The A.S.H.E. SCANNER

VOLUME XI, No. II THE AMERICAN SOCIETY OF HIGHWAY ENGINEERS DECEMBER 1974

1975 CONVENTION PLANS MOVE AHEAD

Atwood Welker, Chairman of the Convention Committee has announced that the 1975 Convention will be held at the Benjamin Franklin Hotel in Philadelphia on May 15, 16, 17 and 18, 1975. The Committee is very pleased with the accomodations at the hotel.

Convention headquarters is located in an area of historic significance. The hotel is at 8th and Chestnut, two blocks from *Independence National Historic Park* which includes many of the buildings that comprised the original center of the U.S. government. If you walk out the front door of the hotel, turn right and walk down Chestnut Street for two blocks, you will be standing directly in front of Independence Hall. The Liberty Bell is on the first floor of the center building. Continue walking down Chestnut Street and the park continues along the south side of the street down to 2nd Street. All the buildings look historic and each is explained with signs and plaques. Included is old city hall, Carpenters Hall, the Maritime Museum, Second Bank of the U.S. and the First Bank of the U.S.

Betsy Ross House, located on Arch Street between 2nd and 3rd Streets, is only a few blocks away. This restored house is an interesting example of 18th century living.

Elfreths Alley, the oldest continuously occupied residential street in the U.S., is located north of Arch Street, east of 2nd Street, and dates back to 1690.

Department Stores: Three of the city's four largest department stores are located across the street at the 8th and Market Street intersection. They are Strawbridge and Clothier, Gimbels, and Lit Brothers. The fourth, John Wanamakers, is at 13th Street and Chestnut and is probably the one you will most enjoy seeing.

Antiques: Pine Street, between 9th and 12th Streets, is rapidly becoming one of the most famous antique centers in the east. There are dozens of small shops all worth browsing through. Their prices, however, are on the verge of escalating in proportion with their reputation.

Wholesale: If you enjoy looking for a deal, there are several areas near the hotel worth looking into . . . . hundreds of jewelers are compacted on 8th Street between Chestnut and Walnut and on Sansom Street (a small street in between). It's worth seeing if only to believe it . . . . 2nd Street between Chestnut and Arch Streets is a fascinating assemblage of miscellaneous discounters . . . 3rd and Market remains a good place for clothing and shoe deals.

Construction on Interstate 85 will be within walking distance of the hotel. Very unusual and difficult construction will be underway. It is anticipated that the thickest pavement any member of the Society has ever seen will be under construction during the convention.

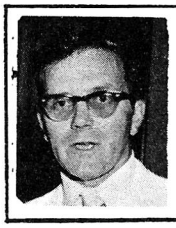
In the next issue of the SCANNER we will tell you how thick the pavement will be and will have more detail on the convention activities.

Make your plans early and join your friends at this affair. †

WHAT DOES ASHE MEAN TO YOU?

All members are requested to submit their ideas on what ASHE means to them and what ASHE has to offer new members.

Please submit your ideas to your Section President, who in turn will report to National Vice President John DeRoss, 450 Balconade Drive, Pittsburgh, Pa., 15236. †



President's Message

Robert E. Yeager
Hollidaysburg, Pa.

Election, Recession, Inflation, Alphabet Soup, Etc. are all terms applicable to the highway industry now more so than the common terms of line, grade, cut, fill and paving.

Now that the election is over, a concerned effort must be made to save our Industry — not a large crash program to add to the inflation but a controlled program to bring a better highway system to connect our smaller towns and rural areas to the larger metropolitan areas. The need for repair and resurfacing should be in the minds of our elected officials since it was used as a political issue by one of the candidates. The Commonwealth can not delay any longer in this needed repair work, for if so; it will not be reconstruction but total construction.

The delays imposed on present planned projects by lack of a fiscal budget and the Alphabet Soups of D.E.R., E.I.S., SOS, EPA and so on have not only retarded the normal construction of new badly needed highways and the repairs of existing ones, but have added to the unbalancing of proposed budgets and projected engineers' estimates. The longer we delay these projects the more costly they will be; thus adding to the taxpayers' burden.

On one page of the Trade Journal we read statistics on proposed construction projects for next year showing an increase of 12% — wonderful; at least physical volume growth to our Industry — but — the Commerce Department estimates that rising costs will account for more than a 50% dollar increase. We must approach this problem of rising costs by trying to get the projects under way as soon as possible and once they are awarded pursue

Continued on Page 5.

TECHNICAL CROSS SECTION

John H. Leapson, P.E.

TECHNICAL COMMITTEE REPORT

Robert Turgeon, P.E. Chairman

PAVEMENT DETERIORATION DUE TO STUDDED TIRES

By Dale Mellott, P.E., Field Research Engineer, Bureau of Materials, Testing and Research, PennDOT

The use of carbide studded tires in northern tier states has increased rapidly during the past winter seasons. Surveys conducted during 1973 indicated that an average of 30 percent of the passenger vehicles were using studded tires. This figure showed an increase of 7 percent over the figures obtained during 1972 and 11 percent over the survey conducted during 1971.

As a result of studded tire use, excessive wear has occurred on pavement surfaces. This has caused much concern among engineers who have instituted investigations to make quantitative studies of the damage caused by these tires. A study completed by the Bureau of Materials, Testing and Research in November, 1971, revealed approximately $1,041,700,000 (that is a billion, not a million) will be required over the next 25-year period to correct additional pavement wear damage caused by the continued use of studded tires.

Studies by Pennsylvania and other states have concluded that our pavements will be reduced to a state of deterioration such that the driving task will become extremely hazardous to the motorist due to the longitudinal troughs worn in the pavement and the obliteration of traffic lane markings.

Observations in Pennsylvania during the past 4½ years have shown an increased loss of surface mortar on cement concrete pavements. This loss of mortar has exposed the aggregates in the wheeltrack areas more rapidly than ever experienced previously. A substantial loss of the asphaltic coating and surface aggregates on new bituminous concrete pavements in the wheeltrack areas has also been noted. Rutting has appeared more rapidly on new pavements than ever before.

