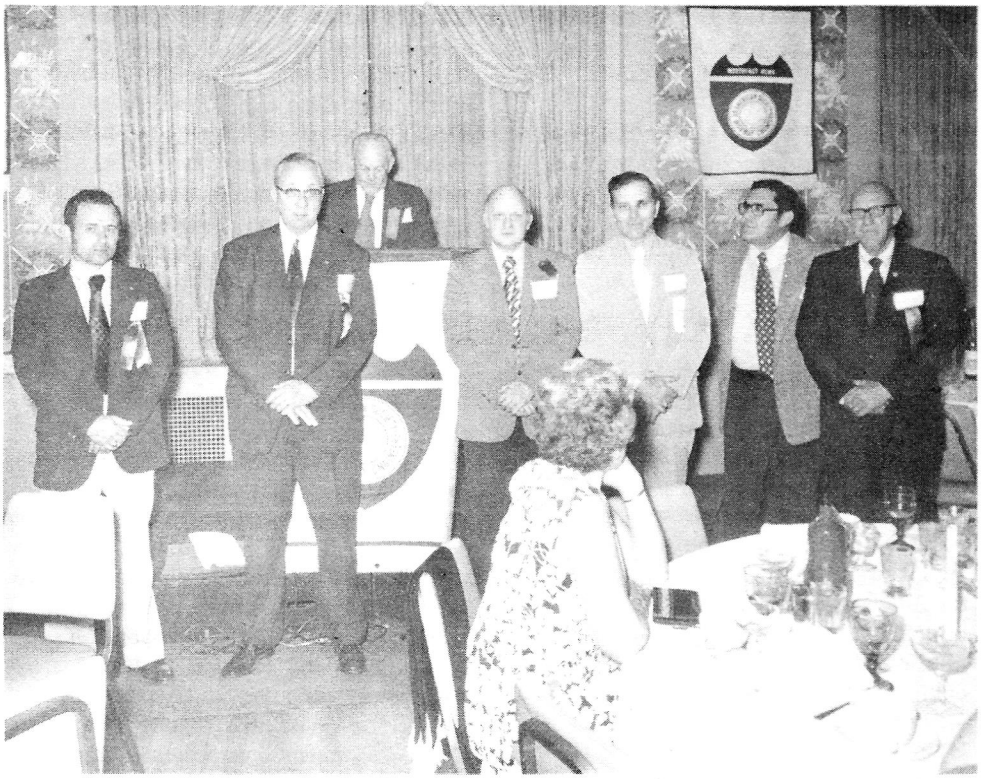
The A.S.H.E. SCANNER

VOLUME X, NO. 1 THE AMERICAN SOCIETY OF HIGHWAY ENGINEERS SEPTEMBER 1973

NEW SOCIETY OFFICERS INSTALLED AT WILLIAMSPORT



Robert S. Kepner, P.E. at the rostrum, installs new National Officers for the American Society of Highway Engineers for 1973-74. From left to right the new officers are: Atwood L. Welker, P.E., 2nd Vice President; George K. Hart, Treasurer; James M. Weaver, President; Robert E. Yeager, 1st Vice President; John F. DeRoss, Director; and Robert M. Sherr, P.E., Secretary. The very capable Society leadership takes over in a most challenging period for Highways.

POULSON RETIRES FROM PENNDOT

Harold C. Poulson, P.E., 62, Deputy Chief Highway Engineer, Eastern Pennsylvania area, has retired, PennDOT Secretary Jacob Kassab announced.

Poulson of 1019 Drexel Hills Boulevard, New Cumberland was educated at Juniata College, Penn State University and Harvard University.

Poulson joined the Pennsylvania Highways Department (PennDOT's predecessor) in 1931 in the Huntingdon County Maintenance Unit. From 1940 to 1950 he served in the Hollidaysburg District office, two years as a Construction Inspector and eight years as District Office Engineer.

Continued on Page 6.

President's Message

I wish to take this opportunity to thank all Society members for their support to the Society throughout the past years and ask that we all strive to strengthen our group and increase its membership. We are all in the highway related field and must push for the improvement of our highway system.

The Pennsylvania Department of Transportation Secretary Jacob Kassab has conservatively estimated that approximately 12,000 miles of Pennsylvania Highways are in need of immediate repairs, ranging from "Pot Hole Patching" to complete reconstruction. However, funds presently available will only permit a small percentage of the needed repairs.

I am not advocating these repairs merely for the riding comfort of the pleasure drivers. Highways are the basis of our total transportation system for the movement of people and goods. Without good highways, our total economy could slowly but surely grind to a halt. This, we must not let happen.

