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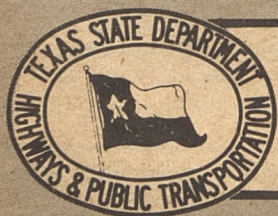


*Who are these guys?*

See story, pp. 6-7

Photo by J. Griffiths Smith

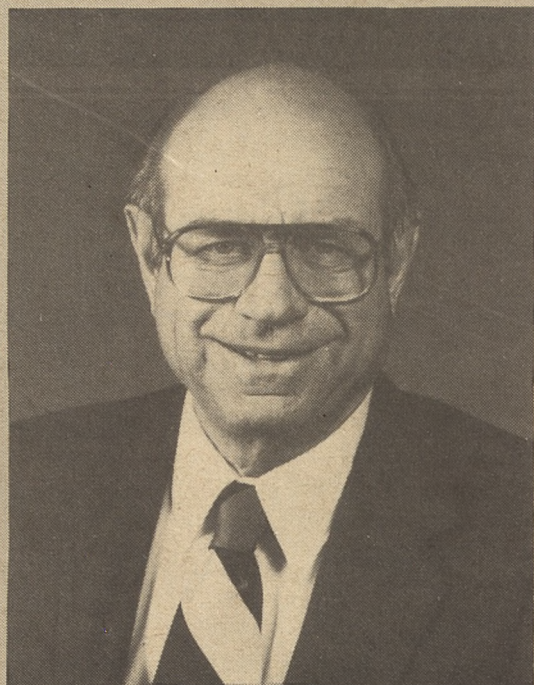
# TRANSPORTATION news



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*May 1989*





## Duddleston confirmed as commissioner

Wayne B. Duddleston, a Houston developer, has been confirmed as the newest member of the State Highway and Public Transportation Commission.

"I deeply appreciate the confidence Gov. (Bill) Clements has expressed in me by naming me to the commission," Duddleston said. "I look forward to serving the people of Texas and applying my knowledge to help continue the best highway program in the nation."

Duddleston is chairman of Duddleston Management Corporation and Wayne Duddleston Inc. During the past 33 years, he has developed office buildings, apartment complexes, hotels, and shopping centers. A graduate of the University of Houston, Duddleston is a trustee on the school's foundation.

The Senate confirmed Duddleston's March

22 appointment to serve a six-year term on the commission. Duddleston, 59, replaces John Butler, also of Houston, whose term on the commission has expired.

"We are pleased with Mr. Duddleston's confirmation," said Engineer-Director Raymond Stotzer. "He is joining the commission at a time of unparalleled transportation needs and unprecedented highway construction. Texans will benefit from the know-how that Mr. Duddleston brings from his business background."

Stotzer also expressed gratitude for Butler's six years of "outstanding service to the people of Texas" during two separate terms on the commission.

The three-member highway commission also includes chairman Robert Dedman, a Dallas businessman, and Ray Stoker, an Odessa attorney. ★Jeff Carmack

Recently, I read an article concerning the personal success story of our chairman, Bob Dedman. Mr. Dedman credited the success of his club corporation to always providing the service that members expected.

Service and quality are also familiar themes to regular readers of this column.

That's because they are also critical elements in the success this department has enjoyed. Service and quality are the twin pillars of our past, and they will continue to uphold us in the future.

There really is no service without quality, for a shoddy job benefits no one. On the other hand, a technically flawless performance means nothing if it fails to meet a need.

Generations of highway department employees have understood these principles, and their commitment to following them has established our fine reputation.

We certainly can't please everyone all the time, but over the years, we've had a lot of satisfied customers.

That word "customer" is another key. We don't use it often in our daily work, but we really do serve customers under whatever name we give them — taxpayers, citizens, motorists, travelers, passengers.

An expert puts it this way: "The customer's definition of quality is the only one that counts."

We know that's true. When we're on the receiving end — getting our cars repaired, for instance — we don't want excuses. We want to be helped promptly. We want the mechanic to discover the problem, get the parts, and get it running. In short, we want the job done right, the first time.

Our "customers" expect no less. They know a good job when they see it, and they've told us many times — by letter, personal contact, and at the ballot box — how much they appreciate the quality of our service. Let's continue to be worthy of their confidence.

*Raymond Stotzer*  
Engineer-Director

## Volunteers pick up after 'fools'

By Karen LeFevre

This April Fool's Day, just a week before the bluebonnets began blooming in earnest, 27,000 volunteers emerged to clean up Texas roadsides.

Members of more than 1,700 Adopt-a-Highway groups across the state participated in the fourth annual "Great Texas Trash-Off." That number represents more than half of the program's 3,250 groups.

Did any of them feel foolish giving up a Saturday to pick up roadside litter? According to the many people who phoned in reports to "Trash-Off Central" in Austin that day, the answer is "NO!"

In fact, said the Adopt-a-Highway coordinator for a Lewisville high school's student council, "The kids really thought the litterers were fools, and they all said afterward that they would never litter."

Picking up trash that others thoughtlessly discard teaches a lesson. "You can tell a lot about them by what they leave behind," said one student volunteer. His group identified seven basic trash groups: food, fast food, beverages, construction, recreational, hygiene, and clothing. "The worst thing is," he said, "there's still too much trash." Trash-Off participants picked up more than 1.7 million gallons during the one-day cleanup.

In all that volume, there were some unusual things found, such as a set of false teeth, a current credit card, a live Hereford bull, and a few dead armadillos. The Santa Fe High School Students Against Drunk Driving Club picked up an injured pigeon and decided to adopt it as its mascot.

Trash-Offs from Williamson County were followed along their two-mile stretch of adopted highway by llamas from a nearby farm. And in Greenville, a man arrived to begin fulfilling 200 hours of court-ordered community service by working in the Trash-Off — in a wheelchair.

A number of incentives to clean the right-of-way — besides serving the community — were offered this year. The president of the Del Rio Rotary Club stuffed two certificates in soda bottles and threw them onto his group's adopted section. Contributions of \$100 were made to the Rotary Foundation in the names of those who retrieved the bottles.

The highway department's corporate friends also provided incentives. Sea World

of Texas, home of "Don't Mess with Texas" spokesanimals Shamu and the Texas Tuxedos, offered a whale of a discount for Trash-Off participants. The theme park gave each Trash-Off volunteer a coupon good for \$5 discounts on up to six tickets.

Maryland Club Foods Inc. donated 55,000 orange trash bags especially for the event. The company's long-standing involvement in beautification has resulted in the of Trash-Off materials, special "Don't Mess with Texas" coffee cans, and wildflower seeds for Texas.

Wildflowers were one reason this year's Trash-Off was moved from the last Saturday in April to the first. "It wasn't an April Fool's joke," said Tommie Pinkard, director of Information Services in the department's Travel and Information Division. "Last year, when the event was held in late April, we received many reports of snakes sighted in the tall grass. Plus, we wanted to have the highways nice and clean before the wildflowers bloomed."

"Now, Texans and tourists alike can enjoy the roadside review on sites that still sparkle from a thorough spring cleaning." ★



Shamu and the Texas Tuxedos express their joy at the success of the April 1 Great Texas Trash-Off, in which some 27,000 volunteers bagged 1.7 million gallons of litter from rights-of-way. Watch for the animated television spot featuring the Sea World of Texas characters, aimed at a younger audience than the department's past antilitter advertising. (Photo courtesy of Sea World of Texas)



# Five-year highway research program launched

By Ronda Baker

As long as highways are paved with anything but gold, there shall be highway maintenance.

Working to put the Midas touch on state highway systems, however, is the most ambitious highway research program ever.

The Strategic Highway Research Program (SHRP) is a five-year, \$150 million federal program administered by the National Research Council in cooperation with the American Association of State Highway and Transportation Officials, the Transportation Research Board, and the Federal Highway Administration.

To find the magic formulas to prolong the life of highway surfaces and structures, state highway departments are working with SHRP to put asphalt, concrete, and other forms of pavement under the microscope. Other areas that state and federal officials are researching under the program are highway operations and structures, and SHRP-IDEA (Innovations Deserving Exploratory Analysis), research of nonconventional methods in the other study areas.

The Texas highway department is the lead state agency involved in the Long-Term Pavement Performance area of SHRP. It will perform engineering tests on 87 of the approximately 750 sections of existing pavement recommended for study nationwide, the largest number of sections in any state. Henry Thomason, the department's deputy director of field operations, is a member of the SHRP executive committee.

