The A.S.H.E. SCANNER

VOLUME VIII, NO. IV THE AMERICAN SOCIETY OF HIGHWAY ENGINEERS MAY 1972

Society Member Appointed To Transportation Committee By Secretary Volpe

Henry F. Acchione, of 25 Pebble Lane, Cherry Hill, New Jersey, a Senior Member of the Delaware Valley Section, has just been appointed a member of the Citizens Advisory Committee on Transportation Quality by Honorable John A. Volpe, Secretary of Transportation. He was appointed for a term of three years.

H. F. ACCHIONE

Mr. Acchione will be one of 21 citizens from across the nation who will be functioning on this Committee. The Committee conducts its activities through the Office of Consumer Affairs of the Department of Transportation, which is directed by General Benjamin O. Davis, Assistant Secretary of Transportation.

The responsibilities of this Advisory Committee will consist of assessing transportation policies from the consumer's viewpoint. It will act as a citizen's sounding board for the benefit of the Secretary of Transportation in his formulation of policies and programs in the field affecting the nation's citizens.

Mr. Acchione is a native of Philadelphia, and a graduate of the University of Pennsylvania. He has been associated in the construction industry for more than 35 years. He served six years as Vice-President and Assistant Business Manager of Local No. 542 of the International Union of Operating Engineers. At the present time he is President of Acchione and Canuso, Inc., a construction firm well known in the field.

In addition to membership in the American Society of Highway Engineers. he is Vice-President of the Contractors Association of Eastern Pennsylvania. He is also a member of the American Public Works Association, member and chairman

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Convention Plans Finalized

The Franklin Section Convention Committee, headed by Arnold Wright, Roswell Brown and Dick Fox, announce that final plans promise a variety of events. The icebreaker party on Thursday evening May 18th will be followed by dancing. Friday events include an opening general session, technical workshop, annual business meeting and secretary's workshop. An interesting tour of the Oil Region will be available to the ladies on Friday afternoon. Friday's activities will be highlighted with the Past President Dinner and installation of new officers in the evening.

J. P. RICHLEY

The Golf Tournament and informal hospitality will make up Saturday's daytime schedule. The high point of activities will be reached at the Saturday evening banquet. The featured speaker will be the Honorable J. Phillip Richley, Director of Highways for the State of Ohio. Mr. Richley received his engineering education at John Carroll University, University of Michigan, Youngstown State University and the University of Pittsburgh. His engineering experience is most impressive, covering a wide variety of assignments. He started

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President's Message

John H. Leapson, P.E.
Philadelphia, Pa.

In this season of busy highway industry activity it may seem difficult to believe that there are important plans being made to reduce this level of activity in the future. Many of those trying to influence the plans, now being considered, are telling the legislators, that it is in the best interest of the country to significantly reduce the construction of new hgihways.

Most members of the Society, I am sure, are aware in a general manner that very serious legislation is under consideration in Washington. The one proposal is a comprehensive plan for the reorganization of the Executive Branch of the Government. Among other things, it would abolish the federal Department of Transportation (DOT). The highway and urban mass transportation programs would be placed in a new Department of Community Development, along with most of the present functions of HUD (Housing and Urban Development).

The remaining elements of DOT, including railroads, airports and the policy-planning function, would be moved into a new Department of Economic Affairs.

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SECTIONS BRING BANNERS TO NATIONAL CONVENTIONS

All sections of the Society are urged to bring their A.S.H.E. banners to the 10th Annual Convention.

These banners will be turned in to the person in charge of the registration desk, who will be responsible for their safe return to each section at the close of the convention — either following the Saturday night banquet, or early Sunday morning. The banners will be displayed at all functions of the convention.

Howard K. Mintzer, Jr., a Senior Member of the Delaware Valley Section was recently appointed by Mayor Rizzo, as Chief Engineer of the city of Philadelphia's Highway Section. Mr. Mintzer's career began with U.S. Army Engineers during World War II. He constructed roads and bridges in the Pacific Theatre of action.

Mr. Mintzer is a Civil Service career employee with more than 25 years of city service. In recent years he was responsible for the maintenance of all city streets and bridges. He has worked his way through positions of increasing responsibility, starting as a surveyor and advancing to his present position of Chief Engineer.

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Rosen & Rignani, Inc. have announced the establishment of an office located at 1509 Cedar Cliff Drive in Camp Hill, Pennsylvania to engage in the practice of Environmental Science and related Civil Engineering.

RIGNANI

John V. Rignani, President, is a resident of Camp Hill, Pennsylvania. He received a Bachelor of Science degree in Civil Engineering from the Pennsylvania State University; he is a professional engineer licensed to practice in the states of Pennsylvania, New York, New Jersey, Virginia, West Virginia, Maryland and the District of Columbia.

