The A.S.H.E. SCANNER

VOLUME IX, NO. I | THE AMERICAN SOCIETY OF HIGHWAY ENGINEERS | SEPTEMBER 1972

Society Member Receives Award From Governor Shapp

Governor Milton J. Shapp honored Richard G. Windisch, a Senior Member of the Delaware Valley Section and assistant district engineer in charge of construction for the five-county Philadelphia District of the State Transportation Department, with headquarters at St. Davids, for a cost reduction program producing $120,000 in annual savings to the Commonwealth.

Governor Milton S. Shapp presents Richard G. Windisch with the Keystone plaque while Mrs. Windisch looks on.

A professional registered engineer and Glen Mills resident, Windisch received the Governor's Keystone Plaque and a $1000 U.S. Savings Bond in recognition for his cost cutting contribution during ceremonies in the Governor's Reception Room at the State Capitol.

Windisch's suggestion, which has been adopted by PennDOT, consisted of revisions in computing construction calculations involving Class AA concrete usage on bridge superstructures, and estimates of subgrade and subbase quantities in road building.

As a result of changes of previous procedures, time and money savings are realized by the Commonwealth.

Lauding the career engineer, who has 23 years of service with PennDOT and its predecessor, the State Highways Department, Governor Shapp cited the practical suggestions as additional instances in the continuing effort by cost

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President's Message

DONALD C. RIMMER
Dillsburg, Pa.

When Congress set up the Federal Highway Trust Fund some sixteen years ago, it deliberately chose a system of user assessments for financing in preference to a government subsidy for motor vehicle travel. The benefits accruing to road users were directly, if loosely, related to their contributions through gas tax and related levies; and these benefits were due as a matter of right, not as an act of government charity. The object was to fit federal aid for highways into a system based on highway use and need, not to provide a mechanism for redistributing the Fund throughout the many facets of U. S. society.

Many people, including government officials and lawmakers, seem to have forgotten all this in their efforts to advance the causes of ecologists, environmentalists, mass transit proponents, and urban officialdom. They would scrap the historic relation of benefits to contributions, and divert the Highway Trust Fund to other-than-highway uses regardless of how short the Fund is in meeting urgent highway needs.

Under various banners - balanced transportation, pollution reduction, revenue sharing, care for the elderly, providing job markets - they seek to open up the Highway Trust Fund to any number of divergent uses, with little thought given to the consequences. Rather than tinkering with an effective and accepted pay-as-you-go highway user tax system, they should take on the persistently avoided job of developing a parallel but separate system of mass transit funding.

They are trying to avoid coming to grips with the mass transit problem by twisting the highway user tax system out of shape. If they have their way, Penn-

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SOCIETY ADOPTS POSITION ON FEDERAL RE-ORGANIZATION AND FINANCING

The American Society of Highway Engineers, meeting in Annual session at Titusville, Pa., May 19, 1972, adopted two resolutions pertaining to the Executive Reorganization of the Executive Branch of the Federal Government into nine departments, retaining one as the Department of Transportation.

Resolution No. 1 pertains to H.R. No. 6962. Resolution No. 2 pertains to the fact that the Society opposes any diversion of Federal Highway Trust Funds and State Motor License Fund revenues to projects or purposes other than those currently financed by these funds.

It is the wish of the Society that each and every Section prepare copies of these resolutions and forward such copies to the United States Congressman from their District, to the President of the United States and to the Secretary of the Federal Department of Transportation.

In addition, on Resolution No. 2 it is requested that a copy also be sent to the Secretary of the Pennsylvania Department of Transportation.

Resolution No. 1:

WHEREAS - On April 5, 1969, President Nixon announced the appointment of the President's Advisory Council on Executive Reorganization; and

WHEREAS - Said Advisory Council did, on February 5, 1971, submit recommendations concerning reorganization of the Executive Branch of the Federal Government into nine departments, retaining one as the Department of Transportation; and

WHEREAS - The Administration, contrary to the Advisory Council's recommendations, established its own reorganization plan which included a two-step elimination of the Department of Transportation; and

WHEREAS - the first step of this plan has been taken with the introduction of H. R. 6962 in the House of Representatives of the U. S. Congress, said measure calling for the establishment of a Department of Community Development into which would be transferred the Federal Highway Administration and the Urban Mass Transit Administration from the Department of Transportation; and

WHEREAS - such action would leave the DOT with the central policy planning role for all transportation, but separated in functional responsibility from highways and urban mass transit; and

