



The A.S.H.E. SCANNER

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THE AMERICAN SOCIETY OF HIGHWAY ENGINEERS

December - 1969

New National Communications Policy Is Announced By President Kepner

Implementing the first of a series of new policies that are designed to strengthen and broaden the American Society of Highway Engineers, President Robert S. Kepner, P.E., at a meeting of the national Executive Committee on November 14, 1969, announced the formation of a liaison communications committee that should produce the desired results in this area because this committee is composed of himself and the two vice presidents of the Society.

Realizing that a weakness exists between the sections of the Society in their communications with national headquarters that has resulted in serious problems developing that could have been solved through a knowledgeable and cooperative effort being manifested on the part of national officers had they been made aware of such situations in their infancy, and positive steps taken to assist sections find answers, President Kepner has divided the Society geographically into three divisions, with the three top officers of the Society personally responsible for the welfare of the sections therein.

President Kepner, who resides in Clearfield, Pa., has assumed responsibility for the welfare of the Clearfield, Franklin, Altoona and Indiana sections.

First Vice President Robert E. Martzall, P.E., who resides in Dillsburg, Pa., will be responsible for the sections of Harrisburg, Pittsburgh, Williamsport and Southwestern Pennsylvania.

Second Vice President John H. Leapson, P.E., of Philadelphia, Pa., will look after the sections of Delaware Valley, East Penn and North East Penn.

Each of these officers will arrange to attend meetings of the boards of directors and/or membership meetings of their assigned sections in an effort to ascertain current conditions within the sections and be available to assist in the solution of any

problem that may develop.

To make this effort successful, section officers should make problems known at their birth to their liaison representative through some form of communication

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NATIONAL SPEAKER CONFIRMED FOR 1970 CONVENTION

Confirmation has been received from Ralph R. Bartelsmeyer, Director of the Bureau of Public Roads, of the U.S. Department of Transportation, Washington, D.C., who has accepted the invitation of the American Society of Highway Engineers to make the key address at the Eighth Annual Convention of the Society at the Hershey Hotel, Hershey, Pa. on Saturday, May 9, 1970.

This confirmation was announced by Chairman Donald C. Rimmer of the national convention committee to the Executive Committee at their meeting on November 14th. Chairman Rimmer stated that Mr. Bartelsmeyer will be accompanied to the convention by his wife and will arrive at the Hershey Hotel on Friday afternoon, May 8th, to remain over night and through the Saturday luncheon meeting. He also announced that all committees of the sponsoring Harrisburg Section have been completed and plans are proceeding for arrangements for this annual affair.

President's Message

The Convention Committee, under the leadership of Donald C. Rimmer, General Chairman, Harrisburg Section, is moving

PRESIDENT



KEPNER

ahead with deliberate speed in preparing for our annual meeting at Hershey in May 1970. Committees have been appointed and are functioning. We are extremely fortunate in having received acceptance from Mr. Ralph R. Bartels-

meyer, Director of Public Roads, United States Department of Transportation, to address our convention.

Myself and Vice Presidents Bob Martzall and John Leapson will visit each Section during the coming months but we must have your co-operation in this effort. Please furnish Secretary Ralph Smith with your schedule of meetings promptly so that we can arrange our schedules to meet your program.

We are happy to report that all Sections in Pennsylvania are functioning in a healthy manner. The Kanawha Valley Section in West Virginia is experiencing some difficulties and we have directed the Advisory Committee, Chairman Robert E. Hirshman, Robert H. Klucker, Walter H. Burke, A. W. Martin, and Samuel B. Kennedy along with John P. Rutter of the Executive Committee to make a thorough examination of the problems. We propose to help them in every way possible to re-establish their Section and get it moving again.

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TECHNICAL CROSS SECTION

John H. Leapson, P.E.
Chairman, Technical Committee

IMPROVEMENTS IN MOTORISTS' SERVICES ON INTERSTATE HIGHWAYS NEEDED

With about one-half of the 41,000 miles of Interstate Highway System completed and in operation, there is some doubt whether the ever-increasing number of motorist's safety is directly or indirectly affected by the availability of services that range from having highway patrolmen on duty for crime prevention to an ability to purchase the necessities of motor travel, such as gasoline, food and lodging.

After an extensive study, a research team from the Airborne Instruments Laboratory has found that the motorist considers official highway signing to be his chief annoyance and recommends considerable improvement here as well as improvement in motorist services such as 24-hour gasoline service.

The researchers also suggest the possibility of using short take-off and landing type aircraft for police patrol, better use of ground facilities, use of the helicopter for emergency ambulance services, and the use of the "Good Samaritan" instincts of other motorists as a communications channel.

These and other finds are the results of a study conducted under the Highway Research Board-administered National Cooperative Highway Research Program (NCHRP) and are fully described in the recently published NCHRP REPORT NO. 64.

The purpose of the nationwide study program was to determine the services available to the Interstate Highway driver and the services he needs or wants.

The researchers found emergency services to be reasonably adequate on Interstate Highways in densely populated, high-ADT (average daily traffic) areas. In rural areas, however, where the ADT is low, waiting time for emergency services was found to be extremely long in some instances.

The interstate motorist also appears to be reasonably well supplied with normal services based on the fact that supply meets demand. But here again, the motorist encounters problems in rural areas,

especially in obtaining gasoline during the night when demand is not high enough to warrant gas stations being open.

Although the present quantity and quality of rest areas along the Interstate Highways are not adequate in some areas, steps are being taken by most states to update these existing rest facilities and build new, well-equipped ones. The only deficiency appears to be that there are too few accommodations for travel-trailers, both in existing and planned rest areas. In this category, the researchers examine the insufficient signing problem and doubt that proposed service signing will satisfy the motorists' needs in view of the Highway Beautification Act of 1965.

The authors conclude their report with the recommendation that more uniform and higher standards of driver training requirements, testing, and levels of proficiency would greatly contribute to the safety and efficiency of traffic flow, as well as have a beneficial effect on service problems.