It is time each individual member of our Society take a few moments out of their busy schedule and contact their State Representative, Senator and the Governor and urge them to provide adequate funding for the improvement of our highway system while we still have something left to improve. Impress upon them you are not a special interest group but one vitally concerned about the overall economic impact. By all menas make it personal and not a form type letter prepared by your Section's Public Relations Committee. Form letters have a habit of ending up in a trash barrel even before being read.

Continued on Page 4.

TECHNICAL CROSS SECTION

John H. Leapson, P.E.

MEDIANS AND SIDE SLOPES PAY THEIR WAY

With the high cost of acquiring land for highway rights-of-way, and the large acres of land needed to accomodate multi-lane highways and interchanges, it might be appropriate to say of such an undertaking, "It ain't hay!" But in North Dakota, it IS hay. The state has sold the rights to produce hay on the highway right-of-way in certain areas for many years, and a number of other state highway departments have permitted similar use by adjacent landowners under special agreements.

Taking this idea a step further, Professor Harold E. Young of the University of Maine is proposing that brush and small trees growing on a right-of-way through forested areas be used as a source for paper and paperboard products, and that commercial use of forest products on rights-of-way be encouraged by augmenting woody growth by use of fertilizers and genetically superior species of plant.

Professor Young's idea is contained in one of four reports published recently by the Highway Research Board in the form of Highway Research Record No. 411, "Planting and Managing Highway Roadsides." The papers were presented at the 51st Annual Meeting of the Highway Research Board in January 1972.

Professor Young suggests that the growth could be harvested commercially on a 10 to 15 year cycle, and that this would supply a portion of the projected growth in demand for forest products, and might even more than offset expenditures for roadside maintenance.

In proposing the idea, he says "A widespread belief seems to exist that highway engineers are 'paving the country' and that the acquisition of a right-of-way for highway facilities eliminates the usefulness (other than for use as a transportation guideway) of the whole area. Persons with this belief could not be more mistaken. Rights-of-way have many uses: for buildings, parking, open space in congested urban areas, utility corridors, and nesting areas for birds. All of these activities share the right-of-way with automobiles - and with minimum conflict."

Scientists and engineers in increasing numbers have turned their efforts towards determining the effects of salt on roadside vegetation and learning ways of minimizing detrimental effects from the use of salt for snow and ice control on the nation's streets and highways. In another paper in Record 411, J. D. Butler (Colorado State University) lists potentially useful salt-resistant grasses for roadside plantings, and suggests a program of continuing research along such lines. He also points out that some plants accumulate salt in above-ground growth, and harvesting removes salt from the soil; thus biological desalinization could contribute to reducing the amount of salt present in the ground.

J. M. Woodruff, J. T. Green, and R. E. Blaser (Virginia Polytechnic Institute and State University) report on the successful use of weeping lovegrass for control of erosion on highway slopes in Virginia and West Virginia. Previous work has demonstrated that grass was effective in certain southern states; the authors' contribution was to demonstrate its use in states in humid regions with fairly cold winters. Roadside specialists in such regions, if faced with the problem of controlling erosion on areas having steep slopes and acidic, infertile soils with poor physical properties, may also want to investigate the use of weeping lovegrass.

In the final paper, John M. Zak, Joseph Troll, and Leslie C. Hyde (University of Massachusetts) report that a satisfactory percentage of large seeds of woody species emerge through a two-inch layer of wood chips despite previously expressed fears by other investigators that rodents, protected by the wood-chip covers, would attack the plants or that the seedlings would not emerge through the mulch. This report should be of keen interest to highway authorities and utility companies, because opening slopes to erosion is discouraged and open burning is now restricted. It seems likely that wood chips from clearing operations can be used successfully as an erosion preventive and woody plant mulch. †

LACK OF DEMAND CRIPPLES TRANSIT SYSTEMS

"There are great differences in the thinking of researchers and transit operators, differences that must be resolved if one is to solve the many current transportation problems. The expenses for operating public transportation do not prohibit a system from being economically viable. The lack of demand for service is the crippling factor. If one desires to make public transportation economically viable, he should address himslef to that which has most influence on the economics of system operation."

Kenneth W. Heathington's views are among those contained in Special Report 137, "Public Transportation Research Needs," recently published by the Highway Research Board. Professor Heathington, now affiliated with the Transportation Research Center of the University of Tennessee, was at Purdue University at the time that his paper was presented at a conference sponsored by the School of Civil Engineering of Purdue University, the Highway Research Board, and the American Transit Association. Special Report 137 contains the proceedings of that conference which was held in November of 1971.