Engineers in a number of transportation departments, including PennDOT, also have raised questions about the overall effectiveness of studs. They believe studded tires are a danger during the majority of the winter months because, the engineers report, they are only effective under certain conditions.

Those conditions are on clean glare ice when the temperature is about 32 degrees. They point out that the "whack" of water startling drivers is thrown up from the ruts created by wear. The trolley car effect is caused by ruts. Hydroplaning occurs when water fills these ruts. In this condition, there is a film of water between the tire and the pavement surface. This is hydroplaning and during hydroplaning you have control neither of the direction in which the car is going nor in braking.

Studded tires were banned in Minnesota and Wisconsin in 1973. The use of studded tires was limited in Pennsylvania between November 1st and the last day of April. A graduated system of fines can be imposed for the remainder of the year, but these fines will never offset the damage caused.

The Bureau of Materials, Testing & Research issued Research Project No. 70-5 during March, 1974 with the following recommendations. "On the basis of the data gathered by this research study and the work performed by other agencies, the excessive wear on pavement surfaces caused by studded tires, the adverse safety hazards created for all motorists by this wear, and the mounting maintenance costs required by their use, all continue to be valid arguments for a total ban of their use in Pennsylvania."

The Federal Highway Administration issued the following statement of policy in July 1974:

"Available information indicates that there is no net safety benefit to be derived from the use of present sutdded tires. This fact, coupled with the excessive wear and physical damage to the roadway surfaces, provides a sound basis for precluding the continued permissive use of a convenience feature which is effective for relatively short periods of time. This warrants State and local consideration of efforts to ban or limit the use of studded tires." †

PENNDOT'S IMPROVED PILE DRIVING POLICY

By Gordon G. Bell, P.E.
Regional Construction Engineer, PennDot

Due to the expense of correcting isolated pile related foundation problems, PennDOT is striving to improve their pile driving policy.

Improved preliminary sub-surface information will be emphasized. The placement, depth, and quality of core borings will be improved, and certain projects will require soil tests and pile load tests.

Foundation design will benefit from the improved preliminary information. Policy will require that minimum pile tip elevations will be shown on the plans. In addition, pile capacities of 150% of design representing practical refusal and 200% of design representing absolute refusal will be shown on the plans. Pile capacities will still be determined using the Engineering News Record dynamic formula. For design, piles will be classified as point bearing (developed by point bearing on hard stratum), end bearing (developed by combination of point bearing and friction from penetration of lower end into dense stratum), and friction piles (developed by shearing strength of soil throughout the pile length). Friction piles will be evaluated primarily by load tests, and therefore the following discussion does not apply to friction piles. A significant addition to the plans will be the permissible maximum and minimum pile hammer energies. This requirement will size the hammer to the particular pile and sub-surface conditions.

Construction methods will be improved. Test piles will be driven to verify the pile tip elevation, design data, and hammer performance prior to approving the hammer. The important correlation is between the pile tip elevation attained and the founding stratum.

Pile hammer performance is being evaluated. The effect of cushion material, helmets, leads, etc. on hammer energy and performance is being monitored. Variation from manufacturer's specifications on stroke and speed of ram, line pressure, and fuel consumption is being evaluated. The age and condition of the hammer is also significant.

New dynamic testing devices are being considered to evaluate pile capacities and hammer performance. The Case-Western Institute has such a device that is being evaluated by PennDOT and the Federal Highway Administration.

PennDOT is confident that this improved pile driving policy will significantly reduce the number of isolated and expensive pile foundation problems. †

PRESTRESSED PAVEMENT PROJECT COMPLETED IN STATE

Pennsylvania has recently completed a full-scale demonstration project using prestressed pavement. Funding and technical assistance were made available from the Region 15 Demonstration Projects

Division of the Federal Highway Administration. The purpose of the project was to employ pavement prestressing techniques on a production basis and to determine the costs associated with its construction. A variety of construction problems encountered on the project also provided valuable experience as to what can be expected on future projects of this nature.

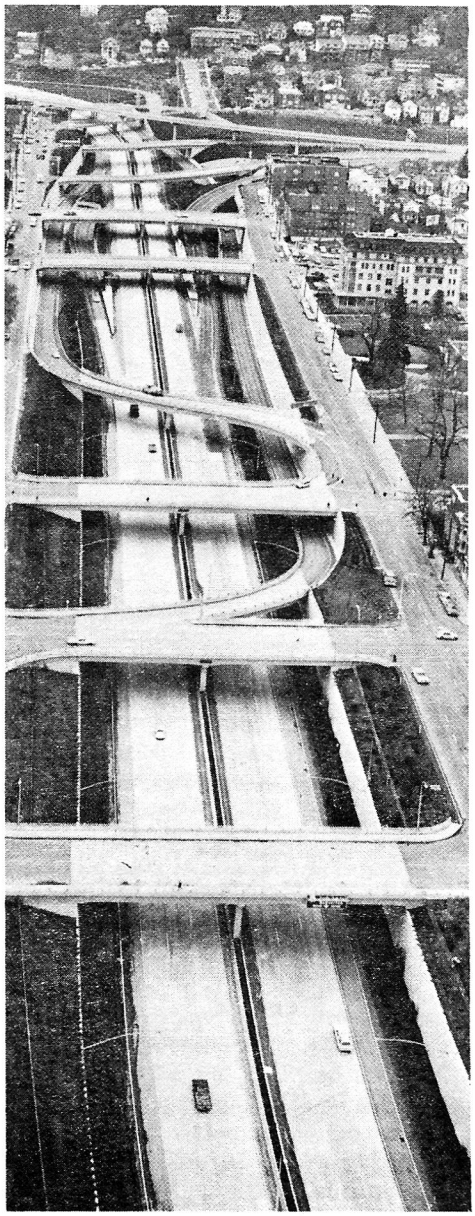
Twenty-three post-tensioned slabs were placed on the main line, each with a nominal length of 600 feet. The concrete was placed with a slip-form paver, which also guided the prestressing strands into the pavement by feeding them through metal tubes on the paving equipment. A unique method was used to construct the joints where the slabs meet. During paving, a 3-foot jacking space was provided between slabs. This space was later filled with concrete, which was also prestressed. The slab ends were keyed together with an interlocking beam system to prevent faulting at the joints.

