

The A.S.H.E. SCANNER

VOLUME X, NO. IV

THE AMERICAN SOCIETY OF HIGHWAY ENGINEERS

MAY 1974

PLANS FINALIZED FOR TWELFTH NATIONAL CONVENTION AT SEVEN SPRINGS

Convention Chairman John DeRoss announces that plans are being finalized for the Twelfth National Convention to be held at Seven Springs, Pennsylvania. The convention will begin on Thursday, May 23, 1974, and end on Sunday, May 26.

Michael Baker, Jr., Inc., Beaver, Pennsylvania will present an Environmental Technical Workshop at the Twelfth National Convention being held at Seven Springs Resort, Seven Springs, Pennsylvania on Friday, May 24, 1974. Workshop hours from 9:30 to 11:00 a.m., and

1:30 to 3:00 p.m.

Bill Currie, well known radio TV personality from Pittsburgh, will be the featured speaker.

John DeRoss assures that all who attend will enjoy Pittsburgh hospitality. †

Board of Directors Meet In DuBois

A meeting of the Board of Directors of the American Society of Highway Engineers was held on Wednesday, April 17, 1974 at the Holiday Inn, DuBois, Pa.

The meeting was called to order by President James M. Weaver at 12:50 p.m. Harold Poulson offered a prayer of Grace and guidance for the Society.

All members of the Board were present except for William Boykas who was unable to attend. Also present at the meeting were Messrs. Tony Petrone of Clearfield, and Ron Laski and James Byron as representatives of the inactive Indiana Section.

President Weaver called upon James Byron, representing the Indiana area, to give his findings on the possibility of reactivating this Section. Mr. Byron gave several pertinent reasons why it does not seem feasible to get a Section functioning in that area and suggested that if any past members are really interested they should be advised of the location of Sections to which they might be transferred. It was noted that every member had already been advised of this prior to the deactivation of the Section and only six members requested transfer — there was no interest on the part of the remaining members. The possibility of Pittsburgh holding their meetings in Monroeville in order to attract interest of the Indiana

area was discussed. John DeRoss will present this suggestion to the Pittsburgh Section. It was also brought out that the former Indiana Section was predominately PennDOT and this was a deterrent; as there must be a cross section of other interests — contractors, consultants, etc. to make up a good Section.

There has been considerable contact with the interested parties who have been cooperating with our New Section Committee to get this project off the ground. Invitations have been extended to key personnel of a considerable number of contractors, consultants, engineers, etc. in that area and it is hoped there will be a nucleus of members sufficient to appoint temporary officers to get the new Section

Continued on Page 4.

SECTIONS BRING BANNERS TO NATIONAL CONVENTION

All sections of the Society are urged to bring their A.S.H.E. banners to the 12th 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.

The banners will be displayed at all functions of the convention. †



President's Message

JAMES M. WEAVER
Gibsonia, Pa.

It hardly seems possible that a year has passed and this will be my last message to the Society members.

When my term began, it was easy to say that I would visit every Section during the year. You don't realize that our Sections are spread quite far apart geographically and time runs too short. However, I did manage to visit six Sections and Terry and I attended two Ladies Nights — one in Pittsburgh and the other at the North East Penn Section. Our thanks to all for the courtesies extended to us on these memorable occasions.

This year has been one of trying times with the energy crisis nationally and our own Pennsylvania Highway crisis. It appears we have some relief on the National scene, but our own Pennsylvania Department of Transportation still has its hands tied with no funds for road improvements. I know I have preached this lack of a sensible Highway program, but I see nothing but trouble ahead for our road programs until we get sufficient funds to rehabilitate the more than 10,000 miles of badly deteriorated State highways.

I am happy to report that the possibility of a new Section in the New York/New Jersey area is very much alive and hopefully we will be able to have a final report on this activity by our 1974 National Convention.

I wish to extend my thanks to all National officers, Directors, and Committeemen for their fine cooperation in helping me to further the growth and strength of our association. Although we have had no significant increase in membership, I feel we have our membership rolls at a realistic figure. To this end we owe a special thanks to our Secretary,

Continued on Page 4.