Rignani has been a very active Society member, is currently President of the Harrisburg Section and Chairman of the National Technical Committee.

The initial thrust of the new firm is broad based environmental studies on major construction projects which will act as a nucleus of the newly required environmental impact statements. The firm also possesses Civil Engineering capabilities and a photogrammetric section.

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NEW MEMBERS

WILLIAMSPORT:
George A. Shaw - Montoursville - Materials Producer.

ALTOONA:
James E. Scully - Hollidaysburg - PennDot.

EAST PENN SECTION:
Gerald P. Dixon - Frackville - Contractor.
Cleo L. Beers - Lehighton - Contractor.

CLEARFIELD:
Billy Z. Harmic - Clearfield - PennDot.
Lisbeth Ann Long, Falls Creek - PennDot.
Richard W. Marcinkevage - Bellefonte, PennDot.

HARRISBURG:
Vincent M. Loughran, R.S. - York - Contractor.
Tadeusz Andrzejewski, P.E. - York - Consultant.
Earl F. Lawrence - Gettysburg - PennDot.

DELAWARE VALLEY SECTION:
Joseph Barszowski - Norristown - PennDot.
Marlin W. Patrick - King of Prussia - PennDot.

NORTH-EAST PENN SECTION:
Dennis L. Heil - Clarks Summit - PennDot.
James J. Lewis - Scranton - PennDot.
John A. Kolander, Moosic - PennDot.

SOUTHWESTERN PENNSYLVANIA:
John R. Sebolt - Eighty-Four - Materials Producer.
Edward S. Higbee - Dawson - PennDot.
Robert P. Kara - Hiller - PennDot.
Thomas C. McFerrin - Brownsville - PennDot.
Michael F. Pivarvik - Uniontown - PennDot.
William Molnar - Masontown - Materials Producer.
David F. Molnar - McClellandtown - Materials Producer.

PITTSBURGH SECTION:
Thomas R. Frame - McMurray - PennDot.
John R. Mellett, P.E. - Pittsburgh - Consultant.
Robert P. Ferdiani - Pittsburgh - Contractor.
James F. Brennan - Pittsburgh - PennDot.
Frank A. Colosimo - Pittsburgh - Construction Contractor.
Albert J. Davenjay - McKees Rocks - PennDot.
Lewis A. Davis - Monongahela - PennDot.
John J. Kukurin - East McKeesport - Contractor.
John J. Pust - Pittsburgh - Materials Producer.

TRANSFERS:
James R. Barnicle, Senior member, transferred from Franklin Section to Altoona Section.
A. Eugene Pearson, Senior member, transferred from Franklin Section to Southwestern Pennsylvania Section.

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"By George, old chap, when I look at one of your paintings I stand and wonder . . ." mused the art critic. "How I do it?" queried the artist eagerly. "No; why."

SECRETARY'S CORNER

This "Corner" is directed to all Officers of each Section and it is my sincere hope we can exchange constructive ideas through this medium.

One item of prime importance is that all membership addresses be kept up to date. This matter of incorrect mailing address is becoming quite an expense for the National Society. Each incorrect mailing is costing us ten cents per item. It should be the responsibility of each Section Secretary to stress the importance of each member keeping National informed of changes of address in order that the printer may keep his mailing plates on a current basis. Cooperation is the most important part of keeping The Scanner coming to each member.

All Sections shall continue to send items for publication to the Secretary in ample time to be included in issues of The Scanner.

MISCELLANEOUS NEWS ITEMS

William J. Ulp, a member of the Williamsport Section passed away recently.

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At the January 10, 1972 ASHE Meeting of the Harrisburg Section, Brian McColla, a senior student at the School of Engineering at Notre Dame University, was honored as this year's winner of the annual Student Paper competition. A check in the amount of $400.00 was sent to Notre Dame University to be applied against Brian's tuition for the next term.

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THE SETTING SUN

The fingers of the setting sun
Stretch out across the world below,
Caressing all and making one
Out of all things that move or grow.

They weave among the woods and trees
To soothe the life that lives therein.
They pause to touch the angry seas
And mend the hearts of weary men.

The fingers of the setting sun
Bring peace and comfort to the earth,
They make it known that day is done,
Until the morning brings rebirth.

—Finch

Technology), Arunprakash M. Shirole (City of Minneapolis) and Mansour Karim (South Dakota Department of Highways) gives criteria for the design of rock-basin energy dissipators with or without a transverse sill. The study concludes that rock basins should have a width of at least three pipe diameters, and divergence angles of 1:3 when no sill is used, and 1: 1.75 when a sill is used. Criteria permit design for no-scour or for controlled scour depth.