Paving was completed in December 1973, and the project was opened to traffic in June 1974. A report that includes a detailed account of the construction and placement methods used and pertinent cost data is available from the Bureau of Materials, Testing and Research, Pennsylvania Department of Transportation, Post Office Box 2926, Harrisburg, Pennsylvania 17105. †

TEXAS A & M PROJECT: RECONDITIONING URBAN FREEWAYS

During the next 10 years, the pavement structures on many of the most heavily traveled freeways in urban areas will need extensive reconstruction to keep them serviceable. Some have already reached this condition.

The most commonly used repair methods of patching, removing and reconstructing, and placing thick overlays over the entire roadway are time-consuming, disrupt the flow of traffic, and add to traffic congestion because of the presence of construction vehicles and equipment. These methods also have other drawbacks. Patching rarely offers more than temporary relief, removal and replacement wastes large quantities of existing pavement material, and thick bituminous concrete and portland cement concrete overlays require coverage of the entire roadway although only a portion of the width may be structurally deficient. Thick overlays also cut down the vertical clearances between the pavement surfaces and overhead structures such as bridges and signs. Danger to workmen and motorists makes timely, durable rehabilitation virtually impossible without closing the freeway or restricting it to an unacceptable degree.



Recognizing that significantly improved pavement structure rehabilitation techniques must be found to overcome the problem, NCHRP has entered into a search contract with the Research Foundation of Texas A & M University. The $100,000 contract, which is designated NCHRP Project 14-4, FY '74, is scheduled to be completed in October 1975.

The research team is charged with developing a new technology by which all or part of the pavement structure on a heavily traveled urban freeway can be reconstituted or replaced or both so that the finished project has a design service life equal to or greater than that of the original pavement, including restoration of riding and nonskid characteristics.

According to the project statement, the reconstruction or replacement must be accomplished in such a manner that substantial portions or entire lanes of the freeway can be completed and reopened to traffic in a limited period of time (i.e., from 4 to 48 hours), necessary vertical clearances are maintained, and construction techniques do not encroach significantly on lanes other than those under repair. The process must be capable of producing a new or reconstituted pavement of considerable length (not spot patching) during either off-peak day or evening hours or on weekends so that the facility is fully operable at the start of maximum traffic flow.

Although the various approaches to solving the problem are to be evaluated in terms of economic feasibility, the researchers are not restricted to a "lowest first cost" concept in making recommendations.

After making a state-of-the-art study of previous and current approaches to the problem, the Texas A & M team will formulate one or more systems, including materials, methods, and equipment. The team will then develop, at least conceptually, field techniques, equipment for application of the system or systems, and detailed cost estimates. The team will work out tentative plans and specifications for a field demonstration of the proposed system or systems, including measurements and tests for evaluation. All the above information will be submitted to NCHRP and will be eventually published as a report.

Actual field evaluation will be carried out as a separate project after the evaluation of the first phase. †

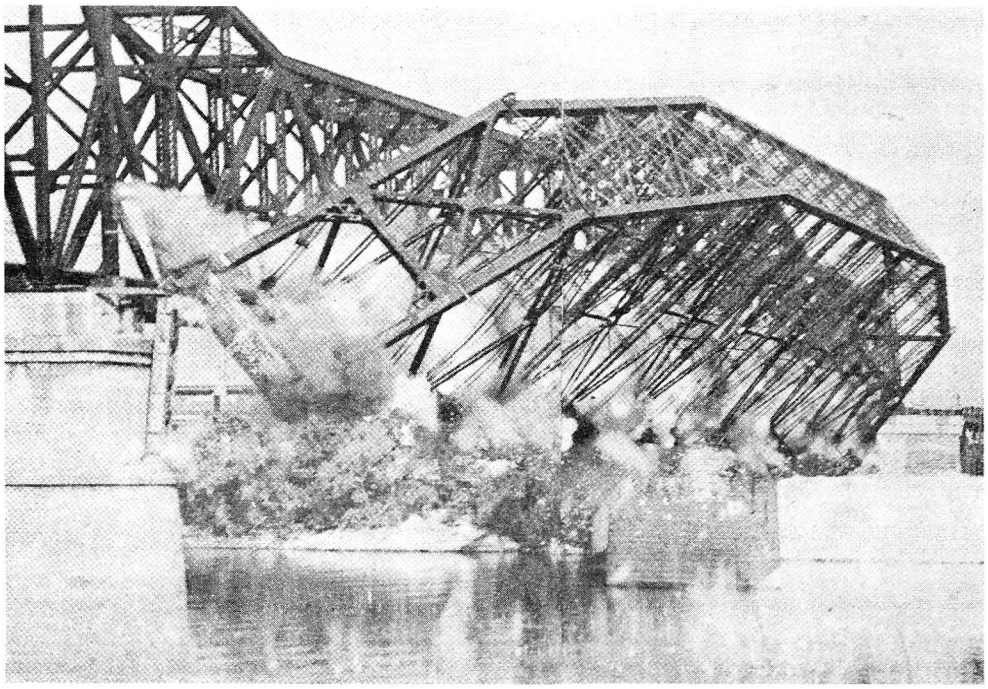
WINTER CAR CARE

It happens every winter. A cold snap hits. With prevention, planning, and good car maintenance, you can beat the weather.

Keep a shovel handy for those occasions when you might get stuck in slush or plowed snow near a curb. An ice scraper is also essential; defrosters don't work fast enough for the driver who has to get going. And mid-winter checks of radiator, hoses, and belts can keep you on the road.

Cars should be cleaned as often as possible during the winter months so road salt will not get a chance to eat into the car's metal. †

SPECIFICATION CHANGES RECOMMENDED IN FATIGUE PROVISIONS FOR STEEL BRIDGES



After an intensive study of the fatigue behavior of steel bridge members, researchers at Lehigh University recommended changes in specifications published by the American Association of State Highway and Transportation Officials, the American Welding Society, and the American Railway Engineering Association.

