

The A.S.H.E. SCANNER

VOLUME VII, NO. III

THE AMERICAN SOCIETY OF HIGHWAY ENGINEERS

MARCH 1971.

NINTH ANNUAL A. S. H. E. CONVENTION TO FEATURE NEW TYPE OF PROGRAM

Plans for the ninth annual convention of the American Society of Highway Engineers to be held from May 20 to 23rd inclusive in the Pocono Mountain area of Pennsylvania were finalized on Friday, March 12th, during a meeting of the national Executive Committee in Carlisle.

The convention to be held this year at the famed Pocono Resort of Tamiment Country Club, located near Bushkill and Marshalls Creek, Pa., will depart from previous type programs to provide more relaxation time for conventioners and their wives.

To afford this additional time, the opening "ice breaker" party will take place on Thursday night, May 20th. The Friday morning program will feature a technical seminar, to be followed by an informal luncheon and the annual business meeting of the Society on Friday afternoon.

On Friday night a new feature has been scheduled when what is described as the Past Presidents Dinner will take place, to honor the past administrators of the Society. At this dinner, a prominent speaker will address the assembly.

Saturday will be a free day of relaxation for the conventioners. On Saturday night the annual Society banquet will take place, at which time the newly elected officers for the 1971-1972 fiscal year will be installed, followed by dancing.

The host Section, the North East Penn Section of the Scranton-Wilkes Barre area, was represented at the national Executive Committee meeting by Section President Joseph Swegel and Committee Chairman George Parrs, who informed the Committee that all details concerning the convention, including costs, reservation forms, etc., will be mailed to the Society membership within the next two weeks.

Chairman John H. Leapson, P.E., of the Technical Committee, has arranged the program for the technical seminar on Friday morning. The subject to be dis-

cussed will be "Protection of the Environment". This discussion will be headed by a panel, led by Mr. Harold H. Huber, PennDOT's chief engineer for environmental quality. In addition the panel will consist of a contractor, consultant and a material supplier.

Members of the Society planning attendance at this convention should act promptly after receiving the detailed information and reservation forms from the host section, to insure their reservations.

National Nominating Committee Reports

Candidates for nomination to national offices were selected by a Nominating Committee, headed by Past President Robert S. Kepner, P.E., of Clearfield, at an all-afternoon meeting in Carlisle on January 15, 1971.

The following nominees were reported to the Executive Committee of the national Board of Directors on January 29, 1971.



LEAPSON

For President - John H. Leapson, P.E., of the Delaware Valley Section. Leapson is presently national first vice president and was a former president of the Delaware Valley Section.

For 1st Vice President - Donald

C. Rimmer, of the Harrisburg Section. Rim-

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President's Message

ROBERT E. MARTZALL
Dillsburg, Pa.

My term in service as president of A.S.H.E. is too rapidly drawing to a close. As the time crossed the half-way mark, I tried to reflect on past matters and actions of the Society and consideration of things still to be completed. The pondering of these matters resulted in a rather startling and frightening realization that, to date, the programs and goals for this Society have been subjected to annual determination and being primarily the result of the personal aims of the President. This would appear to be an unfair charge to the office of President for it compels, or permits, the exercise of powers which should, for the maximum benefit of the Society, be developed through the Board of Directors.

One cannot argue with success, and A.S.H.E. has been successful to date. It is, however, my belief that this organization has grown to its present stature under a rather limited program which has achieved laudable short term goal but has also been devoid of long term objectives. Growth in numbers is important; growth in programs is of equal importance as it will enhance the stability of present membership and provide the tools for further expansion.

I am firmly convinced that the immediate concern of the Society is to formulate a program of both short term objectives. The short term objectives can provide your officers with a do-it-now challenge while the long term objectives should be developed under the guidance of the Board of Directors, whose terms of office permit a better base for perpetuation and evaluation of programs and goals enacted. This idea will require a revolutionary change to past involvement of these elected officials.

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TECHNICAL CROSS SECTION

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

SAFETY HAZARD POTENTIAL OF BRIDGE RAIL SYSTEMS EXAMINED

Bridge railings originally were provided to protect pedestrians and slow-moving vehicles at a time when collisions were rare and impact forces small. But how effective are our bridge barrier systems today in accommodating our ever-increasing volume of heavier and faster vehicles?

Recent data collected in a number of states suggests that a substantial percentage of automobile collisions with fixed objects involve bridge barrier railing systems. Such accidents involving bridge barriers include penetration, snagging of a vehicle by components, collisions with the approach end, or collisions in which a vehicle is redirected and then strikes another object.

A new report of the National Cooperative Highway Research Program (NCHRP), which is administered by the Highway Research Board, presents a recent study conducted by research engineers at Texas Transportation Institute that involved the cooperation of nine state highway departments throughout the United States. Study objectives were to review existing research and data on bridge railing systems and to develop a comprehensive definition of service requirements, with particular attention to:

- * Weight, speed, and size of vehicle;
- * Weight and surface of roadway;
- * Structural characteristics and performance; and
- * Comparative costs of selected railing systems.

Though planned as a pilot effort to determine the state-of-the-art concerning bridge railings and to stimulate further research, the study accomplished much more. The investigators developed a mathematical model for estimating the magnitude of impact forces and highlighted the importance of developing improved data on human tolerance to simultaneous lateral and longitudinal vehicle deceleration, an area that has previously received not enough attention.

Ten service requirements for bridge barrier rail systems were defined, listed, and discussed as a starting point for the development of rational design criteria and specifications.

The investigators also pointed out that

a barrier rail capable of a lateral displacement one to two feet produces a lower impact force than does a rigid barrier, with a corresponding reduction in the severity of damage to a colliding vehicle and its occupants. Continuing efforts to develop acceptable bridge railing systems capable of lateral displacement are necessary, and much information presented in the report can be used in the development of design criteria for both rigid and flexible railing systems.

The study advocated specific revisions in the 1956 AASHO Specifications for Highway Bridges, several since adopted, and offered a number of useful guidelines in developing cost-effectiveness analyses of bridge barrier designs.

Suggested directions for future research included:

- * Further comparisons of the mathematical expressions presented in the study to establish their validity.
- * Programming the mathematical model for electronic computer simulation of vehicle barrier collisions to measure such parameters as vehicle characteristics (e.g., dimensions and weight), roadway characteristics (e.g., magnitude of lateral displacement required to reduce lateral impact to a tolerable level).
- * Expansion of the design approach described and advocated in the accumulation of additional needed data.
- * Critical evaluation, and revision when appropriate, of the relationship between crash-test data and accident information.

Major goals of the study were the provision of (a) usable information for immediate application and (b) a framework on which to construct design criteria based on contemporary knowledge and conditions; in the accomplishment of both it was highly successful. Design and safety engineers, and others concerned with effective bridge rail systems, should find useful methods, models, data, and background information in this comprehensive and readable report.

NCHRP REPORT NO. 86 is available for \$4.20 a copy from the Highway Research Board, Publications Department 805, 2101 Constitution Avenue, N.W., Washington, D.C. 20418.