Civil engineering departments in Texas universities and research consultants and other contractors in the state are participating as well.

After nearly two years of selecting study

sites by design criteria, SHRP contractors in late May will begin giving these sites the first tests of a highly technical examination.

One test, which uses what is called a falling-weight deflectometer, thumps the pavement with a plate that will help researchers calculate the pavement's stiffness without harming the roadway surface. The thump test is carried out on 500-foot stretches sandwiched between a 500-foot area and a 250-foot area where core samples are to be drilled. On asphalt sections, the 250-foot section will also have a test pit.

The test is designed to be performed in no more than one day at each site to minimize disruption of traffic.

Another performance test uses a profilometer, a device that measures bumpiness as a testing vehicle travels over the roadway.

These tests and the drilling of samples make up the General Pavement Studies part of the pavement research. They examine eight of the most common forms of pavement in the nation — and how climate, loading, materials, design, and maintenance affect them.

The Special Pavement Studies, on the other hand, will look at the durability of less conventional or somewhat progressive surfaces, such as recycled asphalt. Most of the sections will have to be built specifically for this study. The department will begin constructing eight of these sections as early as this summer.

Though SHRP's funding is set to expire in 1991, federal and state officials working in the program expect the Long-Term Pavement Performance studies to be renewed so that the road sites can be monitored for up to 20 years.

While SHRP officials are responsible for most of the testing, the state highway

department controls traffic, installs signs, patches the pavement, and collects traffic count and weight data at each section.

Each highway department district has a long-term pavement performance coordinator working with the state coordinator to guide the state's participation.

The goal: pothole prevention, and the development of longer-lasting, money-saving pavement. For state highway workers across the nation, the program could produce a new pavement "bible" to replace a reference from the only other comprehensive pavement study, the American Association of State Highway Officials Road Test in Illinois, which was conducted 30 years ago.

The Road Test did not investigate varied environmental or subgrade conditions or rehabilitation methods, but SHRP will. A permanent data base also will be established.

The SHRP study area dealing with highway operations is expected to uncover better maintenance methods and reduce the number of maintenance worker deaths. Some 500 maintenance workers die on U.S. roadways each year.

If the asphalt experiments result in improvements that save the state highway department just 1 percent of its asphalt budget, the state could about save \$5.4 million yearly. Yet the department's investment in all SHRP studies may equal less than half that amount — about \$2.1 million, plus the cost of building roadway sections. Each state contributes one-quarter of 1 percent of its annual highway revenues, and the federal government pays the rest.

If only old King Midas' sacrifices could have been so small.★

## Skill 'SHRP'ned by year in D.C.

James Sassin, a pavement design engineer with the State Department of Highways and Public Transportation, spent a year in Washington, D.C., working in the SHRP national headquarters.

When he returned to Texas last June, he brought back professional experience broader than just what he learned doing work specific to SHRP.

"It would have taken 20 years for me to meet the people I know now," said the five-year employee of the department. Not to mention the leadership abilities, confidence, and wider understanding of the highway industry the young Aggie engineering major says he's gained.

He joined the program in June 1987, just two months after Congress approved permanent funding and before most of the permanent staff was hired. Among the tasks he found most fulfilling was assembling expert task groups that in turn recommend contractors for SHRP projects. While putting together the list, Sassin created a data base of all the candidates for the groups, which had to be composed of a balanced mix of academicians, government personnel and people from the private sector.

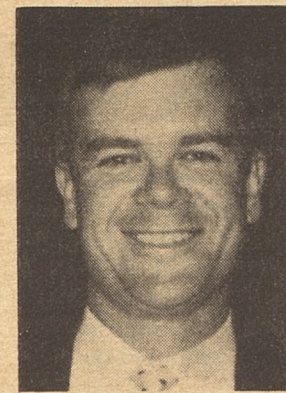
Along with other engineers on loan from state highway departments, Sassin traveled to

nine states to investigate the status of pavement-study site selection. The rest of that year, "I did anything and everything," Sassin said. That included reviewing proposals, representing SHRP at a Colorado seminar sponsored by the Federal Highway Administration, and writing a paper on the specific pavement studies portion of SHRP pavement research, as well as writing articles for SHRP's newsletter.

"I remember talking to (highway department deputy engineer-director) Byron Blaschke before I left for Washington, and he said, 'Be sure they use you to your fullest capacity.' Those words kind of stuck in my mind," Sassin said.

He had the opportunity to work with highway engineers from Sweden, Canada, Australia, England, and Denmark, who were also lending their services to the program.

Sassin's involvement in SHRP began in 1986, when he helped the department narrow the list of prospective pavement study sites in Texas from several hundred to 250 while SHRP awaited funding. The experience interested Sassin in applying for the on-loan position created after the appropriation came through. SHRP paid him a \$1,000 monthly stipend that year to supplement his state income.



James Sassin

Once SHRP was implemented, the number of Texas sites was further reduced to the current 87. Sassin says he spends at least 80 percent of his time since his return from Washington working on the SHRP pavement study.

While visiting other states that year to help them plan for the pavement research, Sassin collected a number of opinions about the program's worth.

"Some people are pretty vocal against SHRP," he said. "They figured they already knew all they needed to know, that research in general was a waste of money."

"It was rewarding to see that Texas was so far ahead (in its thinking). I guess I realized how good we have it." ★ Ronda Baker



# Teamwork with enthusiasm key for Garcia

## A conversation with . . . Pharr District Engineer G. G. Garcia

*G. G. Garcia has been with the department since 1951, beginning as an engineering assistant in Webb and Cameron counties and advancing through positions of increasing responsibility to become Cameron County resident engineer in 1971. He was appointed district engineer of the 10-county Pharr District of South Texas in 1974. Garcia met with Transportation News' Juliana Fernandez for this conversation.*

**When you joined this department 38 years ago, did you think you would progress to become district engineer? What do you think led to your qualifications to be a district engineer?**

My background is very similar to that of others who work with the department. I began at the residency level. And my principal concern during all of my career has been to do the best job possible with the challenge at hand. I don't feel there's anything unique about this — this is the way I perceive all of our professionals, actually every employee in the department.

I think it's also fair to say that there has to be a good deal of luck involved — in being in the right place at the right time to get selected for a position like district engineer. In addition, there also have to be some people in high positions who have enough confidence to give you an opportunity.

In that regard, I owe most of my career to Engineer-Director Raymond Stotzer, under whose supervision I had the pleasure of working. He was a very distinguished district engineer of this district for six years. I'm sure it was the confidence he had in me and the strong support he gave me that made the difference. I also owe a lot to former Engineer-Director Luther DeBerry, who appointed me.

I originally worked in the Laredo Residency for three years, and in 1954, I was transferred to the Cameron County Residency in San Benito. I was there until 1974 when I was appointed district engineer. Of course, I worked a lot in the field, and by 1971, I was assistant resident engineer in the residency, and he (Stotzer) appointed me resident engineer in 1971.

That was just about the time we started construction of the Queen Isabella Causeway — a very challenging project — and in 1974 when Mr. Stotzer moved to San Antonio as district engineer, Mr. DeBerry appointed me district engineer.

But you know, we have so many very, very good and talented people working in this department — I've known a lot of truly brilliant engineers. And so few of the engineers have the opportunity to be a district engineer. So you really have to feel very humble about having this opportunity. It's a great challenge to do your very best.

*Photos by Juliana Fernandez*



Balancing the needs of rural residents, increasing industry, Winter Texans, and Mexican tourists creates challenges for G. G. Garcia, head of the Pharr District since 1974.

**You really have to feel very humble about having this opportunity. It's a great challenge to do your very best.**

**What advice do you offer people who aspire to become a DE?**

The advice I'd give to all our coworkers in the department is to meet all the challenges, welcome the challenges that come your way. Always do the best job you can, and do it with enthusiasm. Be considerate to people around you. And above all, be a team player. If you approach your job in that manner, I assure you good things will come your way.