NCHRP REPORT NO. 64 may be purchased for \$3.60 a copy from the Highway Research Board, Publications Department 805, 2101 Constitution Avenue, N. W., Washington, D. C. 20418.

EQUIPMENT NOISE, AIR POLLUTION AND EQUIPMENT PURCHASING

Contractors, maintenance engineers, specifications writers, materials and safety engineers, and purchasing agents will find a good deal of useful information in the latest of the Highway Research Board's HIGHWAY RESEARCH RECORD series.

RECORD NO. 278 contains six papers on highway equipment studies, construction management and equipment noise abatement. In addition, a bibliography on air pollution is included.

The first two reports in the new book are concerned with equipment noise. Many European countries regulate construction working hours because of the noise and some United States communities have imposed restrictive measures. But, by and large, noise control laws have not been widely enacted in the U. S. Current trends indicate that this situation is changing, and users of construction equipment should therefore seriously consider equipment noise control.

James H. Botsford, a noise control engineer with the Bethlehem Steel Corpora-

tion, reports in his paper that steady noises above 85 dbA are capable of producing hearing loss and the risk of loss can only be reduced by reducing the noise exposure. Hearing loss cannot be corrected by any known medical treatment or by the use of a hearing aid. Botsford states that purchasers can encourage manufacturers of noise equipment to produce quieter products by requesting that product noise data be supplied with quotations or by including noise specifications in purchase requisitions.

In the next paper, James A. Groening of General Motors' Noise and Vibration Laboratory addresses the problem of quieting heavy equipment and discusses some known ways of bringing the noise under control.

Nationwide interest by a concerned public is also forcing the development of air and water pollution control measures in the form of legislation and zoning ordinances. For this reason, the Highway Research Board's Special Committee on Highway Equipment recommended publication of a selective bibliography on air pollution as a ready reference. This is the next item in the new RECORD and a wide audience should find it useful.

Another paper in the book is by W. M. Hughart of the Caterpillar Tractor Company. It deals with the difficulties government officials encounter in reconciling manufacturers' claims to superior equipment performance. The conventional practice has not been to write equipment performance specifications, but instead to outline specifications permitting a number of manufacturers to offer competitively priced equipment. The paper describes an evolving concept known as a total cost bid, or a performance bid, which enables a manufacturer to guarantee that the cost of the equipment, including maintenance and downtime, will not exceed a stated figure over a specified time.

A number of investigators are actively engaged in using analytical methods in construction management. One of the most interesting current efforts presently under way at the University of Illinois is the subject of the next paper in the RECORD. A number of contractors have stored their records in the school's computer memory, and from the stored data, a comprehensive management system is

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being evolved. The paper describes the data structures for accounting, payroll, CPM, and estimating activities that are already in an on-going status and being usefully supplied by the contractors who financially support the system.

The next paper, "Information Needs for Controlling Equipment Costs," offers another illustration of the use of equipment records stored in a computer data bank.

The last paper is a concise summary of average production rates for key road construction equipment units. The rates were developed by analyzing data from field research studies conducted by the U. S. Bureau of Public Roads. The equipment studied was operated under a variety of job conditions and management practices during construction of several hundred highway projects located throughout the United States. The summary is a valuable supplement to HRB SPECIAL REPORT 68 and HIGHWAY RESEARCH RECORD NO. 160.

HIGHWAY RESEARCH RECORD NO. 278 may be purchased for \$2.00 a copy from the Highway Research Board, Publications Department 805, 2101 Constitution Avenue, N. W. Washington, D. C.

ROADSIDE DEVELOPMENT AS PART OF OVERALL URBAN DESIGN

With the crisis in our cities, highway planning is in a state of flux. Should the educational function be planned around educational parks or the traditional school? Is industry to be developed in ghetto areas to bring employment to the locale or is the area to be rebuilt and the inhabitants rehoused on the scene or relocated? Is the neighborhood concept utilizing the school building as the focus of group activities to be replaced?

It is within this urban framework that those responsible for highway planning must function, according to Joseph E. Federick of the New York State Department of Transportation. Writing in a recent publication of the Highway Research Board, Federick emphasizes the profound influence that Interstate highways, expressways, and arterial routes serving metropolitan areas exert on community values, growth and structure.

His paper is one of five dealing with roadside development recently published in HIGHWAY RESEARCH RECORD NO.

280. The papers cover all phases of roadside development. In addition to Federick's discussion of urban roadside design, papers covering roadside maintenance and wildlife, highway aesthetics, safety rest area water systems, and rest area design are also included in the new RECORD.

In his paper, Federick describes the roadside as an extension of its adjacent environment and stresses the importance of coordinated planning and development of all environmental elements and needs. He cites a number of areas in which highway and urban design can be made compatible.

Another paper in the new book discusses emergency concepts of roadside vegetation management and their implications for ground-nesting birds and small mammals in the Midwest. A growing trend toward minimum mowing creates more acres of nesting cover for small birds and mammals. G. Blair Joselyn with the Illinois National History Survey, author of the paper, suggests research for an appraisal of possible safety hazards resulting from the use of highway roadsides by nesting birds.

HIGHWAY RESEARCH RECORD NO. 280 may be purchased for \$3.00 a copy from the Highway Research Board, Publications Department 805, 2101 Constitution Avenue, N. W., Washington, D. C. 20418.

TO DISCUSS SOILS TO SAFETY

One of the world's most important forums for presenting the results of transportation research will get under way in January as the Highway Research Board of the National Research Council convenes its 49th Annual Meeting.

Slated for the week of January 12-16, 1970 at Washington, D.C.'s Sheraton-Park Hotel, the annual parley is expected to draw well over 3,000 transportation engineers, researchers, and administrators representing government, industry, and the academic community on an international scale.

Some 300 formal and informal papers and reports will be presented on virtually every aspect of highways transportation and its interaction with other modes during some 60 technical sessions, symposia, and conferences. In addition, most of the Board's 120 technical committees will hold meetings during the week.