EAST PENN SECTION

William Boykas, Public Relations

East Penn Section of ASHE met February 12 at the Riveredge Inn, Reading, and was attended by 45 members.

The main speaker was Mr. Joseph M. Axelrod, P.E., Chief Interstate Division for Baltimore City, State Highway Administration. He gave an informative and entertaining speech on the Perils of Urban Interstate Highway Construction in Baltimore, Maryland.

The March 12 meeting was held at Trainer's in Lehigh, and was also attended by 45 members.

The main speaker was Mr. Art Reese from the Engineering Absorption Company of Chicago, Illinois, who gave a very informative talk and film presentation on Crash Absorption Barriers. †

FRANKLIN SECTION

Robert F. Gerwick, Jr., Public Relations

The Annual Venison Dinner was held February 20 at the Franklin Club located at 1340 Liberty Street, Franklin, Pa.

Approximately 80 members and guests were in attendance, including Mr. David C. Sims, P.E., Deputy Secretary for Highway Administration, Pennsylvania Department of Transportation.

A most informative and enjoyable color film was shown, depicting wild ducks. This presentation was given by Mr. Fred Servey of the Pennsylvania Game Commission.

Plans are being made for the annual picnic to be held in conjunction with a golf tournament in July at the Park Course in Conneaut Lake, Pa.

Congratulations are in order for Mr. Gene G. Smith, P.E. on his recent election to the National Board of Directors, ASHE.

NEW MEMBERS

Donald C. Hoover, North East, Construction Contractor.

Dana W. Dodd, R.S., Franklin, PennDOT.

Douglas K. Stewart, Corry, PennDOT.

Cecil W. Brown, New Castle, Construction.

Karl H. Chandler, III, New Castle, PennDOT.

Kenneth H. Ellis, New Castle, Contractor.

James N. Sibeto, Poland, Ohio, Materials Producer.

Arch Wishart, R.S., Sharon, PennDOT. †

The trouble with life is that by the time a fellow gets to be an old hand at the game, he starts to lose his grip.

SOUTHWESTERN PENNSYLVANIA**NEW MEMBERS**

Charles C. Grimm, New Geneva, PennDOT

James B. Casey, Uniontown, PennDOT

Edward J. Danko, Uniontown, PennDOT †

DELAWARE VALLEY SECTION**NEW MEMBERS**

Frank A. Canavan, Philadelphia, Consultant.

Dominic P. Gironde, Horsham, PennDOT.

Frank W. Lee, P.E., Villanova, PennDOT. †

WILLIAMSPORT SECTION**NEW MEMBERS**

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V. Dale Reeder, Montoursville, Equipment Materials

Dale E. Crawford, Montoursville, Contractor. †

VISIBILITY CITED AS KEY TO MOTORCYCLE SAFETY

The major number of motorcycle accidents and fatalities happen because the motorist does not see cycle or rider in time, according to a paper given by H. L. Woltman and R. L. Austin of the 3M Company at the 53rd Annual Meeting of the Highway Research Board. The visual area of the motorcycle and cyclist offered to motorists was cited as about one-third that of a conventional automobile.

"Our accident records show that in three out of four auto-cycle collisions our insured . . . 'did not see' the oncoming cyclist in time to avoid him," said D. M. McCracken of the Liberty Mutual Insurance Company, quoted in the report.

The first disadvantage to motorcyclists was listed as his small size. It places him below the threshold of what is expected by motorists. A second disadvantage is misjudgment of speed, and the final disadvantage is leather protective garments of low luminance colors offering least contrast with surroundings, especially at night.

The study suggested that lack of size be compensated by improvement of brightness contrast, which will depend on the areas of cycle and rider available to treatment.

Retro-reflective helmets, clothing and motorcycle surfaces offer a means of

preserving daylight perception by providing luminance, size and shape which can be seen better under low beam driving conditions. At 30 miles per hour motorists over-drive on the low beam yet more than 60 percent of night driving in low volume rural areas and 90 percent in high density traffic areas is made on low beam, the report said.