The research into fatigue strength of welded steel beams was carried out at Lehigh University and Drexel University under contract to NCHRP. Drexel University acted as a subcontractor to Lehigh University. Results of the sutdy have now been published by the Transportation Research Board as NCHRP Report 147, Fatigue Strength of Steel Beams With Welded Stiffeners and Attachments.

The importance of welding and welded details on the life expectancy of highway bridges was emphasized during the AASHO Road Test, where fatigue fractures were observed in cover-plated steel-beam bridges, and more recently in similar structures in the field. Of great significance in these bridges are factors such as the loading history of the structure, the types of materials used, the design details, and the quality of fabrication. Among the important design details are cover plates, stiffeners, attachments, and splices.

In the past, only approximate general design relations have been possible on the basis of the limited existing experimental data. In 1966 Lehigh University and its subcontractor, Drexel University, began research on the first phase of NCHRP Project 12-7 to develop design relations for rolled and welded beams, both with and without cover plates, and for welded beams with flange splices. More than 3 years later 374 beam specimens had been tested, and the results were published in NCHRP Report 102, Effects of Weldments on the Fatigue Strength of Steel Beams. Recommendations contained in that report were adopted in the 1971 AASHO Specifications for Highway Bridges.

The newly published NCHRP Report 147 is based on phase 2, the purpose of which was to extend the study to details not covered in phase 1 and thereby to make possible the development of comprehensive design and specifications provisions. Some 157 steel beams and girders were fabricated and tested in phase 2. Most of these tests were used to define the fatigue strength of transverse stiffeners and attachments under constant-amplitude fatigue loading.

Researchers found that stress range accounted for nearly all the variation in fatigue life for all stiffener and attachment details examined in this study. The authors recommended use of this finding in appropriate provisions of the AASHTO Standard Specifications for Highway Bridges. The recommendations were approved and are included in the AASHTO 1974 interim specifications.

The beam bending stress range at the weld toe determination was found to dominate the fatigue strength to full-depth stiffener details welded to the web alone. The bending stress range at the stiffener-to-flange weld defined the strength for stiffeners welded to the web and the flanges.

According to the report, welding transverse stiffeners to the tension flange should be permitted when desired. The fatigue strength provided by such details is much greater than that provided by attachments with lengths equal to or greater than their width.

New design categories have been added to the AASHTO specifications to provide for the effect of attachment length of allowable fatigue stresses. The same fatigue strength values are applicable to transverse stiffeners and very short attachments (less than 1½ inches). A category has been provided for attachments welded to the flange or the web with lengths between 1½ inches and 12 times the attachment thickness, but not more than 4 inches.

All welded details were observed to experience fatigue crack growth from an initial microflaw at the toe of fillet welds. The fatigue crack grew as a semielliptical part-through crack during most of the fatigue life. From 80 to 95 percent of the life was consumed in propagating the crack through the plate thickness, depending on the detail.

Attaching diagonal bracing to the transverse stiffeners had no effect on their fatigue strength.

A theoretical stress analysis based on the fracture mechanics of crack growth confirmed the suitability of the empirical regression models. The theoretical analysis also provided a means of rationally expalining the observed behavior and permitted the effect of other variables such as plate thickness and initial crack size to be examined in a rational way. †

★★★★

HELP SPONSOR THE NATIONAL CONVENTION

Support the Delaware Valley Section in sponsoring the National Convention — Participate by advertising in printed program to be distributed at the Convention.

FEE SCHEDULE: Outside Cover, $200; Inside Cover, $150; Full Page, $100; Half Page, $60; Quarter Page, $35.

Please submit payment with order. Make checks payable to "ASHE 1975 Convention Account."

Mail to — American Society of Highway Engineers, Delaware Valley Section, 350 Suburban Station Building, Philadelphia, Pa. 19103. †

PRESIDENT'S MESSAGE

Continued from Page 1.

the work as efficiently, quickly and economically as possible.

No other organization is better oriented to combat the aforementioned problems of our industry than ASHE. True, by our Charter we cannot lobby for passage of beneficial legislation, but we do have 1,600 plus voting members from every Congressional District and the pen is mightier than the sword; through the efforts of each Section Public Relations Committee, factual information pertaining to local problems can be distributed to the local news media and once the construction starts each member working on the project should dedicate himself to trying to promote goodwill towards, and little inconvenience, to the public.

I would like to extend to every member and their families best wishes for a Happy Holiday Season from both Mariann and I.

MERRY CHRISTMAS!
Bob.

★★★★

WILLIAMSPORT SECTION

Mike Ryan, P.E., Public Relations

The Williamsport Section kicked off this season's events with its tenth annual stag picnic, held on August 23 at the Winding Brook Country Club, Milton, Pennsylvania. An afternoon of golf started the festivities followed by steamed clams, beer and barbecued spare ribs. Approximately 60 members and guests attended this affair. Also present at this function was Robert Yeager, National President.