According to Professor Heathington "The history of research in the transit industry is one of fragmentation of purpose and not one of long-range planning and development. Although individual transit operators are partially responsible for the situation, it has resulted primarily from lack of financial resources. Until recently, most transit properties were privately owned, and were not oriented toward research in the traditional sense. Some planning and experimentation did occur; however, for the transit field as a whole, research has been meager until recently. When operations began to become unprofitable, transit operators did not attempt to redirect their operations and apply new techniques and new concepts in the field to capture their share of the demand for travel. They generally performed various cost-cutting measures that in turn resulted in a lesser demand for transit services."

F. Norman Hill, in discussing the type of planning and research undertaken by the San Antonio Transit System (SATS), makes the point that "there is also an over-riding research requirement that goes beyond the transit system needs of any particular urban region. This requirement is as follows: The need to document the fact that our cities simply cannot be structured to accommodate all the present and future travel and parking demands of persons who use private automobiles, on work trips, during the peak morning and evening weekday travel hours . . . urban freeways, arterial streets, and urban public transit facilities can and must operate in a partnership . . . diversion of some peak-hour automobile work trips to improved and expanded urban transit systems is in the best interests of both the community and the motorists themselves."

Continued on Next Page.

In another paper, George Krambles (Chicago Transit Authority) discusses transportation research in Chicago, where the Chicago Transit Authority operates the second largest transit system in North America, providing service on 135 bus routes over 2,000 miles of streets and on six rapid transit routes over 90 miles of right-of-way. On weekdays, CTA's 2,600 motor buses, 200 trolley buses, and 1,200 rapid transit cars serve 1.2 million passengers, of whom 400,000 use rapid transit lines and the remainder use buses. Ninety-nine percent of the population of Chicago is within three-eighths of a mile of a CTA service. CTA and its predecessors have had a small but proficient planning department since the 1920s.

John E. Robbins (Ann Arbor Department of Traffic Engineering and Transportation) reports on current transit practices in Ann Arbor, Michigan. Alan L. Bingham (AC Transit) and John B. Schnell (American Transit Association) present two papers on research needs in the transit industry. Michael Cafferty, Chairman of the Board of the Chicago Transit Authority before his death in January of this year, spells out the reasons for the decline of many transit systems since World War II.

Also included in Special Report 137 are edited transcripts of three seminars held during the two-day conference. These seminars covered research needs in transit operations, transit equipment, and transit marketing.

Special Report 137 is available for $2.00 a copy from the Highway Research Board, Publications Department 805, 2101 Constitution Avenue, N.W., Washington, D.C. 20418. (Advance payment is required on orders of $5.00 or less.) †

PENNDOT EXPERTS REPORT ON CAUSES AND PREVENTION OF SOIL EROSION

When man disturbs or modifies the surface of the ground, the soil may erode. The effects are not confined to the site of the disturbance; sediment is washed into nearby streams, then into rivers and reservoirs, representing what most authorities call the largest single stream pollutant. Physical damages from sediment include reservoir silting and resultant loss of storage capacity; filling of harbors and navigation channels; altering of morphology and stability of stream channel systems; and clogging of drainage ditches, culverts, and underflows along highways. Sediment restricts recreational use of water and disrupts stream ecology. Ultimately, erosion and sediment are expensive problems.

A conference-workshop on soil erosion was held in January 1973 under the sponsorship of the Highway Research Board and the National Science Foundation to facilitate exchange of information on soil erosion and its causes, cure, and prevention. The proceedings of the conference-workshop have now been published by the Highway Research Board in the form of Special Report 135, "Soil Erosion: Causes and Mechanisms; Prevention and Control." These proceedings provide an up-to-date source of information on significant research findings and knowledge on these topics, and should be of interest to researchers and practitioners alike.

According to the report, America's four million miles of roads contribute an estimated 56 million tons of sediment annually to streams. Although not the largest contributor of sediment on an absolute scale, highways do have one of the highest rates of sediment production on a unit area basis relative to other sources.

The report is presented in two parts. Part One "Causes and Mechanisms of Soil Erosion," contains a state-of-the-art report by Robert E. Paaswell (State University of New York) along with the papers that provided the basis for panel and open forum discussions held in the first session of the conference-workshop. These papers are:

—Experimental Study of the Attack of Water on Dry Cohesive Soil Systems, by Hans F. Winterkorn, Princeton University;

—Hydraulic Erosion of Remolded Cohesive Soils, by Richard W. Christensen, Dames and Moore; and Braja M. Das, Walter Lum Associates;

—Soil Erodibility on Construction Areas, by W. H. Wischmeier and L. D. Meyer, Purdue University;

—Erodibility of a Cement-Stabilized Sandy Soil, by M. R. Akky and C. K. Shen, University of California; and

—Application of Chemical and Electrical Parameters to Prediction of Erodibility, by K. Arulanandam, A. Sargunam, and R. B. Krone, University of California.