PORTLAND CEMENT CONCRETE

The nine papers that make up the Highway Research Board's new HIGHWAY RESEARCH RECORD NO. 268 are concerned with research on the use and performance of portland cement concrete.

In some of the reports, specific recommendations for action by highway departments are made. In others, general conclusions are offered to guide those doing research, performing tests, and evaluating test results.

Materials engineers, materials scientists, concrete technologists, research administrators, and others interested in portland cement and concrete will find this RECORD especially interesting and informative.

The reports by title and author are:

"Investigations of Concrete Protective Sealants and Curing Compounds," by P. D. Stewart and R. K. Shaffer, Bureau of Materials, Testing and Research, Pennsylvania Department of Highways.

"Significance of Accelerated Durability Tests of Concrete," by Richard C. Mielenz, Vice President, Research and Development, Master Builders, Division of Martin Marietta Corp., Cleveland.

"Laboratory Freeze-Thaw Tests vs. Outdoor Exposure Tests," by E. O. Axon, L. T. Murray, and R. M. Rucker, Division of Materials and Research, Missouri State Highway Department. Followed by discussion.

"The Evaluation of Concrete by Outdoor Exposure," by R. V. Suttrup and T. G. Clendenning, Ontario Hydro, Toronto.

"Performance of Concrete Slabs in Outdoor Exposure," by Paul Klieger and Robert Landgren, Research and Development Laboratories, Portland Cement Association.

"A Study of Deterioration in Concrete Bridge Decks," by E. O. Axon, L. T. Murray, and R. M. Rucker, Division of Materials and Research, Missouri State Highway Department. Followed by discussion.

"Creep of Concrete With Varying Proportions of Unhydrated Cement," by A. K. Mullick, R. H. Mills, The University of Calgary; and A. M. Neville, University of Leeds.

"Alkali-Silica-Reactive Rocks in the Canadian Shield," by L. Dolar-Mantuani, Structural Research Department, Ontario

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EAST PENN SECTION

Paul G. Goepfret, Public Relations

The November meeting of the East Penn Section was held at Shankweiler's Restaurant, Fogelsville. Mr. Wilfred "Wiley" Post, manager of the Allentown-Bethlehem-Easton airport, presented a slide illustrated talk concerning the past, present, and future of the airport. Mr. Post pointed out that the airport is considered by many to be one of the most important assets the Lehigh Valley has for attracting new industry to the area. The relationship of highway development and future airport expansion was also discussed. A question and answer period followed.

Mr. Robert Brown, section president, announced that Mr. James Lichkas been appointed to the position of second vice-president. A vacancy in this post occurred with the death of Mr. James Krick.

Plans for the annual Ladies Night were discussed. The big night will be held on March 7, 1970 at the Lehigh Valley Club, Allentown.

Mr. Matthew McTish, program committee chairman, discussed plans for future meetings. The December meeting will be a panel discussion concerning the highway industry and some of the problems encountered in the fields of construction, design, materials control, and inspection. Questions are to be submitted by the membership and will be answered by a panel made up of representatives from the various areas of the industry.

65 members and 25 guests attended the annual picnic on September 6th, at Postie's Grove, Gintners, Schuylkill County. Plans are already underway for next years picnic.

Fred Wolf, section secretary, is convalescing at home following an appendectomy. The section wishes Freddie a speedy recovery.

Mr. John Willengbrock of the Pennsylvania State University, presented a program on continuing education at the October meeting. All phases of continuing education offered by Penn State at the main Allentown campuses were discussed.

ALTOONA SECTION

Leroy G. Pfeffer, Public Relations

The American Society of Highway Engineers held its monthly dinner meeting

at the Windber Country Club, Wednesday September 17, sponsored by Whitaker & Sons.

An afternoon of golf was provided for ASHE members and guests, followed by a dinner and program in the evening.

Newly elected section President John E. Young introduced the following new officers and directors:

Clyde T. Lytle, first vice president; James W. Baker, second vice president; Donald E. Rhodes, secretary-treasurer, and Harry S. Miller, Mervin L. Whitaker and Donald G. Bard, directors. Sam Calisto, past Section president, was presented a lapel pin in appreciation of his services rendered.

President Young then introduced Gerhart Malsatzki, program chairman, who introduced Robert Dewese for a slide presentation on the fiscal problem facing the Department of Highways. The following is a summary of his presentation.

In many rural areas of Pennsylvania, there are too many one-lane bridges and too many inadequate structures that must carry traffic. Unfortunately, this condition will continue to exist until the registration fees are realistically adjusted.

More than 2,130 projects have been selected for construction, but most of these improvements will not be made if additional funds are not raised. One of the reasons for Pennsylvania's problem is simply the total number of miles the State Highway Department must maintain.

A long-range six-year financial plan has been set up showing how the money can be raised to build these badly needed roads and safety improvements. It is proposed that registration for passenger vehicles will increase from \$10 to \$20.

Immediately, most passenger car operators say an increase of \$10 from a base of \$10 is too high. One of the biggest arguments you hear when you talk about passenger car registration fees is that people say, "I can't afford it. How can I afford to pay another \$10 for each of my three cars?"

While all of this is going on and additional money is not being raised, construction costs continue to increase. These costs increases are going to create a greater inflationary trend if additional revenue is not found to get on with the job and meet the commonwealth's obligations to the taxpayer, providing safe roads.

The October program, sponsored by Maximon Machine Company, Inc. of Altoona was presented by Dr. A.C. Ackenheil of A.C. Ackenheil & Associates, Pittsburgh Consulting Engineers.

Highlighting the presentation were slides describing highway construction techniques throughout Europe and Asia. From Italy, where some of the world's best highways are designed and built, to Rhodesia, where all work is done by hand and a laborer may receive less than \$.50 per day, highway construction is geared to a country's economic and environmental conditions. These conditions include poverty, famine, illiteracy and direct government participation in projects. Small wonder the U.S. leads the world in highways; we are undoubtedly the most prosperous nation in the universe.