"GEOMETRIC DESIGN; PROTECTIVE BARRIER SYSTEMS; LUMINIAIRE SUPPORTS"

The highway design engineer has, a-

mong his many other responsibilities, the obligation to design highways so that they provide the best possible driving conditions for the motorist; to equip them with a lighting and signing system that aids the driver without endangering him; and to provide safeguards against serious injury if the driver does lose control of his vehicle. These three areas are the subject of six reports that have recently been published in the form of HIGHWAY RESEARCH RECORD NO. 306 by the Highway Research Board. The scope of the reports is restricted to that phase of engineering dealing with the visible dimensions and features of the total highway. These design features are dictated by the requirements of traffic, site conditions, and economic considerations; and takes into account, among other things, vertical and horizontal alignment, cross section components, and safety devices and protective systems.

The first paper describes a method of determining the optimum vertical highway alignment under specific conditions. The author presents a computer-oriented mathematical procedure capable of generating a sequence of feasible design statements. Limitations in design and financial aspects of construction are mathematically described in terms of alignment design variables.

Another paper analyzes the factors in deciding between guardrail and flattened slopes on highway embankments. Economic break-even heights are determined by comparing construction and maintenance costs of embankments with costs of guardrail installation. In addition, safety breakeven heights are determined by comparing the relative severity of accidents involving unprotected side-slopes with those involving collision with guardrails.

Energy-absorbing devices, originally developed by the National Aeronautics and Space Administration for use in the space program, may be used in highway system to stop out-of-control vehicles. The authors describe the method of screening available energy-attenuation devices, and evaluating the remaining devices. They discuss the use of scale-model devices to provide inexpensive and flexible tests of the attenuation systems.

Median openings between parallel bridges on divided highway systems can be the cause of severe accidents. A "dragnet" arresting system, consisting of a steel net anchored at each end to metal tape energy-absorbing devices, is described in a paper. The vehicle enters the net and

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is decelerated by metal tapes drawn between steel rollers. The tests showed that deceleration was significantly lower, and damage much less than that produced by rigid barriers. The paper includes theoretical analyses that permit reasonable accurate predictions of vehicle stopping distance and deceleration levels.

Also under test is a cellular crash cushion composed of light-weight, low-strength vermiculite concrete, designed to protect motorists from collisions with rigid roadside objects. Authors describe results of three full-scale head-on crashes which lead to the conclusion that the cellular cushion is extremely effective in slowing down a vehicle within the tolerance limits of its restrained occupants. Instructions for construction and repair of the units, both in-place and precast, are included in the paper.

The final paper presents the results of the mathematical simulation of vehicle collisions with single and dual support aluminum roadside signs mounted on breakaway bases. The mathematical study was confirmed by full-scale crash tests. Some important conclusions are given with regard to secondary collisions between the support and the vehicle.

"SYNTHETIC AGGREGATES AND GRANULAR MATERIALS"

Of all the materials used in highway construction, by far the largest quantity hauled to the job consists of aggregate — usually rock, gravel, sand, or a mixture of these. Hundreds of millions of tons are used every year for all types of purposes, including high-quality skid-resistant aggregates for surfaces, aggregates for portland cement concrete and asphalt concrete, and aggregates for bases and subbases.

As a result of the tremendous consumption of these natural resources and the rapid urbanization of our population, natural aggregates are being rapidly depleted in many areas of the country. Materials engineers and researchers are exploring the possibilities of various synthetic aggregates, while characterizing the natural aggregates more closely so that they can be employed more effectively.

A recent report of the Highway Research Board, entitled HIGHWAY RESEARCH RECORD NO. 307, contains four reports on the subject of synthetic aggregates. The first discusses the possibility of using domestic waste glass as an aggregate in asphalt concrete mixes. Use of this material would solve the problem of disposal of the waste glass, and at the

same time help preserve natural aggregate sources. The authors report that the results indicate that asphalt mixes made entirely with waste glass as an aggregate can be designed to satisfy the Marshall design criteria. Test materials were obtained by crushing quantities of one-way beer and soft drink bottles, and the authors plan to continue research into the skid resistance, tire wear, and reflectivity of the glass-aggregate pavement.

Volcanic cinders have been used in many areas of the world for road-surfacing, with varied results. The Forest Service of the U.S. Department of Agriculture builds many miles of untreated aggregate-surfaced roads in the states of Oregon and Washington, especially in the central region of Oregon, where volcanic cinders are plentiful. Generally, highway departments avoid the use of this material, but the steady depletion of good, high-type aggregate sources has brought about renewed interest in volcanic cinders. The second paper documents the use of the volcanic material for unpaved forest access roads, and spells out a rating system by which the values of various types of cinder can be established.

Another paper deals with the use of pulverized coal fly ash, a residue of burning bituminous coal, for use in lightweight concrete. Discussion is confined to "sintered" fly ash, produced by the pellet or granule of fly ash being fired on some type of sinter strand. Because of the light weight of the resulting aggregate material, it finds a ready application in structural concrete and may also be used for insulating concrete at lower densities. With proper quality fly ash, commercial sintering processes produce various shapes of aggregate similar in properties to other structural lightweight aggregates, with an added advantage due to the high rate of absorption and residual pozzolanic properties.

A fourth synthetic aggregate is that produced in a rotary kiln from raw clay. This aggregate is nonbloated and is similar in properties to particles of brick. Research results, coupled with field evaluation, indicate that this material performs very well as an aggregate in flexible bases. The author rates this aggregate as having a great potential in areas where high quality aggregates no longer exist, but where highly plastic clays — which are useless for aggregate use in their original form — can be kiln-fired for conversion.

* * *

Your mind improves with use.
Exercise it daily.

CONSTRUCTION AND CONSTRUCTION EQUIPMENT

In the highway construction field, as in any other, the finished result depends on the quality of the tools that are used to produce it and the expertise of the men operating the equipment. The construction equipment industry is currently in a fluid state of evolution as new construction practices are tested and proved. Some of the latest developments in equipment and its uses are contained in HIGHWAY RESEARCH RECORD NO. 316, published recently by the Highway Research Board. This book will be of special interest to the construction engineer, as it contains nine reports on subjects ranging from automatic controls to roughness of rigid pavements.

The first paper covers electronic devices for automatic control of construction equipment, including a breakdown of various state highway department tolerance requirements. The report predicts an increasing use of automatic controls, which must be matched by the availability of trained operators. The use of laser beams is still some time off, according to the authors.

Two researchers describe a two-year study in New York State of cause-effect relationships involved in roughness of concrete pavements. They list five factors common and outstandingly significant in relation to roughness and all pertaining to paving methods, as well as four factors that are purely job-related. Another author follows up with a study of present developments in earthmoving equipment, to avoid mismatch. This paper contains some very significant and worthwhile cost studies.

Computer simulation procedures have been used successfully for evaluation and improvement of quality assurance in producing hot-mix asphalt. The computer model consists of a set of random data generators simulating hot-bin and final-mix gradations. The program has been confined to production of hot-mix for surface courses.

Three test programs have proved that it is possible to produce a consistent high-quality hot-mix asphalt even though the screens in the hot-mix asphalt plant are removed. The secret lies in the supply of suitable processed aggregate, and careful proportioning at the cold feed elevators. This procedure speeds up production, simplifies mix control and assures better quality.