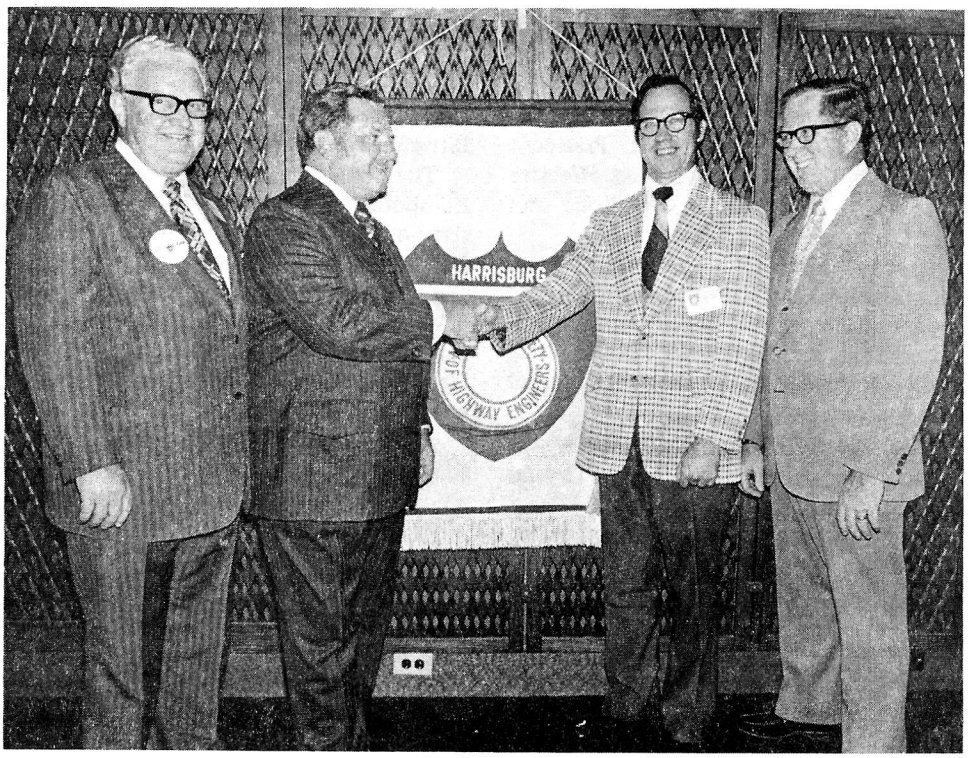
New officers for the coming year include: President, Dave Steele; First Vice President, Mike Ryan; Second Vice President, Henry Gearhart, II; Treasurer, Atwood Welker; Secretary, Jack Reigle. This year the number of people serving on the Board of Directors was expanded to twelve. New Directors include Tim Crotty, Jack Matthews, Robert Butters, Robert Freeman, Andy Onufrak and Glenn Williams.

The Section would like to welcome the return of Ed Baszczewski, PennDOT. Ed spent the last year studying at the Pennsylvania State University. He was one of 45 engineers in the Nation to receive $5,000 federal fellowship to advance his education in traffic engineering.

NEW MEMBERS

Terry W. Hock, Construction Contractor, Bloomsburg.
Clair C. Hock, Construction Contractor, Bloomsburg.
William R. Sechler, Milton, Contractor.
Kerry R. Grasser, P.E., Williamsport, PennDOT.
Ramsedel R. Panganiban, P.E., Montoursville, PennDOT.
John W. Elwell, Williamsport, PennDOT. †

HARRISBURG SECTION



At the Harrisburg Chapter monthly meeting Dan Hansen, President of ARBA, spoke on the "Federal Outlook on the Future." Pictured above left to right are: Guy Gunn, Ex-Vice President of APC; Dan Hansen, President of ARBA; Al Bedard; Dave Sims, PennDOT Deputy Secretary.

At the Harrisburg Section's October meeting, Mr. Dan Hanson, President of American Road Builders Association, Washington, D.C., spoke on the "Federal Outlet on the Future."

November's speaker was Mr. Albert Dean, Jr., P.E., partner with the Consulting firm of Rummel Klepper and Kahl. He has a B.S. in Engineering from John Hopkins University. The topic of his program was "Subways in Washington, D.C. and Baltimore." He also showed slides of the California BART System.

NEW MEMBERS

William H. Lindeman, Jr., P.E., Elizabethtown, Contractor.
Humphry D. Weston, EIT, Enola, PennDOT.
Fred W. Bowser, P.E., Harrisburg, PennDOT.
Richard E. Stees, Marysville, Consultant.
Donald A. Bubb, York, York County Planning Commission.
Leo D. Sandvig, P.E., Harrisburg, PennDOT.

NOTE TO ALL SECTION SECRETARIES

With the new postal changes effective November 17, 1974, it behooves every Section to maintain correct address records.

From that date the Postal Department will no longer send to National (or to any one) address change cards on members who have moved. These were formerly sent as "postage due" cards furnished by the Post Office. All mail with incorrect address will be sent to the Dead Letter Office and/or returned to sender with no new address listed.

Please cooperate by informing National Secretary Sherr promptly of all address changes. †

—By working faithfully eight hours a day, you may eventually become a boss and work twelve hours a day. †

EAST PENN SECTION

Senior Member Leon Patterson, Construction Inspector for PennDOT, passed away while enroute home from work on September 10.

Senior Member and Past President James Montgomery, Sr., retired effective October 1, 1974, from the Stone and Slag Division of Bethlehem Steel.

District 5's Accident Review Team, Charles Jones and Trooper Ronald Bolza, presented an "In-depth Accident Investigations" at the September 10th meeting which was held at the Paddock Restaurant in Allentown.

The Section's Annual Clambake was held on Saturday, September 28 at Crystal Spring Grove. Chairman William Gilroy provided the entertainment by importing "The Basin Street Three."

A joint meeting with the North East Penn Section was held at the Sportsman's Restaurant in Blakeslee, Pennsylvania, on October 8. Guest speaker was PennDOT's Deputy Secretary for Highway Administration, David C. Sims. His subject covered the history of the Department from its beginning to where it is now, and where it will go.

The November meeting was held at Trainer's Restaurant in Lehighton. Guest speaker was Senior Planner Armando Greco of the Joint Planning Commission for Lehigh and Northampton Counties. The subject of his speech covered a brief history of the Joint Planning Commission, and the development of the Lehigh Valley Transportation Study. He discussed the problems involved in the implementation of the 1990 highway plan, and presented his views on how transit, carpooling, and planned congestion may be necessities in the future of the Lehigh Valley.

NEW MEMBERS

John D. Glassford, Bethlehem, Materials Producer.

Louis J. Pagnotti, III, Old Forge, Construction Contractor.

Harry Bisco, P.E., Allentown, Municipal Administrator.

Romeo P. DeJesus, P.E., PennDOT.