WHEREAS - such separation would radically alter the historic Federal-State relationship in highways development, planning and programming, to the detriment of the public interest in all transportation;

NOW THEREFORE BE IT RESOLVED - that the American Society of Highway Engineers, meeting in Annual Session at Titusville, Pennsylvania, this nineteenth day of May, 1972, opposes any excision whatsoever of responsibilities from the Federal Department of Transportation; and

BE IT FURTHER RESOLVED - that the American Society of Highway Engineers urges the House of Representatives of the U. S. Congress to remove by amendment from H.R. 6962 the inclusion of the FHWA and UMTA in the Department of Community Development; and

BE IT FINALLY RESOLVED - that copies of this resolution be duly transmitted to each member of the U. S. Congress, to the President of the United States, and to the Secretary of the Federal Department of Transportation.

Resolution No. 2:

WHEREAS - a sound, adequate and efficient transportation system is essential to our economic and social well-being; and

WHEREAS - highways are a major and essential facet of any total transportation system; and

WHEREAS - the recognition of this precept many years ago brought about a system of financing highways from highways from highway user taxes dedicated solely, by law, to highway construction and improvements; and

WHEREAS - current and projected highway needs far exceed the revenue coming into the Federal Highway Trust Fund and the state Motor License Fund;

NOW THEREFORE BE IT RESOLVED - by the American Society of Highway Engineers, meeting in Annual Convention at Titusville, Pennsylvania on this nineteenth day of May, 1972, that the Society opposes any diversion of Federal Highway Trust Fund and state Motor License Fund revenues to projects or purposes other than those currently financed by these funds; and

BE IT FURTHER RESOLVED - that copies of this resolution be duly transmitted to each member of the U. S. Congress, the Secretary of the United States Department of Transportation, and the Secretary of the Pennsylvania Department of Transportation. †

PRESIDENT'S MESSAGE

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sylvania and the United States will have neither an acceptable mass transit program nor a sound highway system.

DONALD C. RIMMER
Dillsburg, Pa.

SOCIETY MEMBER

Continued from Page 1

conscious State workers to increase efficiency in the Commonwealth's Government.

"More than ever before," the Governor said, "in these times of steadily rising costs, we must be mindful of getting the most value of the taxpayer's dollar in our duties as public servants."

A native of the West Chester area, Windisch's higher education was obtained at Farragut College, University of Delaware, Villanova University and Penn State Extension During World War II, he served as a coxswain in the Navy.

He began his State career as an assistant junior inspector and received merited promotions as project engineer, assistant construction engineer and, in 1966 assistant district engineer-construction. He is responsible for the administration and supervision of all PennDOT construction work in the counties of Bucks, Chester, Delaware, Montgomery and Philadelphia.

Windisch is a member of various engineering societies and is married to the former Regina P. Saboe, of Bridgeport, Pennsylvania. The couple has three sons, Robert, Vincent and Harold. †

PITTSBURGH SECTION

NEW MEMBERS

John E. Scott, Jr., P.E., Delmont, Pa., Contractor.

Francis B. Keay, Jr., Coraopolis, Pa., PennDOT.

WILLIAMSPORT SECTION

NEW MEMBERS

Harry Koes, Jr., Williamsport, Pa., PennDOT.

TECHNICAL CROSS SECTION

John V. Rignani, P.E.
Chairman, Technical Committee

FATIGUE LIFE OF BRIDGES DISCUSSED IN NEW REPORT FROM HIGHWAY RESEARCH BOARD

The useful life of a highway bridge depends on many factors, among them the fatigue strength of the structural components. As vehicles cross the bridge, they induce varying dynamic strains and stresses. Continuing traffic, if it is heavy enough, will cause noticeable permanent distress in the bridge girders and shorten the bridge's life through fatigue. Bridge designers continue to seek methods of accurately predicting the fatigue life of these structures so that they can limit the loading on them if necessary, and so that they can design future structures with an accurate, predictable life.

Seven reports recently published by the Highway Research Board are devoted to the subject of fatigue life of bridges. They appear in HIGHWAY RESEARCH RECORD NO. 382, "Loading History of Bridges."

The authors of the first four reports in the book have generally used similar experimental techniques and have arrived independently at one unanimous conclusion among their other findings; none of the various bridge types studies would be expected to sustain fatigue damage at any of the selected critical stress points, based on the stress ranges experienced under extended periods of normal traffic, and the application of commonly accepted cumulative damage theories. Allowances were also made for the effect of anticipated increases in the volume and composition of present traffic.