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Society of Civil Engineers.

NEW MEMBERS

Gordon A. Nagle, P.E., Cressona, Pa.,
Materials Producer
William F. Remaly, P.E., Easton, Pa.,
Contractor

PITTSBURGH SECTION

Robert A. Haynes, Public Relations

The most vitalized activity taking place in the Pittsburgh Section is — "New Memberships", thanks to the tremendous work of the Membership Committee headed by Ray Gedrock. The Section's membership now stands at 190 and still growing. The 1970 paid membership roster listed 143 participants.

Section members have also been active in other areas of construction concern: Richard Lampl, Vice President of Lampl Asphalt, has been elected to the Board of Directors of the Pittsburgh Builders Exchange.

Joseph Judge, Manager of Operations of the Green Construction Company, has been elected company vice president and a member of the Board of Directors.

Francis Mannella, of the Frank Mannella Construction Company, and Arthur McSorley, President of the John F. Casey Company, have both been elected to the Board of Governors of the Constructors Association of Western Pennsylvania.

The Western Pennsylvania Heavy and Highway Contractors recently held their annual dinner at the Pittsburgh William Penn Hotel. "Safety in Construction" was the dominant theme of the affair which honored 110 construction supervisory personnel for outstanding safety performances during 1970.

New Association President is Paul K. Vipond, President of Vipond & Vipond, Inc., of Holidaysburg. Other officers are: Arthur Nicholson, of Nicholson Pile Company; Leo P. Russell, of Russell Industries; Davis Coffeen, Coffeen Construction Co.; Richard Lampl, Lampl Asphalt and Paving Co.; and Robert Fay, of the Joseph B. Fay Company.

NEW MEMBERS

William J. Babilon, Pittsburgh, Pa., Consultant
Allen J. Cousin, Pittsburgh, Pa., Contractor
Philip F. Galiardi, P.E., Pittsburgh, Pa., Consultant
Norman Hoggman, P.E., Pittsburgh, Pa., Contractor
Frank J. Ioli, Mt. Lebanon, Pa., Contractor
Vincent F. Mannella, P.E., Verona, Pa., Consultant
Clifford E. Moore, Pittsburgh, Pa., Consultant

Frank J. Babich, McKeesport, Pa., Penn DOT
Frank J. KuKurin, E. McKeesport, Pa., Contractor
William J. Dimond, P.E., Allison Park, Pa., Consultant
Daniel Carapellucci, Library, Pa., Contractor
John W. Fanzo, Pittsburgh, Pa., Contractor
Walter F. Gerde, Pittsburgh, Pa., Public Utility
Donald McNeil, III, Pittsburgh, Pa., Consultant
Herbert A. Maurer, Irwin, Pa., Contractor
Al Monzo, Monroeville, Pa., Contractor
Raymond B.E. Ross, Clairton, Pa., Penn DOT
Angelo Sciallo, P.E., Pittsburgh, Pa., Contractor
Edward C. Tetmyer, Pittsburgh, Pa., Contractor
Francis J. Casilli, Washington, Pa., Contractor
Thomas E. Wester, Pittsburgh, Pa., Public Utilities
Raymond J. Von Vreckin, McKees Rocks, Pa., PennDOT
William E. Bailie, Pittsburgh, Pa., Public Utility
William J. Becker, Bethel Park, Pa., Public Utility
John E. Bosiljevack, Pittsburgh, Pa., Penn DOT
Earl Danielson, Jr., P.E., Pittsburgh, Pa., Contractor
Donald R. Ulmer, Pittsburgh, Pa., Public Utility
Lawrence A. Victoria, Belle Vernon, Pa., Contractor
George L. Wilson, Jr., Pittsburgh, Pa., Material Supplier
Ralph C. Heckel, Churchill, Pittsburgh, Pa., Municipal Manager
Larry D. McClure, Beaver, Pa., Materials Salesman

WILLIAMSPORT SECTION

Jack Reigle, Public Relations

The Williamsport section was entertained at our September meeting by Mr. Dave Sims, of PennDOT who explained the workings of the New Department of Transportation. Mr. Sims remarks were very encouraging as to what the new Departments' goals are and what its' future accomplishments can do for the Keystone state.

At our October meeting, Mr. James Barnicle, of New Enterprise Stone & Lime Co., spoke on "Prestressed Bridge Construction". While showing film primarily on prestressed bridge beams, Mr. Barnicle did touch on the application of prestressed building beams for the building trades industry.

Our guests at our November meeting

were Mr. Lewis G. Collins and Mr. George Venuto, of the Teledyne Gurley Company. Their topic for the meeting was entitled "Laser Use in Construction". The laser beam was demonstrated along with some of the more sophisticated types of transits, levels, etc.

At our January meeting we were presented a program by "Dutch" Huber, of PennDOT, entitled "Ecology and Highways". Slides were shown and a talk was given by Dutch concerning PennDOT's thinking and practices on conservation and the general environmental control of the Keystone State.

The Williamsport Section of ASHE is pleased to announce that it has passed a resolution which would establish a yearly scholarship with the Williamsport Community College. The scholarship would be presented to the outstanding student in the two year civil technology curriculum. The selection is based on the student's financial need, academic ability and participation in various outside activities. The student is nominated by the college administration and approved by a scholarship committee of the Williamsport Section ASHE.

The nomination of candidates for the Williamsport section offices for the ensuing year are as follows: William Faylor, Jr. - President (Middlecreek Const. Co.); Paul Heise - 1st Vice Pres. (PennDOT); R. Hepner - 2nd Vice Pres. (Mid-Penn Engineering); Ats Welker - Treasurer (Penn DOT); George Hart - Secretary (Williamsport Newcrete); R. Springman - 3 year Director (PennDOT); H. Gearhart - 3 year Director (Buchart Horn); W. Knepper - 3 year Director (Atlas Powder Co.).

NEW MEMBERS

Mark Berkenstock, P.E., Watsontown, Pa.
PennDOT

JACK ANDERSON PASSES

We are sorry to announce the death of John S. Anderson, better known to many in the highway industry as "Jack", who was a former general superintendent for Hempt Brothers, Inc., of Camp Hill. Mr. Anderson passed away recently at his home in Ft. Myers, Florida, where he had gone to retire. Funeral services were held at Camp Hill on February 22nd. Jack was a charter member of the Harrisburg Section, A.S.H.E.

EAST PENN SECTION

NEW MEMBERS

Joseph C. Dilliard, P.E., Allentown, Pa., Consultant

To simplify route identifications for through travelers, PennDOT, in the near future, will re-sign existing I-279, originally intended to serve as a Pittsburgh Bypass, to I-79. In turn, that portion of I-79 now passing through Pittsburgh will be re-signed I-279.

Many major accomplishments were achieved on PennDOT's Interstate network last year. All 313 miles of Interstate 80 (Keystone Shortway) were opened to traffic between New Jersey and Ohio. The gap on Interstate 81 in western Schuylkill County was closed, permitting continuous travel from Harrisburg to Canada. The Eisenhower Interchange east of Harrisburg was opened in its entirety, facilitating traffic on Interstate Routes 83, 283 and U.S. 322.

