the afternoon has probably seen Don Carlile. He's the white-haired gentleman behind the front desk who always has a smile and a friendly word for everyone.

Carlile is one of three night watchmen who work at the Dewitt C. Greer Building. He can tell some pretty interesting stories about his job, like the time he got stuck in an elevator for eight hours. But none of these stories rivals his own.

As a child growing up in Austin, Carlile was smart enough to have skipped a grade in school. His teachers were recommending that he skip another when, as he puts it, "everything backfired."

While working with his father on the family farm, the sixth-grader was struck in the head with a heavy wrench. The blow crushed the left side of his skull, destroyed about 50 percent of his brain, and left the right side of his body paralyzed.

Carlile spent the next two months lying unconscious in the hospital. After he returned home, he was unable to walk or talk or do anything for himself. For two years after the accident, the right side of his body was numb, he recalls.

*“I like people, I like working with people. And I hate to gripe; it's a waste of time.”*

He said he remembers hearing his doctor talking to his parents as he lay unconscious in his bed. The surgeon told his folks that his chances of living were slim, and that if he did survive he would be a "vegetable." Hearing this, he said, made him determined to get better.

After he regained consciousness, he began six years of special schooling, which included speech and physical therapy. He attended Casis Elementary School for four years and O. Henry Junior High in Austin for two more. He has also undergone a total of 24 surgeries, from operations to repair brain damage to surgery on his feet.

After he got out of school, Carlile worked at a variety of jobs. He worked with his father on the family's dairy farm until his father sold it, then worked with a landscaping firm his father started. He later ran his own housekeeping business for a few years.

In 1973, Carlile started working for the state, cleaning office buildings. In 1977, he applied at the department and was offered a job at Camp Hubbard as night watchman. In 1980, he began working 46 hours a week at the main office in downtown Austin, and worked that schedule until 1985, when he cut back to 40 hours a week.

When he comes to work at 4 p.m., Carlile sets out trash barrels on every floor for the housekeeping crews. If his help is not needed in the copying room, he then goes to the lobby. After 5:30 p.m., those entering or exiting the building are required to sign in and out.

Carlile makes rounds of the building every hour. He carries with him a clock, which he punches with keys located on every floor to show he has been there, and at what time. He also checks the boilers and backup electrical generators in the basement every hour, as well as the computer rooms on the fifth and seventh floors.

Carlile lives by himself, as he has for 17 years. He cooks and bakes for himself and cleans his own house. He bought his first car, a used Chevy, in 1977 and, after three tries, passed his driving test.

"In August 1972, I left my parents' home. They told their friends, 'He'll be back in a week or two,' but I'm still out," Carlile said. "I've proved myself."

Carlile believes he is an example of what a person can accomplish through a little luck and a lot of determination. "Only 18 to 20 people have ever survived an accident of this severity," Carlile said, "and in 1953, survival was unheard of."

Despite setbacks that might deter others, Carlile has managed to make his way in life, and, above all, maintain a positive attitude. "I'm happy to have my job," he said. "I like people, I like working with people."

"And I hate to gripe," he said. "It's a waste of time."★

## TECH TRADE

# Grid construction eases table maintenance

By GENE HIRSCHFELT  
San Angelo District

With fewer people, tighter budgets, and more work to do, everyone is looking for ways to be more efficient and cost-effective. The Sutton County maintenance section is no exception.

Louis Olenick, maintenance construction supervisor, was concerned about the cost and time spent in keeping rest-area and picnic-area tables in good condition. Milton Caveness, a now-retired engineering technician, suggested using expanded metal for the tables to make maintenance easier.

The outcome of the discussions and experiments was a design executed in metal catwalk material. The 1-by-3-1/2-inch openings of the grid allow debris to fall through rather than accumulate on the tabletop or bench, and the lack of a broad surface area discourages graffiti.

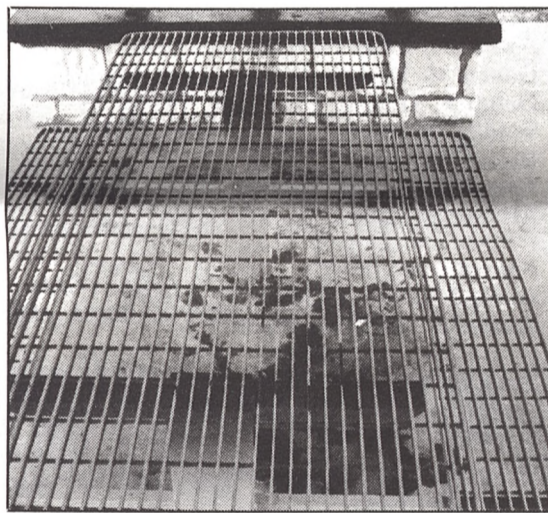
At first glance the bench may appear uncomfortable, but it's not nearly as bad as it looks. Picnickers may not want to remain seated for an hour, but the seats are comfortable enough for a leisurely lunch.

The units have been installed at two locations, and travelers say they like the tables once they have tried them. Another benefit of this material is that food spills fall through to the ground, leaving a cleaner table for the next visitor.