John L. Grace, Jr. and Glenn A. Pickering (U.S. Army Engineer Waterways Experiment Station) evaluate three energy dissipators: the stilling well, the Bureau of Reclamation impact dissipator, and the St. Anthony Falls dissipator. Charts are included to show the maximum recommended discharge that will result in good performance for given conditions. With these curves and other parameters, the designer can select the type of dissipator best suited to protect the outlet.

The paper by James M. Wiggert and Paul D. Erfle (Virginia Polytechnic Institute and State University) and Henry M. Morris (Christian Heritage College of San Diego) describes tests of the effect of peripheral roughness elements in a smooth circular pipe to dissipate energy in free surface flow. It was found that roughness elements of proper relative size and spacing, and of square cross section, will cause considerable reduction of exit velocity in pipes on steel slopes, flowing partly full. The exit Froude number can be reduced to nearly unity.

Charles C. Calhoun, Jr., Joseph R. Compton, and William E. Strohm, Jr. (U.S. Army Engineer Waterways Experiment Station) describe an investigation of the performance of eight plastic filter cloths used to replace granular filter materials under riprap and similar applications. Laboratory tests were conducted on seven of the eight cloths to determine their chemical and physical properties and their filtering abilities. Information on uses and performance of filter cloths on Corps of Engineer projects is included.

Finally, the paper by Reynold K. Watkins and Alma P. Moser (Utah State University) presents the results of full-scale external load testing of buried corrugated steel pipe and gives the structural performance limits of the soil-pipe system. The three most important factors influencing performance were found to be the yield-point strength of the pipe wall, the soil compressibility determined primarily by soil density, and the ring flexibility of the pipe. A design graph is given that incorporates the expirical relationships of these three factors.

Highway Research Record No. 373 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.

VERSATILITY OF CONCRETE

Portland cement concrete is exposed to many demanding uses and environments in modern transportation systems. Research workers looking for new ways to stimulate progress toward improvement of the properties of concrete will find much of interest in a new publication from the Highway Research Board. Highway Research Record No. 370, "Concrete," emphasizes the variety of materials, processes, and properties that must be considered in seeking improvement of concrete. Eight reports are included in the publication.

The paper by H. L. Patterson (Michigan Department of State Highways) describes the study of admixtures in six spans of two bridges in service under traffic. J. E. Isenberg and D. E. Rapp (Dow Chemical Company), E. J. Sutton (City of Midland), and J. W. Vanderhoff (Lehigh University) authored a paper on a study of admixtures in the laboratory. Included in this paper are photographs of a single cement grain enlarged to fill almost a complete printed page. R. F. Feldman (National Research Council of Canada) utilizes data from very sophisticated past and current studies to derive a model of hydrated portland cement. The comparatively recent advent of scanning electron microscopy such as described by J. E. Isenberg and his colleagues has substantiated many of the essential ideas related to the structure of cement paste and derived by reasoning from fundamental research such as that described by R. F. Feldman.

The use of admixtures of many types to improve the properties of concrete is widespread and is reflected in three of the eight reports. C. E. Lovewell and Edward J. Hyland (Chicago Fly Ash Company) present information on concrete containing both chemical and mineral admixtures, while J. E. Isenberg and his co-authors, as well as H. L. Patterson, discuss specific chemical admixtures.

Craig A. Ballinger (Federal Highway Administration) reports on a study of the fatigue life of concrete and provides experimental confirmation that the behavior of concrete under variable loads follows an earlier developed theoretical hypothesis. The improvement of the mechanical properties of concrete by pretreatment of the aggregates is demonstrated by G. Lees and G. Singh (University of Birmingham, England).

The ultimate justification for research on new materials, processes, and techniques is the improved or more economical performance of concrete in service. A vital ingredient in the translation of new processes and materials to field practice is assurance that the proportions and processes actually achieved are as specified. Rapid quality control and assurance tests are essential. S. B. Hudson (Materials Research and Development, Inc.) and G. W. Steele (West Virginia Department of Highways) present data for predicting compressive strengths from tests at early ages.

When performance or tests indicate that the specified proportions have not been achieved, a determination of the amount of cement in the concrete is often necessary. This is a complex chemical determination, often impossible for certain combinations of materials. The new method proposed by A. A. Tabikh, M. J. Balchunas, and D. M. Schaefer (Marquette Cement Manufacturing Company) may overcome many of the difficulties associated with current methods.

Highway Research Record No. 370 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.

ASPHALT PAVEMENTS AND THEIR INGREDIENTS

In spite of the importance of temperature on the behavior of bituminous materials, field information is not available for the many varied weather conditions in the United States. The first paper in a report by Thomas N. Rumney and R. A. Jimenez (University of Arizona) provides such information for Arizona. In addition, the authors assert that prediction of pavement temperature is possible with the use of information from weather reports of air temperature and solar radiation.