Availability of funds during 1971 should move much of the remaining 114 miles in the design stage to construction. PennDOT anticipates most of the Interstate network will be completed by the end of 1972 with the exception of complex segments in Philadelphia, Pittsburgh, Erie and in the Allentown-Bethlehem-Easton areas of the Lehigh Valley.

In addition to Interstate roads, Penn DOT also will be able to upgrade many of the "bread and butter" roads and improve numerous existing sub-standard bridges.

Altogether, the new year should enable Pennsylvania to maintain its record pace toward the goal of providing the best transportation system in the Nation, in which highways fill a key role.

HARRISBURG SECTION

Henry L. Heck, Jr., Public Relations

Our December meeting speaker, Ray K. Grove, V.P., Hempt Brothers, Inc., who spoke about the Eisenhower Interchange, gave us an insight into the many challenges and problems involved and it proved to be a very interesting presentation.

In January, W. Guy Gunn, Executive Vice President of the Associated Pennsylvania Constructors, spoke on highway legislation. Mr. Gunn's stirring presentation gave us a meaningful interpretation of current highway legislation and what effects this legislation may have on future highway construction.

Our February meeting was held on February 24, 1971. It was a joint meeting with all of the engineering societies in the Harrisburg area at the West Shore Country Club. The speaker for that evening was James A. Romano, of Gannett Fleming, Corrdry & Carpenter, Inc.

Our March meeting will feature Philip

W. Amos, Director, Bureau of Construction, Pennsylvania Department of Transportation, as the main speaker.

April 12th's meeting will feature the ASHE National President, Robert E. Martzall, P.E.

May 8th has been the date set aside for our annual ladies night to be held at the Chalet in Dillsburg. The evening will feature a cocktail party and a dinner dance.

The Harrisburg Section's Nominating Committee has presented the following slate of officers for next year: President - John V. Rignani, P.E.; First Vice President - William A. O'Connor; Second Vice President - Clyde C. Holler; Secretary - Gene H. Strausbaugh, R.S.; Treasurer - John H. Gilliland, P.E.; Director (3 years) - Albert J. Bedard, Jr., P.E.

Continuing in office: Director (2 years) - James F. Lobach, P.E.; Director (1 year) - J. Dixon Early; Director (1 year) - Immediate Past President - Donald C. Rimmer.

At a recent Executive Committee Meeting, the Committee decided next year to have the prize for our Engineer's Essay Contest increased to a total of \$500.00. \$400.00 will be awarded first prize and \$100.00 second prize. They hope the additional compensation will engender more enthusiasm for student participation in the contest.

The American Concrete Paving Association presented an award of appreciation to Robert E. Hirschman, President, H. J. Williams Co., Inc., York at its annual award dinner at the Americana Hotel in Bal Harbour, Florida. The award was one of four presented to past presidents of ACPA. Mr. Hirschman served as President of ACPA in 1967.

Hirschman has also been named to chair the important Highway Subcommittee and serve on the Executive Subcommittee of the newly-created Pennsylvania State Transportation Advisory Committee by Dr. Thomas D. Larson, over-all Committee Chairman. Charged with the responsibility of advising the State Transportation Commission and Secretary of Transportation on all transportation modes, the committee has been briefed with their respective responsibilities and plans for the future. Problems receiving prominent attention were financing of the State's transportation program and methods and techniques for developing a comprehensive statewide master plan for transportation.

NEW MEMBERS

Robert I. Messner, P.E., Harrisburg, Pa.
PennDOT
Maynard W. Miller, Mechanicsburg, Pa.,

Contractor
James G. Topper, P.E., Hummelstown, Pa.
Materials Producer
John W. Walters, P.E., Hershey, Pa.,
PennDOT
Wilson C. Everhart, Jr., Dillsburg, Pa.,
Contractor
Robert I. Frederick, Jr., Carlisle, Pa.,
Consultant

INDIANA SECTION

Louis J. Serian, Public Relations

On November 19, 1970 the Indiana Section held a meeting at the Rustic Lodge on Route 286, Indiana, Pennsylvania. A spaghetti dinner was served at 6:30 p.m. to the 48 members in attendance. Michael Baker Engineers presented a 30 minute film on the construction of the turnpike tunnels, plus a talk on history of Michael Baker Engineering Company.

The Annual Highway Christmas dance was held at the V.F.W. Club in Indiana, Pennsylvania on December 19, 1970. Dance music by the Sammy Ray Band was enjoyed by the 98 people in attendance. A delicious lunch was served at 11:30 p.m. Everyone had a delightful time.

On January 21, 1971 the Indiana Section held a meeting at the Rustic Lodge at Indiana, Pennsylvania. The program for this was devoted to the business and activities of the Indiana Section. A certificate of appreciation was presented to Louis J. Serian, first president of the Indiana Section, by President James Byron. A past president pin and a certificate of appreciation was also presented to W. Dwight Boyer by president James Byron.

The February meeting was on the 18th at the Rustic Lodge in Indiana, Pennsylvania.

Mr. Robert (Bob) Royer (Frankie Phia's Boss) presented a program of interest to all.

A field trip to a steel plant that is fabricating beams for structures is planned for the March meeting.

An Anniversary dance is planned for the month of May, celebrating the 5th anniversary of the chartering of the Indiana Section of the American Society of Highway Engineers.

CLEARFIELD SECTION

NEW MEMBERS

Victor Powell, Morann, Pa., PennDOT
Edward E. Van Kuren, P.E., Lance, Pa.,
Consultant
Timothy E. Woodside, Philipsburg, Pa.,
PennDOT
Robert L. Thompson, Houtzdale, Pa.,
PennDOT

FRANKLIN SECTION

Bernard W. Nerlich, Public Relations

The Nominating Committee of the Franklin Section of the American Society of Highway Engineers presents the following slate of candidates for office in the Franklin Section for 1971-72.

They are presented for review prior to our annual election in May. If you desire to nominate a member other than those presented by the Nominating Committee, you may do so by petition in accordance with Article VI of the Constitution and Article VII, Section 2 of the Franklin Section By-Laws, as follows:

"Nominations by petitions, as provided in Article VI of the Constitution, shall contain the signatures of at least ten (10) percent of the membership, and shall be accompanied by a letter from the nominee in acceptance of the nomination. Nomination by petition shall be filed with the secretary not less than sixty (60) days prior to the annual date set for closing the balloting for the election of officers. Nominee by petition shall be so designated on the ballot for electing officers."

Present membership in the Franklin Section is 137 members.

Since our annual election is tentatively set for May 19, 1971, no petitions will be considered after March 20, 1971.

The candidates are as follows: President - Arnold C. Wright (PennDOT); 1st Vice President - Roswell E. Brown (Contractor); 2nd Vice President - Richard T. Fox (PennDOT); Secretary - Andrew W. Specic (Contractor-Producer); Treasurer - John D. Whitehill (Producer); Director (3 years) - Gene G. Smith (PennDOT).

Our annual venison dinner was held on Wednesday, February 17th, at the Franklin Club in Franklin. This has always been one of the highlights of our winter meetings. The program this year was presented by Don Gill, of Acme Products entitled "Pre-splitting".