The all-metal unit can be bolted or tack-welded to the base. Having a spare unit allows two workers to replace a table so that repairs and repainting can be done when most convenient.

The units in use now were made by the maintenance section in Sonora. The cost for materials, fabrication, and installation ranged from \$500 to \$800.

For more information and a set of plans, contact Jim Alves in the District 7 office at 915/944-1501 or TexAN 848-5213.★



Travelers such as those at left have found the new expanded-metal picnic tables at roadside parks in Sutton County to be reasonably comfortable and much cleaner than standard tables. The metal gridding that forms the units, below, prevents debris from accumulating and discourages graffiti. (Photos by Gene Hirschfelt, San Angelo District)

## Pecos RE selected for Leadership Texas program

By GINA McASKILL  
Travel and Information Division

Maribel Jaso, resident engineer at Pecos in the Odessa District, has been selected by the prestigious "Leadership Texas" development program for its 1990 class. Jaso is the third department employee in three years to be selected.

Leadership Texas is a series of six two-day conferences designed to increase the knowledge and leadership of outstanding women from around the state. This year's class of 94 women, the largest ever, was selected from a pool of nearly 200 applicants. The program, which began in 1983, is sponsored by the Texas-based Foundation for Women's Resources.

This is the second year that the department has used a competitive process to pick a nominee. Last year, Sue Bryant of the Maintenance and Operations Division attended the program; Catherine Sims of the Planning and Policy Division was the

pioneering representative in 1988. The department picks up the \$2,800 tuition plus travel expenses.

Districts and divisions nominated a total of 15 candidates. The candidates were assessed by top administrators in terms of how they met Leadership Texas criteria, which include work experience, educational background, volunteer contributions, and awards and honors. Three finalists' names were submitted to the program: Jaso, Katherine Hargett of the Austin District, and Dianna Noble of the Fort Worth District.

In addition to supervising maintenance and construction in a four-county area, Jaso is the district coordinator for promoting engineering careers among minority students. She is chairman-elect of the local chapter of the Texas Alliance for Minorities in Engineering, chairman of the District 6 credit union, and a member of the Pecos Tree Board, a beautification group.

Jaso was the first woman to become a resident engineer for the department when she was promoted in May of last year. A Pecos native, she began her department career there in 1983.

"As resident engineer, I am directly involved with local governments," Jaso said. "I believe this program will give me a deeper insight into Texas government." She also thinks that Leadership Texas is "an excellent way to exchange ideas and to ensure that women are involved in the direction of our future."

The first of the six Leadership Texas sessions was held in San Antonio Jan. 24-26 and focused on Texas cultures and people. As in years past, other sessions cover "The Powers of Texas," arts and education, land and resources, the economy, and government. Participants hear speakers and visit places such as museums, power plants, and hospitals.

Perhaps even more important, they can discuss issues and form lasting relationships with fellow participants from diverse fields. The 1990 class includes government officials, corporate executives, community volunteers, artists, journalists, and many others.★

## SERVICE AWARDS

(Nov. 30, 1989)

### Automation

Benny C. Ridge, Roger D. Stiefer, 15 years;  
Bernard P. Walker, 10 years.

### Construction

Daniel J. Madison, five years.

### Equipment and Procurement

Shifton H. McShan, 20 years; Gerald L. Braddock, Lillian E. Hackworth, 15 years;  
Lee B. Whitten Jr., five years.

### Finance

Virgil E. Finley, Kenneth L. Hitchcock, 20 years.

### Highway Design

Frank D. Holzmann, 35 years; Robert M. Chalman, 20 years.

### Human Resources

James W. McCarver, 10 years.

### Materials and Tests

Clarence M. Bryan, Baltazar Rodriguez, 15 years; John D. Arndt, David W. Debo, five years.

### Motor Vehicles

Carole C. Kownslar, 25 years; Lanita J. McAfee, 10 years; Judy H. Griffith, five years.

### Travel and Information

John I. Cagle, five years.

### Maintenance and Operations

John M. Moorman, 25 years; Michael L. Jenkins, 15 years; Sylvia L. Subia, 10 years;  
Rachel L. Williams, five years.

### Paris District (1)

Gerald W. Byas, Billy R. Chapman, William B. Vissage, 25 years; Dwight D. Freeman, Bryan P. Seymour, five years.

### Fort Worth District (2)

Hardy B. Hampton, 25 years; Joe F. Potter, 20 years; Mary D. Buren, Matthew F. Hendricks Jr., Piedad M. Rodriguez, David G. Scott, Timothy R. Tuggle, 10 years; Juan M. Flores, James B. Haddock, Kenneth M. Hoeller, Gregory S. Lane, Patrick D. Mackey, Matthew H. Stilwell, five years.

### Wichita Falls District (3)

Ed C. Brown, Gerald D. Fuller, 25 years; Harold D. Brake, 20 years; Lewis D. Faver Jr., 15 years.

### Amarillo District (4)

Michael J. James, James M. Presley, 20 years; Marilyn T. Peterson, 15 years; Mary W. Mathes, 10 years; Donnie C. Osbourne, Louis D. Ruthardt, five years.