**What projects are keeping you and your staff busy in the district today?**

If you look at the map of the state of Texas, you can see that we're at the extreme south end of the state. We have approximately 800,000 people in the district today — we're just 20,000 behind the Austin District. Three-fourths of that population is in the lower Rio Grande Valley, which is a 35-mile wide strip about 70 miles long from Mission to Brownsville. We have two principal north-south corridors that connect this area with the rest of the state — US 77 and US 281. And we have US 83, which runs east and west. Our goal is to bring those three corridors to divided-highway highway standards.

Within the next month, we will have accomplished that goal with US 77. We have six miles of US 77 in Kenedy County that

are not divided highway. However, that section of road is presently under construction, the work is nearing completion, and US 77 will be fully divided by the end of April.

We still have about 20 miles on the US 281 corridor to the north, in Brooks County, that we need to divide. The Corpus Christi District has about 38 miles between Alice and George West that they are also working on.

We have a project to acquire right-of-way on US 83 to the west in Starr County, and also make that meet divided highway standards.

Those three principal corridors are our number-one priority, because these are also emergency routes that people take in case of a hurricane.

Within the Valley itself, we have Business 83, an east-west corridor that extends from Mission to Harlingen. That is the main east-west street for each community because they originally developed along this highway, so another one of our goals is to modernize this corridor. This was an old, original, three-lane highway, and we have been gradually expanding it to a four-lane highway with continuous left-turn lanes in all of these cities.

Another priority project is Texas 100, which extends from the US 83 expressway in Cameron County to South Padre Island. In the next two to three years, we hope to completely widen the existing highway to four lanes with a continuous left-turn lane. At the same time, we're starting a feasibility study on the possible construction of an expressway, from US 83, 26 miles to South Padre Island. That island is unique — the number of visitors is increasing, and now there is a possibility of some race tracks opening up along that corridor. Later this year, we expect to go to contract on a project in the city of Pharr where US 281



and US 83 Expressway intersect. This will be a fully directional, three-level interchange — that will be our spaghetti bowl right here in Pharr. The cost will be \$25 to \$27 million. It will be the single biggest project in the district as far as money is concerned. However, if we were building the Isabella Causeway today, it would cost considerably more than that. The causeway, which was opened to traffic in September 1974, was \$12 million.

**Your district has 10 vehicle crossings or bridges and two railroad crossings into Mexico, with a million people residing just across the Rio Grande. What is it like working with our neighbors to the south in relationship to transportation needs? How does your district provide for this many motorists?**

Within the last two years, we have had more contact with our counterparts in Mexico than in previous years. The reason is that the Governor's Office has asked the department to work closely with Mexico in the development of new international bridges. Beyond that, the commission itself is very interested in doing everything to assist with any activity that translates into long-term economic well-being for the state and creates jobs, whether it be a super collider, home port, Sea World, or an international bridge.

In this district we have had the opportunity to meet with engineers from the Mexican federal government from the state of Tamaulipas and the state of Nuevo Leon. We find the Mexican engineers to have pretty much the same type of background, the same goals and aspirations, as we have. Their system, however, is different than ours in that they don't have the decentralized approach we have. The control is generally more centralized in the federal capital in Mexico City.

There are 15 vehicular crossings into Mexico in the state, and 10 of those are in this district. There are new international bridges being planned at Brownsville at Los Indios, and one being planned about 20 miles northeast of Laredo at Columbia, a small community in the state of Nuevo Leon.

**One of the major and unique economic contributors to the Rio Grande Valley area is the production-sharing industry known locally as maquiladoras, or twin plants. Daily, large truck traffic emphasizes the demand for a better road network to bring supplies in and products out to market. How do you serve this business at present, and what do you plan for the future?**

The maquiladora program has been going on for more than 20 years, although activity has mushroomed in the past five years. There are now approximately 200 maquiladoras between Brownsville and Laredo in three main areas — Brownsville-Matamoros, McAllen-Reynosa, and Laredo-Nuevo Laredo. In addition to that, there are about 55 or 60 in the state of Nuevo Leon, closer to Monterrey. We have approximately 1,000 maquiladora-related trucks — 18-wheelers — that are moving back and forth across the international bridges every day.

In Laredo, we have Interstate 35 to carry the traffic. We don't have any problems once they get on major highways. We do have problems inside the city of Laredo and inside the city of Brownsville because of the location of the international bridges. Once they get dispersed, they are not really much of a problem. I think we are handling them well.



G. G. Garcia enjoys the blend of cultures in his native Valley, where "people are just historically friendly."

**I don't know of anything that we've ever done in the Valley, with the exception of the expressway, that has made a greater positive impact than improving these FM roads.**

Mexico has a road that parallels the river very similar to the road we have, which we call the Military Highway (US 281). But the road on the Mexican side is not as nice as US 281, and besides, we have the expressway. Mexican companies that might be located in Matamoros and want to send something to Reynosa will drive on this side of border and use our roads. We have a lot of that between Brownsville and Laredo. Just on that border highway, we have a lot of Mexican traffic. We do have problems occasionally with overloaded trucks, but it is difficult to do anything about it because the Department of Public Safety has such a big area to cover with a very limited number of people.

**A majority of the Pharr District is rural, with agriculture and ranching contributing heavily to the area's livelihood. How does the farm-to-market road system serve this need?**

We have nearly 800 miles of farm-to-market roads in the lower Rio Grande Valley just between the two major counties. These roads are much more important to this area because of the population distribution that we have. You might say they are our principal arterial system for the Valley.

Normally, you'd think these roads would serve the farmer and the rancher, but here, the farm-to-market roads are extremely important to everybody. One of our very high priorities is to upgrade these FM roads. Originally, they were built for a different type of transit, for a different time. So they were narrow, and they were for light traffic.

With the rehabilitation funding, we are strengthening them and widening them to include paved shoulders. We started out with farm-to-market roads that were carrying more than 1,000 vehicles a day. Some of them were carrying up to 5,000. We have improved a little more than 200 miles, at an average cost of a little over \$200,000 a mile. That's been a real good investment. So we have spent about \$50 million in rehabilitating the farm-to-market roads in the last three years.

If the funding for rehabilitation continues, we still have about 700 miles of FM roads in the district carrying heavy traffic that need to be upgraded. And we feel that if the rehabilitation funding continues to flow at the level that it has, within five years or so, we will have modernized most of our FM roads which merit the improvement.

I don't know of anything that we've ever done in the Valley, with the exception of the expressway, that has made a greater positive impact than improving these FM roads. Their function here is vital. These are main arteries in the Valley.

**Another major economic contributor and traffic generator in your district is the tourist industry. How does that affect your operations?**

Agriculture is number one in the Valley, of course, and tourism is close behind. The Valley is the principal destination of most of the long-term visitors to Texas. The Valley is home to many Winter Texans — somewhere between 80,000 and 100,000 people make this their home for three or four months out of the year. These people are not just tourists; they are very much a part of the Valley.

When you're talking about tourists, we have people who come from Mexico, also. They come to South Padre Island, and they come to shop. We get a tremendous number of people from Mexico.

**Tell us about your family and hobbies.**

My wife, Josie, has been an elementary school teacher for about 30 years. And she and I like to do things together. We enjoy dancing. I live on a golf course, but I play very little golf. I really enjoy more going to a driving range. And I enjoy working in the yard. But the way that I enjoy working in the yard is that I work until I want to, and then I quit.

We are a very family-oriented family, and close. My oldest, Josie, is a counselor in Corpus Christi. Our younger daughter, Rosie, is a special education teacher in Atlanta, Georgia. Her husband is a mechanical engineer. Our son, Gilbert, the youngest, is a graduate journalism student at the University of Texas.

**What is your philosophy of work?**

Well, you need to like what you're doing, and I do. I especially like the people I work with. We have a great group of people in the department.

**The Rio Grande Valley holds a mystique unlike any other area in the state. There is an instant camaraderie with someone you meet for the first time when you discover that both of you are "from the Valley." What are your thoughts on this?**

I think some of it is cultural. Because of the blend of two cultures, people are generally more outgoing. People who come to this area tell us this; and people in this area are just historically friendly. I think part of that, also, is that in a way, we have not been heavily impacted by big-city problems. We still retain a lot of the flavor of a small town, even though we're getting bigger all the time.





Bridge Division dive team members perform a pre-dive check before a late April dive in Lake Travis. They are, from left, Martin Button, Paul Ysaguirre, Dan Stacks, Brian Barnett, and Reynaldo Cantu. (Photo by J. Griffis Smith)

## Engineers take dive for department

By Jeff Carmack

In trying to keep up with new responsibilities, five engineers from the Bridge Division are getting in over their heads.

