



# ***The A.S.H.E. SCANNER***

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THE AMERICAN SOCIETY OF HIGHWAY ENGINEERS

February 1969

## **7th ANNUAL A.S.H.E. CONVENTION TO FEATURE NATIONALLY KNOWN SPEAKER**

Plans for the Seventh Annual Convention of the American Society of Highway Engineers to be held May 23 and 24, 1969, at the famous Seven Springs mountain resort in Somerset County, Pennsylvania, include the presentation of a nationally known and outstanding speaker as a feature of the Saturday luncheon program.

The convention committee is hoping that Governor John A. Volpe, of Massachusetts, who has been named to the cabinet of President Nixon as head of the Department of Transportation, will accept the Society's invitation to address the convention. Firm announcement of this acceptance will be made known as soon as possible to the Society membership.

Under the leadership of John F. De-Ross, general chairman, president, Pittsburgh Section, A.S.H.E., and co-chairmen William E. Urick, first vice president, Pittsburgh Section, and Joseph Martinelli, first vice president, Southwestern Pennsylvania Section, with Angelo C. Turici, secretary, Pittsburgh Section, acting as convention secretary, plans are rapidly approaching their final stage for presentation to the membership.

The 1969 convention will be sponsored by the Pittsburgh and Southwestern Pennsylvania sections as co-hosts, and since all committees were named in November and have been working diligently since that time, well-laid plans are maturing as expected.

It has been announced that Honorary Chairmen of the convention will be Benjamin M. Givins, Jr., P.E., P.D.H. district engineer of District 11, Pittsburgh, and James H. Mifflin, P.E., P.D.H. district engineer of District 12, Uniontown.

The names of members of all convention committees were published in the December edition of the SCANNER and have not changed.

The convention committee has announced that the registration fee per person will not exceed \$10 which amount will cover the cost of Saturday's luncheon and banquet, two cocktail parties, on Friday and Saturday nights, and the entertainment following the banquet.

Room rates at Seven Springs resort will be \$10 per person for double occupancy per night and \$14 per person for

single occupancy per night.

The main lodge at Seven Springs resort can accommodate 400 people and their auxiliary lodge nearby can accommodate 100 people. Reservation forms and other literature describing the resort and the

Continued on Page 4 - First Column

## **NEW OFFICERS NOMINATED**

New officers and three new directors were nominated by the national Nominating Committee at a meeting held in Harrisburg on January 10, 1969.

Chairman James R. Barnicle, P.E. reported the following nominations for the Society year beginning June 1, 1969:

For President, Robert S. Kepner, P.E., of Clearfield, Pa., a design engineer with the Pennsylvania Department of Highways.

For First Vice President, Robert E. Martzall, P.E., of Dillsburg, Pa., a member of the Harrisburg Section, vice president of the consulting engineering firm of Capitol Engineers, Inc., of Dillsburg.

For Second Vice President, John H. Leapson, P.E., of the Delaware Valley Section, who is currently a director of A.S.H.E., and is also vice president of TEI Consulting Engineers, Inc. of Philadelphia.

For Secretary, Ralph T. Smith of Carlisle, Pa., a member of the Harrisburg Section, who has continued in this post since the incorporation of the Society in 1958. He is currently serving in a consulting capacity with the construction firm of Reisinger Brothers, Inc., of Carlisle.

For Treasurer, George K. Hart, of the Williamsport Section, who has been nominated for his second term as Society treasurer. Hart is currently the secretary

Continued on Page 4 - Middle Column

## ***President's Message***

It is becoming increasingly apparent that a stronger Society can be obtained if  
**PRESIDENT**



all of the people who are engaged in the government of our Society - not only at the national level, but at the sectional level - are fully informed as to their responsibilities as officers and directors, and what procedures to follow to make for a successful administration of their office.

C.J. WACHTER, JR. With this in mind, I am instituting an innovation for the programming of events at our next annual convention which will take place on May 23rd and 24th, as outlined in detail in another column of this edition of the SCANNER. This innovation will take the form of a work shop to be held during the morning of May 24th at our convention hotel. At this work shop two important functions of Society government will be discussed - the responsibilities of the presidents and those of the secretaries. It is also planned to explore the responsibilities of Society committees, and for this feature, a set of guide lines will be distributed, which have been prepared after long study, by a special national committee.

To insure the success of this undertaking, it will be important that newly elected officers and directors, especially incoming presidents and secretaries, support this work shop effort by their presence. It is also important that these officers should come prepared with questions and it will be our hope to provide the answers.

This work shop meeting will not be closed to any one who feels that their presence will help to improve the government of the Society. All convention delegates will be cordially welcomed and encouraged to participate in any discussion. Let's hope this will be a successful venture.

C. J. Wachter, Jr.  
President

## TECHNICAL CROSS SECTION

John H. Leapson, P.E.

Chairman, Technical Committee

The Highway Research Board's 48th Annual Meeting was held during the week of January 13-17, 1969 at the Sheraton-Park Hotel in Washington, D. C.

Over 3,000 of the world's most distinguished highway transportation researchers, engineers and administrators attended and participated in sessions concerned with important new advancements in areas ranging from soils to safety.

The following information presented at the meeting should be of particular interest to members of A.S.H.E.:

### TRANSPORTATION SYSTEMS PLANNING

#### Permanent Transport Corridors Urged

"It is expected that 85 percent...of the population will reside in urban areas by the turn of the century," noted Jack E. Leisch of DeLeuw, Cather & Co. in a paper.

"It is mandatory that transportation networks in metropolitan regions be established and the land reserved for them now in order to serve the travel requirements in the future," declared Leisch.

He suggested that a network of permanent transportation corridors "initially spaced at four to six miles, and eventually spaced at two to three miles in built-up areas, can function into the future at reasonable levels of service for any predicted rates of population growth, urban area expansion and increasing travel demand."