### Lubbock District (5)

Earl M. Kinnison Jr., Buddy L. Ussery, 25 years; Telesforo Guzman, 20 years; Pedro C. Fernandez, 15 years; Tedd O. Carter, Erasmo P. Garcia, Ronald K. Ivy, 10 years; Tommy D. Fry, Alice H. Koonsman, Melba Serda, Randall L. Woods, five years.

### Odessa District (6)

B.W. Wilson, 20 years; Jesse G. Gutierrez Jr., 15 years; Salvador G. Garza Jr., 10 years; Ruperto O. Perez, five years.

### San Angelo District (7)

Manuel V. Martinez, 30 years; Leonel G. Barrera, 20 years; Helen L. Cole, Edward B. Stovall Jr., 15 years; Charles W. Cook, Jorge R. Garcia, 10 years; Juan J. Barrera, Ina J. Roe, five years.

### Abilene District (8)

John D. Holton, 10 years; Larry P. Williams, five years.

### Waco District (9)

Robert J. Gohlke, James M. Will, 20 years; Hardy Brooks, 15 years; Terry L. Guenat, 10 years; Sherry S. Biscamp, David G. Stimmel, Alvin White, five years.

### Tyler District (10)

Donald R. Wood, 30 years; Charles D. Autrey, 20 years; Ozell Starling, 15 years; Thomas D. Clark, Larry K. Corley, Jerry T. Hobbs, five years.

### Lufkin District (11)

Bob Walker, 40 years; David G. Smith, five years.

### Houston District (12)

John H. Presswood, Weldon R. Wamble, 30 years; James L. Hebert, Elizabeth C. Patalik, Kirby G. Rummel, 25 years; Marion V. Colby Jr., 20 years; Willis J. Ardie Jr., Jodie Davis Jr., 15 years; Danny M. Barlow, Stephen D. Cochran, Debra F. Durbin, George E. Henry, Wanda O. Hildenburg, 10 years; William C. Baker, Sylvia W. Cougot, Dennis M. Crump, Olen D. Howard, John R. Ibarra, Ricky L. McInvale, Michael E. Meinecke, Leroy O. Poehls, Lavonne W. Rust, Tommy L. Spain, Theodore R. Stever, Alma R. Tarver, George L. Torres, Brian D. Vogler, Stanley F. Yin, five years.

### Yoakum District (13)

Clifton E. Kenne, Paul R. Kosik, 35 years; Eugene R. Barton, 30 years; Joan F. Thiele, 20 years; Howard G. Callis Jr., Edwin L. Price, five years.

### Austin District (14)

William J. Murphy, 10 years; Houston K. Petty III, five years.

### San Antonio District (15)

Robert W. Zook, 30 years; Antonio Gonzalez, 20 years; Jerry G. Lopez, Jesse R. Mata, William J. Silvers, Lupe O. Tijerina, 15 years; Rogelio Cisneros Jr., Marcus S. Jimenez, 10 years; Hoyt B. Adami, David A. Eardley, Ilse H. Krellwitz, John M. Melton, Reginald M. Qualls, Allen J. Schneider, Russell J. Soike, David A. Vrana, five years.

### Corpus Christi District (16)

Robert P. Hopkins, 40 years; Guadalupe Rodriguez, 30 years; Eduardo Ocanas, 20 years; Jose A. Lopez, 15 years; Felix C. Trevino II, five years.

### Bryan District (17)

Aaron M. Fry, Leon H. Rummel, 25 years; Billy J. Burns, William H. Henderson, Marie W. Stinnett, 20 years; Douglas A. Holland, Raymond L. Kroll, Lamar G. Ondrasek, Bobby L. Wells, five years.

### Dallas District (18)

Joe N. Brown, Andrew E. Estes, Bradley K. Smith, 20 years; Michael E. Bardin, Marian C. Caldwell, Sheldon R. Clagg, David A. Hall, Johnny L. Purser, Lesley V.

Short, Wesley J. Smith, Mary A. Walker, Gary W. Whitton, five years.

### Atlanta District (19)

Benny W. Anderson, 30 years; Leroy Jiles Jr., 15 years; Steven C. Juneau, 10 years.

### Beaumont District (20)

Michael P. Drake, 20 years; Billy R. Clopton Sr., 15 years; Marlin L. Horn, 10 years; Deborah T. Kotz, five years.

### Pharr District (21)

Doroteo Garcia, 25 years; Ramiro Gutierrez, five years.

### Brownwood District (23)

James E. Jordan, 30 years; Aneta R. Ratliff, 25 years; Ronnie W. Vaughn, 20 years; Eugene M. Keel, 10 years; Darrell W. Moore, Rhonda A. Simmelink, Steven B. Singleton, five years.

### El Paso District (24)

Roger A. Barnhart, 30 years; Vicente S. Ramirez, Patricia C. Welty, 15 years; Judy L. Ramsey, 10 years.

### Childress District (25)

Brice P. Lindsey, 25 years; Gerald W. Myers, 20 years; Donald R. Alexander, 15 years; William E. Harris Jr., five years.