Bela A. Peryamosi, Allentown, PennDOT. †

FRANKLIN SECTION

The Annual Golf Outing and Picnic was combined this summer and was held at Conneaut Lake on July 17, 1974. Forty-eight golfers attended, with Lester McKay taking the honors. Seventy-six members enjoyed the picnic dinner in the evening.

The September meeting was held at Mercer on September 18, 1974 with fifty-three members attending. Mr. Andrew Speck of the Interstate Amiesite Corporation presented an excellent film on Bituminous Concrete Paving.

The October meeting was held at Edinboro on October 16, 1974 with sixty-one members in attendance. Mr. Gus Guenther, President of the Penn Dixie Cement Company, presented very informative films on the manufacture and the use of Portland Cement Concrete. Mr. John Patte of Penn Dixie was the guest speaker.

At the October meeting, it was reported that Past President, Roswell Brown, was recovering quite well from recent surgery.

The Annual "Ladies Night" was held at the Cross Creek Resort at Titusville on November 23, 1974. Ninety-six members and their ladies enjoyed an evening of dining and dancing.

NEW MEMBERS

C. Curtis Richard, Buffalo, Materials Producer.

Joseph R. Arendash, Conneautville, Materials Producer.

Raymond P. Schreckengost, P.E., Erie, Consultant.

Norman P. Straub, P.E., Grove City, Consultant.

Gregory E. Hindle, Conneaut Lake, Materials Producer.

Arietto N. Fronzaglia, Girard, Materials Producer

Henry A. Mastren, New Castle, Contractor

Carmen D. Ambrosia, Edinburg, Contractor. †

DELAWARE VALLEY SECTION

More than 100 members and guests attended the Delaware Valley Section's first meeting of the new fiscal year on September 11, 1974, at the Holiday Inn of Valley Forge, King of Prussia, Pa.

Following a social hour and dinner, the group was treated to a most interesting talk and slide presentation by Robert C. Swanson, of Howard, Needles, Tammen & Bergendorf, on "Brazil's Rio Niteroi Crossing." Mr. Swanson and his family spent three and half years in Brazil during the construction project which ranks as one of the truly remarkable construction feats of our lifetime.

One of the largest turnouts in the Section's history, more than 150, attended the October meeting with Joe Synkonis giving his views on the future of District 6-0.

Another large turnout attended the November meeting addressed by Donald E. Hammer, Division Engineer, Federal Highway Administration, whose talk was a general discussion of Federal Highway Policies and Programs; Future Trends.

NEW MEMBERS

Pasquale A. Dougherty, P.E., Glenolden, PennDOT.

Orrin Riley, P.E., Philadelphia, Consultant.

Claudio D. Fortunato, P.E., Downingtown, Consultant. †

NORTHEAST PENN SECTION

Scoop Morden, Snoop Kolander

Our September meeting was held at Ernie's, Route 6, Scranton, Carbondale Highway. The guest speakers were Steve Harrison and Charles Whelan from Armco Steel Corporation. Their topic of discussion was the Multiplate Super-Span and its many uses. Their presentations were very informative.

Our October meeting was a joint one with the East Penn Section held at the Sportsmen's Inn, Blakeslee. The guest speaker was Mr. David C. Sims, P.E., Deputy Secretary of Highway Administration, PennDOT. His topic of discussion was the highway budget and how the monies are spent.

Marie: Nick did not have a flat tire the night of our October meeting, which he blamed for coming home late. He was at the local gin mill watching the Exotic Dancers. Signed: Anonymous N.P.B.

Our President, George J. Parrs, enjoyed a successful hunt in Alaska. George brought home one grizzly, one caribou and two mountain goats. Nice hunting, George! He had one disappointment, however. He had to leave the 19-year-old female cook behind. Better luck next time, George!

Jim Lewis and his lovely wife, Jean Ann, are the proud GRANDPARENTS of baby girl. Jim is boasting about being the YOUNGEST GRANDAD in the section. Jim is 39.

Life membership has been given to two of our senior members, namely, Thomas D. Yeager, P.E., of Moscow and Ralph C. LaMont of Conyngham. Congratulations, Tom and Ralph!

Northeast Penn Section would like to welcome two transfer members to the section. They are: Paul A. Edmunds, who transferred from the Clearfield Section, and Osbert J. Patton, who transferred from the Altoona Section. Welcome Paul and Osbert. We are quite sure you will enjoy Northeastern Pennsylvania's hos-

pitality.

NEW MEMBERS

Ronald R. Rawls, EIT, Edwardsville, Consultant.
John P. Flannery, EIT, Taylor, PennDOT.
Edward Derbin, Scranton, PennDOT.
Walter J. Poplawski, Wilkes-Barre, Consultant.
Kirti S. Joshi, P.E., Scranton, Consultant.
Stanley M. Sowa, Jr., R.S., Nanticoke, Consultant.
Larry A. Jachim, Wilkes-Barre, Consultant.
Roger W. Kuenzel, P.E., Edwardsville, Consultant. †

ALTOONA SECTION

Ted W. Forman

The September meeting was held at R-Place on October 16. Our speaker, Mr. John Radomski, from MESA, presented a film on Heavy Equipment Safety. His comments on the Federal Training of Equipment Operators, inspired a lively discussion on the pros and cons of this program.

The October meeting, held at the Old Canal Inn, was highlighted by a Geologic presentation of the availability, in the Central Pennsylvania area, of the proper grade of stone, now required in Highway construction. Mr. Barnicle's talk was loaded with facts, sparse on criticism, and sprinkled with some knee-slapping humor.

The Altoona Section is proud to announce, that it has secured the Bedford Springs Hotel, as the site for the 1976 National Convention. This stately colonial hotel will provide everything necessary to guarantee an enjoyable convention. For the ardent Duffers, it offers one of the longest 18 hole golf courses in the state. The area abounds in Historic sights, and the scenery is just beautiful. It is easily accessible from the Pennsylvania Turnpike, just fifteen minutes from the Bedford Exit.