Leisch pointed out that the corridors would be permanent but that the facilities within them need not be.

The corridors, he said, should "be established with sufficient width and appropriate spacing so that they are (1) capable of accommodating... balanced transportation service (2) adaptable to design or redesign to carry a freeway, a rapid transit facility or a combination of the two and (3) capable of conversion in the future to meet the design requirements of new technological developments.

"The application of this concept," asserted Leisch, "could resolve the urban planning dilemma which at the present time seem insurmountable."

### INTERSTATE HIGHWAY ACCESSIBILITY FOSTERS ECONOMIC GROWTH

The accessibility to Interstate Highways generally stimulates the growth of manufacturing in larger cities in more populous parts of the country, the delegates were told by Leonard F. Wheat of the Office of Program Analysis and Economic Development Administration.

The study was made in an effort to determine whether cities with superior transport facilities have more capacity for

growth than other cities, and whether transport investment itself is an effective means of promoting economic growth. The relationship between highways and manufacturing is considered essential to an understanding of these questions.

The findings indicate that premium highways have a measurable effect on manufacturing growth, under certain conditions, in the cities which they serve. The presence of freeways acts as a stimulus only in regions where movement along regular highways is slowed by heavy traffic, frequent turns, and numerous hills and curves - in other words, in regions of dense population and uneven terrain where use of freeways produces substantial time savings in travel.

Faster manufacturing growth of freeway cities was found by the study in states east of the Mississippi Valley - those east of the Illinois-Indiana and Mississippi-Alabama borders - and the Pacific Northwest. In these areas, manufacturing gains were mainly found in cities roughly above 16,000 in population or where airline service is available regardless of population. The study concluded that freeways probably help existing firms to grow, as well as attracting new firms to cities which they serve.

The study found that the manufacturing impact of freeways is neither dependent on, nor affected by, rail service, water carrier service, or manufacturing employment at the beginning of a growth period. Manufacturing benefits, according to the study, were not found in cities located more than about ten miles from the nearest freeway.

Because the study was made between 1958 and 1963, it pointed out that this period may be too early to reflect the full impact of the Interstate Highway System, and in view of the limited number of cities available for analysis in certain categories, its conclusions were regarded as tentative. Lack of data prevented any determinations regarding Central and Southern California and the Rocky Mountain region.

### APPALACHIAN HIGHWAYS ARE SEEN AS BOOSTING WEST VIRGINIA ECONOMY

Can accelerated highway building help a "stranded" area like West Virginia catch up with economic growth patterns for the rest of the nation? A study says it can - up to a point.

Isaac Shrafran and Frederick J. Wegmann used a new analysis technique to evaluate effects of Interstate and Appalachian Development Highway System road construction on West Virginia. They evaluated changes in accessibility, driving time and interaction between West Virginia markets.

Using the state's 1950 highway system as a base, the authors compared trans-

portation changes with the Interstate system partly completed, fully completed and with both the Interstate and Appalachian Development Systems completed.

With the Interstate only partially completed, average travel time to markets from most areas of the state dropped by at least an hour, with some declining more than four hours. However, relative accessibility remained about the same, with markets in the northern panhandle most accessible and those in the state's southern part least accessible.

Completion of the Interstate system would decrease average travel time to markets by two hours in most parts of the state, and by more than three hours in some sections, the authors said. "However, the relative locational advantage of most places remained unchanged," they reported.

Completion of the Appalachian Development Highway System would reduce the difference between the most and least accessible growth points to just over three hours, said Shrafran and Wegmann. But they added: "... even with the completion of the Appalachian Development Highway System, the relative position of each growth point remains similar to 1950, only the differences are smaller."

With some exceptions, all markets showed a "substantial increase in interaction potential" as the highway systems were completed.

The authors concluded that while the new highway systems are enhancing economic prospects for all market centers in West Virginia, "the more accessible growth points in 1950 remain more accessible in 1975, and the least accessible growth points in 1950 remain least accessible in 1975." This, they said, indicates it is becoming more difficult to radically alter accessibility and interaction patterns between cities.

Moreover, the authors said, "a point of diminishing returns is approached as the number of high-type highway facilities increases." They found that the first sections of the Interstate yielded much greater benefits per dollar invested than will final additions to the Interstate system or the supplemental Appalachian Development Highway System. They concluded "if additional funds are available, they might be used in upgrading feeder roads or improving the air network with greater returns."

Shrafran is transportation analyst for the Cleveland-Seven County Transportation Land Use Study, and Wegmann is assistant professor of civil engineering at West Virginia University.

### TRANSPORTATION IN AND OUT OF "NEW TOWNS" IS A "MUST"

Success of the so-called "new towns" depends on the effectiveness of their

transportation systems, both inside and out.

Robert L. Morris, vice president of Alan M. Voorhees and Associates, a consulting engineering firm, reported that no one should be misled by the phrase "self-contained," often applied to completely new towns like Columbia, Maryland, and Litchfield Park near Phoenix, Arizona.

Planning for new towns involves two transportation considerations, Morris disclosed. They need an internal system to serve the industrial commercial and residential areas of the new town. But they also need a strong, external system to link the new town with the major city or cities located nearby.

Morris stressed that new towns can only carry out the self-contained concept if job opportunities are provided for residents who wish to work near their homes. He referred to several community planning surveys which discovered that most of the residents of the big cities studied thought job opportunities there were inadequate. Under such circumstances, development of new towns would be considered inadvisable. Even when employment opportunities approximate the number of workers who will live in a community, there will still be many home-to-work trips out of the new town. As these new town populations grow, however, it is likely that the percentage of those working near home will increase.

## DESIGN

### Slip-Base Lighting Supports Found to Produce Reduced Crash Records

Highway engineers are deeply concerned with reducing traffic deaths due to collisions with fixed objects alongside the roadway. That concern was evident as five different teams reported on progress in designing guardrails, lighting supports and other fixed objects which, when hit by a car or truck, result in less severe accidents.

