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TRANSPORTATION news



State Department of Highways
and Public Transportation

NOVEMBER 1989

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What's inside . . .

Accolades and awards came the department's way in spades this fall. In addition to the Lady Bird Johnson awards, department personnel were honored for contributions in diverse endeavors:

Respect for the past and enthusiasm for the future spice Construction Division Director Bob Templeton's "Conversation."

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It's been saluted by the serious Texas tourist as well as the armchair traveler. Now the Texas State Travel Guide has been honored by the Discover Texas Association.

See page 6

Teamwork and communication won the department's Public Affairs Award of Excellence for Paul Douglas of the Paris District.

See page 7

Titles and odometer readings don't excite most people, but devotion to seeing that they're accurate led to a national award for Dian Neill, director of the Division of Motor Vehicles.

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ON OUR COVER:

Tommie D. Jones of Atlanta, winner of the 1989 Lady Bird Johnson Award for Highway Beautification, inspects foliage in the greenhouse he helped build from scrap. Jones runs his well-rounded program from the town of Linden in Northeast Texas. (Photo by Orville Ball)

TRANSPORTATION news

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

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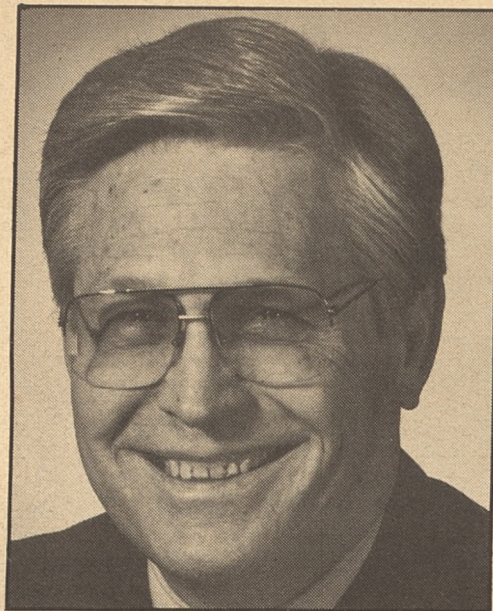


Photo by Geoff Appold

Highway department folks from all over the state converged on the Lyndon B. Johnson State Park near Stonewall Oct. 4 to help former first lady Lady Bird Johnson celebrate her 20th annual beautification awards ceremony.

Mrs. Johnson presented the runner-up certificate to James Hair, above, for his ongoing efforts to beautify the Brownwood area.

See pages 8-9



It is both humbling and heartwarming to be addressing you in this space as we begin together to face tomorrow's transportation challenges.

It's humbling because I follow Raymond Stotzer, a man whose ideals and commitment to excellence set high standards for all of us.

And it's heartwarming because I would not be in this position without the confidence of the commission — a confidence that so many of you have graciously echoed in your messages of support as I undertake this assignment.

Our department stands on a firm foundation, one that's been laid by gifted and capable leaders. Each of these brought his own imprint to our organization. Each built upon the work of the other. Their names have become legendary — from Gibb Gilchrist and D.C. Greer to Raymond Stotzer.

Raymond Stotzer had a vision of this department as the best in the world. But his work was cut short before he had brought us to that pinnacle of excellence he so ardently desired.

You and I could provide no finer tribute to his memory than to continue on the route he planned for us, carrying his goals as our road map for the journey.

While my style as engineer-director will undoubtedly differ from my predecessors', my goal will be the one the department has long held — to design, build, and maintain the finest, safest system of roadways in the world.

An engineer-director cannot accomplish that mission; no single individual can. Each one of you contributes to the product and the service we deliver to the people of Texas. They, and I, are counting on you to continue to give your very best.

Because of our high caliber of dedicated employees, this department would continue to perform superbly regardless of who served as engineer-director. If I hope to make any difference — and I do — it is to make that superb result an excellent one.

Arnold W. Oliver, P.E.
Engineer-Director

Oliver new engineer-director

By **TOMMIE PINKARD**
Travel and Information Division

Arnold W. Oliver has been selected State Engineer-Director of the Department of Highways and Public Transportation.

Oliver, who has been Dallas district engineer since 1987, was named in a special called meeting of the highway commission on Oct. 13. He succeeds Raymond E. Stotzer Jr., who died Oct. 3.

Oliver began his career with the department as a summer employee while in school. After graduating from the University of Texas at Austin in 1960, he joined the department in Wichita Falls.

In 1972, he was promoted to resident engineer in Graham and assigned duties to include design, construction, and

maintenance operations. He became acting district construction engineer in Wichita Falls in 1985 and district engineer in Paris in 1986. He was named district engineer of the seven-county Dallas district in 1987.

Oliver has been active in the communities where he has worked, serving as president of the Graham Chamber of Commerce, the Lions Club, and the United Way. He has also served on school boards, city planning boards, and a hospital board.

He is past president of the Wichita Falls chapter of the Texas Society of Professional Engineers. He was named outstanding young engineer of the chapter in 1970.

Oliver and his wife, Sue, have two children. He was born in Byers, Clay County, and graduated from high school in Burkburnett.★

Freeway gets green light

By **AL ZUCHA**
Travel and Information Division

At the September commission meeting, a Dallas-area delegation presented the commission with \$33 million in right-of-way and received the green light for a new freeway.

Dallas County and the cities of Carrollton and Dallas donated the right-of-way. The commission took action during the afternoon business meeting after the morning public hearing Sept. 26.

In exchange for the 107-acre donation, the commission agreed to construct Texas 190 as a four-lane freeway between Interstate 35 East and the extension of the North Dallas Tollway. When traffic volume warrants it, the freeway will be expanded to eight lanes.

The commission also conducted public hearings concerning Texas 121 and Texas 114 in Tarrant County; Texas 6 in Fort Bend and Brazoria counties; an interchange on US 69 and Loop 287 in Lufkin; a new farm-to-

market road from Trinity to Diboll; a four-lane divided facility between Austin and the Louisiana state line along Texas 21, Texas 7, and Texas 103; and the northeast portion of the Marshall loop in Harrison County.

In the business portion of the meeting, the commission agreed to seek a federal grant of \$350,000 in funds earmarked for school bus safety from the National Highway Traffic Safety Administration. The commission also authorized the department to enter into an agreement with the Office of the Governor to operate a program of consumer education about rural transit. The program would be funded with \$200,000 in oil overcharge funds.

The commission also endorsed proposed rules implementing the drug- and alcohol-free workplace policy adopted in August. The rules probably will come up for final adoption in November after the results of the Oct. 20 public hearing and any written comments submitted before Nov. 10 are considered.★



Turkey day is every day for Sonora employees, who are greeted by this flock of wild birds outside their maintenance office. These creatures are not fair game for the Thanksgiving table, though — they're protected by the maintenance crew that chips in to buy feed. These turkeys have been around the department since they were young and have learned that, even if you're a turkey, you can be part of the highway family. (Photo by Gene Hirschfeld, San Angelo District)



Houston Oilers Warren Moon, below, and Ernest Givins, left, appear as quarterback and receiver in the latest "Don't Mess with Texas" commercial, "Warren Moon and Friends." The spot was taped in and around Houston. (Photo by Geoff Appold, Travel and Information Division)

Oilers pair scores direct trash hit

By LONA REEVES
Travel and Information Division

"Keeping Texas roads and highways clean is so easy," says Warren Moon, Houston Oilers quarterback, in the latest "Don't Mess with Texas" public service announcement. "All it takes it is a little teamwork. And it can be a lot of fun."

Moon and Oilers receiver Ernest Givins demonstrate the truth of Moon's opening words in the PSA. The spoof, shot in two locations, opens with Moon and friends picking up litter in New Waverly, 60 miles north of Houston.

The quarterback, with the help of the cleanup crew offensive line, disposes of the

trash in Oiler fashion — by making a football out of it.

Looking downfield, Moon fades back. He hurls the trashball. The linemen track the projectile as it soars over the Houston skyline (via special effects).

Meanwhile, in the metropolis, on a bench near a "Don't Mess with Texas" trash barrel, mild-mannered receiver Givins reads a newspaper. Looking up to "get a bead" on the ball, he moves the barrel six inches, then goes back to perusing the paper.

Of course, the trashball lands neatly in the can.

The spot, produced by GSD&M Advertising, has an Oct. 23 release date and is scheduled to run through the New Year's Day football games.★



Texans scrutinize new trunk system

By ELIZABETH FERNANDEZ
Dallas District

Teaching Texans about a proposed network of highways — the Texas Highway Trunk System — is a top priority of the highway department this fall. The department has held six meetings around the state, and has four set for October and November to generate public comment on the new plan.

The trunk system is one result of the Transportation 2020 public forums held almost two years ago to find out how the public wanted transportation systems developed during the next 30 years.

The system will be a rural network of four-lane or better divided highways that will be principal connectors of urban areas, as well as major ports and points of entry from surrounding states and Mexico. Interstate highways will be part of the new trunk system.

Ultimately, it will connect all Texas cities over 20,000 population. All cities with populations between 10,000 and 20,000 will be within 25 miles of the network.

"The trunk system is a systematic approach to connect all major activity centers across Texas," said Robert Cuellar, engineer of transportation systems planning with the Transportation Planning Division.

Cuellar said the system plan was built using a hierarchy of criteria — for example, planners first connected the state's largest cities, then connected cities in the next population category to the first group, and then to each other.

"It's a lean system of 9,000 miles, of which 2,700 are the Interstate highway system," Cuellar said. No separate signing is anticipated for trunk system routes.

The system should improve mobility, aid economic growth, and serve high-volume tourism areas. It will also enhance safety by slating many two-lane roadways for upgrading. When a road is made into a four-lane, divided highway, the accident rate almost always decreases because motorists are separated from oncoming traffic.