Part Two contains a state-of-the-art report on Methods of Preventing and Controlling Erosion, by D. B. Chittenden (Pennsylvania Department of Transportation) along with the following papers:

—Inventory of Roadside Erosion in Wisconsin, by William M. Briggs, Soil Conservation Service;

—Effects of Highway Construction on Sediment Loads in Streams, by Larry M. Younkin, Bucknell University;

—Erosion Control Structures, by R. C. Barnes, Jr., Soil Conservation Service;

—Factors Involved in the Use of Herbaceous Plants for Erodion Control on Roadways, by Joseph W. Turelle, Soil Conservation Service;

—Promising Materials and Methods for Erosion Control, by J. D. Peters, U. S. Air Force; and F. S. Rostler and B. A. Vallerga, Materials Research and Development, Inc.;

—Chemical Soil Stabilizers for Surface Mine Reclamation, by William T. Plass, Northeastern Forest Experiment Station;

—PennDot's Response to Erosion Control, by Harold H. Huber, Pennsylvania Department of Transportation. †

EVALUATION AND ANALYSIS OF BRIDGES

Seven papers dealing with analytical and experimental research on bridge components, as well as full-scale field testing, have recently been published by the Highway Research Board in the form of of Highway Research Record No. 428, "Bridge Evaluation and Analysis."

To assess the aesthetic appeal of bridge designs, William Zuk (Virginia Highway Research Council) used a sequence of paired line drawings in which one visual factor is varied at a time and a panel of people selects the preferred one. The study indicates that aesthetic preference is given to such factors as simplicity, slimness, symmetry, and conformity to the site, and expressions of out-of-the-ordinary characteristics.

Melvin R. Ramey (University of California) and Delbert W. Tattershall (Dravo Corporation) report on the use of the finite element technique to assess the effects of large web openings in the bent cap region of concrete box girder highway bridges. The size, shape, and locations of openings were varied, and it was concluded that a design based on a singular rectangular opening would be satisfactory when separated by at least half the depth of the member. The author presents methods for designing the reinforcing around openings.

The response of concrete box girder bridges to AASHO design loadings and a specific overload vehicle is discussed by A. C. Scordelis and J. G. Bouwkamp (University of California) and S. T. Wasti (Middle East Technical University, Turkey). Results of a large-scale model study indicate that this type of bridge has

Continued on next Page.

excellent load distribution properties. However, total stresses in the steel and concrete under three lanes of ASSHO trucks or one lane of the overloaded vehicle were found to exceed allowable values. No distress in the bridge was observed under either loading.

The paper by Samuel Zundelevich, Harold S. Hamada, and Arthur N. L. Chiu (University of Hawaii) reports the results of a study on the time-dependent behavior of Hawaii aggregate lightweight concrete. The two-part study covers both the creep characteristics under uniaxial compression of cylinders, and the camber and deflection characteristics under repeated flexural loads of prestressed beams. Mathematical models for creep, camber, and deflections are discussed, and a statistical evaluation of deflection data is presented.

Stress ranges caused by normal traffic on six bridges are summarized by David W. Goodpasture and Edwin G. Burdette (University of Tennessee), and these are compared with calculated stresses using two AASHO design vehicles. Stresses calculated for the AASHO loadings are shown to exceed almost all stress ranges measured in the field, and one-half of this stress is shown to compare favorably with a significant number of stress ranges encountered on the most highly stressed girder.

W. S. Peterson and C. N. Kostem (Lehigh University) present the findings of an analytical study on the determination of vehicle-induced dynamic response of bridge superstructures. The investigators use the finite element displacement approach, which assumes the superstructure to be two-dimensional, a composition of discrete beam and slab elements. Good correlation was observed when analytical results using the AASHO design vehicle were compared with data obtained from field tests performed on the actual bridge.

The final paper, by David G. Bowers (Connecticut Department of Transportation), reports on the testing of two single-span bridges to determine the magnitude and frequency of stress ranges induced by normal live loading. The study was undertaken as the result of a catastrophic failure of a cover-plated steel beam that fractured along the toe of the fillet weld at the end of the primary cover plate. Results of tests on both bridges showed that a majority of stress ranges at cover plate ends fell within 0.60- to 1.95-ksi levels, and a very limited number exceed 3.0. The authors raise the question of whether low-level stress ranges can perhaps drastically shorten the service life of welded cover-plated members.