In reporting on their investigations into the characteristics of lighting supports under collision impact, two of the teams were in substantial agreement that a "slip-base" for the light pole - a base capable of giving way in any direction - seems to be the most effective in reducing the severity of the crash.

J. E. Martinez and B. E. Morgan of Texas A & M University's Texas Transportation Institute reporting on their studies into lighting support structures - research that included mathematical models, correlated by full-scale crash tests - concluded that

..Slip-base post attachments confine impact forces to lower limits than do the cast aluminum or steel progressive shear-type bases;

..Vehicles hitting with a speed 20 mph or less cause the post to fall on the vehicle; and

..Higher crash speeds cause the post to clear the vehicle on impact, but may create other hazards if the post should land on the roadway.

Eric F. Nordlin, Wallace H. Ames, and Robert N. Field, all of the Materials and Research Department, California Division of Highways, reported on their collision testing of five different types of lighting standard bases. They substantiated the findings of the Texas team with regard to the effectiveness of the slip-base design, pointing out that it was one of the best devices for reducing impact severity, at both high and low speeds.

## PRESENT DESIGN OF CONTINUOUSLY REINFORCED CONCRETE PAVEMENT IS CALLED CONSERVATIVE

Continuously reinforced concrete pavements may be safely designed two inches thinner than jointed concrete pavement, according to a Texas Highway Department report. This design practice, noted the report, is not only adequate but conservative.

This was one of several findings made by the Texas Highway Department in the last of a series of reports on the performance of continuously reinforced concrete pavements in the state.

The Texas engineers also found that continuously reinforced pavements built over stabilized subbases performed far better than pavements built over non-stabilized subbases.

The performance of pavement test sections with varying subbase, subgrade, and slab thickness characteristics is evaluated in terms of steel strain, deflection, crack pattern, pumping and traffic.

In general, the researchers found that CRV pavements are performing with a significantly higher psi than are jointed concrete pavements with identical traffic.

## MAINTENANCE

### Snow and Ice Detection Systems Seen Eliminating Driving Hazards on Bridge

The problem of detecting ice and snow conditions on the deck areas of highway bridges and overpasses, and then providing suitable warnings to motorists, has become an increasingly important and critical highway safety factor on high-speed interstate highways.

In a report, Michael F. Ciemochowski of the Holley Carburetor Company of Warren, Michigan, described a system developed by his company that detects ice and snow conditions through the use of a combination ambient air and relative humidity sensor on the bridge railing, along with two other sensors buried in the bridge deck.

The system can relay a signal to maintenance staffs to send an observer to examine the conditions first-hand and pass a judgement on the need for chemical ap-

plication.

It can also be used to switch on electric heaters embedded in the deck and actuate a warning flasher for motorists.

By comparing the differential temperature between the ambient and deck surface, the anticipatory portion of the system predicts when frost will appear on the deck.

Actual ice formation is monitored by the other portion of the system. Because precipitation can also occur on a bridge deck when humidity is low, ice could form if the deck is at freezing temperature. This would not be detected by the anticipatory system.

The problem is taken care of, said Ciemochowski, by the two sensors flush-mounted in the deck. When freezing rain or snow occurs, and ice builds-up on the deck surface, the unheated sensor has ice between its electrodes, providing low conductance. Thus, a conductive imbalance occurs between the two sensors and an icing signal is generated.

When de-icing methods are used on the deck surface, the ice on the unheated sensor melts, conductive balance is restored, and the icing energizing signal is removed.

The ice detection system was first installed in 1964 on the Flint River bridge on I-75 near Flint, Michigan. It included a set of recorders that kept a record of ambient temperatures and relative humidity readings as monitored by the detection system, as well as a record of sign actuation.

In this 3½ year evaluation program, the recorded temperature and humidity readings were correlated with those at the U. S. weather bureau at the nearby Bishop airport in Flint, Michigan.

Excellent reliability was recorded, said Ciemochowski, for the system in temperature and humidity recording as well as sign activation. Accuracy of temperature readout for the system is now specified at plus or minus 1°F. Relative humidity readout accuracy is plus or minus two per cent.

## MATERIALS & CONSTRUCTION

### Concrete Cast in Autumn Is Found To Be More Susceptible to De-icer Scaling

In a progress report Paul Kleiger and Robert Långgren of the Portland Cement Association described the performance of a variety of concretes exposed outdoors to severe weather. The exposure included the application of chemical de-icers to surfaces to remove accumulations of snow and ice during the winter.

Much of the performance after four or five years of exposure confirmed already known and accepted precepts for obtaining durable surfaces. However, the report revealed that concrete cast late in the fall



## 7TH ANNUAL A.S.H.E. CONVENTION

Continued from Page 1

convention program will be mailed direct to the Society membership sometime in March. Reservations at the resort are to be made direct with the management there and cards for this purpose will be included in the March mailing.

The following program of events has been approved:

Friday, May 23 - 5 to 9 P.M. Registration in resort lobby.

6 P.M. Hospitality party in Matterhorn Room to get acquainted.

9 P.M. Meeting of Society Executive Committee.

Saturday, May 24 - 9 A.M. to 5 P.M. Registration in lobby.

9 A.M. to 12 NOON, Tour of the famous Falling Water home designed by Frank Lloyd Wright for Pittsburgh department store owner Edgar J. Kaufmann. 9:30 A.M. - Work shop for newly elected sectional officers, particularly presidents and secretaries.

1:00 P.M. - Annual business luncheon in main dining room for all conventioners, to feature address by Governor Volpe.

3:00 P.M. - Annual business meeting of the Society including election of national officers.

6 to 7 P.M. - Cocktail hour in Club Room.

7 to 9 P.M. - Annual banquet in main dining room, to include installation of newly elected officers.