Edwin G. Burdette and David W. Goodpasture (University of Tennessee) present findings on the ultimate static live-load capacity of four types of highway bridges that were loaded to yielding in a unique field experiment. Their findings will be of considerable interest to all bridge engineers, particularly those who write specifications and who have had up till now few experimental data on the responses of typical highway structures to incremental loading up to ultimate load capacity.

Robert F. Victor (Connecticut Department of Transportation) describes a comprehensive field study of a horizontally curved steel girder bridge. He emphasizes that significant enhancement of design and analysis techniques for this relatively new concept of bridge construction can be achieved through the evaluation of the experimental results of such field studies.

The closing remarks by Charles F. Galambos (Federal Highway Administration) reconciles an apparent discrepancy between the findings of these reports and the fact that fatigue failures are occurring from time to time, a matter of concern to bridge engineers. He points out that the conclusion that fatigue damage is not likely to occur is valid for the bridges tested in the field studies reported in RECORD 382, and is applicable to the great majority of highway bridges. At the same time, the observed fatigue damage to highway bridges has generally been on very heavily traveled urban or intercity routes, indicating that future field studies of bridge-loading history should be concentrated on bridges in these areas.

HIGHWAY RESEARCH RECORD NO. 382 is available for $2.40 a copy from the Highway Research Board, Publications Department 805, 2101 Constitution Avenue, N.W., Washington, D.C. 20418.

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RESEARCH INTO SAFER GUARDRAIL ENDS DISCUSSED IN NEW REPORT FROM NCHRP

Motorists whose vehicles leave the roadway and strike a guardrail have a good chance of keeping control of their cars and of coming out of the experience with minimal chance of injury, damage to their automobiles, and danger to other drivers. Improved design and construction methods for guardrails over the last decade have been largely responsible for this optimistic picture.

The exception, however, has been when impact occurs at the end of a guardrail or at a transition between a guardrail section and a bridge rail. If the guardrail has been bent down and buried in the ground, it often acts as a launching ramp for the out-of-control car, sending it into still another dangerous situation. If the rail is merely rounded off at its own level, it too often impales the car like a spear, often with tragic results for the occupants.

When a car strikes the "pocket" between a guardrail section and a bridge rail, the deceleration is so rapid that extensive damage and injury is almost inevitable.

With a view to correcting this situation, the National Cooperative Highway Research Board, entered into a contract with Southwest Research Institute of San Antonio, Texas, to evaluate guardrail designs and test them through actual crashes. The results of the research have now been published in NCHRP REPORT 129, "Guardrail Crash Test Evaluation - New Concepts and End Designs." This is the fifth in the series of publications documenting the work of NCHRP in the field of guardrail design.

Having formulated the basic requirements for these guardrail terminal and transition structures, the research team developed concepts for twelve terminals ("end of rail") and three transitions ("guardrail-to-bridge rail"). They selected three terminal and one transition concept for further design and evaluation.

Three full-scale crash tests were carried out on the guardrail terminal design which had been judged to be most promising and which was assigned top priority. End-on crash tests of the terminal with and without a horizontal flare were conducted. Results of the tests indicated that both configurations demonstrated performance in view of crash severity; however, the flared terminal performed better considering vehicle dynamic stability. A 15-degree angle impact in the second span from the end demonstrated the efficiency of the new terminal as an anchor; the vehicle was safely redirected, with no damage or distress in the barrier anchor assembly. All three terminal tests showed that the structures met the previously-formulated requirements.

A terminal which features a breakaway cable was found by the research team to have most promise, and they recommend its immediate field use on a trial basis.