Paul Ysaguirre, Dan Stacks, Randy Cox, and Reynaldo Cantu recently completed training that certifies them as accredited scuba divers. They will put their new skills to work performing underwater inspections as part of the federally mandated Bridge Inspection and Appraisal (BRINSAP) program, a responsibility transferred last year to the Bridge Division (D-5) from the Maintenance and Operations Division.

"We're taking engineers who already know how to do inspection work, and teaching them how to dive," said engineer and dive team leader Brian Barnett. Barnett has been diving as a hobby for about nine years, and has had advanced training in commercial diving.

Federal mandates require states to provide underwater inspections of any bridge that is continuously submerged. In the past, Texas has had outside contractors conduct these inspections. But Barnett thought dive-trained engineers could do the job for less expense

and suggested the idea to his boss, Bridge Engineer Luis Ybanez. Ybanez said Barnett sold him on the idea, and he in turn convinced the administration. Barnett, because of his training, was the obvious choice to head such a team, Ybanez said.

The four other D-5 engineers undertook about two weeks of training, including course work, pool work, and several open-water dives in Lake Travis, to earn certification by the National Association of Scuba Diving Schools.

Now the team is working on its goal to inspect, over the next three years, the approximately 200 bridges in the state that fall under BRINSAP mandates.

Working from information supplied by district engineers, D-5 will decide what bridges to inspect and how often, said Ysaguirre, head of the bridge inspection group. After the initial inspections, follow-ups will be conducted in two to five years, depending on the age and size of the bridge, its construction methods, and what the divers discover during the first examination.

One of the main things divers will search for, Ysaguirre said, is "scour." This displacement of soil from around bridge substructures, caused by moving water, was



Paul Ysaguirre checks his regulator before a dive in Lake Travis. (Photo by J. Griffis Smith)



responsible for the recent collapse of a bridge over the Hatchie River near Nashville, Tenn., which claimed several lives.

Barnett said the D-5 divers won't repair any damage found, but will report damage to the appropriate district.

Divers can use photography to document any damage they find, Barnett said. Barnett is trained in underwater photography and will school team members to use the Nikonos V underwater camera for such work.

While underwater, divers will maintain contact with the surface via a hard-wire communications system, and will be able to dictate damage reports directly into a tape recorder topside, Barnett said.

The masks they use cover the diver's entire face and contain both microphone and earphones, so divers can communicate with each other and with their tender.

Engineer Martin Button will serve as tender for the dive team. Button said he started out to be part of the team, but was unable to finish training with them. He has since received certification on his own time, he said.

Part of his responsibilities as tender include maintaining contact with the divers when they are submerged and seeing to it that they are safe and have any tools they require.

Button, a native of Wellington, New Zealand, said he had no idea when he began work with the highway department six months ago that being part of a diving team would fall under the job description. "It was something that just came up when I took this job," he said.

Like the other team members, Button said



Dan Stacks, Brian Barnett and Reynaldo Cantu prepare for a dive. (Photo by J. Griffis Smith)

he "is excited to get out on the water."

This in-house inspection program may prove to be a real money-saver for the state, Stacks said. The average bill for one inspection done by contract is about \$10,000. The initial outlay for this new program will be about \$60,000, and that figure includes wet suits, dry suits, and air tanks, as well as a boat and a truck to haul the gear with. So

by the end of the summer the gear should have paid for itself, Stacks said.

The divers recently took delivery of most of the gear, and hope to conduct their first inspection dive in May, to inspect construction on a bridge-widening project in District 10. After the initial dive, Ysaguirre said, they will concentrate almost exclusively on safety inspections. ★

## Buckle up, you dummy!

Memorial Day traditionally marks the start of summer vacation travel in the United States. For the fifth year, the week that includes the long Memorial Day weekend has been officially designated as Buckle Up America! Week.

During the week of May 22-29, traffic safety proponents throughout the nation will be especially active in encouraging people to use safety belts in their vehicles, to correctly buckle children into child safety seats, and to learn more about the new automatic crash protection systems.

Texas shows its support of this national effort by proclaiming the same week as Texas Buckle Up Week. Local traffic safety coalitions, law enforcement agencies, volunteer groups, and private businesses join to encourage more Texans to use safety restraints.

The theme for this year's awareness week is "The Winning Combination," which refers to continued safety-belt use and the phase-in and use of automatic crash protection, such as air bags and automatic safety belts.

The overall goal this year is to increase the level of safety-belt and child-safety seat use to achieve a minimum 70 percent correct use rate by 1990, as well as to expand public awareness of how automatic crash protection complements existing systems.

Not only is wearing safety restraints a smart idea, it's also the law.

- A child younger than two years old riding in the front or back seat of a passenger car or light truck must be secured in a federally approved child safety seat system.



*The Winning Combination*

- A child between two and four years old riding in the front or back seat of a passenger car or light truck must be secured either in a federally approved child safety seat system or by a safety belt.
- All drivers and front-seat passengers are required to use safety belts whenever they ride in safety-belt-equipped cars or trucks of 3/4-ton capacity or below.
- If an unbelted person is younger than 15, the driver of the vehicle will receive the ticket. If the unbelted person is 15 or older, the unbelted individual will receive the ticket.

Failure to comply with either the child safety or seat-belt law can result in a \$25-\$50 fine. ★

## Beaumont's Susan Chu celebrated as new citizen

By Richard Cardwell

Susan Chu, an engineering assistant at the Beaumont District, was feted by her coworkers Feb. 3, after she became a U.S. citizen.

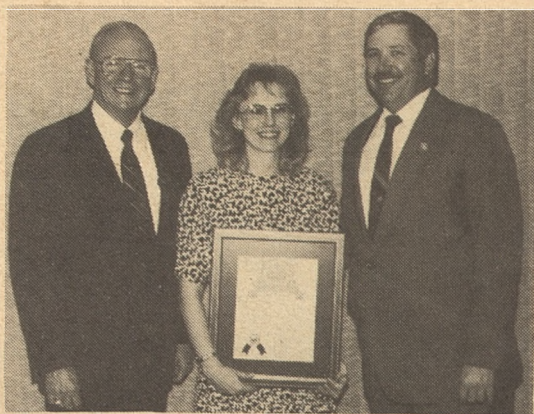
Chu, who has been with the district since Jan. 1, 1986, works in the district design office. As the guest of honor at a brown-bag luncheon, she was greeted with a cake decorated with U.S. and Texas flags. Scrawled across a blackboard was the message: "Congratulations Susan Chu!! Becoming a U.S. citizen is great! But combined with being a Texan and working for the Texas Highway Department is the greatest of all!!"

Chu and her husband, Dr. Hsing-Wei Chu, had become citizens earlier in the week at a naturalization ceremony in federal district court.

Chu is a graduate of the University of Texas with a bachelor of science degree in architectural engineering. She also holds a master of science in civil engineering from Rensselaer Polytechnic Institute.

Dr. Chu is an assistant professor of industrial technology at Lamar University at Beaumont. The Taiwan natives, who met at UT, have a 4-year-old daughter. ★





Cindy Sparks of Abilene shows off her Extra Mile Award with Deputy Director Marc Yancey and her boss Bill Burnett, Abilene district engineer. She received the award in March for her June rescue of a young woman trapped in her car in a flooded underpass. Sparks, who works in the graphics division, was the first employee from the Abilene District to win the Extra Mile, and was one of the few to win the award for an off-duty act. (Photo by Lonnie Taylor)

## Yoakum District praises drivers

The Yoakum District honored more than 300 employees at its annual safe driving awards meeting and luncheon Feb. 22.

Thomas Banda, maintenance supervisor for De Witt County, was recognized for 34 years of safe driving. Albert Huebel Jr. was cited for 33 years with no accidents, and Milton Chumal was recognized for 31 years of accident-free driving.

Presenting 309 awards to district safe drivers were District Engineer Ben W. Bohuslav and Henry Thomason, the department's deputy director for field operations.

John Trojcek, safety coordinator, and Vic Stary, personnel officer, planned the meeting, which also featured a film from the Department of Public Safety.