In the paper by Charles R. Marek and Moreland Herrin (University of Illinois) a surface treatment design procedure based on measured voids content is presented. The recommended procedure contains a number of improvements over current methods.

Nuclear engineering has had a pronounced influence on highway testing in the measurement of density. In the paper

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by Richard L. Grey (Pennsylvania Department of Transportation) the conclusion is presented that the nuclear method of determining asphalt content by neutron moderation appears to be as reliable as the standard extraction process for the gage and samples utilized in the evaluation. Grey further concludes that, although the nuclear measurement can be made by those with limited experience, the preparation of the sample requires a high-level well-trained technician.

The second paper by Grey deals with an evaluation of the compaction procedures used in bituminous construction. The study confirmed the previous view that the areas of lowest density were the joints and the pavement edges. Grey also determined that the air gap density test was dependent on only the top one-and-three-quarter inches of pavement.

Dah-Yinn Lee and Rathindra N. Dutt (Iowa State University) examined many gradations to determine the influence of dense or gap graded on Marshall and Hveem design properties. They concluded that gap-graded aggregates can yield mixtures with equal or better physical properties than continuously graded aggregates.

The shear susceptibility of asphalt cements is a much-discussed subject, especially the appropriateness of various test temperatures to yield the best insight into asphalt properties. The paper by Herbert E. Schweyer and J. Carlos Busot (University of Florida) entailed the evaluation of a capillary rheometer for both routine and research studies of asphalts. A test method is suggested by the authors who feel that it is simple and appropriate for both research and control work.

Test data on a variety of asphalts that have been in service since the mid-fifties is provided in the paper by B. A. Vallerga (Materials Research and Development, Inc.) and W. J. Halstead (Federal Highway Administration). This is probably the most comprehensive study of the aging of asphalt cements ever undertaken. The asphalts were representative of the production of 130 asphalt cements of known source from about 100 refineries. The authors confirm previous theories that the way in which asphalt is used (voids in the pavement) is more influential in hardening than is the source of the asphalt. They note, for instance, that in pavements with less than two percent voids the field aging is negligible. This comprehensive study provides information for all who are involved with the design of bituminous mixtures and those who must ensure that proper pavement criteria are achieved in the field.

An abridged paper by John L. McRae (U.S. Army Engineer Waterways Experiment Station) and B. D. LaGrone (U.S. Rubber Reclaiming Company, Inc.) discusses the use of the gyratory testing machine to evaluate the effect of a modified reclaimed rubber and a ground vulcanized rubber on the physical properties of bituminous pavements.

Highway Research Record No. 361 is available for $3.00 a copy from the Highway Research Board, Publications Department 805, 2101 Constitution Avenue, N.W. Washington, D.C. 20418.

PLANNING AND MANAGING MAINTENANCE

The use of economic theory, statistics, operations research, and systems techniques in planning and managing highway maintenance has until recently been neglected. Many maintenance supervisors have been unfamiliar with these tools, while, at the same time, only a small number of systems engineers have directed their attention toward maintenance problems.

The importance of using every possible technique to control maintenance costs is stressed in the paper by Gerald Frank Tessman (Minnesota Department of Highways). He projects financial requirements for highway maintenance in Minnesota through 1986, and concludes that unless worker productivity is raised or maintenance levels are lowered, the present functional cost of maintenance can be expected to double in less than three years and triple by 1986.

The paper by D. Tighe and D. B. Webber (Sores Inc., Montreal) describes the use of a simulation model for planning snow and ice removal, while William J. Dunlay, Jr. (University of California) reports on an attempt to develop a simultaneous equation econometric model of winter maintenance cost categories.

Matthew J. Betz (Arizona State University) discusses the use of the student "t" and chi-square tests in calculating maintenance costs. Bertell C. Butler, Jr. (Byrd, Tallamy, MacDonald, and Lewis) describes the respective merits of regression and correlation methods in highway maintenance operations.

Three papers not directly related to economic analysis are also included in this Record. R. A. Bartlett (F.A. Bartlett Tree Expert Company), drawing on wide experience in the field of tree maintenance, suggests tree maintenance practices that should be followed to protect the public's investment in roadside development.

A paper by Terence K. Young (Caterpillar Tractor Company) reports on the adaptation of articulated wheel loaders in snow removal. A lack of specialized maintenance equipment has created a demand for construction equipment, sometimes with modifications, that can be adapted to maintenance purposes. The author indicated that loader use can be extended from summer construction work into the winter season, thus decreasing the unit cost for such equipment.