To solicit comment on the plan, more than 10,000 public meeting notices were mailed to media outlets, local officials, legislators, and organizations with an interest

in transportation. Citizens' requests prompted the department to add two meetings to the eight originally planned. McAllen and Longview joined El Paso, Amarillo, Arlington, Houston, Corpus Christi, San Angelo, San Antonio, and Austin as meeting sites.

Many speakers at the various meetings have advocated adding roadways to the plan. Some believe that communities not directly on the system will be adversely affected. "My fear is that this plan will connect populated areas, and those will be the areas that get bigger, while the smaller communities never have the chance to grow," testified David Ross of the Granbury Chamber of Commerce.

Southeast Texas officials testified that adding certain routes to the system could save lives in a hurricane. They said that coastal residents need evacuation routes that bypass Houston.

Concerns voiced at the public meetings will be passed on to the highway commission. The Texas Highway Trunk System will be formally presented to the commission for action in January.★

Rooted in the past, racing into the future

A conversation with . . . Construction Division Engineer Bob Templeton

Bob Templeton was appointed director of the Construction Division in 1986. He earned his degree from the University of Texas at Austin in 1961 and joined the department in the same year as an engineering assistant. Templeton met with Transportation News staffer Gina McAskill for this conversation.

How did you become interested in civil engineering?

In the area where I grew up, around Brady, I became very familiar with mud. I had an uncle we visited regularly who lived in a blackland area, and when it rained we just couldn't go. I don't know at what age exactly I decided to get into the field, but I was interested very early in working for the highway department. The department was well respected in the community, and I saw that it met a real need for the people.

Can you give a short history of your department career?

I started as a graduate engineer in the Construction Division, in 1961. I've been here the whole time. In the course of my career, I've done just about everything in this division except the prequalification function, though I've been responsible for that for part of the time. I worked as an office engineer. I traveled as a field engineer for approximately 10 years. I served as the assistant division head for eight years, and then I've been in this position 3-1/2 years.

Are you a tough boss? How would you characterize your management style?

I don't think I'm tough. The people in this division understand what our objectives are, and when we have a special assignment I'm able to convey what we need to do. These people are outstanding folks; with a minimum of information they can get the job done. So you don't need to be a tough boss. All you need to do is stay out of their way and let them do what they know how to do best.

What has been your favorite job with the department?

I'd be hard-pressed to say that my current job is not my favorite. It's certainly challenging, entertaining, and diverse. I enjoy helping develop people. At this level, there is exchange with counterparts in other state highway departments, also an enjoyable thing. But I always try to remember that we work for the public, that our real champions are in the districts, and that our role here is to help the districts in the pursuit of their objectives.

How is the division coping with the relative youth and inexperience of its engineers, compared with, say, 10 years ago?

In the fall of '86 and the spring of '87, we hired several engineering graduates. This was while the economy of Texas was slumping, so we had great engineers to pick from. Those engineers we hired are now in a cross-training program. In the course of their first four years with the department, they're scheduled to be in the districts or other divisions for 21 months, learning what other people in the highway department do that interacts with the Construction Division. And



Bob Templeton examines a railroad surveying instrument that belonged to an early highway department engineer. Templeton believes that remembering people, events, and techniques from the past are important if the department's culture is to continue. (Photo by Geoff Appold, Travel and Information Division)

with these super-talented people, and that training, D-6 is not missing any steps with regard to discharging its responsibilities. These youngsters, along with the experienced folks that we have, are just doing an excellent job.

One of your goals as division head has been to increase automation in the division. Can you give us a report on how far we've come with that?

We have pursued that objective with vigor. We have the contractor proposal issuing process automated, and we're working on a system so we can keep better track of a contractor's bidding capacity through automation techniques. We've also made it possible for the districts to send a lot of paperwork to us over [computer] terminals.

What can you tell us about the Bid Analysis Management System?

BAMS is software available from AASHTO, and the department has some of those modules licensed from AASHTO. BAMS is a tool that allows us to do a better

job of evaluating bids. We have historical information in that system now, and we are beginning to make better use of it. One of the key people in that operation is away on cross-training right now, but we do have two other people involved who are helping with the analysis.

In what ways do you see that construction management can be further improved in Texas?

Texas needs to improve construction management by capitalizing on new procedures and new techniques. The current objective I'm campaigning for is to bring as much automation as possible to the project office that's on project sites, to help them with some of the paperwork they're required to keep. That's in a very early stage. Mr. [Austin District Engineer William] Garbade's committee, the Construction Productivity Task Group, is trying to give us some insight into which functions out of the project office could be adapted to automation. I have some ideas of my own, but on that committee there are several district people, and I'm looking for input from that group.

We've been through an extensive training program under the guidance of D-13, and many of our district people have been through the Construction Inspection Training Program. It's helped the newer district people to grow very fast in their jobs.

What's the outlook for the department's Disadvantaged Business Enterprise goals in the next few years?

The DBE program is one in which we set a goal on qualified projects to attract the specified percentage of subcontracting firms that are disadvantaged — owned by a woman or a member of a minority group. We've been at the accelerated goal since 1983, a goal of 10 percent, but we've not had an appreciable number of businesses develop to the degree we'd hoped. So for the immediate years, I would predict that the goal is going to stay approximately at 10 percent and the number of businesses that we have will be such that we'll achieve the goal amount.

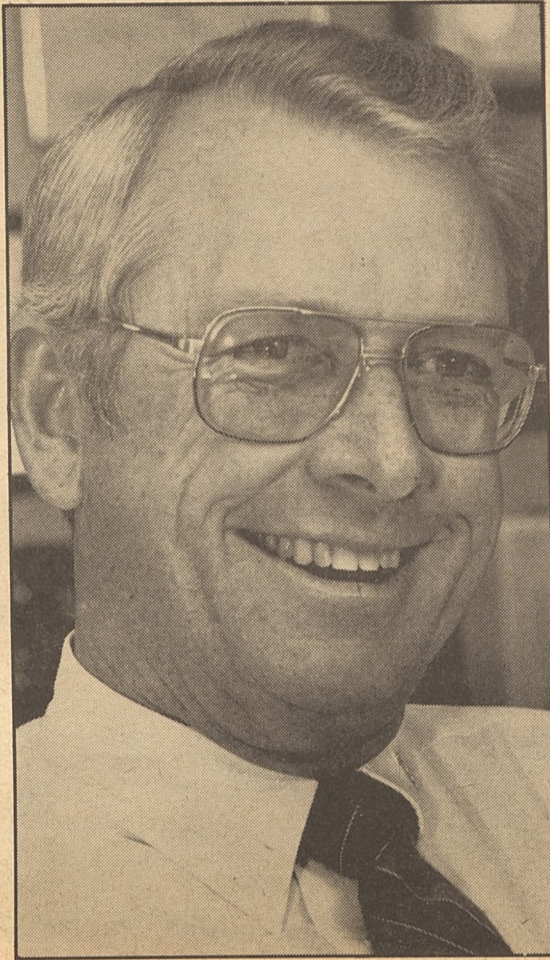
You have vintage photos of previous construction engineers in your outer office, and various old instruments displayed in here. Has it been a long-standing interest of yours, collecting artifacts from the early department?

Yes, it has. I have several old pictures of construction projects that were built in the '30s and '40s, and I hope someday to do something with those — a scrapbook, or a mosaic to put on the wall, or something.

That's what brought us to where we are today. That was the era that got us out of the mud. In those early days, the highway network had its birthplace, or realized a lot of its potential. I think it would be sad for that to just quietly get swept away somewhere. And those who come into the department in the next 15, 20, 30 years, will have no recollection or way to learn about that period. We need a departmental museum, in my opinion, a place where memorabilia that we could gather up from some of our former employees could be placed.

You live near Wimberley, in the Hill Country. What kind of place do you have out there?

We live on a small farm, an old family place. My wife is a greenhouse operator. She works part-time in Wimberley, but she spends most of her time with her



greenhouse. And we have four boys, ages 25, 23, 19, and 7.

What do you do in your limited leisure time?

Usually just maintenance work around our place. The 7-year-old occupies a good bit of the time. There has not been a lot of time for hunting and fishing in the last four or five years. We do hunt on our own place when we can.

Construction costs are fairly stable for our projects — the Construction Cost Index has risen less than 9 percent in the last 10 years. Is this common across the country or is it unique here?

It's my understanding that this is not common — it's not even common in the other parts of the department that use the same products we use in construction. Texas has a unique competitive environment at this time, and our prices are very close to what we were paying in 1979. No, I don't think other states are enjoying that the way we are.

“The people in this division understand what our objectives are. . . All you need to do is stay out of their way and let them do what they know how to do best.”

Is this a result of anything the department does, or is it just a result of what the economy is doing?

It's a combination of things, in my opinion. You can't ignore the economy, because a lot of the markets in which many contractors worked are not there anymore. And they've come to the highway department, trying to perpetuate their businesses. But I think a very significant factor is the department's approach to construction management today. We have spent considerable effort in training to help district personnel exercise a proper relationship with the contractor: Facilitate the contractor's work, make quicker decisions, be fair in payment for work, and don't try to extract free or subsidiary work. We've improved that environment dramatically, and I think what we're seeing today is a product, in part, of that effort. Contractors like to work for the highway department.

Now that you have several of your automation projects under way, what is your next major goal for the division?

To continue to develop the people. The highway department is only an organization without the people, and an objective that is very high on my list is to continue to develop people and perpetuate this department. We need to encourage people to adopt the team spirit that has always been here in the department. This will help the department continue to enjoy the esteem that it holds in the eyes of Texans.★

D-6 seeks help in finding photo

The photograph of one former Construction Division engineer continues to elude current director Bob Templeton. W.P. Kemper's engraved brass nameplate is mounted on the wall in D-6's reception area with an empty frame above it.