9 P.M. - Dancing and entertainment in Club Room.

It is expected that because of reduced registration fees and very reasonable room accommodation cost, this convention will draw the largest attendance in the history of the Society. It is therefore urged that room reservations be made at an early date to insure comfortable and within-the-resort accommodations.

The resort is equipped with an indoor swimming pool and this facility, together with riding, golf, tennis and beautiful walks, will all be made available exclusively to our Society. The March mailing will include detailed information about all these facilities.

MOVED? SEND NEW ADDRESS.

## NEW OFFICERS NOMINATED

Continued from Page 1

of the Williamsport Section and has served as a national director. He is employed as manager of New Enterprise Lime & Stone Co.'s concrete pipe plant at Montoursville, Pa.

Nominated for three-year terms as directors, were:

James M. Weaver, of the Pittsburgh Section, who is vice president of Russell Industries, a construction firm, in that area. Weaver is first vice president of the Pittsburgh Section, A.S.H.E.

Thomas J. Kane, P.E., of Scranton, Pa., who is currently president of the North East Penn Section, A.S.H.E., and is affiliated with Albert E. Peters Associates, Inc., consulting engineering firm, Scranton.

Harry G. Evans, of Clearfield, who is president of the Clearfield Section, A.S.H.E., and is employed with the Pennsylvania Department of Highways in the Clearfield District office.

National President C. J. Wachter, Jr., will automatically serve on the Board of Directors in his capacity as immediate past president of the Society for a one-year term.

National directors who will continue in office are:

For two years: Robert L. Brown, East Penn Section; Walter H. Burke, P.E., Harrisburg Section, and Donald C. Rimmer, Harrisburg Section.

For one year: Robert E. Yeager, Altoona Section, and Robert M. Slovina, P.E., Harrisburg Section. The new Board of Directors will likely name a successor to fill a vacancy for a one-year term at its first meeting in June 1969.

## MATERIALS & CONSTRUCTION

Continued from Page 3

is more susceptible to de-icer scaling than similar concrete cast in the summer. In this regard, it was also shown that curing methods which retain or add water for relatively long periods of time leave late fall concrete more saturated and thus more vulnerable to early freezing.

The use of ammonium sulfate and ammonium nitrate as de-icers resulted in severe chemical attack and the use of such materials should be prohibited, the report noted.

With respect to elevated slabs, the study showed the value of increasing concrete cover over top steel as a means for reducing steel corrosion. This is of importance since steel corrosion is a major factor in the spalling of concrete decks.

## PITTSBURGH SECTION

Jack B. Kenning, Public Relations

The 1969 meetings for the Pittsburgh Section opened with a real BANG - M.M.

Champion, technical manager of E.I. DuPont DeNemours & Company, Wilmington, Del., spoke on "Safety and Precision in Highway Blasting."

"THINK CONVENTION" - All committee's under Co-Chairmen Bill Urlick and Joe Martinelli are doing their part.

Have you signed up for an advertisement in the convention year book?

We wish to emphasize that Seven Springs can accommodate only 400 persons. Sign up now. Don't blame us if you miss one whirl of a time.

The board of directors have approved a suggestion by Richard R. Wright, a director of the Pittsburgh Section, to sponsor a student paper award to recognize the importance of promoting student interest in the engineering problems in the development and use of highways. The competition for this award is restricted to the residents of the following counties who are enrolled at an accredited college of engineering: Allegheny, Beaver, Butler and Westmoreland. The award is to be made to an undergraduate student for an original paper concerning any aspect of the highway industry.

The award, in the amount of \$250 is to be applied for tuition or other expenses, at the discretion of the Dean of engineering, at any college of engineering accredited by the Engineering Council for Professional Development or recognized by the State Registration Board.

All papers shall be typewritten and not less than 1,000 words nor more than 5,000 words in length. Selection of the final paper shall be made by a panel of five Senior Members representing a cross section of the Society. Receipt of a paper shall be acknowledgement of application for the award. All applications must be submitted prior to November 30, of any calendar year. The selection of the recipient of the award is the responsibility of the Award Committee of the Section, subject to the ratification by the Board of Directors.

The February 12th meeting was held at the Terrace Restaurant, Parkway Center, and the following people participated in a panel discussion on the different aspects of the highway industry: Michael Baker, Jr., Consultant; Robert S. Holmes, President, ARBA; John Harhigh, Director of Personnel, Department of Highways; Russell Swank, Jr., President of Western Pennsylvania Constructors Association, and Ben Givens, District Engineer, Pittsburgh, moderator.

## NEW MEMBERS

William J. Houston, Jr., Pittsburgh, Pa., P.D.H.  
A. Thornton Young, Carnegie, Pa., P.D.H.

Highest Bridge: Allegheny River Bridge. (Interstate 80), near Emlenton, Venango County, 250 feet above the water, tallest eastern United States.



## NORTH EAST PENN SECTION

Joseph E. Notartomas, Public Relations

Situated in the northeastern part of the state is District 4-0 of the Pennsylvania Department of Highways, the home district of the North East Penn Section, A.S.H.E., comprising seven counties and



Thomas J. Harrington

the district office. Five of the counties - Bradford, Susquehanna, Wyoming, Wayne and Pike - are for the most part rural areas. Lackawanna and Luzerne counties make up the metropolitan area. The cities of Scranton and Wilkes-Barre serve as the district hub.

The district office is located along the O'Neill Highway in Dunmore, a short distance northeast of Interchange 55 on Interstate 81. The building has 40,107 square feet of floor space.

Thomas J. Harrington, who has 33 years of service, has been serving as District Engineer since 1963. "Tom" as he is affectionately known throughout the highway industry, helped found the North East Penn Section, and is presently serving as a member of its Board of Directors. His deputy engineer is James C. Scandale. Assistant district engineers are Thomas D. Yeager, Operations; John M. Finn, Construction; and George J. Parrs, Pre-Construction. David J. Edwards is the administrative officer.