NEW MEMBERS

Dennis G. Harnish, Hollidaysburg, PennDOT.
James F. Claycomb, New Paris, PennDOT. †

PITTSBURGH SECTION

H. J. Kurzynski, Public Relations

The Pittsburgh Section held a "Past Presidents Recognition Night" at the Holiday House Supper Club in Monroeville, Pa. on October 11, 1974. This affair was combined with the Annual Ladies Night to honor all past presidents of the Pittsburgh Section since its inception in 1965.

The dinner was complemented by the gracious presence of Mrs. George Davic and her son George Jr., who represented deceased husband and father, Past President, George Davic.

Highlighting the dinner affair was the presentation of handsome plaques, inscribed with name and year of service, to Mrs. Davic and six Past Presidents who attended the affair. The plaques were presented by Ebert Kinter, Pittsburgh Section President, with the gracious assistance of National President, Robert Yeager.

The 175 members, wives and guests who attended this fine occasion had an enjoyable evening, which was climaxed by an excellent performance by the popular night club personality, Frankie Avalon.

President Eb Kinter, having been pleased with the fine attendance and success of the affair, is now contemplating a proposal to perpetuate this event each year as a tribute to all Past Presidents.

He also wishes to extend a "Thank You" to Mel Stewart and his hard working committee for their efforts in making this event a big success.

NEW MEMBERS

Narendra V. Ved, P.E., Bethel Park, PennDOT. †

SOUTHWESTERN SECTION

Robert Kara, Public Relations

Southwestern Section of the American Society of Highway Engineers met October 29, 1974 at Roxannas Restaurant in Waynesburg, Pa.

A newly added feature was golf in the afternoon. The regular business meeting started at 7:30 p.m. Fifty-three (53) members and guests were in attendance.

Guest speaker for the evening was Mr. L. G. O'Brien, Director of Maintenance for PennDOT, who spoke on financing highway maintenance. †

SKID-TESTERS

Every year for the past ten years, a group of "skid-testers" has met during the dead of winter on an ice-covered test track for two weeks at Stevens Point in central Wisconsin. Their purpose: to put a "hex" on the kinds of deadly tricks winter uses to trap motorists on streets and highways.

To call this elite group "winter wizards" would be inappropriate, according to Raymond Prince, secretary of the Committee on Winter Driving Hazards of the National Safety Council, sponsors of the annual research and testing program.

"The membership of the committee is made up of some 40 engineers, researchers, safety officials and educators representing virtually every segment of the automotive and highway safety field," Prince explains. Their mission is to subject vehicles, equipment and winter driving techniques to scientific scrutiny. Their findings and recommendations are vital to the survival of every driver, whether he drives a passenger car or truck."

As an example of a modern day problem the skid-testers have been asked to evaluate, Prince cited neutral vs. in-gear braking techniques in maintaining control of automatic transmission vehicels on icy surfaces.

Chances are, something like this has happened to you: You're starting out in the morning. Your driveway and the street is ice or snow slick. Your engine is cold and is idling fast. As you try to slow down at the end of your drive and turn into the street, you're suddenly out of control. You're unable to steer. You probably slid straight out of your drive and into the curb across the street. What happened? With your car's engine at fast idle, the braking force required to slow down your rapidly turning rear wheels was sufficient to lock your front wheels. You were a victim of one of winter's deadly tricks — locked, sliding wheels have no steering control. You can try to steer but your vehicle will plow straight ahead.

The answer, according to recent research by the winter driving test drivers is to shift into neutral while doing the necessary braking before attempting to steer into your turn. But Prince warned that operating a vehicle in neutral is illegal in some states.

"In any case, though," according to Prince, "the key is 'easy-does-it' — no panic braking, no sudden steering movement on slick ice or snow."

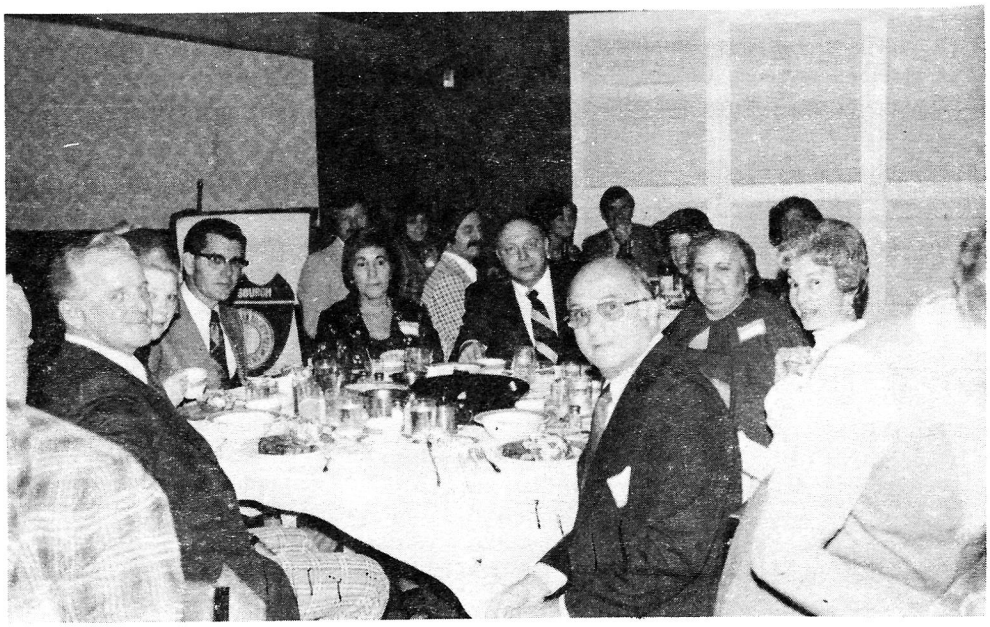
"There's no black magic involved," Prince insists. "Winter driving is simply a matter of good sense and of applying skid-tested recommendations developed by the NSC committee." These include:

"Pump" your brakes to slow or stop. Don't jam them on. An intermittent pumping action keeps wheels rolling and helps maintain steering control.

Have good tires with good treads. Better yet, use snow tires which provide half again as much pulling power in snow as regular tires.