Templeton asks your help in locating an image of Kemper, who was division head from February 1925 to January 1926. He was also acting state highway

engineer for a time in 1926.

Even if the photo is poor, it might be usable — the picture of Codie Wells was taken from a Polaroid photo and makes a creditable, if blurry, eight-by-ten-inch portrait.

Anyone with information about a picture of the "mystery man" is encouraged to get in touch with Templeton or D-6 staff at 512/463-8827 (TexAN 255-8827).★



The Texas State Travel Guide, published by the Travel and Information Division, has been awarded the Distinguished Tourism Award by the Discover Texas Association. Individual awards were also presented to

division staffers pictured: publisher Richard Pierce, Pete Haight, photo coordinator Geoff Appold, Mike Talley, Ann Kelton, and editor Dick Roberts. (Photo by Kevin Stillman, Travel and Information Division)

Texas Travel Guide receives DTA recognition

By **ROGER POLSON**
Travel and Information Division

The "Big Book" is a winner. The *Texas State Travel Guide*, known as "the big book with the horses on the front" to thousands of information-hungry tourists, has been awarded the Distinguished Tourism Award by the Discover Texas Association.

"We feel it's the best publication the state of Texas has ever put out," says Joe Leising, chairman of the DTA board. "Everyone in the industry has been raving about its content, the photography, and all the interest it generates."

The award was presented at the Texas Travel Summit in Houston in September. Leising pointed out that the award is usually given to an individual who has contributed to tourism in Texas.

"It seemed appropriate to give this award to the publication because of its incredible quality," he continued. "I travel all the time and have never come across a publication that equals it."

Individual awards were also presented to department staffers Richard Pierce, publisher; Dick Roberts, editor; staffers Mike Talley, Ann Kelton, and Pete Haight; and Geoff Appold, photo coordinator.

Don Clark, director of the Travel and Information Division, beams when he talks about the book. "We were tremendously honored by DTA's recognition. It took the expertise of Dick Roberts and his staff to bring it all together. They spent hundreds of hours collecting, writing, and editing the information and photography." Clark continues, "It was only fitting to give proper recognition to those employees who pulled it all together."

The Travel and Information Division first published a travel guide in 1965. *Texas: Land of Contrast* attempted to tell the Texas story, but various factors, including postage costs, caused it to be panned down.

"When we had the chance to do a new guide," Clark says, "I told the staff to produce a book that was worthy of the great state of Texas. We wanted a book with a long shelf life, coffee-table quality. From the level of acceptance, I think we hit the nail on the head."

More than a million copies of the book have been distributed free to visitors at the state's travel information centers and through the mail to people worldwide responding to the Texas Department of Commerce tourism campaign.

Pulling out a stack of unsolicited letters,

Roberts says, "This is what has surprised me. I've been in this business nearly 25 years and it's the first time we've gotten response from the people. People are so overwhelmed by the book that they feel obligated to write just to say thanks. That is really unusual."

The book has become a sort of benchmark in travel publications. "In Minnesota, I stopped at a visitors bureau and introduced myself," recalls Clark. "The woman behind the counter said people would come in there asking for a book about Minnesota like the one Texas has." Clark said that was the kind of reward that made all of the effort worthwhile.

More accolades for the Big Book are possible. It has been selected as a finalist for the prestigious Katie Award from the Dallas Press Club and the nationally recognized Gold Ink Award presented by Publishing Technology in Philadelphia.

Department employees may request a copy of the Big Book at any tourist bureau or from Alice Sedberry, P.O. Box 5016, Austin 78763.★

Paul Douglas named PAO of the year

By HARVIE JORDAN, ABC
Travel and Information Division

"I really never thought a small, rural district had a chance."

That was Paul Douglas's reaction when he accepted the department's annual Public Affairs Award of Excellence Sept. 20. Douglas, Paris District public affairs officer, received the award during the Public Affairs Conference in Arlington.

The award honors a public affairs officer for a single project during a 12-month period.

Douglas was cited for his part in helping plan and coordinate a public information program that allowed a bridge over US 75 in Sherman to be replaced with minimal effect on traffic flow.

"I didn't do it by myself," Douglas said. "It was a team effort, with great cooperation from district staff, companies in the area, city government, and the news media."

Howard Smith, Grayson County managing resident engineer, knew the project would go more smoothly if the public and major employers in the area knew what to expect. His staff prepared diagrams to show how traffic would be detoured.

Jerry Keisler, district traffic engineer, worked with the residency and the contractor to provide a safe, efficient traffic plan for the project. The contractor scheduled work so that the overpass was open to early shift workers at area plants.

Douglas and Royce Brooks, a senior resident engineer, met with representatives of major manufacturing, processing, and distribution facilities that employ 6,500 workers. Company managers presented the plan to reroute traffic in meetings with their employees.

Douglas distributed a news release with the detour diagram. A television station interviewed Smith and used a story before and during the work. The City of Sherman used the diagrams prepared by the residency in a paid ad in the local newspaper.



Paris District Public Affairs Officer Paul Douglas, left, confers with Howard Smith and Royce Brooks on a project in Sherman. Douglas won the Public Affairs Award of Excellence for his efforts on the project at the September Public Affairs Conference in Arlington. (Photo by Dwight Grimes, Paris District)

Information also went to the department's travel information center in Denison and to local police.

A telephone number was given in all the publicity, just in case someone had a question. Although no one called with a question, the residency did get *one* phone-call complaint.

After the work was completed, Douglas followed up by contacting managers at the eight large companies. They were surprised, but pleased, that so much planning and

coordination had been given to the public information aspect of the project. They rated the results a success.

The judges for this year's Award of Excellence competition said they "were especially impressed by Paul's willingness to follow up on the effectiveness of the (communications) program. Many of these projects are difficult to measure for effectiveness, and he made the effort to be certain the campaign was helpful."★

IN BRIEF

Safe drivers noted

The Abilene District honored 213 employees, who logged a total of 2,674 years of accident-free driving, at a Sept. 15 luncheon. Special recognition was given the Stonewall County maintenance office for more than 50 years of accident-free driving. Hanford Long, maintenance supervisor for Stonewall County, accepted the recognition.

Certificates were awarded to several employees for 20 or more years of accident-free service.

Scholarships announced

Six civil engineering students, all of whom have worked at least one year for the department, have received scholarships for the 1989-90 school year from the Texas Hot Mix Asphalt Pavement Association.

Allen C., Ludwig Jr., San Antonio; Larry J. Mueller, Yoakum; Amy Louise Simpson, Ennis; and Johnny H.

Waclawczyk Jr., San Antonio, attend Texas A&M University; Lori Suzanne Johnson, Childress, attends Texas Tech University; and Tommy Gomez Levario, Pecos, attends the University of Texas at Austin.

Smith new Abilene R.E.

Linda Smith has become the Abilene District's newest resident engineer.

In her new position, she will be responsible for the Abilene residency and the Taylor, Callahan, and Nolan counties maintenance sections. She will be in charge of all design, construction, and maintenance operations in the three counties.

Bill Jackson will assume Smith's former position as district design engineer. He will be responsible for the daily operations of the district design office. He will also be in charge of the district right-of-way section, programming and scheduling, plan review, urban planning, rural transportation, and graphics operations within the district.

Accidents down in '89

For the first year since 1937, the department has not lost an employee in a work-related accident.

According to a fiscal year 1989 report from the Occupational Safety Division (D-20), the department has also shown its first decrease since 1983 in the annual vehicle accident rate.

All categories in the division's Annual Accident/Injury Report showed declines. The total injury rate was down 2.5 percent; lost-time injuries were down 6.2 percent; and the vehicle accident rate was down 18.5 percent.

Occupational Safety Division Director Quinner Williams attributed the dramatic difference to "increased safety awareness on the part of employees at all levels throughout the department.

"This is particularly true at the first-line supervisory level and on the part of all top management people. This has to be true or the improvements that took place would never have happened," Williams said.

1989 Lady Bird Johnson Awards

New and familiar faces celebrate 20th annual awards

By GINA McASKILL
Travel and Information Division

With Liz Carpenter reprising her role as emcee for the Lady Bird Johnson awards, the former first lady welcomed officials from Texas and several other states to Lyndon B. Johnson State Park for the 20th edition of her beautification awards program.

In attendance were Lt. Gov. Bill Hobby and his wife, Diana, along with three first ladies from other states: Shirley Bellmon of Oklahoma, Julie Mabus of Mississippi, and Lola Perpich of Minnesota. Leonard Levine, director of the Minnesota Department of Transportation, and several other transportation officials were also on hand to observe how Texas honors those who make its roadsides beautiful.

In Carpenter's remarks, she noted that those roadsides have grown in beauty over the 20 years of the awards. "People and programs did make the difference," she said, and added that many thanks should go to "Lady Bird, the inspired catalyst" for the improvement. She has "awakened the state and the nation to the possibilities of using native plants" on highway rights-of-way, Carpenter said.

As he has done each year since 1970, radio personality Cactus Pryor acted as court jester for the ceremony. This year, he modeled a "garment" made of real Texas license plates with various slogans pasted on. He asked the crowd for their reactions to many of them, including Lady Bird State, Bubba State, Altered State, and Chicken-Fried State.

Commission member Ray Stoker of Odessa said that he was "proud to be a member of a department of 15,000 employees who care how we look." He especially lauded the award finalists from his native West Texas, who are "in a fight with a short stick."

Before presenting the awards to the men she called the "stars of the day," Lady Bird Johnson praised the department for raising its sights "so that highways are more than just functional and reasonably safe . . . they feature a changing tapestry of color and help preserve our natural heritage."