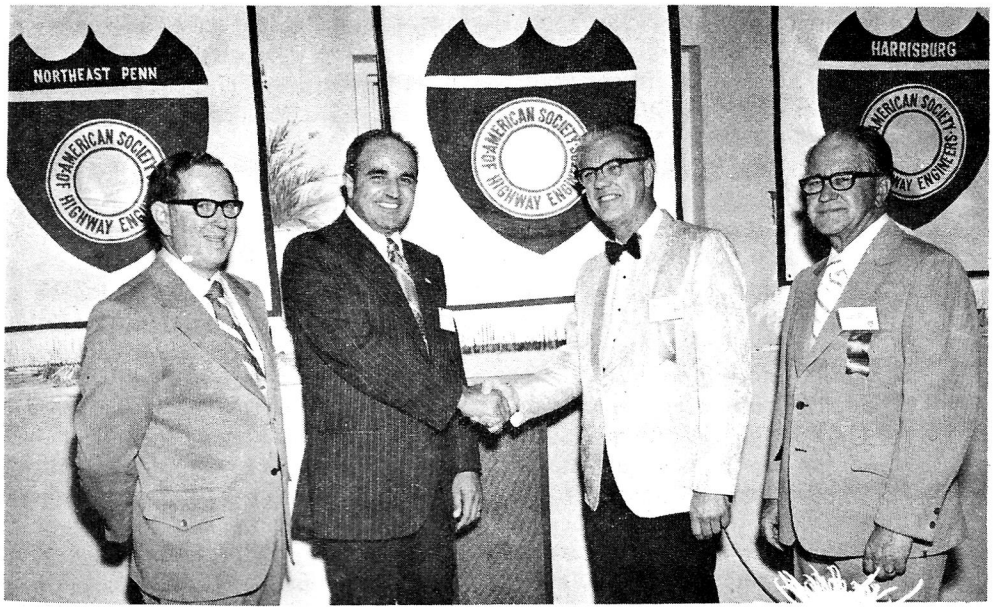
NCHRP REPORT 129 may be purchased for $4.80 a copy from the Highway Research Board, Publications Department 805, 2101 Constitution Avenue, N.W., Washington, D.C. 20418. †

TRAFFIC SAFETY BARRIERS LIGHTING SUPPORTS AND DIKE SLOPES

The modern highway of today is bordered with many items that are designed to improve the safety of the traveler. Directional signs, light poles, motorist-aid call boxes, drainage structures, guardrails, and other items can reduce the incidence of accidents, but unless they are correctly designed, installed, and maintained, they can become

Continued on next page

Past National President Robert S. Kepner, P.E. installs newly elected officers: From left, Immediate Past President John H. Leapson, P.E., Director John M. Townes III, Director George M. Parrs, P.E., Secretary Robert E. Sherr, P.E., President Donald C. Rimmer, First Vice President James N. Weaver, and Second Vice President Robert E. Yeager.



J. Phillip Richley, Director of Highways for the State of Ohio, center left, after addressing the main banquet, is congratulated by President Donald C. Rimmer, PennDOT Deputy Secretary David C. Sims, left, and Convention Co-Chairman Roswell Brown, right, look on.

Past National Presidents honored at the Convention from left: John P. Rutter, Mr. and Mrs. C. J. Wachter, Mr. and Mrs. James R. Barnicle, Mr. and Mrs. Robert S. Kepner, Mr. and Mrs. Robert E. Martzall, and Ray K. Grove.

PennDOT Deputy Secretary David C. Sims addresses the Convention during the main banquet. Seated at the speaker's table from left: Mrs. Rimmer and National President Donald C. Rimmer, Mrs. Paulson and Toastmaster Harold C. Paulson, and J. Philip Richley, Director of Highways for the State of Ohio.

J. Phillip Richley, Director of Highways for the State of Ohio, receives key to the city of Franklin at ASHE Convention. From left: Senator Richard Frame, Mrs. Guy Mammolite, Mr. Richley, Franklin Mayor Guy Mammolite, Representative Alvin Kahle, and Past President John H. Leapson.

Convention pictures courtesy of Ercol O. Acri.

Among those attending the luncheon meeting of the American Society of Highway Engineers at Cross Creek was this group seated at the head table. From left, front, Mrs. Guy Mammolite, Mrs. James Spence, Herald General Manager James Spence, Mrs. James R. Barnicle, and James R. Barnicle, past National President of the Society. Back, from left, Franklin Mayor Guy Mammolite, Oil City Mayor Wayne D. Blyler, Mrs. Wayne Blyler, Mrs. Rozwell Brown, Rozwell Brown, John Leapson, National President of the Society, Mrs. John Leapson, Titusville Mayor Joseph Fleming.

hazards in themselves.

A new publication of the Highway Research Board is devoted to the design and testing of these roadside appurtenances.

Gordon G. Hayes, Don L. Ivey, and T. J. Hirsch (Texas A & M University) and John G. Viner (Federal Highway Administration) report on the design and favorable full-scale tests of a hybrid traffic safety barrier, composed of a steel drum crash cushion backed by concrete median barriers, for use at bridge piers in medians. The crash cushions act as energy absorbers for frontal impacts and as redirectional barriers for angle impacts into the front of the piers. The concrete barriers redirect angle impacts into the isdes of, or between, the piers.