Highway Research Record No. 428 is available for $2.20 a copy from the Highway Research Board, Publications Department 805, 2101 Constitution Avenue, N.W., Washington, D.C. 20418. (Payment in advance is required on orders of $5.00 or less.) †

SOILS PROPERTIES AND FROST ACTION

A thin layer of foam plastic laid directly on the subgrade of a highway pavement before paving is performed can prevent frost from penetrating and damaging the subgrade, provided the freezing weather is not too severe or sustained. A number of such installations have been built in various northern states of the United States and in Canada.

In 1969 the effects of subgrade insulation in a more moderate climate were studied in an insulated test road that was built in north-central Indiana, where the freezing index is generally less than 1,000 degree days. The road was instrumented, and two years of data were collected.

Results of the experiment are described by James A. Horton, M. M. Bowers, and C. W. Lovell, Jr. (Joint Highway Research Project, Purdue University) in Highway Research Record No. 429, "Soils: Loess, Suction, and Frost Action," recently published by the Highway Research Board.

The flexible pavement consisted of a control (normal) section with no insulation, a normal section with one inch of insulation, and a normal section with the six-inch subbase eliminated and one-and-one-half inches of insulation added. In the analysis of the five-variable subsurface temperature problem three of the four independent variables (three-dimensional subspace and time) were held constant while the effect on temperature of the fourth was examined. In addition, limited data on differential surface icing of adjacent insulated and uninsulated sections indicate that insulated pavements are colder during a seasonal cooling and uninsulated pavements are colder during a seasonal warming. The overall performance of the insulated sections was satisfactory after three years of service.

Another paper by H. R. J. Walsh (Indiana State Highway Commission) describes the temperature instrumentation for the Indiana test road.

The mechanistic behavior of soils in response to applied loads is independent on soil particle arrangement and spacing. The papers by Rodney J. Huang (University of California) and Turgut Demirel (Iowa University), and by W. W. Badger (U. S. Army Corps of Engineers) and R. A. Lohnes (Iowa State University) present information on techniques for determining the soil structure of friable loess and quantifying that structure.

As compacted moistures below optimum, lateral swelling pressures were found to be as high as vertical swelling pressures for the two cohesive soils studies by Donald R. Snethen (U. S. Army Corps of Engineers) and T. Allan Haliburton (Oklahoma State University). Recognition of that potential should lead to better construction specifications and construction control, which could do much to alleviate the problem. In his study of soil moisture suctions, B. Shackel (University of New South Wales, Australia) shows how saturation, dry density, and stress history affect the soil suction characteristics. The extension of those findings to field conditions should lead to an overall improvement in the understanding of the performance of soil embankments.

A large portion of the United States contains some soils that have potentially damaging reactions to frost penetration when used as roadbed supports. Efforts to overcome the problems of frost damage have historically taken two approaches: identify and remove the offending material or construct in such a way that penetration of frost to the susceptible material is prevented (as by the use of foam insulation mentioned earlier). H. L. Jessberger (Technical University, Munich) presents a survey of criteria used to identify frost-susceptible materials. Identification is necessary whether the materials are to be removed or covered.

Highway Research Record No. 429 is available for $2.20 a copy from the Highway Research Board, Publications Department 805, 2101 Constitution Avenue, N.W., Washington, D.C. 20418. †

PRESIDENT'S MESSAGE

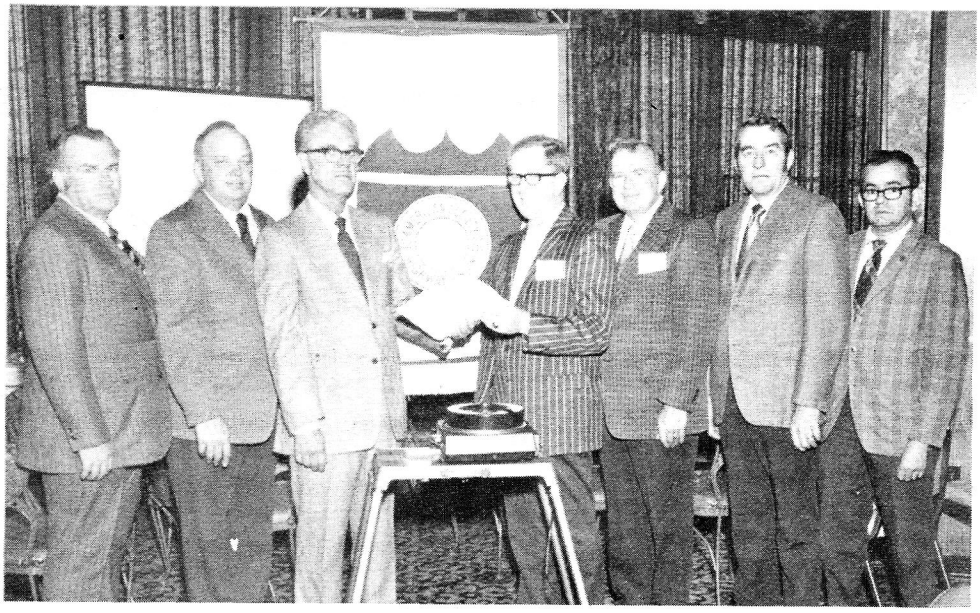
Continued from Page 1.