District personnel total 1,993, of which 716 are assigned to the district office. The remainder are attached to maintenance, of which 340 are assigned to the construction unit. These include six assistant construction engineers, engineer assistants, civil engineers, construction inspectors, construction engineers and 40 project engineers.

There are 42 construction projects in the district. Total value is \$41.9 million.

New Interstate 84, approximately 50 miles in length, is the largest project under construction. This route will connect the metropolitan areas of Luzerne and Lackawanna counties, through Wayne and Pike counties to Matamoras which borders the New York State line at Port Jervis. Estimated project cost is \$52.8 million.

The district has 94 miles of Interstate 81, of which the last 3½ miles were opened in late December. Interstate 81E is 28 miles in length, and will carry traffic from New York-Southern Jersey-Philadelphia into the Scranton-Wilkes-Barre area. Under construction is 18 miles.

District 4-0 has 2,585 bridges. Two major structures, the Spruce St. and Linden St. bridges, are being replaced at a

cost of \$7.1 million.

There are 4,190 miles of state maintained highways in the district. The maintenance engineer is Donald R. Myers. Annual snow removal costs exceed \$4 million.

County maintenance superintendents are George E. Weldy, Bradford; Cornelius S. Chase, Lackawanna; Carl Sachs, Luzerne; Clifton U. Berger, Pike; Perry J. Goff, Susquehanna; Carl A. Rickard, Wayne; and Joseph D. Jagger, Wyoming.

The Materials Department is comprised of approximately 60 employees. Department responsibility includes checking operations of 15 bituminous concrete plants, 18 cement concrete plants and 10 anti-skid sources.

Also, a periodic check of 41 quarries and gravel pits is carried out by the Materials Engineer. Two trailers, moved to the rear of the district office in 1956, house the laboratory where all tests are run on bituminous mixtures and gradation on stone, gravel, sand and soil.

Total value of projects under design is \$102 million, of which 54 per cent is being performed in the district office and the remainder by consultants.

Fifteen survey crews do 50 per cent of all district survey work. Right Of Way personnel, totalling 34, are concerned with 1,500 to 1,800 demolitions under the Six-Year Program.

Through the use of the Department's Tuition Refund Program, 30 employees are enrolled in courses preparing them for their EIT and Professional Engineer's license. Two others are pursuing Masters Degrees at Penn State University and New York University. Their major field of study includes all phases of planning, designing and operation in the field of transportation.

A. Harden Coon, who also was very instrumental in founding the North East Penn Section, and has served on its Board of Directors, is honored in the October 1968 Issue of PHI GAMMA DELTA, the journal of the Fraternity, as one of the fraternal business executives who is promoting leadership so essential to this Nation.

Mr. Coon is treasurer of Coon Certified Concrete, Inc., of Luzerne, Pa., a firm which specializes in ready-mixed concrete and construction equipment rental. He is also chairman of the board and treasurer of the B. G. Coon Construction Company, contractors since 1854. The firm deals mainly in engineering construction including highways, railroads, bridges, and reservoirs.

He began his career at the age of 13 as a timekeeper in his father's firm and in 1931 became head of B.G. Coon Construction Company at 35 years of age.

During World War II, he was in charge of renegotiation of construction contracts for the U.S. Engineers in Baltimore, Md.,

and has since developed the concrete and weather proofing firms which bear his name.

Mr. Coon is a director of the First National Bank of Wilkes Barre, the Clark Lumber & Supply Company of Plymouth, Pa., and Associated Pennsylvania Constructors, and is a trustee of the Wyoming Seminary in Kingston, Pa. In addition, he is seated on the advisory committee of the National Rivers and Harbors Congress and is a past president of the Wyoming Valley Chamber of Commerce.

## EAST PENN SECTION

John F. Hanosek, P.E. - Public Relations

The January meeting was held on January 14, at Shankweiler's Hotel, Fogelsville. Mr. John Quigg, sales engineer of Bethlehem Steel Corp., presented a program on "Continuous Reinforced Concrete Pavement".

At our February meeting, Mr. William Davis, who heads P.D.H. District 5-0 Accident Investigation Group, presented an interesting lecture on the special investigations members of his department perform. His talk emphasized the mounting responsibility of engineer, to design and construct highways with the motorist's safety in mind.

The March meeting will be the sections annual ladies nite and will be held on March 15, 1969 at the Lehigh Valley Club, Allentown, Pennsylvania. All members are urged to get their reservations in early for this special affair.

A combined meeting with our neighboring North East Penn Section of the Scranton area will be held in April, at the Sportsmen Club in Blakeslee, Pennsylvania. We are all looking forward to meeting our neighbors and discussing our mutual problems.

Our annual business meeting and election of officers is scheduled for May. The following have been nominated for the 1969-70 term of office:

President - R. L. Brown, P.E. (P.D.H. District 5-0)

First Vice President - M. J. McTish, A.L. Wiesenberger Associates

Second Vice President - J. E. Krick, P.E., (P.D.H. District 5-0)

Secretary - F. Wolfe - J. R. Bazley

Treasurer - M. P. Quigney, (P.D.H. District 5-0)

Directors - three (3) year terms:

Barney Schwartz - U. S. Army Engineers

Paul Goepfert - Fogarasi & Moyer

Dave Heinly - A.L. Wiesenberger Associates

## NEW MEMBERS

Edward G. Zacko, Pottsville, Pa., P.D.H.  
Karl S. Kurtenacker, Minersville, Pa., Contractor

## WILLIAMSPORT SECTION

Francis V. Stahl, Public Relations

Lawrence M. Laychur, P.E., Montoursville, a Senior Member of the Williamsport Section, has been named assistant district engineer for the eight-county Montoursville District by the Penna. Highway Department. Chief Highway Engineer Victor W. Anckaitis, in making the announcement, said Laychur moves up to the immediate staff of District Engineer Kenneth C. Larson, Jr., who is also a senior member of the Williamsport Section. Laychur, who joined the department in 1961, had been consultant liaison engineer for the district.