Donald R. Anderson (Washington Department of Highways) reports that rubber snowplow blades may be used without dislodging raised reflective traffic-lane markers. Such markers offer some significant advantage over painted lines, particularly in wet weather visibility, but they are not resistant to conventional steel-blade snowplows.

Highway Research Record No. 359 is available for $2.40 a copy from the Highway Research Board, Publications Department 805, 2101 Constitution Avenue, N.W., Washington, D.C. 20418.

MATERIALS AND TECHNIQUES FOR REHABILITATION OF PAVEMENTS

Maintenance of damaged pavements would be greatly helped by the development of patching materials for portland cement concrete that would allow rapid application with a minimum of equipment in areas of heavy and high-speed traffic. There is also a need for materials for use in overlays on portland cement concrete pavements that will minimize reflection cracking over joints and cracks.

These recommendations are contained in a new Synthesis of Highway Practice, published by the National Cooperative Highway Research Program (NCHRP), which is administered by the Highway Research Board. Synthesis 9, "Pavement Rehabilitation—Materials and Techniques," is the latest in a series of publications designed to search out and synthesize the useful knowledge on various subjects from all possible sources and to present documented information on current practices in this subject area.

Pavement rehabilitation is a topic of immediate concern, and will probably remain so for many years. Prior to the initiation of construction of the Interstate System in the United States, considerable attention was given to the rehabilitation of pavements originally constructed in

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the 1930's and minimally maintained throughout the early 1940's, so that they would be able to carry the increased traffic volumes and heavier wheel loads in the late 1940's and early 1950's. When construction started on the Interstate System in 1956, most highway agencies shifted emphasis from rehabilitation of existing highways to construction of new roads, often on new right-of-way. The Interstate, and other new primary and secondary roads built since the mid-50's, have generally been designed with pleasing horizontal and vertical alignments. Thus, it is expected that future emphasis will be on reconstruction and rehabilitation of existing highways, maintaining the present alignment. Because traffic volumes have far exceeded projections, many miles of the Interstate and other major elements of the national highway network currently require, or soon will require, pavement rehabilitation much sooner than originally anticipated.

The new Synthesis report provides information on the importance of maintaining existing pavement structures; the causes of pavement distress, and possible methods of remedying them; overlay design procedures in common use that can be applied in both flexible and rigid overlays, over both flexible and rigid pavements; design strategies for rehabilitation schemes to obtain a desired level of economy for a desired dervice life; example problems that demonstrate how to deal with present and future costs for rehabilitation schemes, including both user and maintenance costs, and current research efforts that bear on the topic, including future research needs.

To develop this Synthesis in a comprehensive manner, and to insure inclusion of all significant knowledge, the Board analyzed available information (e.g., current practices, manuals, and research recommendations) assembled from many highway departments and agencies responsible for highway planning, design, construction, and maintenance. A topic advisory panel of experts from this subject area was established to guide the researchers in organizing and evaluating the collected data and for reviewing the final Synthesis report.

As a follow-up, the Board will attempt to evaluate the effectiveness of the report after it has been in the hands of its users for a period of time. An updating of the document is planned for the future, to reflect the improvements that may be discovered through research or practice.

Synthesis of Highway Practice 9 may be purchased for $2.80 a copy from the Highway Research Board, Publications Department 805, 2101 Constitution Avenue, N.W., Washington, D.C. 20418.

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PRESIDENT'S MESSAGE

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The effect of this arrangement would be to separate the highway program from the transportation policy makers, and to subordinate it in a "Super-HUD" which would attempt to deal with all federal aid needs of all communities.

The second, and possibly most adverse proposal, was that made by Secretary of of Transportation John A. Volpe. He recommended a program under which money from the Highway Trust Fund would be used for urban transportation, regardless of the mode.

The concept of this is quite simple. The federal government would continue to collect the taxes which now go into the Highway Trust Fund, and the Airports-Airways Trust Fund. This money, along with appropriations from the general fund for urban mass transportation, would be turned back to the States and local communities to be used for any transportation purposes.

It is the responsibility of each Society member to make his views known on these matters to his legislators. Jim Weaver and Don Rimmer will be in touch with the Sections to offer guidance on this. Many members have asked what is the National Society doing as an organization on this problem. This matter has been given careful consideration by all of those in responsible leadership. It is our opinion that the most effective tool for gaining the most recognition of our views is for each individual member to act. It is felt that the number of letters will be a far greater influence. There is another fact of life which must be faced, and that is the strong possibility that anything written on Society letterhead is immediately placed in the category of material which originates from the "Highway Lobby".

There is no intention to discourage position papers by the Sections. Our intention is to influence the membership to take on greater activities as individuals.

The goal of each member should be to not only make his views known in writing and by personal contact with his legislators but also to combat "emotional anti-highway" activity on every front. This means talking to family and friends and keeping well informed in order to counter the very vocal emotional - no solution to the problem - do nothing advocates.