The sponsor for the November meeting was Gwinn Engineers, an Altoona consulting Engineering Firm, and the Program was presented by J. Willenkrock and others from the State University staff. The program featured a discussion of educational opportunities which Penn State is making available in the near future, through the Associated Pennsylvania Constructors and other programs which will be available in the Altoona area for E.I.T. and P.E. review course.

The regular January meeting is scheduled for Wednesday, January 21, 1970 at the Blairmont Club. The sponsor for this meeting will be Vipond & Vipond, Inc. and a presentation on nuclear testing methods in the soils field will be featured.

FIRST PRESIDENT SPEAKS

Robert L. Keller, P.E., first president of the American Society of Highway Engineers and one of its founders, addressed the Southwestern Pennsylvania Section of the Society at Uniontown on October 22. Past President Keller reviewed the history of the Society and congratulated his host Section on its accomplishments and growth. The speaker is presently employed in the Central office of the Pennsylvania Department of Highways, as chief of the operations Group, and is an engineering graduate of Pennsylvania State University. He has had a long and illustrious career with the Highway Department.

All the world is young at Christmastime.
Unknown

NATIONAL TREASURY TO ABSORB FIDELITY BOND COST

In an effort to absorb some of the costs imposed on Society sections, mandated in national Constitution & By-Laws, the Executive Committee of the National Board of Directors has authorized payment under certain limitations, of the cost of premiums involved in providing each section with fidelity bonds covering their fiscal officers.

Under the policy which requires the fidelity bonding of such officers, instituted both for the protection of sections and of the Society as a whole, the Executive Committee will, beginning with the fiscal year 1970 (June 1, 1970) obtain a blanket fidelity bond covering all sections. Under this type purchase, the cost of annual premiums is reduced from approximately \$2.50 per thousand dollars of coverage to \$1.70 per thousand dollars.

Under this procedure, the national Society will obtain fidelity bonds for each fiscal officer up to a maximum of \$3000 and pay the premium thereon. If any section requires protection beyond \$3000 per fiscal officer, the additional coverage will be obtained at the above rate of \$1.70 per thousand dollars, but the additional cost for each thousand dollar increment will be charged to the section requiring such additional coverage.

All sections should review their fiscal situation prior to June 1st of each year and decide on what protection they will need. From an economical standpoint, the maximum free coverage per fiscal officer of \$3000 should not be requested if that amount is considered excessive by a section.

Sections should advise national headquarters prior to June 1st each year of the amount of coverage they will require for each fiscal officer, together with the name and address of said officer. National headquarters will then procure the necessary coverage and send each section a certificate evidencing coverage of their individual requirements.

In order to make this work successfully and to insure that coverage is available for fiscal officers when they assume office on June 1st of each year, this matter should be acted upon by sections on or before April 30th of each year and national headquarters advised promptly thereafter.

INDIANA ENGINEER ADVANCED

John N. Ralston, Jr., P.E., a Senior Member of the Indiana Section, A.S.H.E., has been named assistant district engineer in charge of highway projects under design for the State Highway Department's five county Indiana District.



RALSTON

and was employed at the Pittsburgh district office in the summer of 1957.

Chief Engineer Victor W. Anckaitis, in making the announcement, said Ralston's promotion demonstrates the value of Department's engineering intern program.

Ralston received his civil engineering degree from Carnegie Institute of Technology, and is a registered professional engineer.

He joins the immediate staff of Acting District Engineer, James A. Byron, who is also a Senior Member of the Indiana A.S.H.E. Section. Ralston will be responsible for all highway projects under design in the counties of Armstrong, Butler, Clarion, Indiana and Jefferson. The district has 105 projects, improving 224 miles on its current six-year improvement program. Estimated cost of the projects is \$133 million.

TRAFFIC CONTROL FOR FREEWAY MAINTENANCE

There is a wealth of information relating to nearly every subject of concern to highway administrators, engineers and researchers. Unfortunately, because of the lack of a systematic means for bringing this information together, costly research findings sometimes go unused, past experience is frequently overlooked, and recommended practices for solving a problem aren't fully considered.

Recognizing this problem, the National Cooperative Highway Research Program (NCHRP) authorized the Highway Re-

CLEARFIELD ENGINEER PROMOTED

Thomas C. Ickes, P.E., a Senior Member of the Clearfield Section, A.S.H.E., who resides in the Clearfield area, has been promoted from the post of district bridge engineer in the Clearfield district of the Pennsylvania Department of Highways to the office of assistant district engineer in charge of design.



ICKES

flin and Elk.

Ickes has been on the staff of District Engineer Bruce E. Speegle as bridge engineer, a position he has held since April, 1966. He joined the Highway Department in 1960.

Ickes, a registered professional engineer with civil service status, in 1968 was selected as the Department's first engineer to attend graduate school under its educational leave policy. He has both a bachelor of science and masters degree in civil engineering from the Pennsylvania State University. Ickes is a native of Bedford.

He majored in structural engineering while at Penn State and completed the Department's 18-month intern program in 1961.

search Board to undertake a continuing project to search out and synthesize useful knowledge from all possible sources and to prepare documented reports on current practices in various areas of concern.

SYNTHESIS OF HIGHWAY PRACTICE REPORT NO. 1 is the first of the new series of these "state-of-the-art" reports. It is a collection of various forms of information into a single, concise document pertaining to the leading practices used across the nation in traffic control during freeway maintenance.

The closing of any part of a modern

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ALLENTOWN DISTRICT OF P.D.H. OCCUPIES IMPORTANT FUNCTION

District Engineer Lester E. Jordan, P.E. a Senior Member of the American Society of Highway Engineers, who was recently transferred to the top post of the Allentown District of the Pennsylvania Department of Highways from similar responsibilities in the Indiana, Pa. district, heads a managerial team whose prime function is "keeper of the gateways for two of the three major corridors" in what Secretary of Highways Robert G. Bartlett described Pennsylvania as the "corridor state".