At approach angles of 45 degrees, 90 degrees and 135 degrees, side marker reflectors have luminous areas far below what may be required to provide adequate attention and recognition. Required sight distance for encounters is approximately 400 feet at 45 degrees for 40 to 50 miles per hour.

Five-fold improvement for pedestrians when wearing reflectorized clothing from 75 feet to 625 feet was found in visibility tests conducted in Sweden.

Nighttime aspects of visibility suffer from extremes of contrast, low levels of available light and the ineffectiveness of any conventional color to render objects visible, the report stated. †

MEN WANTED

*We need men to plow the furrows
Straight across the level plain,
And the men to glean the orchard
Or to reap the golden grain.*

*We need men to build our cities,
Men to work the mines below;
And the men to stem the torrents
Or to bridge the river's flow.*

*We need men to meet a challenge,
Men of every creed and race.
We need men to brave the ocean
And to conquer time and space.*

*We need men who will not falter,
Men with varied plans and
schemes,
And the men who keep on searching
For the answer to their dreams.*

*We need men with broader vision,
Men who look ahead to see
How our world can be made better
In the years that are to be.*

—Reginald Holmes

bus operations responsive to the nature and intensity of the city center.

Results of the concluding phase of research will be published at a later date. They will cover the development of planning criteria for preferential bus facilities; the preparation of design guidelines for roadway geometrics, traffic control, and bus operation components of preferential bus facilities; and the provision of proposed measures of effectiveness for highway transportation systems giving particular attention to bus priority facilities.

Highway engineers will find NCHRP Report 143 of special value in helping to identify the multimodal potentials of urban freeway projects, as well as in evaluating the impact of bus operations on the capacity and traffic flow characteristics of existing roadway facilities.

NCHRP Report 143 is available for \$16.00 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 \$7.50 or less.) †

FOURTEEN PAPERS ON TRAFFIC SAFETY BARRIERS AND LIGHTING SUPPORTS AVAILABLE FROM HRB

Highway Research Record No. 460, "Traffic Safety Barriers and Lighting Supports," published by the Highway Research Board, contains fourteen papers on the subjects of design, testing, analysis, and suggested warrants for the use of roadside safety devices such as barrier curbs, guardrails, median barriers, crash cushions, and breakaway sign supports and light poles. Of particular interest is the extensive use many of the authors have made of scale-model testing mathematical models, computer analysis programs, and computer-generated drawings to simulate and more thoroughly study the many variables associated with the dynamic action of moving and impacting vehicles.

Duane F. Dunlap (University of Michigan) analytically developed a method to define and determine the redirective effectiveness of barrier curbs a foot high or less. In a second paper, he discusses the use of computer program simulation techniques to evaluate the vehicle impact-vaulting potential of several in-service curb-guardrail combinations. He concludes that a properly designed curb-guardrail combination can be an effective redirective system in which the curb acts as a low-damage deflector for many impacts,

and the guardrail acts as a back-up barrier. Richard J. Fay and Michael A. Kaplan (University of Denver) describe the scale-modeling techniques they employed to develop and test an energy-absorbing barrier or crash cushion consisting of a family of parabolic corrugated-metal arches oriented parallel to the roadway surface to form a guardrail for glancing side impacts and to deform plastically to absorb the energy of a vehicle impacting into the nose.

Eugene Marquis and T. J. Hirsch (Texas Highway Department) report on research that included a full-scale vehicle impact test and was performed to expand the use of the steel-drum crash cushion to a portable or mobile trailer system to protect slowly-moving or stopped maintenance vehicles working on the highways.

H. G. Parr (Institute for Road Safety Research, The Netherlands) discusses research performed in the Netherlands to develop a suitable highway safety barrier for use on soft shoulders and bridges. The resulting system is composed of two parallel and opposite W-shaped metal rails that are separated by metal spacers and diagonal stiffeners as necessary and mounted on lightweight or breakaway posts.