NEW MEMBERS

Richard L. Roydes, Franklin, Pa., Penn DOT

ALTOONA SECTION

Charles J. Allison, Public Relations

The November meeting was held on Wednesday, November 18, 1970, at the Old Canal Inn in Hollidaysburg. The meeting was sponsored by New Enterprise Stone and Lime Company. The guest speaker was Mr. John Quigg, who spoke on "Continuous Concrete Pavements".

No December meeting was held due to

the holidays.

The January meeting was held at the U.V.A. in Altoona, on January 20, 1971. The sponsor for the meeting was Vipond and Vipond, Inc.

DELAWARE VALLEY SECTION

Howard K. Mintzer, Jr., Public Relations

One of the most interesting meetings scheduled for the Delaware Valley Section this year took place on Tuesday, January 26th, at the Holiday Inn of Valley Forge when Robert D. McGilvra, structures manager of S. J. Groves & Sons Co., presented a film and talk on "Movement of Roadway Excavation by Railroad". The presentation covered an S. J. Groves highway contract on Interstate 80, at Orange, N. J. where the excavation of 1,900,00 cubic yards of rock was involved. The decision to transfer this excavation to a fill area some eight miles distant by loading and hauling in side dump railroad cars proved a more economical one than any other way. One of the reasons given was that work could be performed on any given day, regardless of weather conditions.

Guests at this meeting included national President Robert E. Martzall, P.E., national Secretary Ralph T. Smith, and national past presidents Ray K. Grove and "Jack" Rutter, all of the Harrisburg Section. Representatives were also present from the state of Delaware and New Jersey.

NEW MEMBERS

Wim Lindeboom, Ivyland, Pa., Consultant
Charles U. Bowen, Glenolden, Pa., Consultant

Michael J. Gabor, P.E., Norristown, Pa., Contractor
Ronald E. Bushar, Trenton, N.J., Contractor

CLEARFIELD SECTION

Jackson Gates, Public Relations

The following candidates were picked by the Section Nominating Committee to serve the Clearfield Section during the 1971-1972 fiscal year: President - Lawrence P. Opalisky, PennDOT; 1st Vice President - Simon A. Boob, PennDOT; 2nd Vice President - Winfield R. McClure - Penna. Electric Co.; Secretary - Barry R. Gunter, PennDOT; Treasurer - Yvonne L. Buck, PennDOT; Chaplain - William M. Townsend, Retired from PennDOT; Director (3 years) - Leo J. Renaldi, H.R. Imbt., Inc.; Francis B. Spangler, John A. Thompson Coal Co., contractor, and Paul A. Edmunds, assistant district engineer, Penn DOT.

EAST PENN SECTION

Fred W. Wolf, Public Relations

The Section held its monthly meeting Tuesday, January 12, 1971, at the River Edge Inn, Reading, Pa. The meeting was conducted by president Matthew J. McTish, P.E. This was the first meeting held by the Section in the Reading area. The meeting was very interesting and well attended by professional men affiliated with the construction field.

Mr. Richard Spang, president of General Consultants of Reading, Pa., was the program chairman and introduced Mr. Richard Spangler, sales representative of the Prescon Corporation, from Pennsauken, N.J., who introduced the main speaker, Mr. Loris L. Gerber, Vice President & Director of Technical Service, of the Prescon Corp., Corpus Christi, Texas.

The subject was post tensioning of structures. This system is used quite extensively in California at the present time and yet the first post tensioned structure can be found in Philadelphia, Pa. The construction procedure was explained through the use of slides which was followed by a question and answer period.

The next monthly meeting of the Section will be held at John-Allen's Restaurant, Allentown. The subject of discussion will be, "Cable Stayed Bridge Systems", by Robert K. Huzzard, from the Bethlehem Steel Company. This meeting will be a joint meeting with the Lehigh post of the Society of American Military Engineers.

Ladies night corrected date is March 26, 1971, Mahoning Valley Country Club (Members only.)

The East Penn Section is proud to announce that Senior Member, Mr. James R. Bazley has been elected to the office of President of the American Concrete Paving Association. Mr. Bazley is the president of J. Robert Bazley, Inc. of Pottsville, Pennsylvania.

The East Penn Secretary, Mr. Alfred Bauer is a patient in the Sacred Heart Hospital, Allentown, Pa. He would be glad to hear from the members. Write to his address: 1033 North Van Buren, Allentown, Pa. 18103.

District "5" has a letting February 11, 1971, on L441 B-17 updating traffic route 78 & 22. The District is busy updating plans for construction of the interchange for the ABE airport.

Our Section president, Mr. Mat McTish was elected to the Board of Directors of the Lehigh Valley Chapter of American

- Continued

Society of Civil Engineers.

NEW MEMBERS

Gordon A. Nagle, P.E., Cressona, Pa.,
Materials Producer
William F. Remaly, P.E., Easton, Pa.,
Contractor

PITTSBURGH SECTION

Robert A. Haynes, Public Relations

The most vitalized activity taking place in the Pittsburgh Section is — "New Memberships", thanks to the tremendous work of the Membership Committee headed by Ray Gedrock. The Section's membership now stands at 190 and still growing. The 1970 paid membership roster listed 143 participants.

Section members have also been active in other areas of construction concern: Richard Lampl, Vice President of Lampl Asphalt, has been elected to the Board of Directors of the Pittsburgh Builders Exchange.

Joseph Judge, Manager of Operations of the Green Construction Company, has been elected company vice president and a member of the Board of Directors.

Francis Mannella, of the Frank Mannella Construction Company, and Arthur McSorley, President of the John F. Casey Company, have both been elected to the Board of Governors of the Constructors Association of Western Pennsylvania.

The Western Pennsylvania Heavy and Highway Contractors recently held their annual dinner at the Pittsburgh William Penn Hotel. "Safety in Construction" was the dominant theme of the affair which honored 110 construction supervisory personnel for outstanding safety performances during 1970.

New Association President is Paul K. Vipond, President of Vipond & Vipond, Inc., of Holidaysburg. Other officers are: Arthur Nicholson, of Nicholson Pile Company; Leo P. Russell, of Russell Industries; Davis Coffeen, Coffeen Construction Co.; Richard Lampl, Lampl Asphalt and Paving Co.; and Robert Fay, of the Joseph B. Fay Company.