I don't feel the Society at this point should take a firm stand supporting any single one of the various proposed pieces of legislation to raise the needed funds. However, you as individuals are well aware of the various Highway Financing Bills being proposed and any opinion you might have should be made known to your governing officials.

Yours for Happy Highways,
James M. Weaver, President

CONVENTION PHOTOS

By Ercol O. Acri
PennDOT Photographic Section



Participants in Technical Section, left to right: Jim Richards, Bob Turgeon, Don Rimmer, Dave Sims, Jim Barnicle, Wade Grammling, and Dale Mellott.

From left to right: Williamsport Mayor John Poder, Congressman Bud Shuster, Dave Sims, and Jim Barnicle.

Past President Bob Kepner's better half, Helen, receives first place Ladies Golf Prize from "Ats" Welker, left, as President Don Rimmer observes.

MORE CONVENTION PHOTOS

By Ercol O. Acri
PennDOT Photographic Section

From left to right: Ken Larson, Don Rimmer, Convention Speaker—News Analyst Victor Reisel, Roger Hepner, and Jim Weaver.

Mrs. Weaver, left, watches as new President Jim Weaver receives gavel from outgoing President Don Rimmer, as Mrs. Rimmer, right, observes.

POULSON

Continued from Page 1.

He left the Highways Department in 1950 and spent 17 years as a Field Engineer with Portland Cement Association, resuming department service in his present capacity in 1967.

A past president of Central Pennsylvania Section of the ASCE and the Harrisburg Section of ASHE, he is also a member of the Harrisburg Chapter of Pennsylvania Society of Professional Engineers.

He is married to the former Allene Yarnal. They have two sons.

Mr. Philip W. Amos, P.E. has been promoted to fill the position vacated by Poulson. Mr. Amos is a member of the Harrisburg Section ASHE. Prior to filling this position he has served as Director of PennDOT's Bureau of Construction. †

ERDMAN, ANTHONY ASSOCIATES STAFF PROMOTIONS

Erdman, Anthony, Associates, Consulting Civil Engineers, Camp Hill, recently announced promotions within their staff. G. Raymond Smeltz, Jr., and Albert J. Bedard, Jr. have been appointed to the positions of Assistant Vice President, while Richard B. Ulp will become 2nd Vice President.

All the new Vice Presidents are licensed professional engineers with many years in the E.A.A. firm. Both Messrs. Smeltz and Bedard are gradulates of Penn State University. Mr. Ulp is a graduate of Bucknell University, with a Masters Degree from Cornell.

In making the appointments, Alfred F. Lyng, Executive Vice President, indicated that the company's operations and management will be greatly strengthened by the creation of the new titles. †

ALTOONA SECTION

NEW MEMBERS

Allen C. McGlathery, Altoona, Pa., PennDOT.

Dennis M. Stidinger, Altoona, Pa., Consultant

John B. Smilnak, P.E., Altoona, Pa., Consultant

DELAWARE VALLEY SECTION

NEW MEMBERS

Frank R. Panzullo, King of Prussia, Pa., Materials Supplier
Richard T. Burns, Philadelphia, Pa., PennDOT.
Bernard F. Shanley, Norristown, Pa., Contractor Superintendent
Edward J. Trojan, Horsham, Pa., PennDOT
Joseph M. Haitz, Lansdale, Pa., PennDOT
George P. Katrina, Norristown, Pa., Superintendent Public Works
John R. Smith, Jr., Haddon Heights, Contractor, Labor Relations
Gordon C. Kirkessner, Jr., P.E., North Wales, Consultant

EAST PENN SECTION

NEW MEMBERS

George J. Demetriades, Lansford, PennDOT
Ronald C. Gantert, P.E., Allentown, PennDOT
James J. Sterner, Jr., Schuylkill Haven, Contractor
Nelson I. Wray, Bethlehem, Materials Producer
Richard M. Coleman, P.E., Allentown, Consultant
Dean R. Lowe, Allentown, Construction Materials Producer
Homer S. Heilman, Allentown, Materials Producer

FRANKLIN SECTION

The Franklin Chapter of ASHE held their monthly meeting on June 20 at Conneaut Lake.

The festivities began with their annual golf outing at the Park Golf Course with approximately 40 members participating. Andy Speck had a fine round of 74.