The meal of barbecued brisket was prepared by district employees.★

## HazMat conference slated for May

Two divisions are taking action in response to concern about storing and transporting hazardous materials. The first department Hazardous Materials Conference will be held in Austin on May 18-19.

After two meetings to discuss the need to educate employees about the issues, a two-day conference was planned, sponsored by the Materials and Tests Division (D-9) and the Occupational Safety Division (D-20). The agenda will be geared toward district personnel, and will be derived primarily from questions submitted by participants. Expected topics include asbestos, underground storage tanks, material spills, waste disposal, and personnel safety.

Division attendees, from D-9, D-20, Right of Way, and Maintenance and Operations, will get feedback so they can better formulate hazardous materials policy. Participants from the field, perhaps five per district, will increase their knowledge about the topics and get a chance to discuss mutual problems with fellow laboratory, maintenance, and safety employees.★

## Safe driving awards a big 'hit'

By Laura Rayburn-White

Peanuts, popcorn, pennants, and the strains of "Take Me Out to the Ball Game" greeted fans who gathered to celebrate teamwork at the Tyler District's safe driving awards luncheon this spring.

The Mineola Civic Center took on a baseball motif for the March 14 event that attracted 400 honorees and guests. Team pennants with maintenance sections' names surrounded the stage, where the Highway Band entertained before and after lunch.

Engineering Technician Dwayne Rosewell received the Extra Mile Award for his Nov. 30, 1988 rescue of fellow worker Roy Bailey during a backfilling operation on Texas 155 near Lake Palestine.

Rosewell pulled Bailey from the path of a large truck, saving him from serious injury.

Presenting the award was Henry Thomason Jr., deputy director of field operations, who also served as principal speaker.

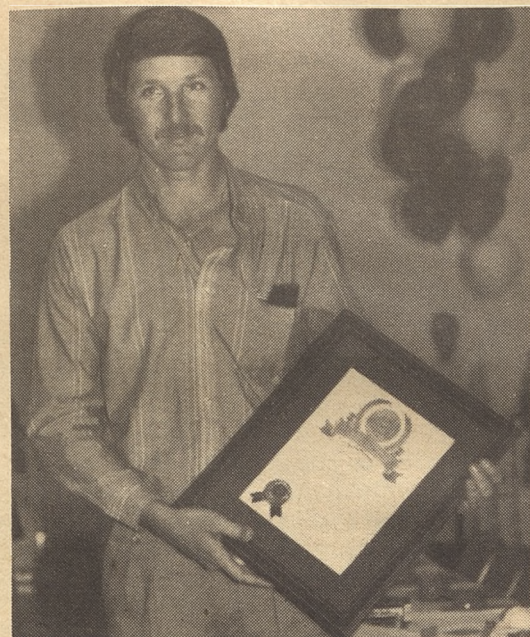
Mayor Johnny Brian welcomed the guests to Mineola, and opening remarks were presented by Bruce Barber, assistant director of the Occupational Safety Division, and Bob Hodge, chief engineer of the Maintenance and Operations Division.

Also recognized at the ceremony were James R. Monk and Billy J. Rushing, who received awards for 38 years of accident-free driving. Presenting the awards were District Administrative Engineer Paul Lockhart Jr. and District Operations Engineer Gene Adams.

James L. Penny, James K. Liles, Archie D. Perkins, and Robert N. Owen were each recognized for 25 years of accident-free driving. Their names will be added to their maintenance sections' honor roll plaques.

A total of 339 safe-driving awards were presented to employees during the ceremony.

Special Recognition Awards for organizations that had gone a year without a personal-injury accident went to the district sign shop, the Longview Maintenance



Dwayne Rosewell displays the Extra Mile Award he received in Tyler March 14. In November, the engineer technician rescued a colleague from being injured by a truck during a backfilling operation. (Photo by Laura Rayburn-White)

Section, and the South Tyler Maintenance Section.

"The most outstanding event I can think of is for an organization to go a whole year without a single personal-injury accident of any kind," said Tyler District Engineer Bobby Evans in presenting the awards. "This takes commitment from every individual. It takes teamwork."

Another Special Recognition Award went to engineer Allison Goodwin, who was recognized as instrumental in organizing the Texas Alliance of Minority Engineers (T.A.M.E.) in District 10 as well as throughout the state.

Certificates of appreciation were presented to Larry Bass, Kent Clark, Roger Roberson, Glynn Starnes, and Tammy Stidham, who volunteered to serve as driver-training program instructors. Presenting the certificates was District Safety Coordinator Ann McClanahan. ★

## 'Heartless' D.E. jailed

By Jean Sparks

Brownwood District Engineer Wes Heald landed in "jail" March 3, after Chief of Police Joe Don Taylor arrived at the district office with handcuffs and took him away.

Heald had not been accused of any criminal activity. Some of his friends and employees had made a contribution to the American Heart Association to have him arrested for allegedly "not having a heart" during the group's "Cardiac Arrest" fund-raising project.

A temporary but still substantial jail had been constructed in the lobby of a downtown bank, and anyone who made a \$15 contribution could have the citizen of his choice arrested.

The conspirators who turned in their D.E. had to dig deep for the cash required for the caper, but they considered it money well spent.

After the arrest, a considerably larger sum was needed to bail Heald out of jail. It took district office personnel at least 20 minutes to collect the \$50 bail money. The D.E. later said it felt more like two hours. While he was waiting in jail, not knowing if he would be liberated, he made his one allotted phone call and then began collecting donations from friends and sympathetic bank customers.

District 23 employees on the rescue team collected \$68. Counting the \$8 Heald himself collected, his bail was overpaid by \$26.

Heald narrowly missed being nabbed by the police a second time. Just as he and two "bail team" members were leaving the bank, a party arrived with another \$15 and petitioned for a second arrest.

The bank later sent a letter to Heald, thanking him for his help in fighting "the number-one killer in this country — heart disease."

The American Heart Association collected about \$1,700 during the fund-raiser.★



# 'Throw and go' method on the way out

By Richard Kirby

In the never-ending battle to patch potholes, the Tyler and Lubbock districts have brought out the big guns.

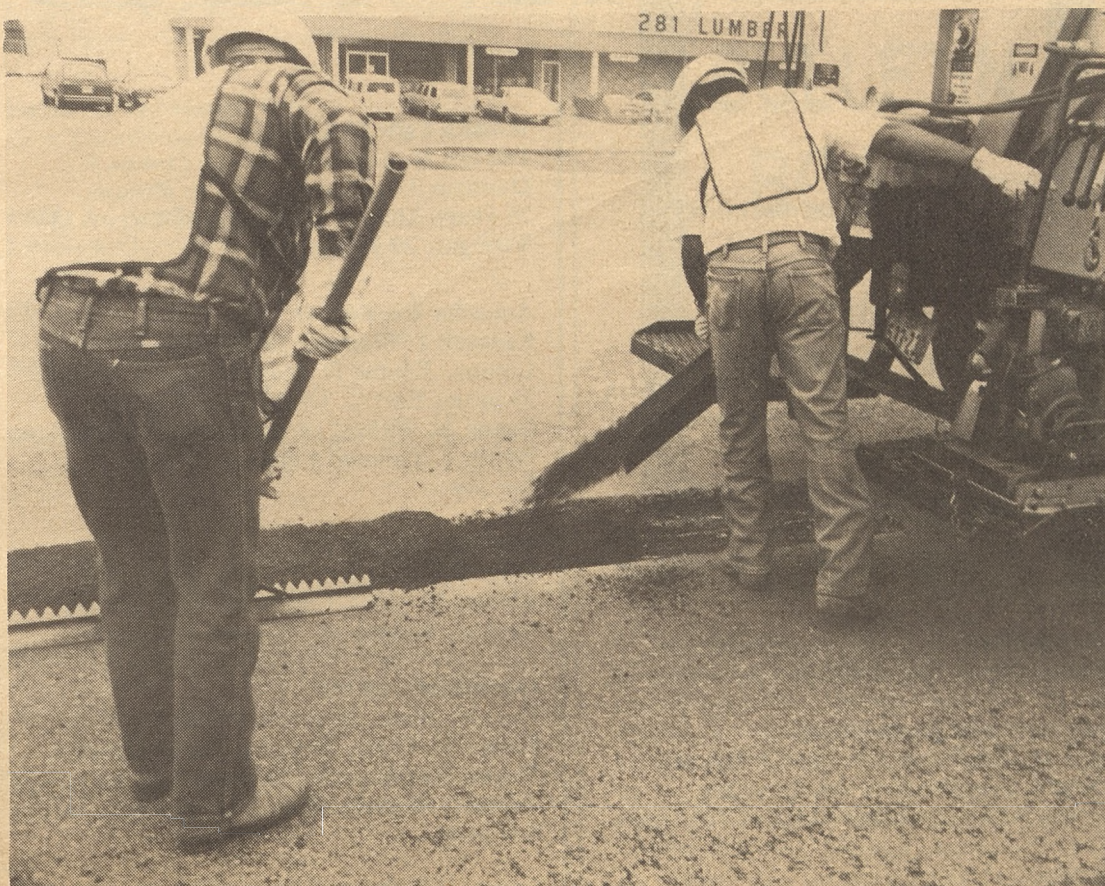
These "guns" are actually two Pro-Patch Asphalt Pothole Patchers. The machines provide maintenance crews with all the equipment necessary to fix a pothole so it does not become a recurring problem. While the machine cannot be described as "high-tech," it is far removed from the "throw and go" methods of the past.