Ivey, Hirsch, and Viner, along with Eugene Buth (Texas A & M University) describe the development and results of recent vehicle crash tests of an energy-absorbing barrier or crash cushion constructed with light-weight vermiculite concrete. The authors conclude that the barrier is an effective system for protecting motorists from head-on or side-angle impacts with rigid obstacles. Another paper by Buth and Ivey reports on full-scale vehicle crash tests of luminaire supports, conducted to evaluate their behavior on impact and to develop quantitative information for comparison with pendulum tests of identical supports. The authors conclude that a definite relation between change-in-momentum values for pendulum tests and full-scale vehicle tests was not obtained.

Grant W. Walker (Dynamics Research and Manufacturing, Inc.), Bruce O. Young (Energy Absorption Systems, Inc.) and Charles Y. Warner (National Highway Traffic Safety Administration) discuss the results of a series of vehicle impact tests of a modified water-cell crash cushion, wherein water cells are progressively replaced by energy-absorbing cartridges constructed of vermiculite concrete. Human drivers wearing harness restraints, operating medium-weight cars, report no discomfort in impacts into this barrier at speeds of more than fifty miles per hour. Walker and Warner also report the results of full-scale vehicle crash tests performed to evaluate a lapped W-section, strong-post guardrail or median barrier employing energy-absorbing cartridges constructed of vermiculite concrete. The authors conclude that a standard weight sedan can hit the barrier at an angle of 21 degrees and a speed of sixty miles per hour without complete loss of steering control.

Another energy-absorbing barrier, this time employing sand-filled breakable plastic barrels, is discussed by Eric F. Nordlin, J. Robert Stoker, and Robert N. Doty (California Division of Highways). Sedans weighing 4,700 pounds impacted the nose of this barrier head-on and a 15 degree angle, and a 1,900 pound sedan struck it head-on, all with satisfactory results.

Nordlin, Stoker, and Doty, with Raymond P. Hackett (California Division of Highways), report the results of full-scale vehicle impact tests on a bridge barrier rail consisting of two three-and-one-half-inch-square tubular steel rails mounted 14 and 27 inches respectively above the pavement on steel posts bolted to the edge of a concrete deck. The authors maintain that this design, with a post spacing of eight feet, will satisfactorily retain and redirect a 4,500 pound impacting vehicle at a speed of 60 miles per hour and an angle of 15 degrees.

J. E. Martinez and D. E. Hairston (Texas A & M University) evaluated the results of collisions between vehicles and various roadside motorist-aid call-box assemblies. The study was carried out with the aid of a mathematical model verified by pendulum and full-scale vehicle crash tests. Vehicle velocity and momentum changes due to the collision of vehicles weighing from one to two-and-one-half tons, impacting at speeds of 20 to 60 miles per hours, were found to be well within established tolerable limits.

The approach ends of guardrails and median barriers have offered less protection to motorists than the rest of the installation. M. E. Bronstad and J. D. Michie (Southwest Research Institute) report on the encouraging results of end-of full-scale vehicle impact tests into a new guardrail terminal design. The new terminal provides the necessary end anchorage strength, yet it appears to offer greatly improved safety advantages.

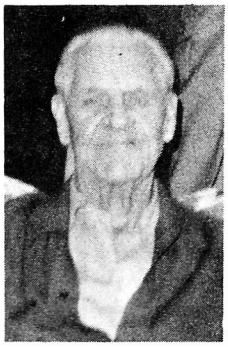
Hayes E. Ross, Jr. and Edward R. Post (Texas A & M University) used a mathematical computer simulation technique to investigate the dynamic behavior of a selected automobile negotiating various ground forms in the vicinity of a sloping inlet or outlet grate for a culvert. These simulations provided information on dynamic tire forces, accelerations, and translational and rotational motion of the automobile. For some ground forms, roll-over occurred as illustrated by the computer graphic displays.

The last paper by Duane F. Dunlap and Philip Grote (University of Michigan) evaluates the safety hazards of earthen dikes to errant vehicles impacting or crossing them. The main analysis tool was a 14-degree-of-freedom digital computer program with a special modification to simulate a vehicle traversing soft soil.