## This month in department history

- 1952:** From November 1951 to February 1952, 14 people were killed in head-on auto crashes on a section of US 80 near El Paso — at that time an undivided highway.
- 1959:** On Feb. 16, the information booth in the lobby of the main office in Austin opened.
- 1964:** The IBM 650 computer that had served since 1956 was replaced by a CDC 1604-A with vastly increased capacity and speed.
- 1967:** The construction contract for Trans-Mountain Road (Loop 375) across the Franklin Mountains at El Paso was let. The job called for one of the deepest cuts through hard rock — 190 feet in some places — ever made for a Texas project. The 4.5 million cubic yards of rock that needed to be excavated on a 7.4-mile section was also a department record.
- 1973:** Luther DeBerry began his tenure as state highway engineer Feb. 1. Appointed as assistants to DeBerry were Marquis G. Goode and Marcus L. Yancey.

# SERVICE AWARDS

(Dec. 31, 1989)

## Administration

Claude P. Henry, five years.

## Automation

Louis J. Keller, 25 years; John M. Piersol, five years.

## Bridge

Alvin Krejci Jr., 10 years.

## Construction

Robert R. Smith, 10 years.

## Equipment and Procurement

Lyndon E. Herwig, 20 years; Rudy R. Garcia, 15 years.

## Finance

Royce N. Warnken, 25 years; Angela C. Harmon, five years.

## Highway Design

William R. Goodell, 10 years; Dolores V. Eason, five years.

## Human Resources

Marie M. Thompson, 20 years.

## Maintenance and Operations

Bobby D. Cannaday, 20 years; Diana L. Isabel, Roy Lopez, Rosario L. Villarreal, 15 years; Elsie H. Nunez, 10 years; Paul G. Campbell, Cynthia J. Chamberlain, Kent D. Lane, Kenneth A. Tyburski, five years.

## Materials and Tests

Donald D. Binkert, Leon Goss, 20 years.

## Motor Vehicles

Kenneth G. Weddell, 30 years; Tyrone Bell, Raul D. Garza Jr., Gloria B. Guerrero, 10 years.

## Planning and Policy

Thomas A. Griebel, five years.

## Public Transportation

Jean P. Gordon, five years.

## Transportation Planning

Peter M. Carrizales, 10 years; David Vega, five years.

## Travel and Information

Milton D. Meharg, 15 years.

## Paris District (1)

Thomas L. Irvin, John T. Robinson Jr., 25 years; Kenneth E. White, 20 years; Mark L. Harris, five years.

## Fort Worth District (2)

Donnie D. Bonham, 20 years; Blanche H. Wilson, 15 years; Donald S. Burgess, Joe D. Fossett, Paul E. Laird, Marcus N. McEndree, Russ K. Stateham, Stephen C. Wyatt, 10 years; Steven W. Baker, John F. Henderson, Joseph D. Ramsey, James E. Walling, five years.

## Wichita Falls District (3)

Jackie D. Barnes, 25 years; Garry Rhodes, 20 years; Jerry L. Varelman, 10 years; Clinton D. Neth, James E. Watterson, five years.

## Amarillo District (4)

Lou C. Bollman, 15 years; Terry L. Davis, Johnny D. Gutierrez, Debby T. Skinner,

10 years; Wesley A. McDougal, Ronald L. Preston, five years.

## Lubbock District (5)

Clayton W. Perry, Carl W. Pierce, William M. Pope, 35 years; Otis L. Hudson, 20 years; Morris Graham, John A. Hernandez, Raymond E. Limon, Tomas Reyna, 15 years; Kenneth D. Heard Jr., Felix Lopez, Anita W. Patton, 10 years; Charles E. Henry, five years.

## Odessa District (6)

Merle G. Miller, Manuel F. Navarrete, 30 years; Paul Ramos, 20 years; Jose C. Correa, 15 years; Manuel V. Gonzales Jr., Robert R. Martinez Jr., 10 years; Shirley G. Clay, Julie H. Dillard, Miguel L. Erives, Jesus M. Machuca, five years.

## San Angelo District (7)

William B. Fletcher, 35 years; Lula W. Boyd, Mary F. Guice, Gregorio S. Mendoza, 20 years; Clifford W. Gambill Jr., 15 years; Ricardo Martinez, 10 years; David G. Jackson, Oscar Sierra Jr., five years.

## Abilene District (8)

Joshua Scott, Claude Smith, 20 years; Raymond C. Molina, 15 years; Ira W. Marsh Sr., 10 years; James R. Carlin, five years.

## Waco District (9)

Albert E. Hollingsworth, Jerry D. Sullivan, 35 years; Robert W. Mansfield, 20 years; A.B. Garner, Robert L. Price, 10 years.