This statement was made recently at a dedication of a new tourist information center at Delaware Water Gap, a first in Pennsylvania for the Department. Secretary Bartlett's description dates back to Colonial America when trails from Atlantic Coast ports were blazed through the state and into the West. As the Secretary pointed out, the Commonwealth has advanced that tradition to the finest degree of excellence.



JORDAN

The highways referred to are Interstate 80 (Keystone Shortway) and Interstate 78 which carry much of the burden of East Coast commerce. They are east-west expressways which soon will include north-

south interstate 81 - E.

In terms of expenditures, Jordan has a big responsibility. The State Highway Commission has approved a \$382.5 million six-year highway improvement program for the District. The program consists of 340 miles of highways to be improved on 186 projects. Highway expenditures during the past year exceeded \$64 million. This included \$33.2 million in construction.

Responsibility falls upon the shoulders of Allentown's managerial team which is an ideal blend of experience, maturity and youth. District Engineer Jordan is a career engineer with a lengthy and distinguished record of service in the highway field.

Charles Sincavage, Deputy District Engineer, also a Senior Member of the East Penn Section, ASHE, has spent 22 years

as a career highway engineer. Three assistants, Robert L. Donovan (Pre-Construction), William Boykas (Construction), and Robert L. Brown (Operations), all active and Senior Members of the East Penn Section (Brown being the current president of the Section), represent the youthful element of District 5's energetic engineering team.

By mileage personnel ratio District 5 must rank as one of the most productive districts. With a permanent headquarters complement of 579 and a maintenance force of 1,130 men, it has 3,720 miles of state highways.

The six counties that comprise District 5 are diverse in topography, economy and culture.

Berks County, birth place of an earlier road builder, Daniel Boone, is Pennsylvania Dutch country. Malcolm Flickinger, superintendent, is dual lingual which is important to communicating with his group of 258 men, many of whom prefer to speak Deutsch.

Lafayette College in Easton and Lehigh University in Bethlehem, proud institutions of Northampton County, are alma mater to many Highways engineers. To Superintendent Brent Findon, these thriving cities with a high cost labor market are a challenge to maintaining his current PMO of 143.

If a resort area can have its alma maters, then a sizeable number of Department employees can claim Monroe County and its charming Pocono Mountains as the beginning of wedded bliss. For William Quinn and his crew of 146 men, however, it's no honeymoon. The Poconos are experiencing a phenomenal expansion of economy, population and tourism. This puts increased strain on current roads in the county.

Lehigh County, once an agricultural center, now is the hub (Allentown) of one of the most diversified manufacturing districts in the state. Clayton Weley, as superintendent, operates with 143 men directly adjacent to District headquarters.

According to Superintendent Leo Underkoffler, Schuylkill County is a land of timbered mountains, snug valleys, miners and a band of 234 hard working maintenance people. The country is served by a network of highways including soon-to-be completed Interstate 81.

Home of Fabled Carlisle Indian Jim

Thorpe, football's immortal fullback, Carbon County provides maintenance for a significant share of I-80. Mickey Thear supervises 98 workers for the task.

The District has received an award from the Associated Pennsylvania Contractors for the "District With Best Average Bituminous Concrete Pavement Surface Riding Characteristics". District 5-0 will continue to fulfill its mission in this award winning manner because of a unified effort present in all of its people.

PRESIDENT'S MESSAGE

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This is the time of year when greetings and good fellowship predominate. For all of the national officers we extend to our members and their families our best wishes for a Merry Christmas and a peaceful and prosperous New Year.

Robert S. Kepner, P.E.
President

TRAFFIC CONTROL

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freeway can create traffic hazards of considerable proportion. Because highway officials responsible for providing safeguards under these conditions have a perpetual need for the best "how-to-do-it" information, the Highway Research Board has attempted to set forth the measures which have been found most successful in minimizing traffic hazards during freeway maintenance operations.

SYNTHESIS OF HIGHWAY REPORT NO. 1, in addition to a definitive description of the problems and solutions encountered by various states in the planning and scheduling of work site traffic control, goes on to extensively analyze and report on freeway work site protection, lane closures, and the proper use of warning and alert devices to insure the safe flow of traffic.

Through a concerted effort in a well-structured program many savings in personal and property losses can be realized while the essential needs of the U.S. highway system are being met.

SYNTHESIS OF HIGHWAY PRACTICE REPORT NO. 1 may be purchased for \$2.20 a copy from the Highway Research Board, Publications Department 805, 2101 Constitution Avenue, N.W., Washington, D. C. 20418.

PITTSBURGH SECTION

Robert A. Haynos, Public Relations

Programs are well under way in the Pittsburgh Section with three monthly meetings completed in the 1969-70 schedule.

The September 10th meeting featured a presentation by Dr. David Maneval, director, research and development for the U.S. Department of Mines and Mineral Industries. Dr. Maneval's talk was titled, "Stream Pollution."

A second meeting was held on October 8th, and could have been called "an Industry awareness night." Featured speaker was Donald Matthews of the Regional Congress of Construction Employers. Mr. Matthews presented a very thought-provoking speech, titled—"Construction Costs and Labor Relations," a very timely topic which concerns everyone in the highway construction industry.

The monthly Board of Directors meeting brought together for the first time all of the 1969-70 sectional officers. Attending were: President Bill Urick, Ken McCurdy, Dick Wright, John DeRoss, Bob Haynos, Bill Buck, Ray Gedrock, Ewing Ahlin, Ed Kinter, Gene Mack, Bill Dobias, Mel Stewart, and Ed Hartmann.

Sectional Program Chairman Dick Wright presented a partial 1969-70 program schedule which includes the following:

Dec. 10 - "Meet the District Engineer Night."

Jan. 14 - Panel Discussion. "Pollution and the Highway Industry."