HIGHWAY RESEARCH RECORD NO. 386 may be purchased for $3.80 a copy from the Highway Research Board, Publications Department 805, 2101 Constitution Avenue, N.W., Washington, D.C. 20418. †

FORMER SECRETARY PASSES AWAY

The Society received with deep regret the announcement that Ralph T. Smith, Secretary Emeritus, died in Florida on July 13, 1972.



R. T. Smith

Due to failing health Mr. Smith was unable to attend the 10th Annual Convention to receive the Honorary Membership bestowed on him by the Society. Past President John Rutter accepted a plaque for Mr. Smith at the Past Presidents Dinner. The award was made by the Society in appreciation of Mr. Smith's many years of dedicated service.

Ralph T. Smith, the founding Secretary of the Society was a major influence in the growth of the Society since its inception in 1956. †

HARRISBURG SECTION

NEW MEMBERS

Ernest D. Lepore, Mechanicsburg, Pa., Consultant.

SECRETARY'S CORNER

It has been stressed in the past that Section Secretaries keep National informed on all address changes of theor members so that we may keep returns of The Scanner at a minimum. Please cooperate in this item.

Each Section Public Relations Representative shall make certain that all items for publication in The Scanner (issued May, September, December and February) be mailed to the office of National Secretary by the 10th of the month preceding publication date. Every Section shall contribute items for each issue. †

DELAWARE VALLEY SECTION

A. A. Antonucci, Public Relations

The May meeting featured a program on "Modern Architectural Trends on Highways & Bridges" presented by Dan Kopple of Vincent G. Kling & Associates.

R. L. Rowland

The newly elected officers, headed by President Robert L. Rowland, PennDOT Assistant District Engineer, were installed at this meeting.

NEW MEMBERS

Joseph P. Synkonis, Jr., P.E., PHiladelphia, Pa., PennDOT.

William F. Gilbert, Zieglerville, Pa., Contractor.

Walter J. DeLury, Jr., Philadelphia, Pa., Consultant

Ronald C. Beck, P.E., Lansdowne, Pa., PennDOT.

Jeffrey W. Wendel, West Chester, Pa., PennDOT.

Paul J. Bowersox, Warminster, Pa., PennDOT.

Dennis C. Ginsburg, Warminster, Pa., PennDOT.

SOUTHWESTERN PENNSYLVANIA SECTION

Robert M. Sica, Public Relations

Those elected to guide the Section through the ensuing year are; President, Henry Bunting, 1st Vice President, John Fleming, 2nd Vice President, George Jenkins, Secretary, David Baker and Treasurer, H. G. Brady. Elected to serve on the Board of Directors and George A.

the Board of Directors are George A. Solomon, Joseph C. Martinelli and T. D. Conner. Robert M. Sica was elected to serve the unexpired term of H. G. Brady.

The April 26th meeting proved to be one of considerable interest in that the program matter dealt with the Personnel Rapid Transit System presently under construction in Morgantown, West Virginia. The guest speaker was Mr. Joseph Borichewski, construction manager for Boeing Corporation of Seattle, the prime contractor.

His presentation indicated that the PRT system is a computor operated, small-car demonstration transit project of the U.S. Department of Transportation's Urban Mass Transportation Administration. It is being built to connect the central business district with two of the three campuses of West Virginia University when some 23,000 students and University staff members must commute between the three campuses and the down-town area.

Boeing Corporation has a $37 million contract with the Department of Transportation for the design, installation and test of the system. The system is to be fully operational by late 1973.

The membership contest was terminated as of this meeting. Recipient of the award for having obtained the greatest number of new members was Frank Merendino. Herman Alvarez and Eugene Figas were tied for second. President T. D. Conner made the award presentations.

NEW MEMBERS

Theodore A. Alisantrino, Connellsville, Pa., PennDOT.

Jerry Dean Denham, Waynesburg, Pa., Contractor.

NORTH EAST PENN SECTION

Davey Jones, Public Relations

The May meeting held at the Regal Room in Olyphant combined Ladies Nite with the installation of new officers by National President John H. Leapson. The new slate of officers includes:

Harold Kimble, President; James Volpe, First Vice President; Gerald Ceccoli, Second Vice President; Robert M. Morden, Secretary; Joe Notartomas, Treasurer.

Paul Lucas was Toastmaster for this most enjoyable evening.

INDIANA SECTION

The Indiana Section of the American Society of Highway Engineers has requested dissolution of their Section and in connection with this request has returned their Charter to National Headquarters.