Carpenter began the ceremonies by asking the crowd to observe a moment of silence in memory of former Engineer-Director Raymond Stotzer, who had died only the day before. Stoker also spoke briefly in tribute. Quoting author Joseph Campbell, he said Stotzer "followed his bliss" in his dedication to improving the lives of Texans through better transportation.★



This year's Lady Bird Johnson Award finalists pose with the former first lady at the Lyndon B. Johnson State Park amphitheater. From left are runner-up James Hair, Brownwood District; Jerry Lancaster, Wichita Falls District; winner Tommie Jones, Atlanta District; Mrs. Johnson; Russell Luther, Amarillo District; Emiliano Gonzales, San Angelo District; and Glenwood Vierus, Bryan District. (Photo by Geoff Appold, Travel and Information Division)

8 beautifiers, 1 district honored

By GINA McASKILL
Travel and Information Division

Tommie D. Jones has received something very special to coincide with his 20th year of service with the highway department — the 20th annual Lady Bird Johnson Highway Beautification Award.

All it took was a few thousand pounds of wildflower seed, a couple of hundred trees and bushes, a greenhouse built from scrap, and thousands of hours of teamwork.

Jones, the state highway maintenance supervisor for Cass County in the Atlanta district, received a plaque and a \$1,000 check from the former first lady in ceremonies Oct. 4 at Lyndon B. Johnson State Park. The award is presented annually to the highway maintenance supervisor judged to have the best beautification program in the state.

Jones runs a well-rounded program from the town of Linden in Northeast Texas. He was instrumental in constructing the district greenhouse, built at little cost to propagate plants and trees for replanting. He works with local garden clubs interested in beautifying rights-of-way, and has developed a mowing program to encourage wildflower seeding in some areas and reforestation in others. The roadside parks in his jurisdiction are highly rated on maintenance, cleanliness, and appearance.

The runner-up for the award, and recipient of \$500, was James Hair of Brownwood. Motorists who notice more natural beauty along highways entering Brownwood and Early have Hair to thank.

Hair was honored in 1988 as "Beautifier of the Year" by the Brownwood Beautification Commission. Over the past year he has worked even harder to make trips in the area easier on the eye. He landscaped five major locations by transferring about 6,000 cubic

yards of soil from routine ditch-cleaning operations.

After careful study at the department's greenhouse in San Antonio, he selected trees and plants to complete his projects. These include parks at Pecan Bayou on US 377 in Brownwood and at Bangs Hill, and the overpass on US 67/377 near Commerce Square.

James M. Norman, supervisor of the North Tyler maintenance section, was honored with the 1989 award for fall color. Norman's bailiwick includes three attractive roadside parks. He believes in preserving plants and wildlife within the parks as much as possible, keeping man-made intrusions to a minimum. At the well-known "Derrick Park" on Interstate 20, he has had the miniature derricks and all structures painted a neutral color to harmonize with the surroundings.

The Adopt-a-Highway concept, which has now spread to 80 percent of the states, was pioneered in Norman's section. He recruited groups for the pilot project in 1985 and helped define the program's first guidelines.

Erosion control on I-20 is also a special project for "Mac" Norman. Pines and grasses hold the soil on slopes that were once washed out. Photos of the impressive wildflower display in this area appeared last year in *National Geographic* magazine.

Landscaping roadsides in an arid climate without spending a lot of money for maintenance is a challenge for state highway employees in West Texas. Troy L. King met that special challenge with success, and as a result received a special citation. King, roadway maintenance supervisor for Pecos County, was honored for his xeriscape approach to roadside planting.

Dickinson Boulevard in Fort Stockton is the main showcase for King's work. When his landscaping at the intersection of US 285 and Dickinson became weedy and litter-strewn, he didn't just clean it up and hope for the best.

He instructed his crew to remove the top layer of soil without disturbing the plants. The soil was replaced with reddish gravel, which helps prevent the growth of weeds and does not catch as much litter. The result is a smooth, clean look.

Other small planting areas were cleaned and trimmed, and King made sure that curbs, gutters, and driveways along Dickinson were in good repair to maximize the effect.

Each year, Lady Bird Johnson presents a plaque to the district whose employees have done the best job of enhancing the natural beauty along area highways. This year's Scenic Preservation Award was accepted by District Engineer William Lancaster for the Amarillo District.

The district's new mowing policy, adopted this year, keeps as much grass as possible in a natural state. This has resulted in a right-of-way that blends with its surroundings better than ever. Interchanges have been designated "non-mow" areas to encourage the return of native vegetation. In some places, nature got help from workers who planted acres of grass and many trees and shrubs.

Four other Lady Bird Johnson Award finalists were honored: Emiliano R. Gonzales, roadway maintenance supervisor for Runnels County in the San Angelo District; Jerry L. Lancaster, foreman of the Montague County maintenance section in the Wichita Falls District; Russell Luther,

foreman of the Amarillo expressway maintenance section; and Glenwood Vierus, roadway maintenance supervisor for Washington County in the Bryan District.

Bluebonnets grow only rarely in Runnels County, but Emiliano Gonzales and his crew diligently cultivate the state flower in their research plot. Another resident of the research area is the poppy mallow, a federally protected endangered species. Gonzales is working to ensure the rare purple bloom will be seen on public roadsides for years to come.

Other recipients of Gonzales' special care are the roadside parks in the area, which sport neat maintenance, white-painted curbstones, and cultivated trees. Impressive stands throughout the county of fire wheels, daisies, foxglove, and many other wildflowers also speak beautifully of his efforts.

Jerry Lancaster's strategy for growing wildflowers is simple: Spread as much seed as possible wherever flowers can prosper, and don't mow the roadsides until the last flower has gone to seed.

Lancaster says he sometimes gets calls from the public in the spring asking if his Montague County roadsides are ever going to be mowed again. But after hearing his explanation of why it's important to limit mowing for the sake of future wildflowers, callers are usually satisfied.

Lancaster's planting program also facilitates erosion control. When his crews move tons of fill dirt onto problem slopes, they also plant them with grasses and flower seeds.

"I don't have any gimmicks," Lancaster says. "I just give the flowers every chance I can." The proof is on the roadsides — heavily traveled ones such as US 287 and

rural roads like Farm-to-Market Road 455.

I-40 travelers may get their only impression of a large Texas city as they drive through Amarillo. The landscape and maintenance work of Russell Luther is helping to make that impression a positive one.

Luther has managed to beautify his area, known as the Amarillo expressway section, without the roadside parks and abundant wildflowers that are showpieces for maintenance foremen in other parts of the state.

He instead directs his crew's efforts into careful pruning, weeding, and other details that make the grasses, shrubs, and trees in his section neat and trim. He takes special pride in the interchange of I-40 and I-27, which he maintains as if it were a park.

One ongoing project is cleaning soil from curbs, where it accumulates because of dust storms and infrequent rain. This project has already resulted in a mountain of topsoil stored at his warehouse, to be used in correcting erosion problems.

Glenwood Vierus, a 35-year veteran of the highway department, coordinates with nature and with area residents to achieve an impressive spring display. He carefully examines wildflower areas to determine the best time for the first spring mowing, so that the seed matures and then is scattered.

Vierus works closely with the news media, community organizations, and individuals to promote the growth and preservation of wildflowers in Washington County. Last year, his crew planted about 500 pounds of bluebonnet seeds donated by local groups. Another important project for Vierus was the improvement of a picnic area on US 290, made possible through donated funds.★



The 20th annual Lady Bird Johnson awards luncheon was a prime opportunity to reunite previous winners. From left, including their district and year they won, are: Jerry Moore, Lubbock, 1983; Billy Jack Rushing, Tyler, 1986; Ted Kirby, Brownwood, 1987; Gerald Brooks, El Paso, 1973; Mrs. Johnson; Danny Spillers, Bryan, 1984; Raymond Kurtz, Bryan, 1981;

Dwain Rogers, Abilene, 1975; Olen Tsachatschula, Yoakum, 1978; John Stephens, San Angelo, 1980; Frank Gray, Paris, 1985; Gene Christian, Brownwood, 1982; and Steven Ferguson, Lubbock, 1988. (Photo by Geoff Appold, Travel and Information Division)

Neill receives top AAMVA honor

By ROSEMARY NEFF
Travel and Information Division

Dian Neill, director of the Division of Motor Vehicles, has won one of her profession's most prestigious honors.

In a Sept. 14 ceremony, Neill received the Distinguished Service Award of the American Association of Motor Vehicle Administrators (AAMVA). The association presents two such awards annually, and Neill won in the category for members who have not served on the board of directors.

"I'm very proud of it," Neill said of the plaque she accepted during the association's 57th annual conference, held in New Orleans and attended by 800 association members. She plans to hang it on her office wall alongside two other milestones in her career: the award she received three years ago for 20 years of highway department service, and the St. Edward's University diploma she earned last December.

Neill's leadership of the AAMVA's International Standing Committee on Registration, Title, Vehicle Dealers, and Manufacturers (RTVDM) helped earn her the award. As chairman of the committee for the last two years, Neill spearheaded a number of special research and development programs that provided consistency among the 65 member jurisdictions in AAMVA, including uniform certificate of title, reciprocal parking privileges for the disabled, uniform title notations for odometer mileage readings, and uniform guidelines for implementation of the federal Truth in Mileage Act.

"One of the things that I believe focused attention on the activities of my committee was the Truth in Mileage Act," requiring documented odometer readings when vehicles are sold, Neill said.

Another of Neill's achievements was her effort to develop consistent title notations to deter unscrupulous dealers who used weaker jurisdictions' laws to launder vehicle paperwork.

The result of those activities, Neill said, is



Dian Neill

that consumers can be secure and confident that a document issued to them (in one state) will be supported throughout the country."