## Tyler District (10)

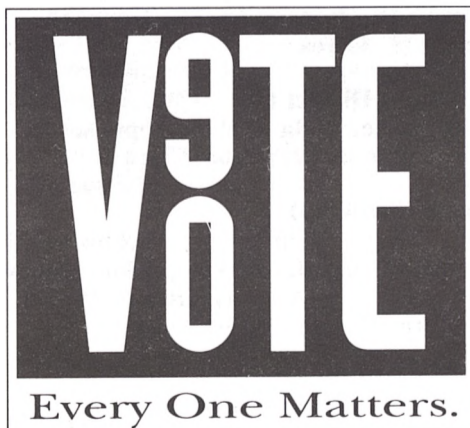
James R. Cross, Verner J. Long Jr., 25 years; Debra H. Pendleton, Edith H. Sipes, Jason C. Weeks, five years.

## Lufkin District (11)

Bobbie G. Wallace, 25 years; Billie J. Hoyt, 20 years; Virgie L. Curry, Mabel M. Powers, 15 years; Thomas P. Christian, Alvin D. Cook, 10 years; Neal T. Clifton, five years.

## Houston District (12)

Jerome Moore, 30 years; James E. Williams, Basil L. Williams, 25 years; John A. Cunningham, Ronald W. Fisher, Andrew F. House, Dennis W. Warren, 20 years; Lankford Bolling Jr., Leonard R. Davis, Harvey H. McCulley, Joseph C. Sze, 15 years; Loyce K. Heard, Vincent H. Orlando, Roy G. Pippin, Mary Ann S. Ryba, 10 years; Vince G. Cannon, Robert T. Corbin, Joseph A. Durso, Brian G. Fariello, Cedric K. Fears, Marilyn M. Gerstmann, Diane E. Jones, Paul D. McCracken, Alberto Quintanilla, Armando Rocha, five years.



## Yoakum District (13)

Florian W. Konczewski, 35 years; Joe W. Heins, 25 years; Jeannie M. Hermes, 20 years; Reynaldo E. Cavazos, 10 years; Ronald W. Chernosky, Rodney A. Leopold, Sherry L. Lucas, Emma C. Raska, Richard A. Steffek, five years.

## Austin District (14)

Charles R. Muery, 35 years; George R. Barnard, Clifford W. Mahlow, 30 years; Sammy J. Harris, Robert L. Stuard, 15 years; Brian D. Burk, Randall D. Dillard, Randy C. Hopmann, Kenneth L. McMillan, Gabriel P. Menendez, Dianna L. Tinkler, five years.

## San Antonio District (15)

Lee R. Ballard, Clarence A. Czaplinski, Vernon L. Jordan, David N. Juarez, 25 years; Victor Costilla, Oscar Garcia, John L. McCormick, 20 years; Alvin J. Gray, Curtis A. Rabenaldt, 15 years; Isaac R. Esparza Jr., Dora V. Minton, Dale R. Stein Jr., Jesse A. Torres, 10 years; Gary L. Brown, Mark A. Narendorf, Simon Ramirez Jr., Leonid Vishnevetsky, five years.

## Corpus Christi District (16)

Pascual Martinez, 25 years; Leonardo Villareal, 20 years; Juan L. Flores, 10 years.

## Bryan District (17)

Herbert Grabarschick Jr., 35 years; Ralph E. Becker, 30 years; John B. McClellan, Thomas D. Parker, five years.

## Dallas District (18)

John V. Blain Jr., 40 years; Thomas V. Legg, Hubert F. McKay, 35 years; Jack D. Page, Justin R. Smiley, Travis D. Thornburgh, Jimmie F. White, 25 years; James T. Rollins, 20 years; John C. Hunter, Connie M. Jones, Gilbrit D. Layton, William W. Pearson, 15 years; Albert H. Grummert, Benny G. Sevier, 10 years; Keith C. Cathey, Jonathan Cox, Scott P. Hudson, Janet M. Laky, Larry L. Marshall, Anthony N. Okafor, five years.

## Atlanta District (19)

Donald R. Matthews, 25 years; Arnold Luckey, Margarette H. Strawn, 15 years; Thomas G. Long, 10 years; Michael C. Anderson, Norris E. Cross, Antonio P. Garcia, five years.

## Beaumont District (20)

Pete C. Navarro, Wilbur L. Ouzts, 30 years; Alma M. Cude, 25 years; Robert L. Conner, Troge C. Gingles, 20 years; Jean E. Smith, Delbert D. Smith, Joanne S. Stokes, five years.

## Pharr District (21)

Ramiro G. Hernandez, 25 years; Homero L. Gutierrez, 20 years; Mary P. Bolado, Lidia C. Garcia, 15 years; Leonel Salinas, 10 years; Jose M. Hinojosa, five years.

## Brownwood District (23)

Marvin F. Garrett, 20 years; Linda M. Godfrey, 10 years; Walter B. Neaves, Dave D. Walker, five years.

## Childress District (25)

Billy D. Trospen, 30 years; Ronald L. Urbanczyk, 20 years; Belinda J. Smith, James R. Thomas, 10 years; Bettina C. Fuller, Lowell W. Proctor, five years.

## RETIREMENTS

(Sept. 30, 1989)

### Administration

Henry L. Motley, Chief of Staff Services, 27 years; Lois J. Turner, Administrative Technician IV, 31 years.

### Automation

John J. Oliver, Systems Analyst IV, 31 years.