V. Giavotto (Milan Technological University, Italy) describes a computer program developed in Italy to simulate the impacts of various vehicles with guardrail systems. He reports that this digital simulation system has been used to predict the performance of various barrier systems, including the system reported by H. G. Parr in Holland. The results agree with those of actual full-scale vehicle tests.

Ronald D. Young, Edward R. Post, and Hayes E. Ross, Jr. (Texas A & M University) employ computer program techniques to simulate a 4,000 pound vehicle impacting the Texas concrete median barrier at various speeds and impact angles. They use computer-generated drawings to compare the simulated results with corresponding frames from high-speed films of actual full-scale vehicle-impact tests.

Edward R. Post and T. J. Hirsch (Texas A & M University) and John F. Nixon (Texas Highway Department) report on the results of full-scale impact tests conducted with a large loaded tractor-trailer truck on the Texas concrete median barrier. The longitudinally reinforced but unanchored barrier was undamaged and successfully redirected the truck in tests performed at 35 mph and 19 degrees, 34 mph and 16 degrees, and 45 mph and 15 degrees.

W. V. Brewer (University of Tulsa) studies the effect of the barrier beam on the energy-absorbing capability of a guardrail system as a whole and uses a synthetic system model as a tool for optimizing the size of beam and supports to produce the most cost-effective total system.

A team of researchers headed by Hayes E. Ross, Jr. (Texas A & M University) employed computer simulation techniques to study the dynamic response of a passenger vehicle traversing embankment side slopes at various speeds and departure angles. This information is used to develop a severity index, which is compared to the severity index for a vehicle impacting a W-section guardrail. An equal-severity curve is developed as a criterion for guardrail installations on embankments.

An additional paper by Post, Hirsch, Hayes, and Nixon describes full-scale vehicle-impact tests to evaluate and compare the performance of three median barrier designs of different configurations and lateral stiffnesses. Factors considered were vehicle decelerations, vehicle damage, occupant injury, construction and maintenance costs, median widths, and traffic volumes.

Bruce F. McCollom (State Highway Commission of Kansas) describes a study to develop a more economical, lightweight slip base for breakaway roadside sign supports. Instrumented physical tests were conducted by using experimental stress analysis techniques to develop a more accurate plate design method.

N. E. Walton, T. J. Hirsch, and N. J. Rowan (Texas A & M University) conducted full-scale vehicle-impact tests to determine the impact behavior of 50-foot high median-mounted luminaire supports with frangible transformer bases and of secondary collisions of vehicles striking fallen poles in traffic lanes. An index was developed to describe the relative hazard created by the proximity and frequency of luminaire supports.

Edward C. Zobel (Wayne State University) describes the results of 16 full-scale vehicle-impact tests carried out to evaluate three kinds of metal posts for relatively small roadside signs. He concluded that these designs do not constitute a hazard to seat-belted vehicle occupants and thus do not require breakaway action.

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PRESIDENT'S MESSAGE

Continued from Page 1.

Bob Sherr, who has gone through the membership rolls and with the aid of all Section secretaries has removed all inactive and delinquent members.

It has been a pleasure to serve as your National President this past fiscal year and I am looking forward to being active in our association in the future.

See you at Seven Springs.

—Jim

BOARD OF DIRECTORS MEET

Continued from Page 1.

operating by the time the meeting has been held.

George Parrs gave a detailed report on the progress being made in working on a new Section in the New York/Newark, New Jersey area. A meeting has been set up at the Hotel Robert Treat in Newark for Wednesday, May 15, 1974 at 6:30 p.m. National will be represented at this meeting by Messrs. Weaver, Yeager, Hart, Sherr and Parrs.

President Weaver expressed his appreciation of the efforts of George Parrs as liason of the New Sections Committee and the members of his Committee in furthering the expansion of our Society. It was also brought out that we have contacts in West Virginia and Maryland at this time, where we are hopeful of getting some groundwork organized with the goal of activating a Section in those areas. We shall report on progress as it develops.