I was under the false impression that most of the anti-highway groups were in the urban areas. Bob Yeager, from Holidaysburg, informed me at a recent Board of Directors meeting that there are a great number of anti-highway groups in the rural areas.

The help of every member is needed. This will not be a short battle, it will take years and a significant effort on the part of our Society along with others interested in promoting a balanced transportation system.

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CONVENTION PLANS

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as a draftsman, advanced to surveyor, sanitary engineer, highway construction engineer, city commissioner of engineering, city director of public works, county engineer up to his present assignment as director of a state highway department. Mr. Richley will tell us what is going on in Ohio concerning transportation.

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SOCIETY MEMBER APPOINTED

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of the Building Trades Division of the Fellowship Commission of Philadelphia, Crime Commission and Trustee and Chairman of District 3, of the Pennsylvania Grand Lodge, Order Sons of Italy in in America.

For many years, Mr. Acchione has been active in various special Sons of Italy projects, such as, the Drive for Flood Relief for Florence, Italy, the Drive for Relief of Sicilian Earthquake Victims, as well as the 1971 Birth Defects Drive for the benefit of the National Foundation, March of Dimes.

Mr. Acchione is married to the former Julia Testa. They have five children and twelve grandchildren.

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The Museum Guide was just finishing the tour: "And here, ladies and gentlemen, at the close, this splendid Greek statue. Note the noble way in which the neck supports the head, the splendid curve of the shoulders, and ladies and gentlemen, note the natural way in which the opened hand is outstretched, as if to emphasize: 'Don't forget a tip for the guide.' "

NEWS OF MEMBERS

Several Society members have received important new PennDOT assignments.


DePASQUALE

Promotion of Fred P. DePasquale, 40, of Pittsburgh, a career engineer with over 14 years of Commonwealth service, as Assistant to the Deputy Chief Highway Engineer for western Pennsylvania, was announced by Secretary Jacob Kassab, State Transportation Department.

Previously Deputy District Engineer for PennDOT's Pittsburgh District, comprising Allegheny and Beaver Counties, DePasquale will work under William J. Raves, Deputy Chief Highway Engineer-West, to expedite Pennsylvania's highway and bridge improvement programs in a 32-county area. This involves the operational functioning of the Franklin, Clearfield, Hollidaysburg, Indiana, Pittsburgh and Uniontown Engineering Districts.

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Philip W. Amos, formerly PennDOT's Director of the Bureau of Construction,


AMOS

was promoted to Assistant Deputy Chief Engineer for the Eastern District.

Amos, a native of Harrisburg and a resident of Susquehanna Township, is a graduate of Pennsylvania State University with a degree in civil engineering. He has served as Director of the Bureau of Construction since 1968 and started with the former Highway Department in 1958. He has come up through the ranks beginning as a bridge design engineer and working his way up to his present position. In his new post Amos will work under Harold C. Poulson, Deputy Chief Engineer-East, to expedite PennDOT's highway and bridge improvement programs in a 17-county area.

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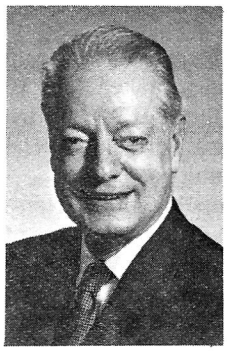
Lester Jordan, formerly District Engineer in the Allentown District, is transferred to PennDOT's Central Office in Harrisburg. He will head up the Bureau of Design's location and design division. Jordan is responsible for the Bureau's Design, Consultant Liason, Photogrammetry and Surveys, and Utility Relocation Section.

A career engineer, Jordan is a graduate of the civil engineering school, Lehigh University. He began his career with the Highway Department prior to World War II and returned in early 1968, following 21 years with the Portland Cement Association.


JORDAN

Jordan and his wife, the former Ruth Caulkins Dickensheets, reside at 1679 32nd Street, Allentown. The couple has two married children.

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O. D. Ferrari, formerly District Engineer, Harrisburg District, is transferred to the Central Office as a Special Assistant to the Deputy for Highway Administration. His new responsibilities will be to expedite and resolve major engineering problems relating to environmental control, programming, scheduling and completion of highway projects.


FERRARI

Ferrari has 33 years service with the Commonwealth. A native of East Brady, Clarion County, he began his career in 1935 in the Indiana District. Prior to being District Engineer, he served as assistant district engineer.

Following military service during World War II, Ferrari was assigned to the Harrisburg District, serving in various engineering capacities and becoming District Engineer in July 1967.

He attended Berkley College and Penn State and is a member of many professional engineering associations. He and his wife, the former Grace Waters, reside at R. D. 1, Hershey.