Pro-Patch is manufactured by H. D. Industries, Inc., of Jacksonville. The truck-mounted machine can transport hot or cold asphalt pre-mix and asphalt tacking material at controlled temperatures. The materials are heated through heat transfer oil; the pre-mix hopper is covered with two-inch high-temperature insulation and a steel jacket. The Pro-Patch dispenses the asphalt with a hydraulic screw conveyor.

A patch crew using the system cuts out a rectangular area with Pro-Patch's 45-pound pavement breaker. All the asphalt is removed, leaving a cutout down to the base. Then, using the hand sprayer, a crew member applies a tack coat of liquid asphalt.

The hole is filled with asphalt from the machine's pre-mix chute — no shoveling necessary. After the asphalt is placed and formed to the cutout, the crew uses a vibratory compactor to finish the repair. A proper repair takes about eight minutes, and the pothole should not recur.

The human element still is critical: It is



Edward Evans operates the mix chute of the Pro-Patch machine while Ralph Waiters assists. The vibratory compactor to Evans' right is another of the features of the truck-mounted, all-in-one pothole patcher. (Photo by Richard Kirby)

ultimately the workers' responsibility to make the repair properly so the patch lasts. But the patcher conveniently provides the required equipment in a single unit: pre-mix

hopper, pavement breaker, liquid asphalt tank, asphalt hand sprayer, compactor with electric hoist, heating systems, propane hand torch for drying damp areas, and spoils bin.★

## MAY

- 1-4 Small Urban Area Transportation Planning Workshop, Austin, D-10R
- 2 Equal Employment Opportunity Training, Lubbock, D-13EEO
- 2-3 Area III Research Advisory Committee Meeting, Texarkana, D-10R
- 2-3 Automation Administrators Meeting, Austin, D-19
- 2-3 Culvert Inspection, Tyler, D-13
- 2-3 Highway Beautification Personnel Training, Advanced, San Antonio, D-15
- 3-4 Radio Technicians Conference, El Paso, D-18STO
- 4 Equal Employment Opportunity Training, Dallas, D-13EEO
- 9-10 Highway Construction Lettings, Austin, D-6
- 9-10 Highway Beautification Personnel Training, Advanced, Lufkin, D-15
- 9-11 Using the Urban Transportation Planning Process for Project Development and Design, Austin, D-10R
- 15-19 Bridge Load Rating User Training Sessions, Austin, D-5
- 16-18 Improving the Effectiveness of Public Meetings and Hearings, Austin, D-13T&D
- 16-18 Bidding Environment Evaluation Techniques, Austin, D-6



- 17 Accident Prevention Management Meeting, Austin, D-20
- 17-18 Highway Beautification Personnel Training, Advanced, Lubbock, D-15
- 18-19 First Annual Hazardous Materials Conference, Austin, D-9J/D-20
- 22-24 Site Impact Traffic Evaluation: Methodology and Microcomputer Methods, Austin, D-10R
- 22-25 1989 AASHTO Subcommittee on Bridges and Structures Conference, San Antonio, D-5
- 24 Commission Hearing and Meeting, Austin
- 29 Holiday, Memorial Day
- 31 Simplified Microcomputer Planning Methods Workshop, Austin, D-10R
- 31 17th Annual Texas Public Transportation Conference, San Antonio, D-11

## JUNE

- 1 Simplified Microcomputer Planning Methods Workshop continued, Austin, D-10R
- 1-2 17th Annual Texas Public Transportation Conference continued, San Antonio, D-11
- 13-14 Highway Construction Lettings, Austin, D-6
- 15-16 Research Area IV Advisory Committee Meeting, El Paso, D-5
- 19 Holiday, Emancipation Day in Texas
- 20-21 Bid Monitoring and Collusion Detection, Austin, D-6
- 20-22 Personnel Workshop, San Antonio, D-13
- 27-28 Functional Requirements for Highway Safety Features Course, Austin, D-13T&D
- 27-29 Personnel Workshop, Dallas, D-13
- 28 Commission Meeting, Austin

## JULY

- 4 Holiday, Independence Day
- 6-7 District Engineers/Division Heads Meeting, Austin, File BCB
- 11-12 Highway Construction Lettings, Austin, D-6
- 19 Commission Hearing and Meeting, Austin
- 26-28 Transportation Planning Conference, Houston, D-10P



# AWARDS

(March 31, 1989)

## Administration

Donald L. Schrader, 30 years; Dale G. Hernandez, five years.

## Automation

Roger L. Merkel, 35 years; Gilbert E. Fritsche, 30 years; Lee D. Formby, Charles H. Parr, 15 years; James A. Marotz, Bennie C. Pridgon, Glenda Richmond, Alfonso Vallejo, five years.

## Bridge

Thomas H. Judson Jr., 30 years; Dorothy P. Ingram, 20 years; Joann K. Vanburkleo, five years.

## Construction

Dawn S. Vose, five years.

## Equipment and procurement

Peggy W. Engledow, Sammy Q. Bryant, 30 years; Grayson Crayton, 25 years; Barbara Ahuero, Craig S. Mason, five years.

## Finance

Barbara L. Gittinger, 10 years.

## Highway Design

Patsy W. Stanley, 30 years; Stella F. Jennings, 10 years; Charles D. Reasonover, five years.

## Materials and Tests

John L. Harris, 35 years; Jacob C. Chambers Jr., 20 years; Teresa F. Cloud, 10 years.

## Transportation Planning

James C. Carpenter, 25 years; William D. Shaffer, 15 years; Elizabeth M. Moreno, five years.

## Motor Vehicles

Dorothy P. Doran, 25 years; Debra E. Mouton, 10 years; Diana B. Caskey, five years.

## Right of Way

Wayne L. Childers, 30 years.

## Travel and Information

Barbara H. Newsome, 15 years; John C. Lowry, Tonji B. Rudd, five years.

## Maintenance and Operations

Paula H. Nichols, Mark A. Thorp, five years.

## Paris District (1)

Bobby W. Blankenship, Billie J. Eaton, Glenn E. Hath, 30 years; Jack R. Williams, 25 years; Tommie E. Cox, 15 years; Dan D. Bray, Lenny G. Kanaday, 10 years; Delbert L. Gann, Roy Harper Jr., James E. Meals Jr., Billy R. Michael, five years.

## Fort Worth District (2)

John M. McIntosh, Carlos L. Webb, Erna S. Young, 30 years; John R. Eskue Jr., Clifford C. Logan, 25 years; James L. Austin, Thomas W. Bishop, James R. Hall, 20 years; Edward L. Jameson, 15 years; Roy G. Butler, Frand R. Reddic Jr., 10 years; Deborah G. Taylor, James N. Whitehead, five years.

## Wichita Falls District (3)

Johnnie R. Logan, 45 years; Dennis R. Dunham, 35 years; George A. Rosson, 25 years; Sharon C. Robinson, Lazaro M. Venegas, 20 years.

## Amarillo District (4)

Kenneth J. Blanton, 30 years; Doyel W. Cowart, Jimmie D. Hays, Edgar L. Wood, 25 years; Earl C. Goodson, 20 years; Lynne M. Fisher, 10 years; Nick W. Durfey, Bobby J. Pulliam, Curtis W. Reinert, five years.