Membership is broken down as follows:

PennDOT	641	38.0%
Consultants	313	18.5%
Contractors	384	22.8%
Others	350	20.7%
Total	1,688	100.0%

Membership is composed of the following professional members:

Registered Engineers	361
Registered Surveyors	36
E.I.T.	13

Total 410 or 24.3% of total membership.

A recap of Convention dates has Philadelphia hosting the 1975 Convention, Altoona will have 1976, and requests were received for consideration of Southwestern Pennsylvania Section for 1977, Northeastern Pennsylvania for 1978. Harrisburg has also asked to be considered for a "future" convention with no definite year specified.

Letter of resignation from John Townes was received. He expressed his inability

to fulfill his tenure but press of business prevents his from doing so. Donald Rimmer asked that Society express sincere thanks to Mr. Townes for his past service and hope that he will continue as an active member in the Delaware Valley Section.

President Weaver recommended that Anthony Antonucci be appointed to fill the unexpired term of John Townes, which recommendation was unanimously approved by the Board. Mr. Antonucci will be advised of this appointment. †

ALTOONA SECTION

Jack Stefanko, Public Relations

The Altoona Section February meeting was held at the Old Canal Inn, Holidays - burg, Pa. Following the cocktail hour and a delicious meal, we enjoyed a panel discussion on "Future Prospects of the Highway Building Program." Panelists were: John Young, Consultant; Jim Barnacle, Contractor; and Blair County Commissioner Colson Jones, who is a member of the Transportation Commission.

The meeting was sponsored by Gwin Engineers.

March is the month of our traditional combined meeting with the Blair Chapter P.S.P.E. and the Altoona Engineering Society. We treated the ladies to an excellent dinner, dancing and entertainment.

As usual, A.S.H.E. members had the most fun!

Penn Gables Restaurant, Ebensburg, was the site of our April meeting. A full hour of cocktails and hors d'oeuvres were served followed by a Delmonico Roast dinner. The program was presented by Jim Morgan, head of L.R. Kimball's mapping division. Jim began his presentation with a brief description of Orthophotography. The Orthophoto retains almost all of the image information on the original photo, thereby essentially producing a true to scale photograph. In addition, it has the horizontal accuracy of a map of the highest metric quality.

Morgan indicated that while orthophoto mapping has been used quite extensively in some foreign countries, its potential is just beginning to be fully realized in the United States. At present, Kimball is one of only three firms in Pennsylvania equipped to do orthophoto work.

Following Jim's presentation, we adjourned to Kimball's Ebensburg Office for a tour of the mapping and computer sections. We were given demonstrations of some of the most up-to-date mapping equipment.

It was generally agreed that the most impressive demonstration was the Flat

Continued on next page.



Governor Milton Shapp presents cost reduction award to past president of Altoona Section, Sam Callisto, right. District Engineer, Ken Larson, standing left, and Deputy PennDOT Secretary for Administration, George Pulakos, look on.

Bed Plotter which printed out a plot of a 97 course deed in 2 minutes.

President Gary Malsatzki has announced the following members presented by the nominating committee for the coming year: President, Warren Miller; 1st Vice President, Joe Unverdorben; 2nd Vice President, Jim Maurer; Secretary, Ted Forman; Treasurer, John Barone; Directors, Roy Pfeffer, Bill Replogle, Nels Renner, Cecil Evans, Bill McKee, Frank Stahl, Dave Stiffler, Jim Melnyk, and Don Fix.

New members since the last Scanner issue include John Pierchoski, P.E., L. Robert Kimball, Consultant; Tom Monahan, Vipond & Vipond, Contractor.

Governor Milton J. Shapp presented a cost reduction award to Samuel H. Callisto, 39, of 4114 Second Avenue, Altoona, for his suggestion which will save Pennsylvania taxpayers an estimated \$4,475 a year.

Callisto, a registered professional engineer, is charged with management of highway construction contracts for the State Transportation Department. He works in PennDOT's district office in Holidaysburg.