Feb. 11 - Panel Discussion. "Students' Night."

Sectional officers appointed to represent the Section on certain national committees are: National Nominating Committee - Bill Urick; National Constitution and by-Laws Committee - Ken McCurdy; National Public Relations Committee - Bob Haynos.

It was reported at the last monthly meeting that letters have been sent to all universities and colleges in the area, informing them of the scholarship program offered by the Pittsburgh Section. This scholarship will go to a deserving engineering student as selected by a Board of Trustees which is comprised of: university professors and members of the Pittsburgh Section Board of Directors.

We congratulate William O. Baker, P.E.,

a Senior Member of the Pittsburgh Section, on his election as vice president for the Photogrammetric Division of the consulting engineering firm of Michael Baker, Jr., of Rochester, Pa. The announcement was made by Michael Barer, Jr., board chairman and president of the consulting firm, who is also a Senior Member of the Pittsburgh Section.

Mr. Baker has worked closely with the company's Systems Engineering Division in the preparation of electronic computer programs for highway design. He is the developer of new methods of presenting right-of-way and property information in connection with existing and proposed highways which have been adopted as standard procedure by various highway departments.

The new vice president resides at 720 Galey Park, Beaver, Pa.

NEW MEMBERS

John O. Griffith, Allison Park, Pa., Materials Supplier

Charles R. Way, P.E., Pittsburgh, Pa., Consultant

Charles T. Rymarchyk, Pittsburgh, Pa., Consultant

William R. Kozy, P.E., Pittsburgh, Pa., Consultant

James H. Shellhammer, P.E., Monroeville, Pa., Consultant

Regis P. Schuler, Pittsburgh, Pa., Consultant

WILLIAMSPORT SECTION

Jack A. Reigle, Public Relations

The September meeting of the Williamsport Section featured Mr. Donald Detwiler, who spoke on "Construction Economics" relative to the highway and road building industries. Mr. Detwiler is assistant to the executive vice president of the New Enterprise Stone & Lime Company.

October saw our section participating in a field trip to the U.S. Penitentiary at Lewisburg. A tour of the buildings and a question and answer period was conducted. The general consensus of the members was that this was no place to go for an extended vacation.

November brought snow to our section and also Mr. Richard L. Davis, who spoke on "Bituminous Materials, Asphalt Emulsions and Tar", in relation with the highway industry. Mr. Davis is a chemical engineer for the Koppers Company.

NEW MEMBERS

James M. Parrish, Milton, Pa. Consultant

James H. Taylor, Jr., Winfield, Pa., Consultant

The gift without the giver is bare; who gives of himself with his alms feeds three—himself, his hungering neighbor, and me.

James Russell Lowell



Officers of the Pittsburgh Section include (Left to Right): Gene Mack, Ed Kinter, Ken McCurdy (hidden), President Bill Urick (sitting), Bill Buck (standing), John DeRoss, Bill Dobias, Ray Gedrock (standing), and Mel Stewart.

SOUTHWESTERN PENNSYLVANIA SECTION

Robert M. Sica, Public Relations

The regular October meeting of the Southwest Pennsylvania Section was held on the 22nd of the month at Shadyside Inn. Twenty-five men were in attendance for an interesting and informative meeting.

President J.C. Martinelli presided over the business session and informed those present that a gala Christmas party was in the planning stage and asked that all make a special effort to attend.

Mr. Martinelli also took the opportunity to introduce new member, Paul Miller, of the Pennsylvania Highway Department. He urged the members to be ever on the alert for new people to join the organization and to take advantage of every opportunity to extol the virtues of the Society.

First Vice-President T.D. Conner introduced the speaker, Robert L. Keller, P.E., Chief of the Operations Group, P.D. H. Harrisburg. Mr. Keller is a charter member of A.S.H.E. and served as its first national president. He gave a brief history of the early days of the Society and its struggle for survival. He spoke of its influence and contributions to our society and emphasized that members, in turn, derive benefits in direct proportion to the efforts expended in support of the objects of the organization.

He made reference to the 1970 national convention to be held in Hershey and suggested that everyone should plan to attend. He also stressed the importance of adding to the membership so that the Society can grow in stature and importance to the highway industry and thereby contribute more to the welfare of our nation.

The Section held its November meeting on Tuesday evening, November, 18 at Shadyside Inn, Uniontown. The usual "Happy Hour" preceded the buffet dinner. The meeting immediately followed the dinner and convened at 8:00 P.M. with twenty-eight members and guests present.

President Joe Martinelli presided and opened the business session by informing the members that he had received the Section's share of the funds that were left over from the last national convention staged at Seven Springs in May. The

Pittsburgh Section and the S.W. Pennsylvania Section co-hosted the convention.

Various committees were called upon for reports and the one that aroused the most interest had to do with the annual Christmas party. Ernie Barber, chairman for the affair, stated it will be held on Friday, December 5, in the Pleasant Valley Country Club, Connellsville, Pa. The program will include a cocktail hour from 7:00 to 8:00 P.M. with dinner scheduled for 8:00 P.M. to be followed with dancing from 9:00 to 1:00 A.M. Ernie has assured everybody a grand time and urged all to get the reservations in immediately.

The membership committee headed by John Fleming and Bob Shaw, of P.D. H., presented an optimistic report which indicated that the Section membership should experience a sudden upsurge within the next several weeks. They reported that approximately fifteen new members will be added to the roster. This indeed augurs well for the future of the Section and is indicative that some of the fellows are working at it.

President Martinelli again reminded the men to keep the 1970 convention uppermost in mind and plan to make early commitments to attend. Martinelli also announced that beginning with the January meeting, all subsequent monthly meetings of the Section will take place on the last Wednesday in the month. This will eliminate the confusion and uncertainty which has existed since last September.