### Materials and Tests Division

Charles E. Summers, Engineering Technician III, 29 years.

### Right of Way Division

John W. Crane, Chief Accountant II, 30 years.

### Travel and Information

Edith W. Reaves, Administrative Technician IV, 28 years.

### Paris District (1)

George W. Foster, Motor Vehicle Mechanic III, 25 years; Bobby G. Robbins, Purchasing and Supply Officer I, 31 years.

### Fort Worth District (2)

Jim L. Hipkins, Engineer II, 25 years; Ira C. Lyon, Maintenance Technician III, 36 years; Polly W. Morgan, Right of Way Agent I, 18 years; Mode B. Smith Jr., Maintenance Technician III, 24 years; Thomas H. Wilkerson, Maintenance Technician II, 19 years.

### Amarillo District (4)

Albert L. Hunt, Maintenance Technician III, 20 years; Jasper B. Smith, Maintenance Technician III, 30 years; Bill R. VanHooser, Engineering Technician IV, 23 years.

### Lubbock District (5)

Benito Espinosa, Maintenance Technician III, 20 years; Huey J. Harris, Maintenance Construction Supervisor I, 28 years.

### Odessa District (6)

Sigifredo M. Bustos, Engineering Technician V, 29 years; Manuel R. Esparza, Maintenance Technician III, 17 years.

### San Angelo District (7)

Clifton J. Smith, Engineering Technician V, 34 years.

### Waco District (9)

Joseph W. Henson, Purchasing and Supply Officer II, 34 years.

### Tyler District (10)

J.D. Kirkpatrick, Motor Vehicle Mechanic III, 30 years; A.P. Parrish Jr., Maintenance Technician III, 34 years; Floyd L. Taylor, Assistant Foreman, 33 years; Don L. Williams, Shop Supervisor IV, 21 years.

### Houston District (12)

Donald E. Belyeu, Maintenance Supervisor IV, 38 years; Gladys M. Boettcher, Administrative Technician IV, 31 years; Claudie A. Crocker, Roadway Maintenance Supervisor V, 31 years; George Kishi, Engineer IV, 32 years; Harold E. Patterson, Maintenance Mechanic IV, 18 years; Theron L. Varvil, Senior Marine Captain, 29 years; Annie B. Walker, Administrative Assistant, 27 years.

### Yoakum District (13)

James N. Hold, Maintenance Construction Supervisor III, 31 years; Edward C. Kirby, Engineering Specialist I, 30 years; Aldon E. Schiller, Maintenance Technician III, 30 years.

### Austin District (14)

Carl W. Johnson, Maintenance Technician III, 30 years; James J. Knopp, Engineering Technician V, 37 years; Alfred B. Till, Maintenance Technician III, 29 years.

### San Antonio District (15)

Rudy P. Suarez Jr., Maintenance Technician III, 14 years.

### Corpus Christi District (16)

Pablo Guerra, Maintenance Technician III, 23 years.

### Bryan District (17)

Paul Jurek, Maintenance Technician III, 30 years; Marvin Liner, Maintenance Technician III, 21 years.

### Dallas District (18)

Tommy R. Watkins, Maintenance Technician III, 23 years; William L. Wilburn, Maintenance Technician II, 10 years.

### Beaumont District (20)

Otis Smart, Maintenance Technician III, 26 years.

### Pharr District (21)

Juan Rodriguez, Maintenance Technician III, 41 years.

### El Paso District (24)

Barbara S. Geurin, Administrative Technician IV, 27 years; Ernest M. Word, Engineering Technician V, 38 years.

(Oct. 31, 1989)

### Automation

Wilbert Hall, Systems Analyst II, 21 years.

### Equipment and Procurement

George L. Rutherford, Staff Services Officer I, two years.

### Materials and Tests

Walter D. Johnston, Engineering Technician IV, 21 years.

### Maintenance and Operations

Wayne C. White, Program Specialist I, 32 years.

### Fort Worth District (2)

Virgil E. Maxwell, Motor Vehicle Mechanic II, 16 years; Joe W. Norwood, Director II, 33 years.

### San Angelo District (7)

Bee B. Stone, Right of Way Appraiser III, 33 years.

### Abilene District (8)

Ray J. Menges, Maintenance Technician III, 25 years; Weldon G. Perkins, Administrative Technician II, 22 years; Charles E. Wall, Engineering Technician V, 30 years.

### Waco District (9)

Jimmy A. Baker, Engineering Technician V, 33 years; Frank M. Middleton, Maintenance Technician II, 12 years.

### Tyler District (10)

Howard G. Stover, Maintenance Technician III, 30 years.

### Austin District (14)

Vernon J. Bartsch, Engineering Technician V, 41 years.

### San Antonio District (15)

Pilar Herrera Jr., Maintenance Technician III, 30 years; Davis E. McCracken, Roadway Maintenance Supervisor IV, 30 years; Eluterio Rendon, Maintenance Technician II, 12 years.

### Corpus Christi District (16)

Theodore Q. Gustafson, Purchaser II, 32 years; William E. McCarty Jr., Right of Way Utility Agent III, 26 years.