His money-saving suggestion will reduce the amount of paperwork involved in setting wage standards for highway construction workers.

Callisto graduated from Altoona High School and attended Penn State University. He worked for the State Highway Department for two years as a draftsman before entering the Army.

Upon leaving the Army he returned to his former job, advancing through several positions and becoming a registered civil engineer. Callisto is a member and past president of the Altoona Section ASHE.

NEW MEMBERS

John A. Dively, Jr., Dunncansville, Construction Contractor.

Thomas L. Monahan, Altoona, Contractor.

†

HARRISBURG SECTION

Bob Messner, P.E., Public Relations

After the usual opening exercises, the March meeting continued with Mr. Bob Turgeon, Technical Committee, introducing the mini-speaker, Mr. Gerald L. Brant-hoover, who gave the following short talk on Bore Hole Periscopes:

"Optical surveying has in the past several years attained increasing importance in borehole investigations. While other methods of studying boreholes such as coring, electric logging, or soil sampling furnish information on the type of sub-



Ercol O. Acri, center, associated with PennDOT and its predecessor, the State Highway Department, for 35 years, is presented with a 25-year pin and certificate by the American Association of State Highway Officials. Making the presentation is Transportation Secretary Jacob Kassab, right, and David C. Sims, PennDOT Deputy Secretary for Highway Administration. Acri, who lives in Mechanicsburg, is now Director of the new Commonwealth Photographic Service. Mr. Acri is a Senior Member of the Harrisburg Section and is the National Society's Historian.

surface formation, optical surveying is primarily concerned with determining the in-situ condition of the rock or other subsurface features.

"This equipment has been successfully used to evaluate roof conditions over mine subsidence area, orientate strike and dip of fracture and joint surfaces, study solution features and evaluate pillar conditions in mines.

"Certain advantages and disadvantages are available with this instrument as compared with television. The main advantages, excluding cost of equipment, are the technical simplicity of the equipment and that viewing and photographs may be obtained in color. The main disadvantage is the length of time for operation and the uncertainty about picture quality.

"The periscope consists of a series of tubes containing a lens system with an attainable depth of 110 feet. The diameter of the borehole periscope is 2 1/4". Geologic details produced are very clear and of high definition. For example, in a bore hole of 4" diameter, details of .05mm in size are clearly recognized. Focal dis-

tance of 0 to infinity, provided adequate light is available, allows accurate observations of cavities. By means of a built-in measuring device three dimensional position of any geologic stratum or plane can be measured.

"The equipment is watertight making it possible to conduct surveys in holes filled with water."

The main speaker for the March meeting of the Harrisburg Section, Mr. Louis O'Brien, was introduced by Albert Bedard, P.E., Program Chairman.

Mr. O'Brien, P.E., is Director of PennDOT's Bureau of Maintenance. He presented a series of slides on adjustments and repairs of design oversights, repair and maintenance of multi-lane highways, and bridges and new innovations in maintenance. After his talk Mr. O'Brien answered questions from the floor.

He was presented a certificate from the Harrisburg Section President, J. Dixon Earley, P.E.

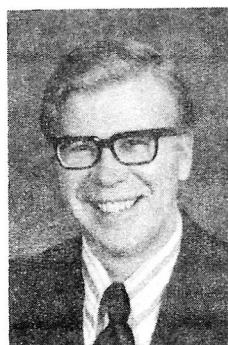
Mr. D. C. Sims, P.E., Deputy Secretary for Highway Administration, PennDOT, was the Harrisburg Section's April speaker.

Continued on next page.



Sims

Mr. Calvin Foltz, P.E. of PennDOT's District 8-0 office has recently been



Foltz

He was educated at Gettysburg College and Penn State University.

Mr. Foltz is a member of the Harrisburg Section of ASHE, the District Bowling team, and is on the Lutheran Church Council in Dauphin.

Cal's gentle disposition and success is due to his wife, the former Dana Brown, and his daughter, Kathy, 13, who attends Middle Paxton Junior High. They live in Stony Creek Manor in Middle Paxton Township, Dauphin County.