Next year, a tournament will be planned and the winner will receive more than a nice round of applause.

Mr. Rozwell Brown hosted the meeting which was held at La Bruzzo's Restaurant. The meeting followed a delicious steak dinner at which the guests were introduced and Andy Speck received a standing ovation for his golfing accomplishment.

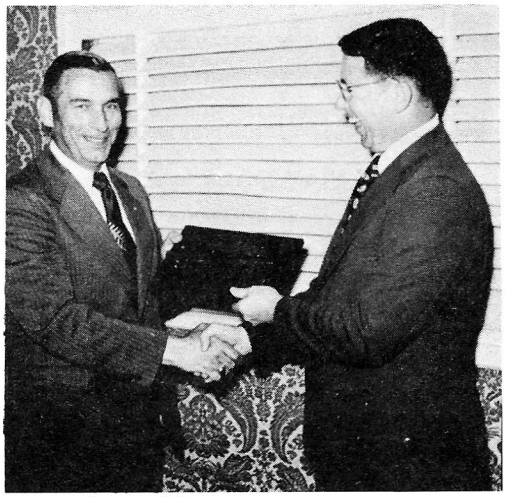
President Richard Fox, P.E., presided at the business meeting. Sixty-five members and guests were present.

Thirteen new members were received this month.

NEW MEMBERS

Frank Schwabenbauer, Erie, PennDOT
Frederick E. Jones. Jamestown, PennDOT
Curtis R. Jenkins, Irvine, Consultant
Joseph E. Judson, Franklin, PennDOT
Norman D. Carroll, West Middlesex, PennDOT
James E. Ferson, Stoneboro, PennDOT
Robert Retort, New Castle, Materials Producer
Patrick J. Copple, New Castle, PennDOT
Arthur V. Hairhoger, R.S., New Castle, PennDOT
George Atkin, Jr., P.E., Tidioute, Consultant
Joseph S. Klosinski, Oil City, PennDOT
Ralph D. Osborn, Titusville, Consultant
David H. Krug, Seneca, PennDOT

HARRISBURG SECTION



Past President O'Conner, left, presents the Harrisburg Section Gavel to J. "Dixey" Early, new Harrisburg Section president.

The Harrisburg Section has a new president, Mr. J. "Dixey" Early, P.E., a Lehigh University 1963 graduate.

Dixey is the Principal Assistant Construction Engineer at PennDOT's District 8-0. Aside from being the President of the Harrisburg Section, he is a member of The American Society of Civil Engineers, The American Concrete Institute, The Pennsylvania Society of Professional Engineers, and Membership Chairman and State Secretary of Professional Engineers in Government Practice.

As if that is not enough to keep any two men busy, Dixey also coaches a midget ball team, plays softball, is a regular golfer (duffer), has close interests in intermural swimming and diving meets, and attends Lehigh wrestling tournaments at Lehigh University on a regular basis.

He may also be heard humming from time to time because he is married to the former Peggy Stoupt.

NEW MEMBERS

Paul D. Ottens, P.E., Camp Hill, Consultant
John S. Stapf, Jr., Harrisburg, Contractor and Materials Producer
James L. Carmines, Mechanicsburg, PennDOT
D. Robert Rimmer, Mechanicsburg, Contractor and Materials Producer
Thomas G. Stapf, Hershey, Contractor and Materials Producer
Dale B. Mellott, P.E., Shiremanstown, PennDOT
Ronald J. Cominsky, Camp Hill, PennDOT
Antonino Genovese, Lancaster, Construction Contractor
Robert M. Mumma, II, Wormleysburg, Construction Contractor
Milton S. Barkheimer, Harrisburg, Equipment Management
Richard T. Hoffler, Camp Hill, Construction Contractor
Thomas R. Benyo, P.E., Camp Hill, Consultant

PITTSBURGH SECTION

NEW MEMBERS

Roy A. Davis, Stockdale, Construction Contractor
Thomas R. McCartney, Jr., Clairton, Contractor
William F. Prunty, Bethel Park, Utilities Construction
David E. Wooster, Pittsburgh, Consultant
Frank E. Lemmon, Jr., Pittsburgh,PennDOT
Edward M. Nolan, North Versailles, Equitable Gas Company

SOUTHWESTERN PENNSYLVANIA SECTION

Inn America, New Stanton, Pennsylvania was the setting for the South West Section of the American Society of Highway Engineers installation of officers on May 30, 1973. Retiring President Henry Bunting conducted the business of the evening and introduced the newly elected officers for the ensuing year as follows:

John S. Fleming, PennDOT, President; David E. Baker, Solomon and Teslovich, First Vice President; Frank Merendino, PennDOT, Second Vice President; George Jenkins, Martin, Marietta, Treasurer; James Griffin, Martin, Marietta, Secretary; Benny Crimbly, Crimbly Trucking Company, Director for three years; Jack McCune, PennDOT, Director for three years; Rogert Sica, PennDOT, Director for three years.