Laychur will be responsible for all highway projects under design in the counties of Snyder, Columbia, Sullivan, Tioga, Northumberland, Lycoming, Union and Montour. The District maintains 3,915 miles of highways, and has scheduled improvements under the State Highway Commission's six-year program valued at \$115 million.

A registered professional engineer with civil service status, Laychur successfully completed the department's professional intern program. A graduate of Nanticoke High School, Laychur received his civil engineering degree from Pennsylvania Military College.

### NEW MEMBERS

Robert H. Haase, Williamsport, Pa., P.D.H.  
Harry E. Schaffer, Jr., P.E., Lewisburg, Pa., Consultant  
Glenn R. Williams, R.S., Lewisburg, Pa., Consultant

## ALTOONA SECTION

Harry E. Scholl, Public Relations

The November meeting was a very enjoyable evening at the Rustic Isle. Chairman of the National Liaison Committee, Mr. James Barnicle, P.E., enlightened the 61 members and guests present on the recent National Assessment increase. It was brought out that the growth of the Society will require a permanent headquarters and a staff to handle increasing Society business and distribution of publications. The program sponsored by the Juniata Culvert Company on "Corrugated Metal Culverts and Underdrains" was presented by Mr. Fred Shinn, District Engineer of Metal Production Division, Armco Steel Company. A film on the construction of 400 miles of railroad to open new iron ore deposits in northern Canada was shown

to the group and a short slide presentation on different uses of U-drains on highway construction.

A special committee, chaired by Bob Yeager, reviewed and revised our by-laws as directed by National Headquarters. In the near future all members will receive a copy of the by-laws.

A list of members has been sent to National Headquarters for upgrading. After the first of the year, 28 members will be getting a notice of their respective new grade.

At present, we have a total of 116 members in good standing.

Senior Members	68
Members	8
Associate Members	13
Junior Members	20
Affiliated Members	7

The January dinner meeting of the Altoona Section was held Wednesday evening, January 15, at the Rustic Isle. Mr. Donald Detwiler, of New Enterprise Stone & Lime Company, presented the program on, "Economics in Highway Construction". Mr. Detwiler's topic concerned the prerequisites of preparing bids for construction contracts. Some of the more important considerations were, length of contract period, how much material is to be involved, what type of equipment should be used, proper operation and maintenance of equipment, and possible weather conditions that could exist during the construction season. Following the discussion slides taken at several construction sites in Pennsylvania were viewed by the members.

The next meeting was held February 12th at the Colony Steak House with Gwin Engineers, Inc. sponsoring the meeting. Mr. Lewis L. Gwin presented a program of slides taken on a recent trip to Europe. Preceding the dinner Mr. John E. Young discussed the aspects of using contouring plans in the design and construction of a highway.

### NEW MEMBERS

Alfred E. Laich, P.E., Altoona, Pa. P.D.H.  
Donald E. Mock, P.E., Bedford, Pa., P.D.H.  
Walter W. Bagley, Altoona, Pa., P.D.H.  
Allen B. Hartman, Altoona, Pa., Material Sales

## HARRISBURG SECTION

Clyde C. Holler, Jr., Public Relations

Our February meeting will be held at the West Shore Country Club where the Joint meeting of the Engineers Societies in this area will highlight Engineer's Week. Our speaker will be Mr. George H. Leland F.A.S.C.E., president of Edward and Kelcey, Inc., engineers of Newark, N. J. He is speaking on "Positive Engineering in Urban America".

In March our speaker will be the Honorable Robert G. Bartlett, Secretary of

Highways, Pennsylvania.

The nominating committee has submitted the following slate of officers for 1969-1970:

President - Kenneth D. Kapp, P.E.  
1st V.P. - John V. Rignani, P.E.  
2nd V.P. - Donald C. Rimmer  
Secretary - Gene H. Strausbaugh, R.S.  
Treasurer - William A. O'Connor  
Director - 3 yrs. - J. Dixon Early, P.E.  
Director - 1 yr. - Tom McLaughlin (Immediate Past President)

Senior Member James G. Swope, of Fayetteville, construction engineer in District 8 for the past 22 years, and one of the original members of this Section, has retired from service with the Pennsylvania Department of Highways.

### NEW MEMBERS

Carl Gudat, P.E., York, Pa., Consultant  
Milford R. Moore, York, Pa., Contractor  
Richard B. Ulp, P.E., Camp Hill, Pa., Consultant  
Alan E. Brown, Mechanicsburg, Pa., Contractor  
Paul E. Junkins, Jr., Mechanicsburg, Pa., Consultant  
Stephen L. Miller, Hershey, Pa., Consultant  
Roy W. Douthitt, P.E., Wellsville, Pa., Consultant

## DELAWARE VALLEY SECTION

Joseph Puchalski, Public Relations

Our January membership dinner meeting, on January 22nd, was addressed by Norman T. Cochran, P.E., former president of the Pittsburgh Section, and now a member of the Harrisburg Section, who is statewide paving engineer for Pennsylvania Portland Cement Association. His subject was "Major Highway Corridors of North America" and emphasized what happens to the highway interstate program, which is the result of a study sponsored by his Association and goes into highway needs to the year 2000. The meeting was held at Donnolo's Fort Side Inn, at White-marsh, Pa. and was well attended. Presiding was President Harold A. Humbert.

### NEW MEMBERS

Frederick J. Thompson, P.E., Rosemont, Pa., Consultant  
Clarence E. Wallace, Berwyn, Pa., P.D.H.  
William B. Calder, P.E., Lansdale, Pa., Consultant  
A. Collins Hack, Bloomsburg, Pa., Contractor

## REPORT NOMINATIONS

All sections, since January, have been engaged in the process of nominating new officers and directors for the ensuing Society fiscal year, beginning June 1, 1969. Some sections have reported these nominations for publication in this edition of the SCANNER. It is requested by your Editor, that all nominations be reported for publication in the May edition of this news media. Election and installation of all new officers and directors must take place at the section annual meeting in May.