The committee's efforts, she said, "funnel into an overall goal of the association, which is to promote uniform laws and regulations to accommodate interstate travel," not only in industry but among individuals moving to other states.

Neill credited her award to "the contributions of a lot of people" — members of the RTVDM committee, AAMVA staff in Arlington, Va., and people within the Texas highway department, including "my staff who kept things going and (conducted) business as usual" during the frequent travel her chairmanship demanded.

She said the Division of Motor Vehicles historically has been involved in AAMVA and, because Texas is so large, has been a key player. "Harris County has more vehicles

'Chop Shop' video gets rave reviews

A Texas-produced video aimed at preventing vehicle theft and salvage-yard fraud got rave reviews at the annual meeting of motor vehicle administrators, reported Dian Neill, director of the Division of Motor Vehicles (D-12).

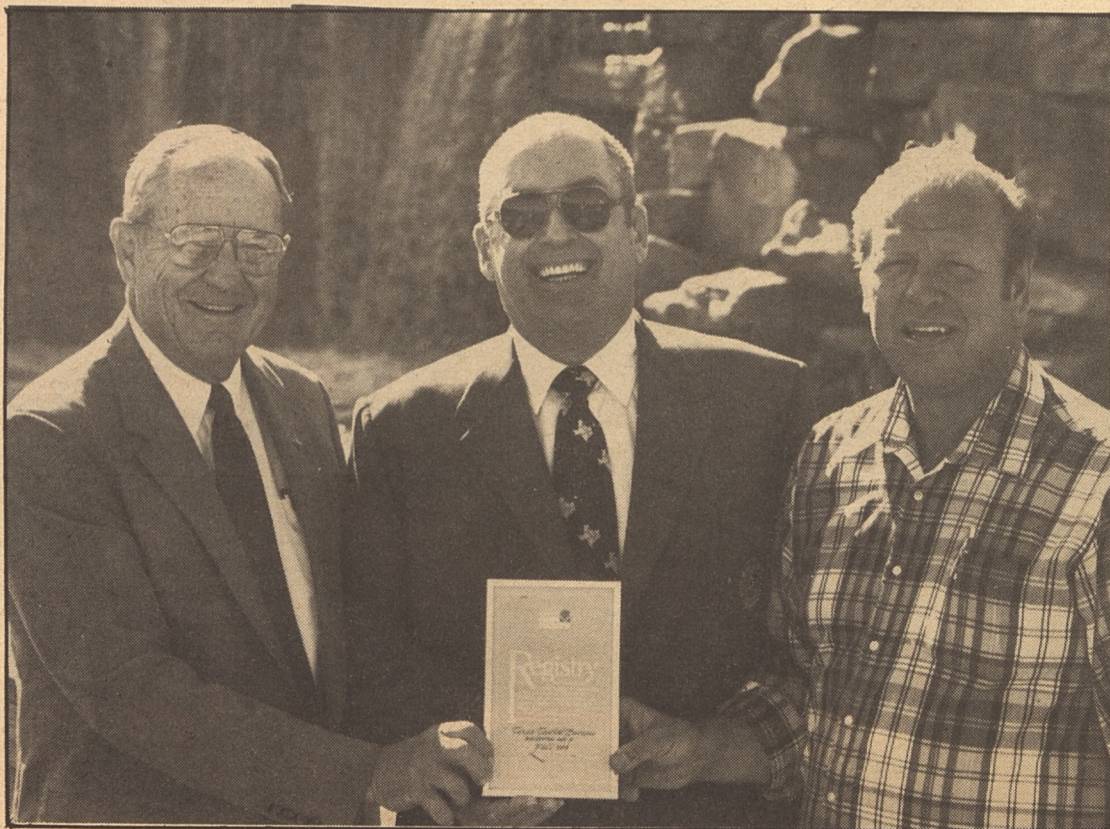
"The Texas Chop-Shop Massacre," an 11-minute video produced by D-12 and the Travel and Information Division, offers tips for motorists and used-car buyers.

The video introduces a hapless character, Billy Bob, who learns from experience such lessons as locking car doors and installing alarm systems. The video also discusses how easily a "chop-shop" can alter stolen vehicles for sale to unsuspecting consumers, and emphasizes the importance of verifying title information.

Several states have requested copies of the video for their use, Neill said, and the National Automobile Theft Bureau has already used it. The video is available from the Division of Motor Vehicles or highway district offices.★

Each state, territory, or Canadian province handles its motor vehicle administration a little differently, she said. Some have an independent motor vehicle agency; some combine it with their transportation department; some provide driver's license services as well as vehicle administration. AAMVA promotes an exchange of information and development of uniform laws that provide consistency in today's mobile society, Neill said.

In addition to her RTVDM chairmanship, Neill has led numerous committees related to vehicle issues for AAMVA.★



With the falls as a backdrop, Wichita Falls Mayor Perry Goolsby, Tourist Bureau Manager Jack Conley, and Individual Development Center Manager Jerry Holknecht display the Registry Award, recognizing the bureau's aesthetic contribution to the community for the beauty and upkeep of bureau grounds. (Photo by Dale Terry, Wichita Falls District)

Am I blue?

By **BILL PAGE**
Fort Worth District

The next time folks ask, "Where's the bluebonnets?" the best response may be another question: "What color bluebonnets?"

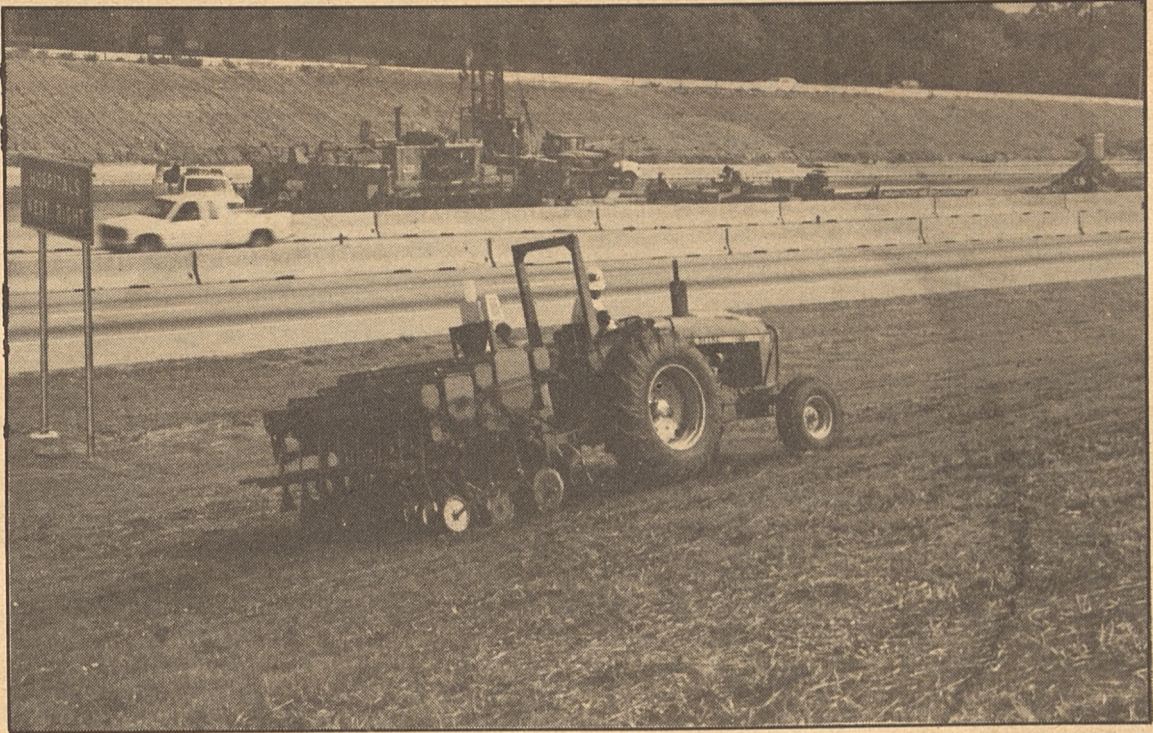
A new strain of the state flower was planted Sept. 21 along Interstate 30 in Fort Worth, and if things go well, it may bloom by spring. The "Worthington Blue," a sky-blue variety of the Texas bluebonnet, was developed after more than three years of research by the Texas Agricultural Extension Service, underwritten by a \$30,000 grant from the Worthington Hotel in Fort Worth. The hotel uses a bluebonnet in its logo.

In the first public planting of the strain, Fort Worth Mayor Bob Bolen, Worthington president and general manager Robert L. Jameson, and TAES horticulturists Jerry Parsons and Steven George scattered the seed along the I-30 right-of-way.

Jameson praised highway personnel who prepared the soil and "helped out to the fullest." He said the site at the University Drive exit was chosen because of its high visibility to Fort Worth residents and visitors. The area is part of a stretch of I-30 that has been undergoing a \$33.8 million reconstruction since 1987.

"It's amazing to think that in 1986 this particular strain existed only as a mutant in infinitesimal numbers, and in 1990 it will be beautifying our city's highways and home gardens," Jameson said.

Parsons said the hotel's sponsorship allowed TAES to reproduce in large



Sky-blue bluebonnets will soon appear at the I-30 site where this tractor sowed 40 pounds of the new Worthington Blue strain. (Photo by Dave Clapp, Fort Worth District)

quantities a strain that appeared in nature in 1 of every 6 million bluebonnets. After harvesting seeds from the natural mutants, the researchers developed a scarifying process — an acid bath — that softens the notoriously hard bluebonnet hulls and makes them more likely to germinate. While seeds tossed into the ground in the normal manner may lie dormant for up to 20 years, the new process allows for rapid reproduction.