### Bryan District (17)

Travis F. Heins, Maintenance Technician III, 33 years.

### Dallas District (18)

Herschel D. Miller, Maintenance Technician II, 10 years.

### Atlanta District (19)

Boyce H. Wells, Right of Way Agent IV, 31 years.

### Beaumont District (20)

Kenneth C. Carter, Maintenance Technician II, 20 years; Willie H. Davis, Maintenance Technician III, 24 years; Cherry L. Ford, Maintenance Construction Supervisor I, 33 years.

### Pharr District (21)

Jose I. Jackson, Maintenance Technician II, 23 years.

## Brownwood contest perks creative juices

District office employees in Brownwood were motivated to get into the swing of holiday decorating by more than just the Christmas spirit. Their enthusiasm was boosted by a \$25 first prize in a contest sponsored by the Coffee Shop Committee for the best-decorated door in the building.

First place was awarded to the Design Section for double doors decorated with a fireplace scene featuring Santa relaxing with a soft drink and cookies. Electric lights behind the painted flames helped create a realistic-looking log fire.

Other contenders included the Construction Section door, which was enlivened with lights and a three-dimensional snowman, and Human Resources, decorated with a Texas-shaped wreath fashioned from rope and bluebonnets. Jean Sparks opted for a highway-oriented decoration featuring S. Claus, Inc., participating in the Adopt-a-Highway program, and the Automation Section featured a Christmas tree with Texas as the topmost decoration. The Maintenance Section festooned its door with candy canes; the only edible decorations.★

## IN BRIEF

### Lampasas plays host

About 125 Lampasas-area residents visited the new residency building on US 281 North during an open house Oct. 27. The 2,800-square-foot building, consisting of 11 rooms and a reception area, was completed in April to accommodate the consolidation of residency and maintenance forces. Also constructed on the site was a new, larger laboratory building.

### Scout patch designed

Two Paris District employees recently designed an attractive Boy Scout pocket flap patch for the local Order of the Arrow Okiciyapi Lodge 56 in the Texoma Valley Council in Sherman. Don Pace and Dan Bray of the Sherman residency took on the project to commemorate the 40th anniversary of the lodge. Because lodge membership spans the state line, the patch includes the Texas seal and star as well as Oklahoma's symbolic Indian shield with feathers. The Red River dividing the states is also depicted.

### District 4 boosts charity

Amarillo District employees raised \$5,633.91 in United Way contributions and pledges during November's campaign, using such tasty methods as a chili cookoff. The unit that won a \$100 prize for the highest percentage of participation donated its award to the local "Spirit of Christmas" program for needy children.

### Cedar Park hosts Scouts

The Cedar Park maintenance warehouse north of Austin hosted a group of Cub Scouts from Round Rock and their leaders in late November. The field trip included a display and explanation of heavy equipment by Carl Burklund, roadway maintenance supervisor. A videotape showed the boys some of the equipment in action.

### Bolado elected

Mary Bolado, public affairs officer and traffic safety specialist in the Pharr District, has been elected vice president of the Pharr Noon Kiwanis Club. Bolado is the first woman to hold an office in the club since it was organized in 1927.

## CALENDAR

### FEBRUARY

- 1-2 Engineering Workstation User Training, Austin, D-19 (continued from Jan. 31)
- 7 Texas Reference Marker Workshop, D-10
- 5-9 Corrosion Engineering/Cathodic Protection Training, Austin, D-13
- 6-7 Highway Construction Lettings, Austin, D-6
- 13 Statewide Budget Meeting, Austin, D-3
- 13-15 Relocation Assistance Training, San Antonio, D-15
- 19 Holiday, Presidents' Day
- 21-22 Effective Demand Management Actions, Austin, D-13
- 27 Commission Meeting, Austin

### MARCH

- 1 Division Heads Meeting, Austin, BCB
- 2 Holiday, Texas Independence Day
- 6-7 Highway Construction Lettings, Austin, D-6
- 6-7 Microcomputer Accident Analysis Program Course, College Station, D-18STO
- 6-8 Regional Maintenance Conference, Houston, D-18M
- 6-8 Relocation Assistance Training, Houston, D-15
- 6-9 Conducting EEO Contract Compliance Reviews, Austin, D-13
- 14-15 Construction Engineers Meeting, Beaumont, D-6
- 19-23 Bridge Backwater Program, Austin, D-13
- 20-22 Regional Maintenance Conference, Wichita Falls, D-18M
- 21-23 Bridge Designers' Conference, Beaumont, D-5
- 27-29 Relocation Assistance Training, Lubbock, D-15
- 28-29 Annual District Laboratory/Engineering Personnel Meeting, Bryan/College Station, D-9
- 29 Commission Hearing and Meeting, Austin

### APRIL

- 3-4 Highway Construction Lettings, Austin, D-6
- 4-6 Southwest Geotechnical Engineers Conference, Austin, D-8
- 11-12 District Engineers/Division Heads Meeting, Austin, BCB
- 16-20 Texas Travel Counselors Conference, Lubbock, D-16
- 17-20 Capacity and Planning Applications for Arterial Analysis, Austin, D-13
- 18 Specialty Conference on Incident Management, Arlington, D-18STO
- 18-19 Survey Coordinators Workshop, Austin, D-13
- 23-27 Annual Internal Review Conference, Corpus Christi, MLY
- 25 Commission Meeting, Austin