## Lubbock District (5)

Leonardo Castillo, 15 years; David W. Kinser, 10 years; Carlos Flores, Manuela Gomez, Tommy M. Stevens, five years.

## Odessa District (6)

Fred H. Nelle, 30 years; Phyllis C. Bates, Ruben V. Urias, 20 years; David Ornelas, 15 years; Frances S. Tedford, Juan M. Zepeda, 10 years; Ruben G. Molina, five years.

## San Angelo District (7)

Daniel E. Kral, John E. Stephens, 30 years; James Cochran, 25 years; Dennis W. Wilde, 10 years.

## Abilene District (8)

Ray J. Green, Elmon D. Rogers, 30 years; Troy D. Williams, 25 years; James C. Peters, 20 years; Michael W. Taylor, five years.

## Waco District (9)

John S. Westbrook Jr., 35 years; Charlie J. Edison, Benjamin R. Hubenak, 30 years; Lanny L. Beverly, 20 years; Charles D. Snider, 15 Clayton L. McElfresh, William W. Walker, 10 years; Robert A. Armstrong, Billy E. Cleveland, Kristi S. Neumann, five years.

## Tyler District (10)

Fred I. Martin, Robert S. Ray, 30 years; Mary W. Kee, Walter Roberson, 10 years; Wilford Easley, Catherine L. Gibbons, Darlene Metcalfe, five years.

## Lufkin District (11)

James S. Cochran, 35 years; James Green, 20 years; Jesse J. Pennington, 10 years; Walter G. Fornea Jr., five years.

## Houston District (12)

Claudie A. Crocker, Harley W. Howland, Jimmie T. Justice, 30 years; Jerry R. Duhe, William E. Neyland, 25 years; Juan Delacerda, Betty J. Mueller, J. L. Sales, 20 years; Earl E. Holmes, Karl A. Jensen, Thurman A. Rector Jr., 15 years; Jose D. Corvalan, Isaac P. Lucio, 10 years; Anthony D. Allen, Paula M. Bishir, Lloyd E. Dumont Jr., Robert R. Flores, Thomas F. Geiger, Edgar Harris, Rex A. Hebert, Alan K. Hohle, Renita H. Hunt, Jeanne C. Javadi, Janet E. Lamphier, Charles P. McLachlan, George R. Nichols, Kelly J. Petru, Jo H. Simmons, five years.

## Yoakum District (13)

Louis A. Orsak Jr., 35 years; Roy C. Glover, Joseph L. Henneke, John J. Trojcek Jr., 30 years; Ora B. Bayless,

Clara L. Heintschel, Billie J. Malatek, 20 years; Maxine C. Brugger, Juniu R. Johnson II, Ruben A. Trevino, 10 years; Carlton L. Efird, five years.

## Austin District (14)

Randolph E. Huber, 35 years; Mark Goertz, 30 years; Robert Salas, 10 David L. Bitner, Janet E. Miley, Gail M. Stenholm, five years.

## San Antonio District (15)

Emil E. Seewald, Louis E. Youngblood, 40 years; Francisco J. De Arkos, Ewald Rakowitz, Joseph A. Rohmer, 30 years; Robert Gonzales Jr., Jack M. Lively, Donald E. Tedford, 25 years; Stanley W. Burrier, Alfred A. Fey Jr., 20 years; Garland C. Galm, Rickey L. Hanks, Darren B. Marty, John E. Spencer Jr., five years.

## Corpus Christi District (16)

Ramiro Hernandez, Alfred S. Housmann, 30 years; John S. Arnold, Clifford L. Bartram, Tommy J. Solomon, Ramiro Vega, 20 years; Guadalupe Rodriguez, 15 years; John M. Armstrong, Robert L. Deleon, Gustavo A. Martinez, Arturo Morin, five years.

## Bryan District (17)

Davis D. Williamson Jr., 40 years; Clyde T. Barnett, 25 years; Floyd K. Robinson, 20 years.

## Dallas District (18)

Jimmy F. Prince, Walter J. Weicioskie, 25 years; Kenneth R. Leonard, 20 years; James S. Clement, Bernhart B. Schlachter, 15 years; John B. Dupre, Albert E. Hill, Tony C. Moore, Juanita H. Schulz, 10 years; Ann Marie S. Kuehn, Alan P. McNeil, David J. Wilson, five years.

## Atlanta District (19)

Joe E. Ayers, 30 years; Stuart G. Callison, 20 years; Robert E. Lansdale, Wayman L. Ralls, 10 years.

## Beaumont District (20)

Morgan V. Hoffpauir, 40 years; Gene A. Chatelain, Issacks Mickle, Dearn E. Walters, Josephine M. Zachaire, 20 years; Ronnie E. Vanpelt, 10 years.

## Pharr District (21)

Joe Gonzales, 20 years; Arnaldo Cortez, 10 years; Juan C. Ramirez, five years.

## Brownwood District (23)

Joe M. Bowman, 30 years; Earl W. Reynolds, 25 years; Tommy F. Treadaway, 10 years; Morris E. Brown, John L. Whitney, five years.

## El Paso District (24)

Rodolfo R. Burrola, 30 years; Benito Esparza, Donald R. Hart Sr., Jack D. Summers, 25 years; Alfredo D. Bazan, 15 years; Arturo Gutierrez, five years.

## Childress District (25)

Leon G. Pechacek, 35 years; Le Roy A. Thomas, 20 years; Kenneth D. Fowler, 10 years.



## In Memoriam

### Employees:

**Robert F. Ewels**, Houston District, eight years service, died March 25, 1989.

**Pedro M. Galindo Jr.**, San Angelo District, 35 years service, died March 7, 1989.

**Larry D. Moten**, Paris District, 16 years service, died March 26, 1989.

**Retiree returned to work: Joe C. Perry**, retired from Paris District in 1987, died March 17, 1989.

### Retirees:

**Ertie C. Allen**, Irving, retired from Dallas District in 1965, died Feb. 2, 1989.

**Billy D. Bailey**, Mesquite, retired from Dallas District in 1987, died Feb. 1, 1989.

**Melvin R. Baker**, McLean, retired from Amarillo District in 1984, died Jan. 9, 1989.

**Dwight L. Carman**, Rotan, retired from Abilene District in 1965, died Feb. 18, 1989.

**Adolfo G. Cortinas**, Big Spring, retired from Del Rio District in 1969, died Dec. 1, 1988.

**Donald V. Frazer**, Rusk, retired from Tyler District in 1984, died Nov. 8, 1988.

**Joe P. Fuller**, Orange, retired from Beaumont District in 1975, died Mar. 19, 1989.

**Milton R. Giddens**, Mount Vernon, retired from Paris District in 1981, died Mar. 20, 1989.

**Eugene M. Graham**, Telephone, retired from Paris District in 1986, died Mar. 10, 1989.

**James R. McDonald**, Celeste, retired from Paris District in 1978, died Mar. 23, 1989.

**Edith A. Pendley**, Lubbock, retired from Lubbock District in 1983, died Oct. 19, 1988.

**Clinton E. Pipkin**, Bowie, retired from Wichita Falls District in 1985, died Mar. 2, 1989.

**Waymon O. Pittman**, Refugio, retired from Corpus Christi District in 1973, died Jan. 20, 1989.

**Edward L. Price**, Brazoria, retired from Yoakum District in 1984, died Mar. 27, 1989.

**Ruth J. Roberts**, Austin, retired from Transportation Planning Division in 1975, died Mar. 19, 1989.

**Erwin H. Schroeder**, Bellville, retired from Houston District in 1975, died Nov. 21, 1988.

**Ambrosio P. Valdez**, El Paso, retired from El Paso District in 1970, died Dec. 3, 1988.

**Alvin D. Vines**, Fort Worth, retired from Dallas District in 1971, died Feb. 7, 1989.

**Alvin O. Wood**, Rusk, retired from Tyler District in 1976, died Jan. 22, 1989.

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



By R.S. "Bubba" Williamson Jr.

**Doy Skinner**, former chief accountant of Childress District (25), tells me that he served under five district engineers. Skinner retired in February 1986 after 28 years service and says he has been busy. One event he recently attended was a 90-year birthday reception for **Palmer Massey**, a former district engineer. Skinner also says that in 1986 he organized a retired highway employee Adopt-a-Highway litter pickup, and on April 1, 1989, 15 retirees picked up trash. It's a great idea, and I hope others will pick it up.