George Jenkins, program chairman, introduced the speaker of the evening Mr. Don Robertson, director of technical services for Appalachian Stone Division, Martin Marietta Corporation. Don is a P.E. as well as a certified professional geologist. A graduate of the University of Illinois, his talk dealt with the subject of applied geology and the crushed stone industry. During an articulate and very well presented address, Don augmented his remarks with the use of slides, showing numerous phases of quarrying and various stone structures prevalent in areas operated by his firm. His subject was timely, interesting and educational. This presentation can serve as an excellent program for any ASHE section meeting.

INDIANA SECTION

Joseph S. Dolan, Public Relations

The Indiana Section held its November

meeting on the 21st at the Rustic Lodge in Indiana. Fifty-seven members and guests were in attendance to hear guest speaker Daniel E. Braman - districts sales engineer for Bethlehem Steel Corporation.

"Bridge Design Concepts" was the topic of Mr. Braman's slide-illustrated talk. The presentation emphasized new designs in bridge substructures and superstructures with esthetics as the keynote.

Following Mr. Braman's informative presentation, members and guests enjoyed cocktails and a buffet style dinner of the "all you can eat" variety.

The Section was honored to have as a guest, Ralph T. Smith, National Secretary, who admirably commented on the rejuvenation of the Indiana Section. (Contrary to rumors of this Section disbanding, the Indiana Section will continue to function as an active section of the American Society of Highway Engineers.)

Our annual Christmas dinner-dance will be held on Friday, December 19th, at the V.F.W. Country Club in Indiana. This affair open to all members, as well as non-members, highlights this year's activities. A large turn out and an enjoyable evening is anticipated.

NEW MEMBERS

Joseph A. Mitchell, Homer City, Pa. P.D.H.

H. Robert (Slim) Johnson, Homer City, Pa. Contractor

DELAWARE VALLEY SECTION NEW MEMBERS

Joseph P. Marlowe, Havertown, Pa., Consultant
William V. Crawford, Jr., P.E., Philadelphia, Pa. P.D.H.

Daniel W. Llewellyn, Newtown Square, Pa., Township Manager
John J. Kane, Phoenixville, Pa., Borough Manager

PORTLAND CEMENT CONCRETE

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Hydro, Toronto.

"Nuclear Techniques for Cement Determination," by Frank A. Iddings, Ara Arman, Albert W. Perez II, David W. Kiesel, and Jerry W. Woods, Louisiana State University.

The new 130-page HIGHWAY RESEARCH RECORD NO. 268 is available for \$4.00 a copy from the Highway Research Board, Publications Department 805, 2101 Constitution Avenue, N. W., Washington, D. C. 20418.

HARRISBURG SECTION

Clyde C. Holler, Jr., Public Relations

Plans for the annual national convention in Hershey, Pa., are proceeding under General Chairman Don Rimmer. Committee chairmen have been appointed and are in the process of organizing their committees. Hershey (Chocolate Town U.S.A.) is an interesting town and the hotel, one of the finest resort hotels in the East, has fine facilities for a convention. We hope to make this convention the best ever. Our date will be the weekend of May 9, 1970.

Our programs this year have been very interesting. In October we heard Jim W. Richards talk about geophysics applied to engineering geology, a technical subject which came over very well to the laymen present. Our November meeting featured Robert H. Royer, managing director of P.H.I.A., with a title of "Highways- Who Needs Them?" For December Edward J. Siodlowski, Executive Secretary of the Bituminous Concrete Association of Pennsylvania, addressed us on paving on sub-grade.

Harold E. Myers, Senior Member, has succeeded Lehman D. Lambert (retired) as director of Municipal Services for P.D. H.

Information on the Harrisburg Section scholarship award has been sent to accredited engineering colleges in Pennsylvania. This annual award is in the amount of \$250 and is presented for the best paper received on some phase of the highway industry. Eligibility is restricted to undergraduate students enrolled in an accredited engineering college in Pennsylvania and residing in an area encompassed by the Harrisburg Section.

Announcement has been made of the death of Russell A. Crabb, of Millersburg, Pa., on Saturday, November 29, 1969. Crabb, a Senior Member of the Harrisburg Section, was a construction engineer for the Pennsylvania Department of Highways. Funeral services were held on Monday, December 1, 1969.

NEW MEMBERS

Barry C. Ehrhart, York, Pa., Consultant
 Richard F. Zinn, R.S., Dauphin, Pa., Consultant
 Clifford H. Dunteman, Mechanicsburg, Pa., Contractor
 Robert E. Bashore, Hershey, Pa., P.D.H.
 Richard C. Blout, Hershey, Pa., Materials Supplier
 Henry L. Heck, Jr., Camp Hill, Pa., A.P.C.

Norman T. Bryan, Jr., Dillsburg, Pa. P.D.H.
 Jeffrey P. Weaver, Camp Hill, Pa., P.D.H.
 George J. Weaver, P.E., Hanover Pa. Consultant
 Terrance L. Kline, Marysville, Pa., Consultant

NORTH EAST PENN SECTION

Robert M. Evans, Public Relations

Monthly meetings were resumed on September 10, 1969 at the Sheraton Inn in Scranton. The following officers will serve for the 1969-70 sessions:

President:	Clifford J. Christ
1st Vice President:	Joseph E. Swegel
2nd Vice President:	Paul Lucas
Secretary:	Michael A. Czachor
Treasurer:	Joseph E. Notar-tomas
Directors:	George Parrs, Ralph Lamont, Thomas Kane, David Jones, Robert Schneider, Harold Kimble, Thomas Harrington, John Robinson, James Adonizio

The guest speaker for our initial fall meeting was Mr. John M. Townes, III, current president of the Delaware Valley Section, A.S.H.E., employed by the Bethlehem Steel Corporation as supervisor of sales of highway construction products in the Philadelphia District. His topic of presentation for the evening was the Poplar Street Bridge, an orthotropic structure built over the Mississippi River at St. Louis, and opened to traffic in 1967.

Mr. Townes presentation was exceedingly interesting and well received by those in attendance.