**CLEARFIELD SECTION**

David E. Zazworsky, Public Relations

The January meeting of the Clearfield Section, A.S.H.E., was held at the Elks Lodge in Clearfield where 44 members and guests were shown a film titled "Monument to the Dream". The "dream" referred to in the title of the film was the new Gateway Arch located near the Bush Memorial Stadium in St. Louis, Missouri, and all those present at the meeting saw a step by step construction of the arch recorded on film over a three year period. Watching the ironworkers erect steel beams hundreds of feet in the air, even though on film, had us all reaching for our "seat belts" periodically, but the film was very informative and appeared to be enjoyed by all. In addition to seeing the film, nominations of officers for the year 1969-1970 were made as follows: William C. Walker, President, Robert A. Philage, 1st Vice-President, Lawrence P. Opalisky, 2nd Vice-President, Richard C. Payton, Secretary, James F. Sherkel, Treasurer, and William M. Townsend, Chaplain. Nominated for Directors for 3 years were J. Kenneth Barnie, Roy H. Herlocher, Jr., and Gerald J. Madison.

During our February meeting the Dow Chemical Company will present a program on "Styrofoam HI Insulation for Highway Construction."

In several membership transactions, Paul A. Edmunds, Senior Member of the Williamsport Section, A.S.H.E., who had previously served as Treasurer of that Section, transferred his membership to the Clearfield Section of A.S.H.E. This change resulted from his assignment to the position of Assistant District Engineer for Construction in the Department of Highways eight county District 2-0. He had previously served in the same capacity with the Department of Highways District 3-0 in Montoursville. Edmunds, a graduate of the Pennsylvania State University, began his career with the Department of Highways in July of 1960 as a civil engineering intern. A native of Shamokin, Pa., Paul is married and is the proud father of two daughters and a son. We in the Clearfield Section and P.D.H. District 2-0 are happy to have him on our team.

On the other hand, the Clearfield Section lost a member when Paul J. Jones, sales representative with the Dupont Company, relocated to Grand Mesa, Colorado in the same capacity.

**NEW MEMBERS**

Richard L. Maney, Frenchville, Pa., Contractor

**INDIANA SECTION****NEW MEMBERS**Lester E. Jordon, P.E., Indiana, Pa., P.D.H.  
Gene C. Breniman, Shippensburg, Pa., P.D.H.**SOUTHWESTERN PENNSYLVANIA SECTION**

Ernest L. Barber, Public Relations

Cal L. Ewig Jr., a member of this section, superintendent of the Pennsylvania Department of Highways, Westmoreland County division, has been promoted to highway maintenance engineer for District 11 which embraces Allegheny and Beaver counties and the city of Pittsburgh.

Ewig has begun working out of District 11 office in Greentree near Pittsburgh. Replacing him in Greensburg will be Charles Johnston, of Lincoln Heights, also a member of this section, who has been working as an assistant under Ewig.

Ewig, 42, has been in the Highway Department for five and a half years, three and a half of which he has served as superintendent in Westmoreland County. A native of Herminie, Ewig is a resident of West Newton R.D.1. He recently had lived in Madison where he was a borough councilman and auditor. He also is the outgoing secretary-treasurer of the Westmoreland County Association of Boroughs.

The new superintendent for Westmoreland County is a native of Homestead and a retired assistant superintendent at the U.S. Steel plant in Charleston, W. Va. Johnston, 64, has been with the Highway Department for five years. Several years ago Johnston ran unsuccessfully for county commissioner.

Congratulations and best wishes are extended to Mr. Ewig and Mr. Johnston from all members of the Southwestern Section.

**NEW MEMBERS**

Dushan J. Nicksick, P.E., Burgettstown, Pa., P.D.H.

James B. Wilson, P.E., Connellsville, Pa., P.D.H.  
Herman J. Alvarez, Monessen, Pa., Contractor-Materials Producer

Robert G. Shaw, Uniontown, Pa., P.D.H.

Thomas M. Steele, Jr., Uniontown, Pa., Equipment Supplier

**RECEIVES IMPORTANT APPOINTMENT**

Eric K. Weber, of Belaire, Md., a former active Senior Member of the Pittsburgh Section, A.S.H.E., has received appointment as an associate of the firm of Rummel, Klepper & Kahl, consulting engineers with offices in Harrisburg and Baltimore. He is a registered professional engineer and will participate in new business development with his new firm. Before going to Maryland, Mr. Weber was with Swindell-Dressler Company, of Pittsburgh, where he was manager of market development in the public works field.

**WILLIAMSPORTER PROMOTED**

Paul E. Heise, of Hughesville R.D.1, a Senior Member of the Williamsport Section, A.S.H.E., has been promoted to assistant district engineer in charge of operations for the eight-county Montoursville District of the State Highway Department.



Paul E. Heise

He succeeds Paul E. Edmunds, P.E., now a Senior Member of the Clearfield Section, A.S.H.E., who was transferred earlier to the Clearfield District as assistant district engineer for construction.

Heise, who joined the Department in 1961, had been the district's bridge engineer.

"Heise has both the knowledge and the experience," said Deputy Secretary Victor W. Anckaitis, "to supervise operations of the district's 3,914 miles of highways. Also, the promotion demonstrates the value of the department's intern program, which Heise completed."

Heise is responsible for the supervision of maintenance operations, the issuance of permits, municipal services, and traffic services in the counties of Columbia, Lycoming, Montour, Northumberland, Snyder, Sullivan, Tioga and Union.