The Travis County chapter of the Texas Society of Professional Engineers has honored **Farland Bundy** as its 1989 Engineer of the Year. Bundy is a 36-year veteran of the highway department, and retired as head of its internal review and audit section. Bundy is now the manager in charge of the Austin office of Lockwood, Andrews & Newman.

I have received lots of comments on how much everyone enjoys this column, but unless you send me some news I can't prepare it. Let me hear from you. My address is 3601 Vara Dr., Austin, Texas, 78754.

## Take a swing at softball

Picture your picture in *Transportation News* receiving the golden glove award as a champion of the department's first statewide softball tournament.

The slow-pitch competition is set for the weekend of July 1 and 2 in Austin. Teams of employees and immediate family members are invited to converge on the Pleasant Valley sportsplex softball complex for intradepartmental competition and subsequent bragging rights.

All districts and divisions have received tournament packets with information about entries, rules, accommodations, scheduling, and awards. Teams may include men only, or men and women. The deadline for entries is June 23.

The sportsplex offers five 300-foot fields, lighted Bermuda grass outfields, red clay infields, electronic scoreboards, and covered dugouts. Also on the site are a restaurant and clubhouse, pro shop, and batting cage facilities. ★ **Zachary Graham**

## Retirements

(January 31, 1989)

### Finance

**Nettie G. Marcus**, ADP Supervisor IV, 33 years.

### Equipment and Procurement

**Charles H. Breiden**, Maintenance Technician III, 24 years.

### Paris District (1)

**Henry E. Cartwright**, Maintenance Technician III, 23 years.

### Tyler District (10)

**Willie S. Odom**, Maintenance Technician III, 27 years.

### Houston District (12)

**Lee F. Altimore**, Engineering Technician IV, 23 years; **Hilliard H. Butler**, Director II, 30 years.

### Austin District (14)

**Alvin J. Klima**, Maintenance Technician III, 30 years.

### Corpus Christi District (16)

**Gerald L. McCormick**, Engineering Technician V, 32 years; **Joe L. Villareal**, Maintenance Technician III, 22 years.

### Dallas District (18)

**Joseph E. Hollis**, Maintenance Technician III, 14 years.

### Atlanta District (19)

**Richard H. Tuck**, Engineer V, 40 years.

### Beaumont District (20)

**David K. Boudreaux**, Engineering Technician III, 28 years.

### Pharr District (21)

**Allen E. Knox**, Roadway Maintenance Supervisor III, 39 years.

## Research paper lauded by national group

A research paper on construction zone safety, co-written by two department employees and two Texas Transportation Institute researchers, has earned national recognition from the Transportation Research Board.

The paper, recognized at this year's TRB committee meeting on Jan. 24, was written by Harold Cooner of Austin District, Mark Marek of Highway Design, and Don Ivey and King Mak of TTI at Texas A&M University. ★



# roadrunners



I want to tell you what a fine employee you have by the name of **Manuel Martinez**.

In late March, I was going to the Sonora Caverns with my two small grandsons, and the left front tire of my car had a blowout.

When I finally gained control of the car and pulled off the road, I was wondering what in the world to do. But soon I saw this truck from the highway department. Mr. Martinez was most courteous and kind. He opened the trunk, put on the spare, and followed me into town. You are most fortunate to have him working for you.

**Dorothy Howard**  
San Angelo

*Manuel V. Martinez is a maintenance technician in the Sonora maintenance section.*

This is a note to express our sincere appreciation for the courtesy and kindness we experienced from three young men: **Larry Miller, Wesley Cook, and Greg Welch**. They were working on US 54 in early March when we experienced car trouble near Dalhart.

They used their CB radio to locate a new part, took my husband to pick it up, and then replaced the worn part so we could resume our trip.

The Texas highway department can be proud to have employees like these.

**Ivan and Marie**  
**Echelberger**  
Yankton, S.D.

*The Echelbergers' guardian angels work at the Hartley County maintenance section in Channing.*

I wish to highly recommend two members of your road staff for services above the call of duty on the afternoon of Feb. 20, 1989, a short way from Pine Springs.

My wife and I were en route to El Paso, when our car just stopped on the highway about 120 miles from El Paso. We intended to reach El Paso by March 1, because that was our 47th wedding anniversary. We were married in El Paso while I was stationed there as a member of the Army in World War II.

Two men, **Ben Sanders** of Dell City, Texas, and a fellow employee whose name we are unable to recall, stopped to help us. We had gone to the point of calling a wrecker from El Paso to pull us, when Mr. Sanders finally figured out the problem with the car, started it, and followed us to Dell

City to make certain the car would run properly.

Will you please put this letter in Mr. Sanders' personnel file; and find out from him his friend's name, so that it can also be put in his file, as both are your employees and deserve recognition.

I am very pleased to have this opportunity to commend both men.

**M. Rosenberg**  
Carlsbad, N.M.

*Ben Sanders is the Dell City maintenance section supervisor; Jorge M. Vargas is a maintenance technician in the El Paso District striping crew.*

On March 4, our car malfunctioned two miles north of Temple. A nice gentleman (we failed to get his name) stopped to give us assistance. He wore a large white cowboy hat and drove a Chrysler car with Texas highway department markings.

He tried to locate the problem and took my husband to his office to call a tow service.

Another gentleman called for the tow and a third person came back with my husband to get me. I had remained with the car and it was cold, so they didn't want me to wait for the tow.

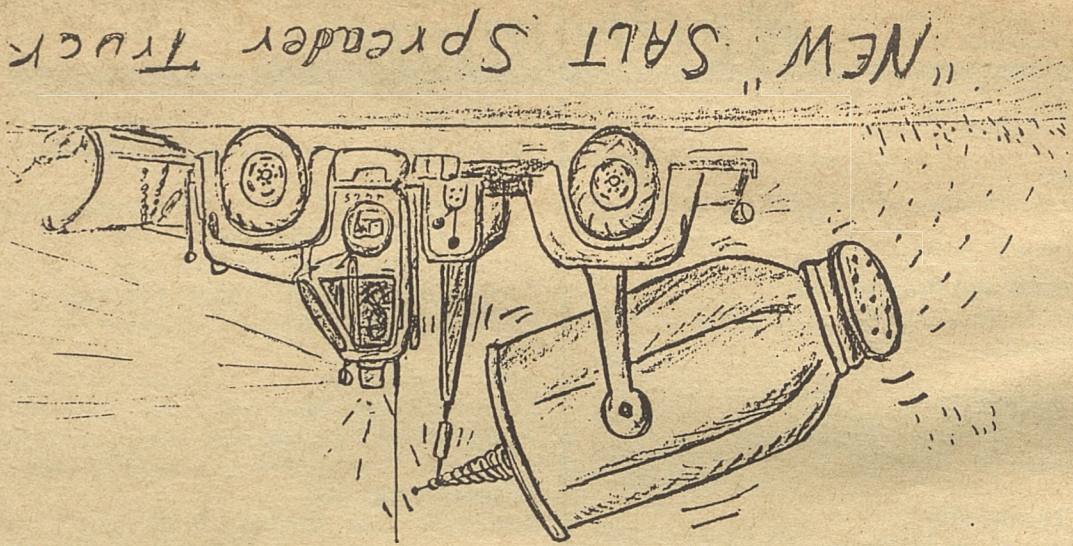
We want to thank you for all your help and kindness. When they say Texas is big they must mean the hearts of its people.

I hope this thank-you reaches the correct people.

**Eugene and Lenore Mrotek,**  
Manitowoc, Wisc.

*The good guy in the white hat was Leland Gebert, roadway supervisor for the Temple section. Kenneth Hunley is a maintenance mechanic, and Royce Zinn is a maintenance technician.*

Cartoonist Salomon Aragon is a maintenance technician in Dalhart, Amarillo District.



HIGHWAY HUMOR

ON OUR COVER:

No, they're not creatures from the deep. They're our own bridge engineers, practicing at Lake Travis as they embark on a new endeavor to inspect underwater bridge structures. Behind the masks are, from left, Paul Ysaguirre, Dan Slacks, Brian Barnett, and Reynaldo Cantu. (Photo by J. Griffith Smith)

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