NEW MEMBERS

William J. Babilon, Pittsburgh, Pa., Consultant
Allen J. Cousin, Pittsburgh, Pa., Contractor
Philip F. Galiardi, P.E., Pittsburgh, Pa., Consultant
Norman Hoggman, P.E., Pittsburgh, Pa., Contractor
Frank J. Ioli, Mt. Lebanon, Pa., Contractor
Vincent F. Mannella, P.E., Verona, Pa., Consultant
Clifford E. Moore, Pittsburgh, Pa., Consultant

Frank J. Babich, McKeesport, Pa., Penn DOT
Frank J. KuKurin, E. McKeesport, Pa., Contractor
William J. Dimond, P.E., Allison Park, Pa., Consultant
Daniel Carapellucci, Library, Pa., Contractor
John W. Fanzo, Pittsburgh, Pa., Contractor
Walter F. Gerde, Pittsburgh, Pa., Public Utility
Donald McNeil, III, Pittsburgh, Pa., Consultant
Herbert A. Maurer, Irwin, Pa., Contractor
Al Monzo, Monroeville, Pa., Contractor
Raymond B.E. Ross, Clairton, Pa., Penn DOT
Angelo Sciuillo, P.E., Pittsburgh, Pa., Contractor
Edward C. Tetmyer, Pittsburgh, Pa., Contractor
Francis J. Casilli, Washington, Pa., Contractor
Thomas E. Wester, Pittsburgh, Pa., Public Utilities
Raymond J. Von Vreckin, McKees Rocks, Pa., PennDOT
William E. Bailie, Pittsburgh, Pa., Public Utility
William J. Becker, Bethel Park, Pa., Public Utility
John E. Bosiljevac, Pittsburgh, Pa., Penn DOT
Earl Danielson, Jr., P.E., Pittsburgh, Pa., Contractor
Donald R. Ulmer, Pittsburgh, Pa., Public Utility
Lawrence A. Victoria, Belle Vernon, Pa., Contractor
George L. Wilson, Jr., Pittsburgh, Pa., Material Supplier
Ralph C. Heckel, Churchill, Pittsburgh, Pa., Municipal Manager
Larry D. McClure, Beaver, Pa., Materials Salesman

WILLIAMSPORT SECTION

Jack Reigle, Public Relations

The Williamsport section was entertained at our September meeting by Mr. Dave Sims, of PennDOT who explained the workings of the New Department of Transportation. Mr. Sims remarks were very encouraging as to what the new Departments' goals are and what its' future accomplishments can do for the Keystone state.

At our October meeting, Mr. James Barnicle, of New Enterprise Stone & Lime Co., spoke on "Prestressed Bridge Construction". While showing film primarily on prestressed bridge beams, Mr. Barnicle did touch on the application of prestressed building beams for the building trades industry.

Our guests at our November meeting

were Mr. Lewis G. Collins and Mr. George Venuto, of the Teledyne Gurley Company. Their topic for the meeting was entitled "Laser Use in Construction". The laser beam was demonstrated along with some of the more sophisticated types of transits, levels, etc.

At our January meeting we were presented a program by "Dutch" Huber, of PennDOT, entitled "Ecology and Highways". Slides were shown and a talk was given by Dutch concerning PennDOT's thinking and practices on conservation and the general environmental control of the Keystone State.

The Williamsport Section of ASHE is pleased to announce that it has passed a resolution which would establish a yearly scholarship with the Williamsport Community College. The scholarship would be presented to the outstanding student in the two year civil technology curriculum. The selection is based on the student's financial need, academic ability and participation in various outside activities. The student is nominated by the college administration and approved by a scholarship committee of the Williamsport Section ASHE.

The nomination of candidates for the Williamsport section offices for the ensuing year are as follows: William Faylor, Jr. - President (Middlecreek Const. Co.); Paul Heise - 1st Vice Pres. (PennDOT); R. Hepner - 2nd Vice Pres. (Mid-Penn Engineering); Ats Welker - Treasurer (Penn DOT); George Hart - Secretary (Williamsport Newcrete); R. Springman - 3 year Director (PennDOT); H. Gearhart - 3 year Director (Buchart Horn); W. Knepper - 3 year Director (Atlas Powder Co.).

NEW MEMBERS

Mark Berkenstock, P.E., Watsontown, Pa.
PennDOT

JACK ANDERSON PASSES

We are sorry to announce the death of John S. Anderson, better known to many in the highway industry as "Jack", who was a former general superintendent for Hempt Brothers, Inc., of Camp Hill. Mr. Anderson passed away recently at his home in Ft. Myers, Florida, where he had gone to retire. Funeral services were held at Camp Hill on February 22nd. Jack was a charter member of the Harrisburg Section, A.S.H.E.

EAST PENN SECTION

NEW MEMBERS

Joseph C. Dilliard, P.E., Allentown, Pa., Consultant

SOUTHWESTERN PENNSYLVANIA SECTION

Robert M. Sica, Public Relations

The Southwestern Section has had an interesting and varied fall and winter season and is eagerly anticipating the advent spring.

The fall commenced with a bang-up meeting in September when the former Secretary of the Pennsylvania Department of Highways, Robert G. Bartlett, gave an interesting and articulate presentation. The meeting was very well attended and proved to be one of the finest held during the past year. This in turn was an expression of the high esteem in which the former Highways Secretary is held in this area of the Commonwealth. Hats off to President Terry Conner for his foresight in obtaining Mr. Bartlett as the speaker for this auspicious meeting.

The October meeting proved to be unusual when Ted Hardy from the Port Authority of Allegheny County, with an assist from Mike Scanlon, supplied the program. The meat of the presentation involved the technology story and the financial planning for the sky-bus mass transit system projected for Pittsburgh and its environs. Some of the more outspoken members of the Southwest unit poised some provocative questions relative to the effect such an expenditure of public funds will have on the overall surrounding area. There were those who expressed disagreement with the premise that the project will benefit the entire Southwestern Pennsylvania community including the eight or nine counties surrounding the city of Pittsburgh. The majority of the large group present was in agreement however, that mass transit is the only salvation in preventing a large metropolis from slowly strangling itself because of overcrowding vehicular traffic.

Program Chairman Jim Griffin came up with another interesting and informative presentation for the November meeting when he introduced Ted Hile, of the Aerial Mapping Service Inc., who gave everyone an insight as to the usefulness and value of aerial photography in the design and planning of new highways. He also pointed out its value in making improvements on existing roadways.

The largest turn-out ever was in attendance at the annual Christmas party which took place on December 18 at the Pleasant Valley Country Club. The committee headed by Earnest Barber out did itself and all in attendance had a grand time. Second Vice-President John Fleming added color to the occasion by supplying

some extemporaneous entertainment. His earshattering renditions continue to harass the slumbers of many of those who were in attendance that night. Many swear they will never permit him to live it down. In fact, several have threatened to file a complaint with the Musicians Local (Fleming is a card carrying member) to prevent a recurrence!!?

The most recent meeting took place on January 27 with Mel Stewart, Executive Directive of the Asphalt Manufacture's Association of Western Pennsylvania, as the speaker. He deviated somewhat from his topic, "Full Depth Asphalt" to devote considerable time to the subject of asphalt storage. All present were considerably enlightened by the information gained through the viewing of a specially prepared film on the subject. Mr. Stewart supplied some very timely answers to questions that followed.

Members of the Southwest Section have been very receptive and appreciative of the fine programs that have been provided by Jim Griffin and his committee. Meetings, as a result, have been well attended and augers well for the future.

In his last business session, President Terry Conner charged his nominating committee of Joseph Martinelli, David E. Baker, Earl Hawkins, Wm. G. Graham and Merle Prince, to gather and formulate a slate of new officers for the coming year. He would like to be able to present the names to the membership at the February meeting. He also corrected an oversight on the part of the unit by asking for, and receiving approval, to contribute \$50.00 to the Pennsylvania Highway Information Association.