At the October meeting, held in the Town and Country Supper Club, Scranton, the Section was fortunate in obtaining for its principal speaker, Mr. Robert H. Royer. Mr. Royer was active in the early development of the Pennsylvania Highway Information Association, and served as the Chairman of its Public Relations Advisory Committee for six years, before assuming the duties of managing director early in 1968. Prior to his association with P.H.I.A., he served ten years as director of public and government relations for the Pennsylvania A.A.A. Federation.

Mr. Royer's timely and interesting subject was the effect of the proposed highway fund outback.

The November meeting, well attended, was held in the Town and Country Supper Club, Scranton. Guest speaker was Mr. Ralph Barnes, Jr., representative of Cleve-

land Brothers, Wilkes-Barre, distributor for Caterpillar Tractor Company. His presentation on the use of heavy equipment employed in the construction of highways was well documented with a series of interesting slide projections.

Plans are in the final stages for our annual Christmas Dinner-Dance, to be held Saturday, December 13, 1969. This years festivities are to be held at the Montdale Country Club and friends and guests are cordially invited. A cocktail hour will start the evening, followed by dinner, featuring steak or lobster tail entree. An open bar and dancing will continue to 1:30 A.M., with a hot buffet supper served at midnight. We are looking forward to a really big night.

Our January meeting will be held at the Sheraton Inn, Scranton on Tuesday, the thirteenth, Mr. Norman T. Cochrane, P.E., of the Portland Cement Association, is to be guest speaker. His subject, "After the Interstate What Next," is most timely and will provide many thought-provoking items.

At one of our future meetings we are contemplating a night for panel discussion with representatives of the contracting industry, suppliers, consulting engineers, and highway engineers as panel members. This should provide an interestint evening as fellow members fire their most complex questions.

We are looking forward to the continuation of stellar programs at our subsequent meetings. The program committee is chaired by John Robinson of B.G. Coon Construction Company; ably assisted by Ralph Lamont, of Central Pennsylvania Quarry and Stripping Company; George Parrs and John Bodnar, Pennsylvania Department of Highways.

The year of activities will climax with our annual clambake. This event has always attracted a large number of members and guests. We anticipate that this years bake will be equally successful.

All in all, a full year is planned for the North East Penn Section.

To wake up each morning with a Christmas feeling; to anticipate the day ahead with zest and enthusiasm, to believe without a doubt that what lies ahead holds all of your heart's desire—this is drinking of life's sweetest nectar.

Frances Cooper Thompson

1969 - 1970 NATIONAL OFFICERS

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

Directors, 3 Years

James M. Weaver, Gibsonia, Pa.
Thomas J. Kane, Scranton, Pa.
Harry G. Evans, Clearfield, Pa.

Directors, 2 Years

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

Directors, 1 Year

Robert E. Yeager, Hollidaysburg, Pa.
Robert M. Slovianac, P.E., Steelton, Pa.
Warren E. Cole, Montoursville, Pa.

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Membership Grows !

Fifty-seven new members have been accepted by the Society since June 1, 1969, and the active membership at this writing totals 1728, indicating a net loss of one member since our last report. The membership by sections is:

Harrisburg Section	316
Clearfield Section	92
Franklin Section	124
Altoona Section	124
Southwestern Pa. Section	93
Williamsport Section	93
East Penn Section	135
Indiana Section	124
Pittsburgh Section	151
Delaware Valley Section	258
Kanawha Valley Section	92
North East Penn Section	126
Total	1728

FRANKLIN SECTION

Andrew J. Speck, Public Relations

A dinner-dance was held, November 15, 1969, at the newly re-opened Drake Hotel in Titusville, Pa., with an attendance of 48 couples. It was announced at this gathering our total membership is now 121, with 16 new members.

News of transfers, new appointments and new ratings received by those in our membership, are as follows: A.R. (Dick) Rowles transferred from the Eastern Sec-

tion to District Engineer of PDH, District 1-0 in Franklin, Pa. Bill Jones was promoted to asst. district engineer for construction in Franklin, Pa. Jack Baker and Paul McWilliams received their E.I.T. ratings. James E. Lewis received his surveyor's registration. Albert P. Fiscus received his "P. E." certificate.

NEW MEMBERS

Woods R. Brown, Jamestown, Pa., P.D.H.
William R. Jones, P.E., Cochran, Pa., P.D.H.
Raymond H. Blymiller, Sheffield, Pa., Materials Producer
Donald C. Harmon, Tionesta, Pa., Materials Producer
Harold E. Harmon, Tionesta, Pa., Materials Producer
Eugene C. Cross, Union City, Pa. Contractor
Norbert J. Cross, Union City, Pa., Contractor
Edgar C. Small, Tionesta, Pa., P.D.H.
Elwood J. Kissner, Friendsville, Md., Contractor
Paul A. McWilliams, Tionesta, Pa., P.D.H.
Sigismund R. Andres, Oil City, Pa., P.D.H.
Elton D. Barton, Youngsville, Pa., P.D.H.
A. Eugene Pearson, Edinboro, Pa., Contractor
Lindy D. Ferraro, New Castle, Pa., Contractor
Oakley M. Lamb, Saegertown, Pa., P.D.H.

COMMUNICATION POLICY

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that will permit immediate consideration and action. President Kepner urges section presidents to advise their liaison representative at once of their schedule of meetings of their boards of directors and membership dinner meeting dates, in-

cluding locations and designated times of such meetings, so that the national committee members can arrange an itinerary in time to be productive.

While it has been the desire of President Kepner to personally visit with each section, it has been found that time, weather and business commitments prevail against such a desire. The appointment of this special communications committee is the alternative that will assure all sections being personally contacted by either one of the top three officers of the Society.

Since the Kanawha Valley Section of West Virginia does not lie geographically within the areas assigned the three top officers of the Society, President Kepner has assigned responsibility for the future of this section to Past National President John P. Rutter, P.E., of York, Pa.

Merry Christmas



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