A registered professional engineer with civil service status, Heise is a graduate of Falls-Overfield High School, Dalton (Lackawanna County). He received a certificate in engineering from Keystone Junior College, and bachelor of science degree in civil engineering from Penn State.

**CONCRETE PIPE ASSOCIATION HEAD IS MEMBER OF ASHE**

We are proud to announce the election of John H. Briggs, of Erie, Pa., a former secretary and currently 1st vice president of the Franklin Section, A.S.H.E., to the presidency of the Pennsylvania Concrete Pipe Association.

John is presently manager of the Erie plant of Concrete Pipe Company of Ohio, Inc., and has been affiliated with the pipe industry since 1939, with but one interruption, service in the U.S. Army from March, 1944 to May, 1946. Following graduation from high school, he furthered his education at Bliss Business College, and later attended Ohio State and Gannon College, pursuing business law, English, economics, accounting and cost accounting.

He is married to the former Mary K. Dysard, is the father of a son and daughter and two grandchildren.



## 1968 - 1969 NATIONAL OFFICERS

President, C.J. Wachter, Jr., Easton, Pa.  
1st V.P., Robert S. Kepner, Clearfield, Pa.  
2nd V.P. Robert Martzall, P.E., Dillsburg, Pa.  
Secretary., Ralph T. Smith, Carlisle, Pa.  
Treasurer, George K. Hart, Montoursville, Pa.  
Immediate Past Pres., James R. Barnicle, P.E.,  
Hollidaysburg, Pa.

### Directors, 3 Years

Robert L. Brown, P.E., Easton, Pa.  
Walter H. Burke, P.E., York, Pa.  
Donald C. Rimmer, Mechanicsburg, Pa.

### Directors, 2 Years

John H. Leapson, P.E., Churchville, Pa.  
Robert M. Slovinac, P.E., Steelton, Pa.  
Robert E. Yeager, Hollidaysburg, Pa.

### Directors, 1 year

Joseph R. Katusa, Carmichaels, Pa.  
Edwin F. Leone, Indiana, Pa.  
Richard W. Kauffman, P.E., Lewisburg, Pa.

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## Membership Grows !

With ninety-five new members being accepted by the Society since June 1st, the active membership at this writing totals 1691. Membership applications showed a marked increase in the past two months over the first six months of the current fiscal year, as twenty-four applications were approved during this latest period. The membership by section is:

Harrisburg Section	320
Clearfield Section	101
Franklin Section	103
Altoona Section	116
Southwest Penna. Section	106
Williamsport Section	92
East Penn Section	137
Indiana Section	123
Pittsburgh Section	139
Delaware Valley Section	237
Kanawha Valley Section	96
North East Penn Section	121
<b>Total</b>	<b>1691</b>

## A.S.H.E. MEMBER PROMOTED

James B. Wilson, P.E., of Eighty-Four R.D.2 (Washington County), Pa., a Senior Member of the Southwestern Pennsylvania Section, A.S.H.E., has been promoted to assistant district engineer in charge of operations for the four-county Uniontown District by the Pennsylvania Highways Department.

The announcement was made by District Engineer James H. Mifflin who is also a Senior Member of the same A.S.H.E. section.

Wilson, who joined the Highways Department in 1963, had been district location engineer. He has been assigned to the Uniontown District (12) office the

entire time with the exception of a six-month period as a management trainee in the Harrisburg central office.

"The promotion of Wilson," said Mifflin, "will provide a greater balance of professional personnel in the district." The new position is part of the Department's continuing efforts to provide the best possible staff.

Wilson will supervise maintenance operations, the issuance of permits, municipal services, and traffic services to the counties of Greene, Fayette, Washington, and Westmoreland.

A graduate of Brentwood High School, Wilson received his civil engineering degree from Carnegie Institute of Technology. He is a registered professional engineer with civil service status.

## MANY A. S. H. E. MEMBERS ELECTED TO APC OFFICES

Reading over the list of officers newly elected to serve the Associated Pennsylvania Constructors during the next year, it is gratifying to see that most of the officers are also members of the American Society of Highway Engineers.

David H. Schaper, P.E., of Erie, Pa., elected president, is a Senior Member of the Franklin Section. He is president of Charles H. Fry Construction Co.

Elected vice president was J. Richard Nissley, of Landisville, who is a Senior Member of the Harrisburg Section. He is president of the construction firm bearing his name, and formerly served as APC treasurer.

Named as APC treasurer is J. Paul Skelly, of Media, Pa., a Senior Member of the Delaware Valley Section. He is president of James J. Skelly, Inc., a large construction firm, and formerly served as APC regional vice president.

Continuing in office as executive vice president is W. Guy Gunn, of Camp Hill, Pa., a Senior Member of the Harrisburg Section. This will be his third term as the executive head of APC.

Other officers include James R. Bazley, of Pottsville, Pa., a Senior Member of the East Penn Section; James Glasgow, of Glenside, Pa., a Senior Member of the Delaware Valley Section, and John W. Owen, of Johnstown, Pa., a Senior Member of the Altoona Section.

## N.Y.S.A.H.E. PROPOSES ALLIANCE WITH A.S.H.E.

The New York State Association of Highway Engineers, with headquarters in Albany, N.Y., and with a membership of 3300 employees of the New York State Department of Transportation, has submitted a proposal to the American Society of Highway Engineers to become allied with our Society in an effort to add prestige and stature to both organizations in the field of highway construction.

A special committee of the Executive Committee of the National Board of Directors of A.S.H.E. has been named by President "Jack" Wachter, Jr. to study the proposal of the New York organization, which document is supported by much of the data necessary to evaluate the merit of the proposition. Likewise, as a preliminary step to personal contact, the Executive Committee of A.S.H.E. has submitted a considerable amount of information to the New York state unit for its review.

The special A.S.H.E. committee met on January 29th to review all the information at hand and is expected to make some report to the Executive Committee at a meeting on February 21, 1969.

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