With this method, the TAES researchers have cultivated fields full of sky-blue bonnets, as well as pink and white cousins, in

a plot south of San Antonio. "1989 was the first year that we could start measuring seeds by the pound instead of by the spoonful," Parsons said. About 40 pounds went into the I-30 site.

If Fort Worth gets a lot of sunshine and not too much rain, Parsons said, the 1-1/2-acre site should begin to sprout seedlings by next April or May, about the time the reconstruction project is due for completion. Within two to three years there should be a thick stand of Worthington bluebonnets there, he predicted.★

Austin District pilots anti-DWI sign project

By **RANDALL DILLARD**
Austin District

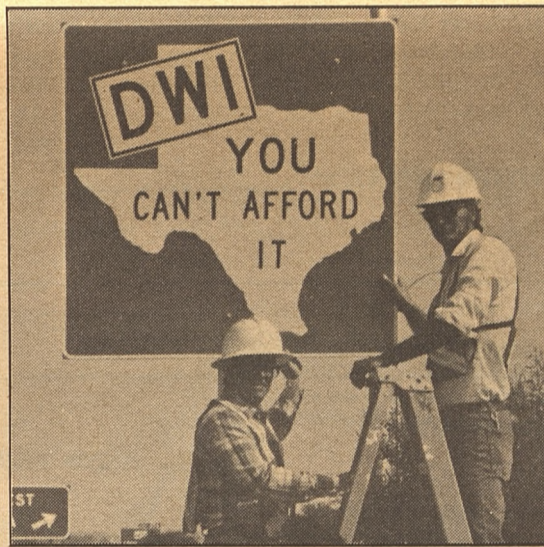
An increase in the number of drinking-related fatalities and a decreased public awareness of the driving-while-intoxicated problem have prompted the development of a new slogan being piloted in the Austin District.

The slogan, "DWI . . . You Can't Afford It," is the result of a cooperative effort between the district and the Texas Commission on Alcohol and Drug Abuse.

New 48-by-48-inch, red-white-and-blue signs bearing the new message have been erected at rest areas along Interstate 35 in the Austin area. The signs also will be placed at other high-traffic rest areas in the district.

The new slogan was inspired by the \$450 million that DWI cost Texas in 1988 in terms of lost productivity, property loss, and economic costs. Personal costs for a person convicted of DWI average \$3,200, including attorney fees, court costs, fines, and probation fees.

Based on statistics from the Department of Public Safety, DWI-related fatalities increased in 1988 by 9 percent across the



Bob Ayers and Ernest Welch of the Austin District display one of the new anti-DWI signs being piloted in the capital area. (Photo by Robert Norment, Austin District)

state and by 94 percent in rural areas. "There was a big anti-DWI push a few years ago, but publicity has died down somewhat," said Jacque Branum, District 14 traffic safety specialist.

"The 'You Can't Afford It' campaign is an effort to remind the public that the problem is still there and that it is a very costly problem in terms of lives and money."

"If successful, we believe this program could be expanded statewide as a major part of an effort to reduce the number of drunk drivers on our roads and highways," added District Engineer William C. Garbade.★

Britons tie knot in Texas fashion

By **MIKE TALLEY**
Travel and Information Division

"The British are coming! The Brits are coming again!" announced an excited Ann Kelton of the Travel and Information Division.

They've come and gone, but Kelton will remember this visit for a long time.

Kelton has been a pen pal to Eileen Fisher of Witham, England, for longer than she cares to remember. Last year, the correspondents met for the first time when Fisher and her family came to visit Kelton and tour Texas.

This year, Fisher called to see if they could visit again. Seems they really liked Texas and the friendly people. What could top last year's visit? A wedding.

Chris Taylor and John Thornton of London, friends of the Fishers, decided to tag along and, while they were at it, to get married in Texas. With a few telephone calls, Kelton made the wedding arrangements for an Oct. 9 wedding at Tarrytown Methodist Church and reception at Green Pastures Restaurant.

Kelton's duties at the highway department include editing the Texas Events Calendar and providing travel information to Texans and out-of-state inquirers. Perhaps "wedding consulting" should be added to her job description.★

NEWS WANTED

TRANSPORTATION NEWS REPORTER FORM

Do you have a story to tell?
Transportation News is the place to tell it. You don't have to be a professional writer to share your news with your coworkers. Just tell us what's happening in your office or shop, and include the who, what, where, when, how, and why. You can use the form on this page, or send a separate sheet. Be sure to include your name so we can contact you if we need more information. We'll make whatever changes are needed for style or clarity, and you'll get the byline.

We'd like photos of your activities, too. Identify the people in the picture by marking on the back with a felt-tipped pen or a typed label, and tell us who took the photo. We want to give credit where it's due. And don't worry, we can return your photos — just note that on the back, too.

Cartoons, of course, are always welcome. An original in black ink on white paper will reproduce best. Be sure it's signed!

With your help, *Transportation News* can cover YOUR news.

Your Name: _____ Title: _____

District or Division, and Section: _____

Location: _____ TexAN Phone: _____

Story summary: _____

WHO is the story about? _____

WHAT is the event? _____

WHEN did or will it happen? _____

WHERE? _____

WHY? _____

HOW? _____

HOW MUCH or HOW MANY will be involved? _____

OTHER DETAILS: _____

(Attach another sheet if necessary)

SEND THIS FORM TO:

Editor
Transportation News - D-16
11th and Brazos Streets, 7th floor
Austin, Texas 78701

CALENDAR

- NOVEMBER**
- 1 Ninth National Conference on Rural Public Transportation (continued), San Antonio, D-11
 - 1-2 1989 WASHTO Personnel Officers Conference (continued), Austin
 - 6-9 Basics of Bridge Inspection, Austin, D-5
 - 6-10 Value Engineering Workshop, Lufkin, D-13
 - 8-9 Highway Construction Lettings, Austin, D-6
 - 13-15 Southwest Traffic Safety Workshop, San Antonio, D-18STO

- 14 Vegetation Management Seminar, Austin, D-18L
- 14-15 1989 Construction Engineers Conference, San Antonio, D-6
- 21 Human Factors: Role of Driver Expectancy and Behavior in Highway Design and Traffic Control, Austin, D-13
- 22 Commission Hearing and Meeting, Austin
- 23-24 Holiday, Thanksgiving
- 27-30 Basics of Bridge Inspection, Austin, D-5
- 28 District Laboratory Supervisors Meeting, Austin, D-9

- DECEMBER**
- 5-6 Highway Construction Lettings, Austin, D-6
 - 14 Commission Meeting, Austin
 - 25-26 Holiday, Christmas

- JANUARY**
- 1 Holiday, New Years' Day
 - 9-11 Bridge Painting Inspection, Austin, D-13
 - 17-18 Microcomputer Applications in Planning and Programming, Austin, D-13

TECH TRADE

Snooper gives crews new advantage

By **KAREN DENNIS**
Equipment and Procurement Division

The Equipment and Procurement Division (D-4) is now the proud caretaker of a "snooper" — officially called a Reach All UB60 Bridge Inspection Unit. It's the only one of its capacity owned by the department.

The truck-mounted snooper features a three-person platform at the end of a long arm that reaches down next to or under a bridge. When extended straight down, the arm reaches about 70 feet; when extended up, it reaches 45 feet. When bent underneath a bridge, the arm provides more than 60 feet of under-bridge span.

The work platform can carry 600 pounds and bring inspectors within an arm's length of bridge components. Three control stations linked by intercom add to the unit's safety.

Paul Ysaguirre, a bridge inspection engineer with the Bridge Division (D-5), said the unit will be used for inspection of fracture-critical bridge components. "Fracture-critical" bridges contain bridge members in tension so that if one were to fail, the whole bridge might come down.

Inspectors will be checking for damage, deterioration, and rust. Four D-4 employees are trained to travel with the unit and operate it.

The unit will reside at Camp Hubbard in Austin when it is not being used in the districts. Ysaguirre will be responsible for its scheduling.

The snooper is currently in the Waco

The bridge inspection unit lowers up to 600 pounds of passengers for a closeup view of a structure. (Photo by Kevin Stillman, Travel and Information Division)



Bruce Sims of D-4 demonstrates the full reach of the UB60 under the LaSalle bridge over Lake Brazos in Waco. (Photo by Kevin Stillman, Travel and Information Division)

District, where it will aid in examining fracture-critical or hard-to-reach bridges in about 30 locations.

"We intend to use the unit every day it's in Waco district, weather permitting," said Ed Kelly, an engineering technician with the District 9 bridge office. "Compared to what we've been using, it's great."