Members are reminded that a social hour always precedes the dinner on meeting nights and everyone is encouraged to attend early and enjoy the fellowship of his brother members. It is also heartening to note that the membership continues to grow but it must be remembered that it will continue to climb only if each will do his part to interest new people to join. Be alert to the needs of others! Ask them to become a part of a fine organization.

NORTH EAST PENN SECTION

Leonard J. Gallucci, Public Relations

The last meeting of the 1970 season of the society, was attended by 106 persons at a magnificent Christmas party, held on Friday, Dec. 11th, at the Regal Room, Olyphant, Pa. We want to thank chairman Paul Lucas and his aides, Jerry Ceccoli and Robert Morden, for a wonderful evening.

On January 7, the nominating committee held a special meeting at the Elk Club to nominate officers who will serve for the 1971-1972 season. The officers proposed are: Paul Lucas - president (H. B. Sprout Construction Co.); 1st Vice President - Harold W. Kimble (Erie Lackawanna R.R. Scranton Office); 2nd Vice President - John M. Robinson, Jr. (B.G. Construction Co.); Treasurer, Joseph E. Notartoma, (PennDOT); Secretary - Robert N. Morden (PennDOT); 3 year Directors - Joseph E. Swegel (PennDOT), Leonard Gallucci (Ezra Stipp Co.) and John Kaminski (Kaminski).

The general election will be held at our March meeting.

The monthly meeting of the North East Penn Section ASHE was held January 12, 1971 at the Sheraton Inn, Scranton. Guest speaker for the evening was Victor W. Anckaitis, Secretary of PennDOT. The program also marked Mr. Anckaitis' last speaking engagement in the role as Secretary. His topic was "The New Role of the Department of Transportation."

Our February meeting was held Tuesday, the 9th at the Treadway Inn, Wilkesbarre, Pa. The guest speaker was Mr. Edward Mahan, street lighting specialist for the Penna. Power & Light Co. His topic was "And Then There was Light".

At our March meeting, at the RuVal Lounge on Tuesday, March 9th, we will have as our guest, Reed Grosvenor, representing the AAA of Scranton, showing slides on traffic.

Tuesday, April 13th, will be a joint meeting with the East Penn Section at the Sportsman Club on Route 940, Blakeslee, Pa.

Installation of officers will be held at the Elks Club on Tuesday, May 4, 1971.

On May 20, 21, 22 and 23 we will be your host for the 9th annual convention to be held at the Tamiment Resort & Country Club, located in the Pocono Mt. near Bushkill, Penna.

Thomas J. Harrington, District Highway Engineer of PennDOT, will serve as general chairman and Clifford J. Christ, Wyoming Sand & Stone, as vice chairman. A list of committees and members who will serve are as follows: Reception: Pres. Joseph E. Swegel - Chairman (PennDOT); Paul A. Lucas (H.B. Sprout Construction Co.); Robert J. Schneider (Albert E. Peters Association Contractors); John A. Bodnar - (PennDOT); A. Harden Coon (B.G. Coon Construction Co.) and Joseph H. Sproul - (H.B. Sproul Construction Co.).

Finance: Allen DuBosar, chairman,

continued on next page

(North Eastern Engineer Corporation); Joseph E. Notartomas (PennDOT) and Michael A. Czachor (PennDOT).

Advertising: Joseph C. Ostroski, chairman (Bellanti, Claus, Miller & Nolan); John Finn (PennDOT); Robert C. LaMont (Central Penn Quarry, Stripping and Construction); David B. Jones (PennDOT); John M. Robinson, Jr. (B.G. Coons Construction Co.); James J. Volpe (PennDOT); Lou Jones (B.G. Coons Construction Co.); Bill Flood (Highway Equipment Co.) and Otto Kovats (North Eastern Engineer Corporation).

Program & Entertainment: George J. Parrs, chairman (PennDOT); Albert E. Peters (Albert E. Peters Association) and Thomas J. Kane (Albert E. Peters Association).

Registration: Leonard J. Gallucci (Ezra Stipp Construction Co); Harold W. Kemple (Erie/Lackawana Railroad); John Kaminski (Kaminski Brothers) and Robert N. Morden (PennDOT).

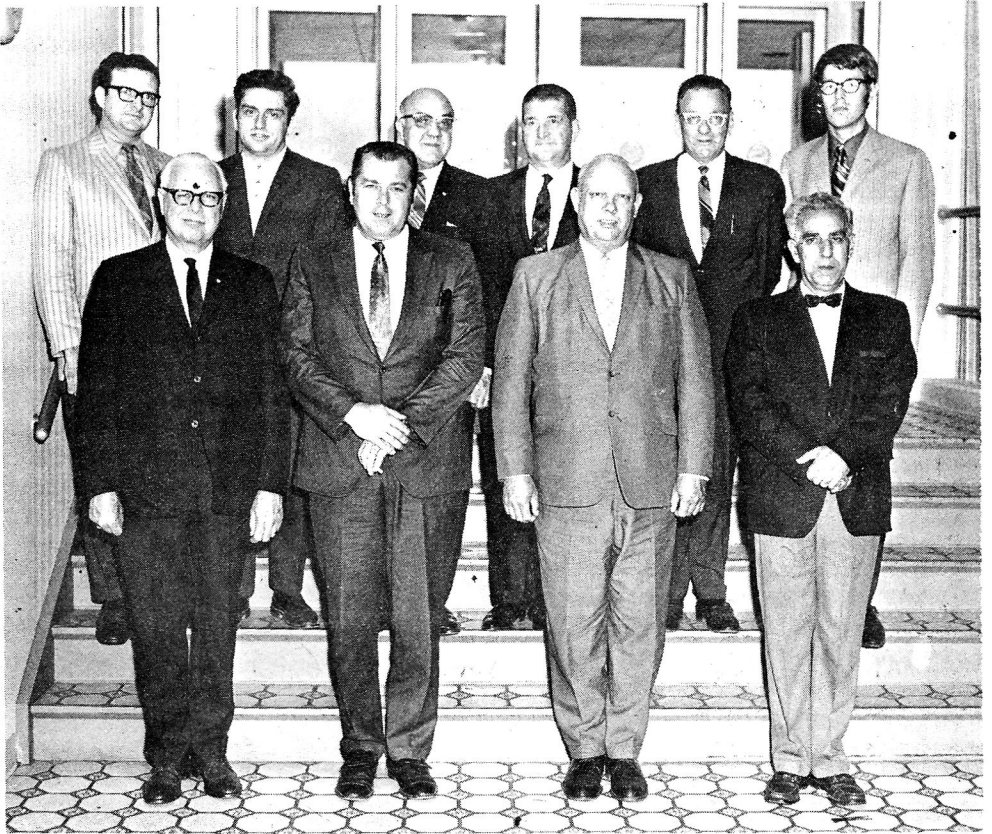
NEW MEMBERS

Angelo J. Rosati, P.E., Scranton, Pa., PennDOT

Al P. Brocovich, Moscow, Pa., Consultant
Nicholas I. Genovese, Scranton, Pa., Consultant

Herbert C. Kneller, Scranton, Pa., Contractor

Dennis Kutch, Jermyn, Pa., Consultant
Joseph Jeruis, Sr., Scranton, Pa., PennDOT



NORTH EAST PENN SECTION V.I.P.'s

Left to right, front row: Thomas J. Harrington, P.E., PennDOT District Engineer; Clifford J. Christ, Section director; Joseph E. Swegel, Section president; Leonard J. Gallucci, Section public relations chairman. Second Row: Thomas J. Kane, National and Section director; Allen Dubosar, committee aide; Joseph E. Notartomas, Section Treasurer; Paul A. Lucas, Section vice president and program chairman; Harold M. Kimble, Section vice president, and Robert N. Morden, Section Secretary.