NEW MEMBERS

Gordon Lambert, P.E., Chambersburg, Consultant.
Allen N. Reeves, P.E., Dillsburg, Consultant.
Joseph A. Cranga, Mt. Holly Springs, PennDOT.
George W. Hamilton, Millersburg, PennDOT. †

PITTSBURGH SECTION

Attendance at the March 20 joint meeting of the American Society of Highway Engineers, American Society of Civil Engineers and Pittsburgh Geological Society exceeded all expectations in that over 170 dinners were served and total attendance for the program exceeded 200.

Dr. Robert F. Legget, internationally prominent geologist of Ottawa, Canada was the speaker. In his topic, "Beneath

City Streets", Dr. Legget emphasized the compelling necessity of complete coordination and cooperation between engineers and geologists in the pursuit of their respective professions in all public works activities.

All three societies felt exceptionally fortunate to have been able to obtain a speaker of Dr. Legget's prominence.

NEW MEMBERS

Daniel Grieco, Jr., P.E., Pittsburgh, Consultant.
Pete Vrettacos, P.E., Carnegie, PennDOT.
William J. Mullner, Pittsburgh, Construction Contractor.
George M. Tiani, Pittsburgh, Consultant.
Harry E. Danielson, Pittsburgh, Materials Supplier.
Michael J. Rago, P.E., Bethel Park, PennDOT.
Nalinkumar H. Udani, P.E., Bethel Park, PennDOT.
John S. Fail, Pittsburgh, PennDOT.
Felix K. Grunebach, Monroeville, Contractor.
James J. Lombardi, Pittsburgh, PennDOT. †

NORTH EAST PENN SECTION

Leonard J. Gallucci, Public Relations

The March meeting of the North East Penn Section was held at the Scranton Elks Club on the Scranton Pocono Highway, Route 307.

The guest speaker for the evening was Mr. Robert Manley, Pennsylvania Power and Light Company. His topic for the

evening was "The Energy Crisis and Susquehanna Atomic Plant." His talk was very informative, presenting us with what is being done, and what to expect in the near future.

The April meeting of the Society was held at Ernies, formerly the RuVal Lounge, on Route 6 on the Scranton Carbondale Highway.

The guest speaker for the evening was Mr. Robert Perry, Assistant Supervisor North East Region Pennsylvania Fish Commission. His topic for the evening was trout fishing and stream improvement.

The following are the nominated officers and directors for the 1974-75 term of office: President, George E. Parrs, P.E.; First Vice President, Allen J. DuBosar, P.E.; Second Vice President, Paul A. Lucas, Jr., R.S.; Secretary, Nicolas I. Genovese, P.E.; Treasurer, Joseph E. No-tartomas; Directors (3 years), Gerald J. Ceccoli, R.S., John A. Kolander, P.E., and Michael R. Milano.

SPECIAL REMINDER: The 1973-74 year is rapidly coming to a close. We urge any member who has not paid his dues for the current year to please do so.

NEW MEMBERS

Robert W. Brown, Dunmore, Consultant. †

CLEARFIELD SECTION

NEW MEMBERS

John A. Morroni, Smithmill, PennDOT.



Left to right: E. Kinter, First Vice President, Pittsburgh Section; Dr. R. F. Legget and L. Jaroska, Program Chairman, A.S.C.E. and A.S.H.E. member.

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Retro-reflective helmets, clothing and motorcycle surfaces offer a means of

preserving daylight perception by providing luminance, size and shape which can be seen better under low beam driving conditions. At 30 miles per hour motorists over-drive on the low beam yet more than 60 percent of night driving in low volume rural areas and 90 percent in high density traffic areas is made on low beam, the report said.

At approach angles of 45 degrees, 90 degrees and 135 degrees, side marker reflectors have luminous areas far below what may be required to provide adequate attention and recognition. Required sight distance for encounters is approximately 400 feet at 45 degrees for 40 to 50 miles per hour.