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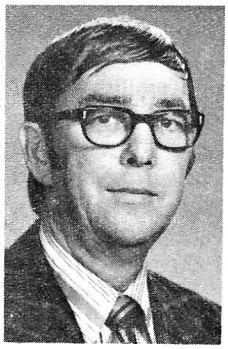
Robert L. Keller, Chief of the Operations Review Group, Central Office, has been appointed District Engineer in the Harrisburg District.

A York native, he received his civil engineering degree from Penn State and joined the Highway Department in 1950.

In his new position as District Engineer, Harrisburg District, he is responsible for all departmental activities in the nine-county central Pennsylvania area.


KELLER

Keller was a project engineer for the Harrisburg District from 1951 through 1956, at which time he was promoted to construction engineer. He served in this post until 1960. As construction engineer he was responsible for all construction projects in Juniata, Perry, Dauphin, Adams, York, Lancaster, Lebanon, Franklin and Cumberland Counties.

In 1960, Keller became assistant chief engineer for maintenance and supervised a $50 million program.

A member of many professional engineering associations, he and his wife, the former Gloria Sheaffer, of Millersburg, have two children. They reside at R.D.5, Mechanicsburg.

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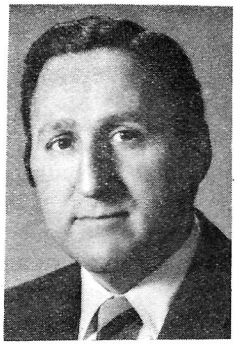
A. Victor Cesare, Division Engineer-East, Bureau of Construction, becomes District Engineer in the Allentown District.


CESARE

Cesare, 43, is a native of Pen Argyl, Northampton County and received his engineering degree from Lehigh University.

In his new position as Allentown District Engineer, he will be responsible for all Department activities in Berks, Carbon, Lehigh, Monroe, Northampton and Schuylkill counties. Cesare started with the former Department of Highways in 1955 and served as Allentown District Engineer from 1959 to 1963 when he entered private business. He returned to the Department in 1964, working in the program management group and later as divisional constructional engineer.

A member of many professional engineering associations, he and his wife, the former Charmaine Wayne, of Wilson Borough, and their two children, live at 714 Mountain Avenue, Pen Argyl.

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Howard K. Mintzer, Jr., a Senior Member of the Delaware Valley Section was recently appointed by Mayor Rizzo, as Chief Engineer of the city of Philadelphia's Highway Section. Mr. Mintzer's career began with U.S. Army Engineers during World War II. He constructed roads and bridges in the Pacific Theatre of action.

Mr. Mintzer is a Civil Service career employee with more than 25 years of city service. In recent years he was responsible for the maintenance of all city streets and bridges. He has worked his way through positions of increasing responsibility, starting as a surveyor and advancing to his present position of Chief Engineer.

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Rosen & Rignani, Inc. have announced the establishment of an office located at 1509 Cedar Cliff Drive in Camp Hill, Pennsylvania to engage in the practice of Environmental Science and related Civil Engineering.

RIGNANI

John V. Rignani, President, is a resident of Camp Hill, Pennsylvania. He received a Bachelor of Science degree in Civil Engineering from the Pennsylvania State University; he is a professional engineer licensed to practice in the states of Pennsylvania, New York, New Jersey, Virginia, West Virginia, Maryland and the District of Columbia.

Rignani has been a very active Society member, is currently President of the Harrisburg Section and Chairman of the National Technical Committee.

The initial thrust of the new firm is broad based environmental studies on major construction projects which will act as a nucleus of the newly required environmental impact statements. The firm also possesses Civil Engineering capabilities and a photogrammetric section.

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NEW MEMBERS

WILLIAMSPORT:

George A. Shaw - Montoursville - Materials Producer.

ALTOONA:

James E. Scully - Hollidaysburg - PennDot.

EAST PENN SECTION:

Gerald P. Dixon - Frackville - Contractor.
Cleo L. Beers - Lehighton - Contractor.

CLEARFIELD:

Billy Z. Harmic - Clearfield - PennDot.
Lisbeth Ann Long, Falls Creek - PennDot.
Richard W. Marcinkevage - Bellefonte, PennDot.

HARRISBURG:

Vincent M. Loughran, R.S. - York - Contractor.
Tadeusz Andrzejewski, P.E. - York - Consultant.
Earl F. Lawrence - Gettysburg - PennDot.

DELAWARE VALLEY SECTION:

Joseph Barszowski - Norristown - PennDot.
Marlin W. Patrick - King of Prussia - PennDot.

NORTH-EAST PENN SECTION:

Dennis L. Heil - Clarks Summit - PennDot.
James J. Lewis - Scranton - PennDot.
John A. Kolander, Moosic - PennDot.