Continued on Page 8.

1973 - 1974 NATIONAL OFFICERS

President, James M. Weaver, Gibsonia, Pa.
1st V.P., Robert E. Yeager, Hollidaysburg, Pa.
2nd V.P., Atwood L. Welker, Jr., P.E., Williamsport,
Secretary, Robert M. Sherr, P.E., Jim Thorpe, Pa.
Treasurer, George K. Hart, Montoursville, Pa.
I.Past Pres., Donald C. Rimmer, Dillsburg, Pa.

Directors, 3 Years
William Boykas, P.E., Coopersburg, Pa.
Charles J. Allison, P.E., Altoona, Pa.
John F. DeRoss, Pittsburgh, Pa.

Directors, 2 Years
Lawrence P. Opalisky, P.E., Curwensville, Pa.
George J. Parrs, P.E., Dallas, Pa.
John M. Townes, III, Malvern, Pa.

Directors, 1 Year
Joseph C. Martinelli, Pittsburgh, Pa.
Harold C. Poulson, P.E., New Cumberland, Pa.
Roswell E. Brown, Cochranton, Pa.

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GOVERNOR APPOINTS ACRI TO NEW PHOTOGRAPHIC SERVICE

Governor Milton Shapp and Ercol Acri

Mr. Ercol Acri, without moving his desk chair, left PennDOT and took over as Director of the new Commonwealth Photographic Service. Acri reports directly to Ronald G. Lench, Secretary of Administration for Governor Shapp.

Acri, until this appointment, was head of the PennDOT Photo Lab, has worked for the state since 1939. He began on the administrative end of things when Ed Gutschall was head of the Highway Departments Photo Section.

His first full assignment was shooting a picture of then Governor Arthur James. Since then he has been in the photography business without a break.

A tour through his photo lab would make any camera buff blink his shutters a few times in sheer envy. So modern and so complete is the equipment that it's easier to say, "What isn't there?"

Mr. Acri is a member of the Harrisburg Section of ASHE and has shot many photos of guest speakers for publication in local papers. †

WILLIAMSPORT SECTION

NEW MEMBERS

Robert J. Crosthwaite, Waterville, PennDOT
Nat Lee Marvi, P.E., Montoursville, PennDOT

CLEARFIELD SECTION

NEW MEMBERS

Guy R. Tiracorda, Philipsburg, PennDOT.

SOUTHWESTERN PENNSYLVANIA

Continued from Page 7.

Mr. Calvin Ewig, Maintenance Superintendent for the Pennsylvania Turnpike introduced the speaker, Mr. Lester Burlein, P.E. and Chairman of the Turnpike Commission. Mr. Burlein has had broad experience in highway construction and maintenance over a 40 year period, and has held advisory posts under various Pennsylvania governors. His discussion of highways, canals, and mass transportation from the early days of the Roman Empire to present data captured the interest of his listeners and provided an enjoyable evening for the 70 members and guests in attendance. Mr. Burlein spoke briefly on the importance of continuing the toll system on the turnpike since the commission is self supporting and makes no demands on the tax dollar for the maintenance or construction of this 300 mile super highway. Adding this road system to the understaffed and under maintained PennDOT highway network would certainly place an undue hardship on the taxpayers of the Commonwealth.

NEW MEMBERS

Louis A. Bingiel, Atlasburg, PennDOT
Peter P. Swead, Washington, PennDOT
Donald E. Netzler, Waynesburg, Contractor
Charles E. Karns, Midway, PennDOT
Clarence Flynn, Waynesburg, Contractor
Geno D. Bianchi, Bulger, PennDOT
Robert J. Gavlik, Fredericktown, Construction Contractor
Robert J. Fredrickson, Uniontown, Equipment Salesman
Wilson T. Roth, Ligonier, Consultant
Italo V. Macklin, P.E., Bethel Park, Consultant
William J. Jordan, Scottdale, PennDOT
Albert D. Rechichar, Belle Vernon, Construction

Secretary's Corner

TO ALL SECTION SECRETARYS AND PUBLIC RELATIONS REPRESENTATIVES: This is a reminder that items for The Scanner must be in my hands no later than the middle of OCTOBER for inclusion in the NOVEMBER issue of The Scanner.

The Scanner is our official means of communication with all Sections and a most important means of keeping in touch with what is happening throughout our Society.

Please send all items of interest to me so that we may have an interesting publication. Thank you.

Robert M. Sherr, Secretary
Scanner Editor