Five-fold improvement for pedestrians when wearing reflectorized clothing from 75 feet to 625 feet was found in visibility tests conducted in Sweden.

Nighttime aspects of visibility suffer from extremes of contrast, low levels of available light and the ineffectiveness of any conventional color to render objects visible, the report stated. †

MEN WANTED

*We need men to plow the furrows
Straight across the level plain,
And the men to glean the orchard
Or to reap the golden grain.*

*We need men to build our cities,
Men to work the mines below;
And the men to stem the torrents
Or to bridge the river's flow.*

*We need men to meet a challenge,
Men of every creed and race.
We need men to brave the ocean
And to conquer time and space.*

*We need men who will not falter,
Men with varied plans and
schemes,
And the men who keep on searching
For the answer to their dreams.*

*We need men with broader vision,
Men who look ahead to see
How our world can be made better
In the years that are to be.*

—Reginald Holmes

1973 - 1974 NATIONAL OFFICERS

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The American Society
 of Highway Engineers
 Box 14-B1, Star Route
 Jim Thorpe, Pa. 18229

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**SECRETARY'S REPORT ON
MEMBERSHIP**

Secretary's Report on Membership as of April 15, 1974 reflects 1,688 members.

Since the beginning of the fiscal year we have added 135 new members as follows:

Section	Members Added	Total Members
Altoona	11	141
Clearfield	3	78
Delaware Valley	11	263
East Penn	11	144
Franklin	26	187
Harrisburg	12	285
North East Penn	16	105
Pittsburgh	27	253
Southwestern Penn	12	115
Williamsport	6	117
Totals	135	1,688

the Board's Executive Committee in January, was approved by the Governing Board of the National Research Council on Saturday, March 9. The National Research Council is the operating agency for the National Academies of Sciences and Engineering.

The Highway Research Board has been increasingly active in mass transit research, urban planning, and other related fields over the past fifteen years. The change in name, which is effective immediately, reflects the nationwide trend in 23 states, in which state highway departments have evolved into or have become part of state departments of transportation. In addition, the 60-year old American Association of State Highway Officials recently changed its name to the American Association of State Highway and Transportation Officials (AASHTO). The Transportation Research Board is financially supported by the members of this organization, and by the Federal Highway Administration and the Urban Mass Transportation Administration of the United States Department of Transportation.

The Board's existing activities in highways and mass transportation will be continued without change. The new expanded activities will be gradually implemented over the next eighteen months, and will include research in the fields of aviation, rail transportation, and pipelines.

Cooperation would solve most problems. For instance, freckles would be a nice coat of tan if they'd get together.

Secretary's Corner

Very shortly I will be sending copies (in triplicate) of the financial statement form to the Section Treasurer.

This form will be used by this Office in the preparation of the annual Form 990 — Income Tax Return — for non-profit organization.

When you receive these, complete them to reflect the financial condition of your Section for the fiscal year ending May 31, 1974 and return TWO copies (original and carbon) to me, retaining the third copy for your files. These copies must be returned no later than July 31 so that I may prepare the consolidated report.

Your cooperation in this matter is requested.

* * * * *

As this fiscal year draws to a close I wish to express my thanks to every Section for their fine cooperation in bringing records up to date. Close cooperation is the only way in which we can build up our Society, and record keeping is a vital part of the operation.

I know we will continue to be able to work together in the furtherance of this Society.

SEE YOU AT THE CONVENTION!!

Honesty may be the best policy — but there are some people who don't seem to think they can afford the best.

**HIGHWAY RESEARCH BOARD
NAME CHANGED TO
"TRANSPORTATION"
RESEARCH BOARD**

The Highway Research Board, founded in 1920 as part of the National Research Council, has been renamed the Transportation Research Board in recognition of its expanding activities in the various transportation modes outside the highway field.

The name change, recommended by

Editor: ROBERT M. SHERR, Box 14B1, Star Route, JIM THORPE, PA. 18229.

Please notify us when
you change address!