There were eighty-one members on the roster at this Section at our last report. Six members have requested transfer to other Sections. It is hoped that many former Indiana members will choose to transfer to a nearby Section.

ALTOONA SECTION

John A. Barone, Public Relations

On February 16, 1972 the regular monthly meeting was held at the U.V.A. Club in Altoona. Juniata Culvert Company, Inc. was the sponsor for the meeting. Mr. Frank S. Patton the manager of Structural Plate and Metal Binwall Sales for Syro Steel Company in Girard, Ohio was the speaker.

The March meeting was held at the Cottage Restaurant in Ebensburg, Pennsylvania on March 15, 1972. L. Robert Kimball, Consulting Engineers was the sponsor and Mr. A. E. Molinski, Director of the Bureau of Mining Area Restoration of the Department of Environmental Resources was the speaker.

On April 21, 1972 the Altoona ASHE Section was the host sponsor for the Annual Combined Engineering Societies Ladies Night Affair. Other organizations participating were the Blair County Chapter of P.S.P.E. and the Altoona Engineering Society. The dinner and dance were held at the Park Hills Country Club in Altoona. The Master of Ceremonies was Robert N. Renner, Right of Way Administrator for the Pennsylvania Department of Transportation.

NEW MEMBERS

Robert T. Delauter, Ebensburg, Pa., Consultant.

Dexter J. Fowler, P.E., Bedford, Pa., Construction Materials.

Charles F. Welker, P.E., Altoona, Pa., Consultant.

FRANKLIN SECTION

NEW MEMBERS

Robert E. Killmer, Prospect, Pa., Contractor.

James R. Fitzgerald, Pittsburgh, Pa., Contractor.

Ernest McGraw, Youngsville, Pa., Contractor.

Gary J. Rautine, Erie, Pa., Contractor.

James M. Swisher, Jr., New Castle, Pa., Concrete Products.

Earl U. Huckleberry, Saegertown, Pa., PennDOT.

William B. Smith III, Saegertown, Pa., PennDOT.

Harvey H. Stone, P.E., Warren, Pa., Consultant.

If at first you don't succeed, you're just like the most of us, my lad; but if at first you do succeed, you're probably working for your dad.

Said the head of the data processing department to the company executive: "The slowdown is due to a situation we should have foreseen, sir. The big computer is shoving all the work off onto the little computer.

POSTAGE DUE ¢

1972 - 1973 NATIONAL OFFICERS

President, Donald C. Rimmer, Mechanicsburg, Pa.
1st V.P., James M. Weaver, Gibsonia, Pa.
2nd V.P., Robert E. Yeager, Hollidaysburg, Pa.
Secretary, Robert M. Sherr, P.E., Jim Thorpe, Pa.
Treasurer, George K. Hart, Montoursville, Pa.
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George J. Parrs, P.E., Dallas, Pa.
John M. Townes, III, Malvern, Pa.

Directors, 2 Years
Joseph C. Martinelli, Pittsburgh, Pa.
Harold C. Poulson, P.E., New Cumberland, Pa.
Roswell E. Brown, Cochranton, Pa.

Directors, 1 Year
Warren E. Cole, Montoursville, Pa.
John F. DeRoss, Pittsburgh, Pa.
Atwood L. Welker, Jr., Williamsport, Pa.

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MEMBERSHIP FACTS

With the beginning of a new fiscal year our membership rolls show a decided decline over the previous year. In our last issue of the Scanner we reflected 1,829 members. As of the date of this copy we have:

Altoona	125
Cleafield	100
*Indiana	6
Delaware Valley	259
East Penn	135
Franklin	159
Harrisburg	334
North East Penna.	147
Pittsburgh	236
Southwestern Penna.	125
Williamsport	110
	1736

*Six members ask for transfer to other Sections since dissolution of this Section.

CLEARFIELD SECTION

NEW MEMBERS

Robert L. Rowland, P.E., Patton, Pa., PennDOT.

Anthony G. Pitrone, R.S., DuBois, Pa., Contractor.

EAST PENN SECTION

NEW MEMBERS

William E. Miller, Stockertown, Pa., Construction Materials.

CONVENTION SCENE Outgoing President John H. Leapson, P.E., (right) presents Society gavel to incoming President Donald C. Rimmer.

Editor: ROBERT M. SHERR, Box 14B1, Star Route, JIM THORPE, PA. 17104

Please notify us when you change address!