## IN MEMORIAM

### Retirees:

**Tomas Barrera**, San Diego, retired from Pharr District in 1967, died Oct. 29, 1989.

**Harold E. Behne**, Austin, retired from Division of Motor Vehicles in 1985, died Nov. 27, 1989.

**Jasper L. Brock**, Hull, retired from Beaumont District in 1970, died Nov. 9, 1989.

**James E. Chandler**, Tyler, retired from Tyler District in 1965, died Oct. 27, 1989.

**James E. Cheek**, Hempstead, retired from Houston District in 1989, died Sept. 9, 1989.

**Emmett B. Crawford**, Vernon, retired from Wichita Falls District in 1972, died Sept. 16, 1989.

**Ignacio Gonzales**, San Antonio, retired from San Antonio District in 1987, died Oct. 18, 1989.

**Bartley Harris**, San Antonio, retired from San Antonio District in 1969, died Oct. 24, 1989.

**Boyd W. Johnson**, Tyler, retired from Tyler District in 1974, died Oct. 20, 1989.

**James R. Kirkpatrick**, Denton, retired from Dallas District in 1972, died Dec. 25, 1989.

**Wesley E. Knox**, Sweet Home, retired from Yoakum District in 1980, died Sept. 8, 1989.

**Robert P. Kocich**, Rosenberg, retired from Houston District in 1988, died Sept. 19, 1989.

**Obie E. Olson**, Oklahoma City, retired from Waco District in 1969, died Oct. 9, 1989.

**Egbert S. Read**, Austin, retired from Public Transportation Division in 1968, died Oct. 5, 1989.

**Royce C. Roessing**, Austin, retired from Bridge Division in 1980, died Nov. 28, 1989.

**Fidencio C. Ruiz**, Rocksprings, retired from San Angelo District in 1984, died Oct. 11, 1989.

**Billy M. Sanders**, Waco, retired from Pharr District in 1979, died Aug. 3, 1989.

**Joseph W. Spence**, El Paso, retired from El Paso District in 1983, died Sept. 19, 1989.

**Lige M. Stevens**, Amarillo, retired from Amarillo District in 1959, died Jan. 1, 1989.

**Joseph R. Wallace**, San Antonio, retired from Materials and Tests Division in 1980, died Oct. 28, 1989.

**\*Compiled by Glenda Wall, Human Resources Division**



# LETTERS

I travel the 23 miles from my job at Sweetwater to Maryneal, after dark, five nights a week. I am so grateful for a smooth, well-marked highway, and then for the mowing that is done on the farm-to-market road, closer to home, so that I can watch for deer along the road. I never tire of my trip because of the pleasant drive.

When I was a little girl, my uncle was a drafting engineer for Portland Cement Company in Chicago. In those days the highways were concrete. He was extremely proud of the highways that he designed, and proud of other highways, too.

Our highways now aren't pure concrete, and he was critical when they changed to asphalt. But I'm sure he would see the improvements of our day and enjoy them.

I think knowing the history of the beginning of our highway system is important and being grateful for the constant work to keep improving them is important too.

**Ruth L. Adams**  
Maryneal

I am writing to compliment one of your employees, **Tanya Pavliska**. On Nov. 15, I was on my way to a substitute teaching job. I was driving south on MoPac when my car overheated and died. I managed to pull off the road, got out, looked at the traffic jam, and wondered what to do next. Just then, Ms. Pavliska pulled out of the traffic jam, over to the curb, rolled down her window, and asked, "What can I do to help?" She graciously offered to take me to the school even though it was out of her way so that the students wouldn't be without a teacher.

I took her up on her nice offer and I made it to school before the bell rang. I

know she was late getting to her desk that day — but she was an angel from heaven to me!

**Sherry Martin Hill**  
Austin

*Tanya Pavliska is staff services assistant for the Transportation Planning Division.*

I would like to commend one of your engineers in the Bryan-College Station area.

On Nov. 1, I called the Department of Public Safety with a concern over the lack of visibility for cars using the newly opened exit ramp off Texas 6. The officer to whom I spoke said he would relay my concern to the highway department. Within a few hours I received a call from **George Boriskie**. He listened intently and was most responsive to my concerns. He assured me he would look into the situation himself. I had no reason to doubt he would, except that typically an ordinary citizen finds such concerns are never taken seriously. Well, I was wrong!

Boriskie did exactly what he said he would do. Within two days, the exit ramp intersection had been completely revised to provide good visibility and safety for all. But Boriskie didn't stop there. He took the time to call me to thank me for bringing the situation to his attention and tell me what had taken place.

I, in turn, want to thank him. Instead of making light of my concern, he *listened*. What's more, he *did something about it*. Thank you, George Boriskie!

**Connie Threadgill**  
Bryan

*George Boriskie is maintenance engineer in the Bryan District.*

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