SOUTHWESTERN PENNSYLVANIA:

John R. Sebolt - Eighty-Four - Materials Producer.
Edward S. Higbee - Dawson - PennDot.
Robert P. Kara - Hiller - PennDot.
Thomas C. McFerrin - Brownsville - PennDot.
Michael F. Pivarvik - Uniontown - PennDot.
William Molnar - Masontown - Materials Producer.
David F. Molnar - McClellandtown - Materials Producer.

PITTSBURGH SECTION:

Thomas R. Frame - McMurray - PennDot.
John R. Mellett, P.E. - Pittsburgh - Consultant.
Robert P. Ferdiani - Pittsburgh - Contractor.
James F. Brennan - Pittsburgh - PennDot.
Frank A. Colosimo - Pittsburgh - Construction Contractor.
Albert J. Davenjay - McKees Rocks - PennDot.
Lewis A. Davis - Monongahela - PennDot.
John J. Kukurin - East McKeesport - Contractor.
John J. Pust - Pittsburgh - Materials Producer.

TRANSFERS:

James R. Barnicle, Senior member, transferred from Franklin Section to Altoona Section.
A. Eugene Pearson, Senior member, transferred from Franklin Section to Southwestern Pennsylvania Section.

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"By George, old chap, when I look at one of your paintings I stand and wonder . . ." mused the art critic. "How I do it?" queried the artist eagerly. "No; why."

SECRETARY'S CORNER

This "Corner" is directed to all Officers of each Section and it is my sincere hope we can exchange constructive ideas through this medium.

One item of prime importance is that all membership addresses be kept up to date. This matter of incorrect mailing address is becoming quite an expense for the National Society. Each incorrect mailing is costing us ten cents per item. It should be the responsibility of each Section Secretary to stress the importance of each member keeping National informed of changes of address in order that the printer may keep his mailing plates on a current basis. Cooperation is the most important part of keeping The Scanner coming to each member.

All Sections shall continue to send items for publication to the Secretary in ample time to be included in issues of The Scanner.

MISCELLANEOUS NEWS ITEMS

William J. Ulp, a member of the Williamsport Section passed away recently.

* * * * *

At the January 10, 1972 ASHE Meeting of the Harrisburg Section, Brian McColla, a senior student at the School of Engineering at Notre Dame University, was honored as this year's winner of the annual Student Paper competition. A check in the amount of $400.00 was sent to Notre Dame University to be applied against Brian's tuition for the next term.

* * * * *

THE SETTING SUN

The fingers of the setting sun
Stretch out across the world below,
Caressing all and making one
Out of all things that move or grow.

They weave among the woods and trees
To soothe the life that lives therein.
They pause to touch the angry seas
And mend the hearts of weary men.

The fingers of the setting sun
Bring peace and comfort to the earth,
They make it known that day is done,
Until the morning brings rebirth.

—Finch

1971 - 1972 NATIONAL OFFICERS

President, John H. Leapson, P.E., Philadelphia, Pa.
1st V.P., Donald C. Rimmer, Mechanicsburg, Pa.
2nd V.P., James M. Weaver, Gibsonia, Pa.
Secretary, Robert M. Sherr, Jim Thorpe, Pa.
Treasurer, George K. Hart, Montoursville, Pa.
I. Past Pres., Robert E. Martzall, P.E., Dillsburg, Pa.

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MEMBERSHIP FACTS

Harrisburg Section	334	301
Clearfield Section	86	94
Franklin Section	151	164
Altoona Section	123	87
Southwest Section	123	97
Williamsport Section	119	114
East Penn Section	135	138
Indiana Section	81	—
Pittsburgh Section	254	202
Delaware Valley Section	276	278
North East Penn Section	147	81
Total	1,829	1534

This represents a net gain of sixteen members since the last issue of the Scanner.

* * * * *

A Texan was having dinner with friends one evening when the conversation turned to talk about children. "Some day when you're down our way," said the Texan, "I'd like to have you see my son's ranch. He's only sixteen but he's already got himself a magnificent spread, and he earned it all - every bit of it." Someone asked how a sixteen-year-old managed to earn a big ranch and the Texan replied: "By hustling. That boy," he drawled, "got two A's and a B on his report card last semester."

HARRISBURG SECTION HONORED

At the March Meeting, the Harrisburg Section was honored to have as their guest speaker, the Honorable Jacob G. Kassab, Secretary, Pennsylvania Department of Transportation. The Secretary's presentation was entitled, "PennDOT Means Big Business". Pictured above, Secretary Kassab receives certificate of appreciation from John V. Rignani, P.E., Section President.

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Please notify us when you change address!