Always carry reinforced tire chains in the trunk of your car

PITTSBURGH SECTION



Past Presidents Dinner
Holiday House – October 11, 1974

Past Presidents Dinner
Holiday House – October 11, 1974

Pittsburgh Section Past Presidents

Seated left to right, Mrs. George Davic (wife of George Davic, deceased) 1965-1967; George Davic, Jr.; Norman Cochrane 1967-1968; Robert Yeager, National President. Standing left to right, John F. DeRoss 1968-1969; William E. Urick 1969-1970; Kenneth E. McCurdy 1970-1971; Howard C. Schubel, Jr. 1972-1973; Rudolph Melani 1973-1974; Ebert Kinter 1974-1975, Present President; missing from photo, George R. Wright 1971-1972.

PITTSBURGH SECTION

Ebert Kinter, President of Pittsburgh Section, presents "Past President Plaque" to Mrs. George Davic in behalf of her deceased husband while son, George, Jr., left, and Robert Yeager, right, National President look on.

George Davic actively participated in the organization and formation of the Pittsburgh Section and served as its first president from 1965 to 1967.

A belated expression of gratitude is extended to Mrs. Davic in behalf of her husband for his contribution to our Society. All past presidents are equally commended for their untiring efforts.

Samuel Kennedy, Chief Engineer of Michael Baker, Jr. Inc. being presented a Certificate of Appreciation for his invaluable services and contribution of technical materials for the National Convention in Seven Springs. Presenting the Certificate is Rudolph Melani (right) Pittsburgh Section Past President, with John DeRoss (left) Pittsburgh Section Past President and Second Vice President National, and Michael Baker, Jr. of Michael Baker, Jr. Inc.

Rudolph Melani, Pittsburgh Section Past President, presenting a plaque to Michael Baker, Jr. in recognition of the Air Quality Mobile Laboratory, an Environmental Seminar conducted by Michael Baker, Jr., Inc. at the National Convention in Seven Springs. Looking on are (left) J. F. DeRoss, Pittsburgh Section Past President and Second Vice President National, and (right) Samuel Kennedy, Chief Engineer of Michael Baker, Jr., Inc.

1974 - 1975 NATIONAL OFFICERS

President, Robert E. Yeager, R.S., Hollidaysburg, Pa.
1st V.P., A. L. Welker, Jr., P.E., Williamsport, Pa.
2nd V.P., John F. DeRoss, Pittsburgh, Pa.
Secretary, Robert M. Sherr, P.E., Jim Thorpe, Pa.
Treasurer, George K. Hart, Montoursville, Pa.
I.Past Pres., James M. Weaver, Gibsonia, Pa.

Directors, 3 Years
Gene G. Smith, P.E. Sharon, Pa.
Harold C. Poulson, P.E., New Cumberland, Pa.
Joseph C. Martinelli, Pittsburgh, Pa.
Albert Stallknecht, P.E., Camp Hill, Pa.

Directors, 2 Years
William Boykas, P.E., Coopersburg, Pa.
Charles J. Allison, P.E., Altoona, Pa.
John V. Rignani, P.E., Camp Hill, Pa.
Joseph C. Ostroski, P.E., Clarks Green, Pa.

Directors, 1 Year
Lawrence P. Opalisky, P.E., Curwensville, Pa.
George J. Parrs, P.E., Dallas, Pa.
Rudolph Melani, Cheswick, Pa.
Robert L. Rowland, Willow Grove, Pa.

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SECRETARY'S REPORT ON MEMBERSHIP

Secretary's Report on Membership as of November 14, 1974 reflects 1,704 members.

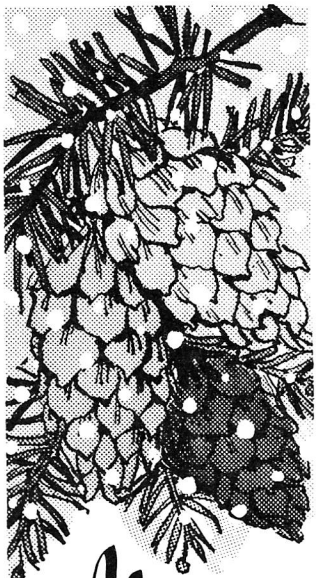
Section	*Members*
Altoona	131
Clearfield	80
Delaware Valley	255
East Penn	148
Franklin	199
Harrisburg	294
Northeast Penn	109
Pittsburgh	252
Southwestern Penn	115
Williamsport	121
Total	1,704 †

★★★

CHRISTMAS RUSH

During the last days of the Christmas rush at a large department store a frenzied clerk, overwhelmed by pushing women shoppers, was making out what she hoped would be the last sales check of the day. As the customer gave her name and address, the clerk, pushing her hair up from her damp forehead, remarked, "It's a madhouse, isn't it?"

"No," the customer replied pleasantly. "It's a private home." †



Merry Christmas

Merry Christmas one and all. Hope it's abundant in joy and peace. Thanks to all.

Secretary's Corner

The Holiday Season is with us again.

While economic conditions are affecting all of us, we should take time out and try to count our blessings. Things are never so bad that they could not be worse. Our Country is not alone in this situation — this is world-wide and the only solution seems to be in working with one another to accomplish what needs to be done.

In line with the above — may I again ask the Section Public Relations Representative to cooperate in supplying me with items of interest from his Section. We have received very little and, as previously noted, unless you send it to us we cannot pass it along to our members.

Don't forget to make plans to attend the 1975 Convention at the Benjamin Franklin Hotel in Philadelphia. They will have many activities planned for both the members and their ladies — see you there.

HAPPY HOLIDAYS and only good health and much happiness in the coming year.

–Bob Sherr †

During the first three centuries, Christmas was observed on various dates — January 6, February 2, March 25, April 19, May 20, November 17. In A.D. 350, Julius I, Bishop of Rome, set December 25 as the most probable date. †

Editor: ROBERT M. SHERR, Box 14B1, Star Route, JIM THORPE, PA. 18229. Notify us when you change your address!