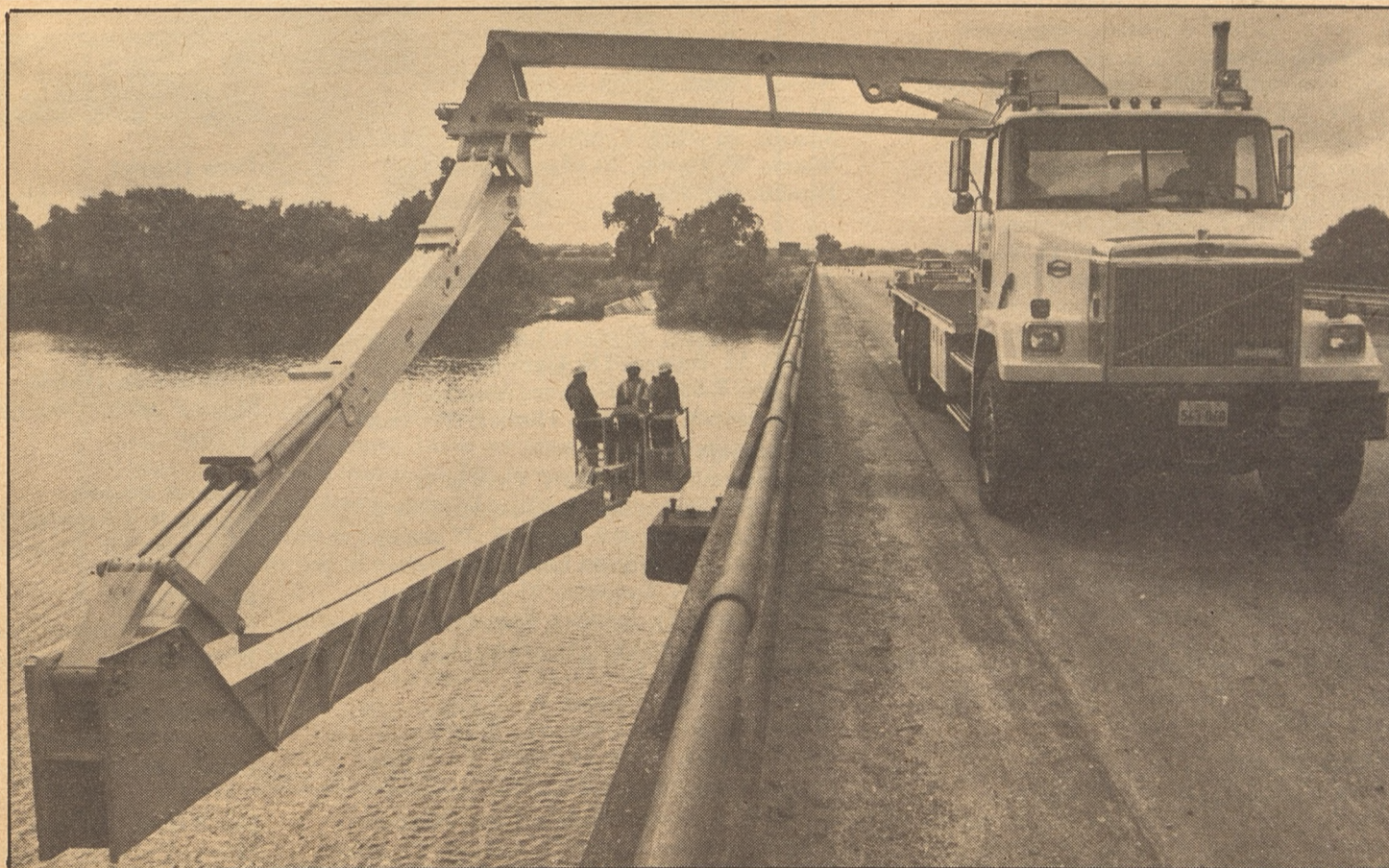
Louie Kolar, an engineering specialist in District 9, said that on a bridge like the ones over Lake Brazos in Waco, "if we didn't have this unit, we'd have to use a boat or barge to float under it and look at it with binoculars."

Troy Bishop, one of the D-4 operators of the UB60, added that to inspect high bridges in the past, scaffolding had to be built to get close to the underside of the span, taking

weeks. The snooper can do the same thing in hours.

This unit is by no means the first of its kind, but several features make it a big improvement over previous designs. A system of 7 tons of movable counterweights and provisions for locking the axles to the truck frame eliminate the need for stabilizing "feet" common on heavy equipment. Such outrigger versions could not be positioned near the edge of a bridge, and the metal wheel at the end of the outrigger could groove the pavement.

Bishop said that Austin District inspectors "fell in love" with the truck during its recent tenure there and hope to order one of their own. *Gina McAskill, Travel and Information Division, also contributed to this story.



SERVICE AWARDS

Automation

Jack W. Howell, 25 years; Roger N. Boroff, 10 years.

Bridge

Shou-Fang Yang, 10 years; Charles T. Stone, five years.

Human Resources

Shannon R. Bridges, five years.

Maintenance and Operations

Georgana S. Cearley, Kathryn S. Evans, Doris C. Perkins, 15 years; Audon E. Partida Jr., five years.

Materials and Tests

Douglas D. Rankin, 35 years.

Motor Vehicles

Arthur D. Raymond, 20 years; Debora L. Banks, Elizabeth R. Quiroz, 15 years; Vicki A. Sinclair, 10 years; Leslie L. Lempa, Beverly M. Watts, five years.

Occupational Safety

Michael K. Cook, five years.

Right of Way

Ronald G. Cloyd, 20 years; Richard R. Mulkey, Charles G. Grote, five years.

Transportation Planning

John W. Barker, 25 years; Dean E. Aaron, Rita F. Bueno, five years.

Travel and Information

Daphne W. Pinkard, 25 years; Venita G. Scheid, 20 years.

Paris District

James B. Hutchison Jr., 30 years; Harry A. Vallier Jr., 25 years; Woodrow P. Bray, 20 years; Earl Bell, 15 years; Beverly J. Yates, 10 years; Brian D. Orr, Richard R. Venters, five years.

Fort Worth District

Angus B. Churchill, 35 years; Betty N. Keel, 30 years; Jim L. Hipkins, 25 years; Thomas W. French, Gary A. Kowar, John D. Reed Jr., 20 years; Gwen P. Adcock, Charles W. Gratts, Perry W. Hart, 15 years; Steven C. Connell, Thomas M. Pack, 10 years; Wiley L. Greer II, Tony V. Henson, James L. Rhodes, five years.

Wichita Falls District

Luren C. Campbell, 30 years; Jackie L. Stephens, 25 years; Leonard M. Branch, Robert R. Cates, Edna B. Hall, 20 years; Rosemary H. Vickery, 15 years; Paul R. Reck, 10 years.

Amarillo District

Darrell Green, 35 years; Kenneth D. Williams, 30 years; William F. Harvey, 15 years; Alvin D. Kabetzke, Russell C. Luther, Mickey L. Skidmore, Linda S. White, 10 years; Harley E. Baker, Wesley T. Cook, five years.

Lubbock District

Hubert J. Lindsey, Ernest E. Shuler, 25 years; Raymond E. Bagby Jr., 20 years; Norman T. Moore, Kenneth G. Parsley, 10 years.

Odessa District

Roy H. Tucker, 30 years; Froilo S. Franco, Lily G. Talamantez, 25 years; Hilberto Delgado, 15 years; Pete P. Armendarez, Judith A. Davenport, 10 years; Larilyn J. Richardson, Sharlot B. Sharrock, five years.

San Angelo District

Carl F. Haveiland, Eduardo D. Prieto Jr., Jose C. Soto Jr., 25 years; Robert Cortez, Foster L. Ditmore, 20 years; Clifton W. Ketchum, 15 years; Fernando C. Abrego, Maria B. Gutierrez, Richie G. Wood, 10 years; Frederick J. Braziel, Chester L. Crenwelge, Celia S. Gonzalez, five years.

Abilene District

Samuel A. Rash, 20 years; John Sanchez, 10 years.

Waco District

Kenneth O. Henager, 30 years; Ronnie B. Wiley, 10 years; Timothy L. Hillard, Larry W. Hogg, Teresa T. James, Russell B. Larkins, John D. Sedeneer, Ricky D. Sutton, five years.

Tyler District

Oren Hays, 35 years; Oscar E. Warren, 30 years; Michael B. Cole, 25 years; Robert H. Ratcliff, 10 years; Gary D. McDonald, Sherry S. Norman, five years.

Lufkin District

Ronald N. Hester, 30 years; Steven E. Clark, five years.

Houston District

Wendell L. Adams, Darla P. Lawrence, Billy F. Smith, Edwin J. Suchicki, Maxwell V. Vesmirovsky, 30 years; Gene O. Day, Tommie J. Malek, Edwin E. Slovak, 25 years; Joe E. Maxey, Musa J. Misleh, 20 years; E.J. Emerson, Darrell G. Gloyna, 15 years; James L. Elliott, Gabriel Y. Johnson, 10 years; Joseph C. Aleman, Michael E. Boyd, Clifford L. Christopher, Geraldo J. Cortez, Beverly B. Salas, Oliver R. Smith, Carolyn E. Temple, five years.

Yoakum District

Alton Oncken, Virgil E. Porche Jr., 30 years; Edwin M. Molnoskey, Marcus J. Spacek, 20 years; Cynthia R. Meza, 15 years; Wanda W. Carter, 10 years; Robin S. Howell, five years.

Austin District

Alfred B. Osburn, 30 years; William M. Carter, Hayden L. Haberer, 25 years; John A. Miller, 20 years; Larry R. Breeden, Wesley M. Burford III, Chris D. Kelarek, 10 years; Ralph A. Browne, Maurice Fifer, Joe T. Garza, Edwin K. Hunter, five years.

San Antonio District

Pilar Herrera Jr., 30 years; George D. Crenshaw, Guadalupe E. Diaz Jr., Guy E. Scogin Jr., Kenneth L. Sprowl, 25 years; Chester L. Itz, Wilfred Lewis, Jimmy I. Miller, Juan A. Saucedo, 20 years; Jesus J. Flores, David G. Lozano, Richard B. Reid, Henry B. Talamantez, 15 years; Gerald L. Feriend, Martha H. Olivarez, Virginia J. Smith, 10 years; Thomas W. Dreyer, William E. Elrod, Urbano L. Martinez Jr., Joe A. Pulido, Mark D. Staley, five years.

Corpus Christi District

Eddie G. Eubanks, Ramon Lara, 20 years; John M. Jacobs, Ruben D. Salazar, 15 years; Rene J. Escareno, Martin Vela, five years.

Bryan District District

Afton D. Lathrop, Guy R. Ward, 30 years; Donald R. Oliver, 25 years; Stanely P. Markowski, 15 years.