VIC ANCKAITIS NEW JOB

Victor W. Anckaitis, of Easton, former Secretary of the Pennsylvania Department of Transportation, and a charter member of the East Penn Section, A.S.H.E. is now affiliated with Northeastern Engineering Company, Inc., as Executive Vice-President.

The consulting engineering firm and its companion firm, von Storch & Burkavage, Architects & Engineers, has offices in Media, Pa.; Coral Gables, Fla.; Providence, R.I.; Attleboro, Mass.; Turnersville, N.J.; Washington, D.C.; and the headquarters in Clarks Summit, Pa. Anckaitis will use the Clarks Summit and Meida offices of the firm for the major portion of his duties.

Northeastern Engineering Co., Inc. has been entrusted with the responsibility of design of many important projects for public and private organizations on the American Continent, in Europe, the Caribbean, and Southeast Asia. Anckaitis, a registered professional engineer of more than forty years experience, will play a

key role in the company's wide range of operations, which include all phases of engineering; civil, electrical, mechanical, sanitary, structural, highways, material testing, soils, solid waste, and traffic, architecture; data processing; interior design; models; community and regional planning; and site location studies.

A Lafayette College graduate, Anckaitis was appointed Deputy Secretary and Chief Engineer of the State Highways Department in 1965 after 15 years with Alpha Portland Cement. When the State Department of Transportation was organized last July, into which the Highway Department was absorbed, Anckaitis became its first secretary, serving until the change of administrations in January.

A Fellow and a Life Member of the American Society of Civil Engineers, Anckaitis served two terms as president of its Lehigh Valley Chapter. Mr. Anckaitis also is a member of many other professional societies including the National Municipal League; The National Society of Professional Engineers; American Society

Appraisers; Tau Beta Pi (Honorary Engineering Society) and the Engineers Society of Pennsylvania.

EAST PENN MEMBER HONORED

James R. Bazley, Jr., President of J. Robert Bazley, Inc., Pottsville, Pennsylvania and a charter Senior Member of the East Penn Section, A.S.H.E., was elected President of the American Concrete Paving Association for the coming year at that organization's seventh annual meeting recently held in Bal Harbour, Florida. Mr. Bazley has been a Director of the Association since 1967 and has served as Vice President from the North Atlantic Region for three years. Prior to service in the United States Navy during World War II, he attended the University of Michigan and received his Bachelor of Science degree in mechanical engineering. He began his career in the construction industry in 1938 on a survey party working for his father's company. Mr. Bazley is active in the Associated Pennsylvania Constructors where he serves as Director and Regional

continued on next page

1970 - 1971 NATIONAL OFFICERS

President, Robert E. Martzall, P.E., Dillsburg, Pa.
 1st V.P., John H. Leapson, P.E., Philadelphia, Pa.
 2nd V.P., Robert L. Brown, P.E., Easton, Pa.
 Secretary, Ralph T. Smith, Carlisle, Pa.
 Treasurer, George K. Hart, Montoursville, Pa.
 Im. Past Pres., R.S. Kepner, PE, Clearfield, Pa.

Directors, 3 Years

Warren E. Cole, Mountoursville, Pa.
 John F. DeRoss, Pittsburgh, Pa.
 Robert M. Sherr, P.E., Jim Thorpe, Pa.

Directors, 2 Years

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

Directors, 1 Year

Walter H. Burke, P.E., York, Pa.
 Donald C. Rimmer, Mechanicsburg, Pa.
 Robert E. Yeager, Hollidaysburg, Pa.

Assistant Directors, 1 Year

Albert P. Fiscus, P.E., Franklin, Pa.
 Terrence D. Conner, P.E., Uniontown, Pa.
 Edwin F. Leone, P.E., Indiana, Pa.

The American Society
 of Highway Engineers,
 Box 284,
 Carlisle, Pa. 17013

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FIRST CLASS MAIL**MEMBERSHIP FACTS**

One hundred twenty new members have been accepted by the Society since June 1, 1970; however seventy-two members were dropped because of non-payment of dues or other reasons. Thus with a net gain of forty-eight members, the total Society membership as of press time for this edition is 1747, which is the highest it has ever been. The membership by section is:

Harrisburg Section	316
Clearfield Section	93
Franklin Section	136
Altoona Section	128
Southwestern Pa. Section	108
Williamsport Section	103
East Penn Section	131
Indiana Section	123
Pittsburgh Section	190
Delaware Valley Section	274
North East Penn Section	144
Total	1747

HONORED

continued from last page

Vice President and Chairman of the Materials & Testing Committee. He is also a member of the American Road Builders' Association and a Director of The Miners National Bank of Pottsville.

Other A.S.H.E. members honored by the Concrete Paving Association, include: George Hempt, vice president of Hempt Bros., Inc., Camp Hill, a member of the

Harrisburg Section, who was elected to replace Jim as Vice President of the North Atlantic Region of ACPA.

Other members remaining on the ACPA Board of Directors include: R. E. Hirschman, President of H. J. Williams Company, of York and a member of the Harrisburg Section, A.S.H.E.

TONY RETIRES

Paul L. "Tony" Thomas, district engineer for the State Department of Transportation in District 6, headquartered at St. Davids, Pa., (Philadelphia, Bucks, Montgomery, Chester and Delaware Counties), retired on February 17, 1971.

**"TONY"**

A professional engineer, he has served the Department in various capacities including assistant district engineer, chief construction engineer and design engineer.

He is a charter member and former president of the Delaware Valley Section of the American Society of Highway

Engineers.

As district engineer for the five county district, Thomas was responsible for planning, construction and maintenance of state highways in the district. He supervised the expenditures in the past fiscal year of over \$130 million.

Hundreds of his friends assembled for a testimonial dinner at the Falcon House, Havertown, Pa. on February 16th when a fitting tribute was paid the guest of honor.

**DELAWARE VALLEY SECTION
NEW MEMBERS**

Claire S. Monroe, Cape May, N. J., Contractor
 George R. Reiss, Havertown, Pa., PennDOT

**SOUTHWESTERN PENNSYLVANIA
SECTION****NEW MEMBERS**

Frank B. Petrarca, Charleroi, Pa., Materials Salesman

It is better to be working and to think about loafing than to be loafing and to worry about working.

* * *

Some questions do not deserve complete answers.

* * *

He who blows his own horn cannot listen to the band.

Editor: RALPH T. SMITH, Box 284, CARLISLE, PA. 17013

Assistant Editor: HUBERT E. THORNBUR, 542 Benton Street, HARRISBURG, PA. 17104.

Please notify us when you change address !