Dallas District

Billy D. Nichols, William W. Welch, Ethel A. Wilson, 20 years; William B. Chamblee, Patrick M. Ellis, Gary L. Sexton, 15 years; Robert L. Grimshaw, Herschel D. Miller, Diann J. Rhodes, Peggy A. Simmons, 10 years; Kenneth R. Brewer, David L. Hensley, Billy R. Hosch, Bruce W. Jones, Kirby L. Jordan, Alice L. Maddox, David C. Montelongo, Doyal W. Whitehead, Alan S. Young, five years.

Atlanta District

Jimmy B. Kirby, 35 years; James F. Guffey, 30 years; William B. Hubbs, 25 years; Donald G. Rhyne, Charles E. Wisinger, 20 years; Gary G. Barnett, Jerry G. Turner, 15 years; Carl E. Wall, five years.

Beaumont District

Walter Fletcher, Jerry G. Godeaux, Warren K. Valmore, 20 years; Donna J. Person, 10 years; Jerry A. Colvin, Ronnie C. Randolph, five years.

Pharr District

Bette H. Arnold, 25 years; Miguel Melendez Jr., Martin H. Michalk, 20 years; Hector Galindo, Idolina P. Perez, 15 years; Martin Jackson, Juan A. Rodriguez, 10 years.

Brownwood District

Weldon D. Turner, 35 years; Clyde E. Braddock, James C. Lewis, 10 years.

El Paso District

Manuel L. Hernandez, Victor E. Mendoza, Ricardo N. Ramirez, 25 years; Manuel Salas, 20 years; Cruz Rivera, 15 years; Maria G. Beard, Victor B. Jimenez, five years.

Childress District

Berchel H. Kindle, 30 years; Wendell D. Whitaker, 20 years; Jesse V. Salinas, Steven W. Smith, 15 years; Sandra H. Vestal, five years.

RETIREMENTS

Paris District

Byron M. Caylor, Maintenance Technician III, 20 years.

Fort Worth District

Polly W. Morgan, Right of Way Agent I, 17 years.

Wichita Falls District

Floyd J. Miller, Maintenance Technician III, 29 years.

Lubbock District

Donald R. Chapman, Maintenance Technician III, 23 years.

Waco District

William J. Adkison, Maintenance Technician III, 20 years.

Houston District

Candelario Hernandez, Maintenance Technician III, 21 years.

San Antonio District

Melvin Fifer, Maintenance Technician III, 22 years.

IN MEMORIAM

Employees:

Juan Barbosa, San Angelo District, 19 years service, died Sept. 29, 1989.

Raymond E. Stotzer Jr., Engineer-Director, 42 years service, died Oct. 3, 1989.

Retirees:

Eugene Airhart, Silsbee, retired from Beaumont District in 1965, died Aug. 20, 1989.

Bessie V. Bergstrom, Austin, retired from Accounting Division, died Sept. 25, 1989.

Emmett B. Crawford, Vernon, retired from Wichita Falls District in 1974, died Oct. 14, 1989.

Robert F. Davis, Houston, retired from Houston District in 1982, died July 23, 1989.

George N. Goodbar, Mineral Wells, retired from Fort Worth District in 1987, died June 27, 1989.

Robert P. Humphreys, Alpine, retired from El Paso District in 1979, died Aug. 8, 1989.

Oscar L. Johnson, Greenville, retired from Paris District in 1972, died July 25, 1989.

Paul W. King, San Antonio, retired from Houston District in 1972, died Nov. 18, 1988.

Virbest Kirkwood, Hankamer, retired from Beaumont District in 1977, died Aug. 29, 1989.

Fronie E. Krolczyk, Bryan, retired from Equipment and Procurement Division in 1967, died Sept. 9, 1989.

James W. Lawrence, Carthage, retired from Atlanta District in 1966, died Sept. 19, 1989.

Albert J. Minor, Longview, retired from Tyler District in 1973, died July 3, 1989.

George T. Morris Jr., Waco, retired from Waco District in 1974, died July 23, 1989.

John M. (Jack) Nagle, Lufkin, retired from Lufkin District in 1968, died Sept. 24, 1989.

Robert V. Pennington, Canyon, retired from Amarillo District in 1971, died Oct. 13, 1989.

Cash Reid, Tijeras, N.M., retired from Atlanta District in 1968, died Aug. 10, 1989.

Charlie C. Spain, Corrigan, retired from Lufkin District in 1984, died Sept. 19, 1989.

Woolsey Witherspoon, Livingston, retired from Lufkin District, died Aug. 26, 1989.

BULLETIN BOARD

By R.S. "BUBBA" WILLIAMSON JR.

In my September column, my computer had the virus and I stated that **Preston Goode** was former D-8 program engineer, which was wrong. He was program engineer for 29 years in Administration. Preston, please accept my apology.

Roland Klar Jr., former District 15 (San Antonio) employee, was recently honored by the Vocational Home Economics Teachers Association of Texas. He was presented with the Distinguished Service Award at an awards banquet held in Dallas in August.

Clyde Champion, former District 1 (Paris) employee, in October was named Kiwanian of the Year by the Kiwanis Club of Paris. Champion was cited for his support of the club and its projects.

Howard Mittel, former D-8 (Highway Design Division) engineer, is enjoying life in Dripping Springs and is involved in civic activities.

I visited the 63rd Highway Short Course on the opening day and saw the following retirees: **Phil Wilson** (D-10); **Jack Houseworth** (D-10); **Charlie Reasonover** (District 10); **Bob Lewis** (D-8); **Bill Ward** (Houston Urban); **Ben Alley** (District 5); **Farland Bundy** (Administration); **Luther DeBerry** (Engineer-Director), and **Jose Correa** (District 12).

Ladies and gentlemen, please drop me a line on your activities; this is *your* column. My address is 3601 Vara Dr., Austin, TX 78754.★

This month in department history

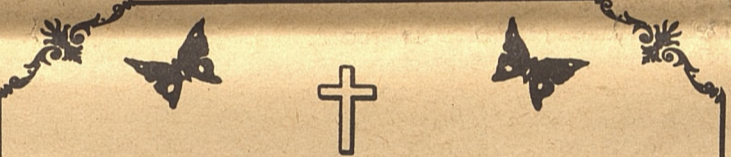
1946: Texas voters approve the "Good Roads Amendment" by a 3-to-1 margin. The amendment provides that all gasoline taxes and motor vehicle license fees shall be used exclusively for road purposes (except for the one-fourth that goes to education). The amendment's sponsor, Rep. Neveille Colson, was the first woman in the history of the House to sponsor successfully an amendment to the state constitution.

1949: The first segment of the San Antonio Urban Expressway is dedicated Nov. 28, with a cavalcade of vintage automobiles.



1952: The Public Employees Credit Union is organized. In its first month of operation, the union has 75 members holding a total of 440 shares, and more than \$2,000 out in loans.

1955: In the fall, the per diem travel allowance is \$7 for overnight travel of less than 24 hours and more than 12. For an employee traveling more than 6 hours but not sleeping away from home, only costs of meals are allowed — not to exceed \$4.

Jose Luis and Gloria Saenz sent this message to thank the many members of the highway family who offered condolences on the loss of their sons in the Alton school bus tragedy Sept 21. Jose Saenz is a Pharr District employee. (Courtesy of McAllen Monitor)



*Life is not ended,
it has merely changed.*

David Saenz
Michael P. Saenz

We are deeply grateful for the loving concern you shared with us during this time of deep sorrow. Losing our beloved sons and brothers, Michael Paul and David Vincent, has been an experience we will never forget. The many expressions of sympathy and love we have received will help us as we continue to experience the healing power of God. Please continue to keep us, and all the families who lost their loved ones, in your prayers.

May the Lord touch your lives daily and may the joy you shared with us, in knowing Michael and David, inspire you to share love with many others.

With Gratitude
The Saenz Family
Jose Luis, Gloria, Joseph, John

LETTERS

On June 21, I had the misfortune of running out of gas on Texas 288. I had my 2-year-old daughter and an 80-year-old woman riding in the car with me on a 90-degree day. Needless to say, I was in a panic.

To make a long story short, **Bill Downs** stopped to help us out. I shudder to think what could have happened had he not stopped. Where we were stranded it would have been very difficult, as well as dangerous, to attempt walking to a gas station. Also, my elderly companion and my daughter would not have fared well whether they walked with me or stayed behind.

Mr. Downs said that it was part of his job to help people who were stranded on the freeways, but the manner in which he did his job was so professional. I now have a new-found appreciation for the Texas State Department of Highways and Public Transportation.

**Margaret Sallans Noecker
Houston**

Downs is a maintenance construction supervisor in the Genoa maintenance section, Houston District.

I am hoping you can find space to print this letter. It concerns the men who work in the Texas heat and cold to make our Texas highways as beautiful as they are. No other state has highways that compare with ours.

My special thanks go to the workers of

Mills County. I drive home late at night on FM 573 South from my job in a Comanche nursing home. I turn off FM 573 to a difficult-to-see dirt county road. In rain or fog, it is impossible to see at that particular spot.

My husband stopped and talked with the highway crew one day about the possibility of placing a reflective marker at this turn-off. The next night as I was driving in from work, there ahead of me was a bright, shiny reflector. It made for a safer drive home for me.

Special thanks to **J. C. Stewart** and his supervisors at the Texas highway department.

**Bonnie Pyburn
Mullen**

Stewart is a maintenance technician in the Mills County maintenance section.

I am writing to commend **Ernest Griswold** on helping me on the road when I had a problem with my car. On his day off, he stopped and helped me get my car going. He would not accept any payment but said that was part of his job.

I really do appreciate it and wish there were many more people in this world like Mr. Griswold. He must be a great asset to the highway department, and he certainly deserves recognition.

**Irene T. Birdsong
Conroe**

Griswold is a maintenance technician in the Houston District.

TRANSPORTATION NEWS

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