

# ***The A.S.H.E. SCANNER***

VOLUME XI, NO. IV

THE AMERICAN SOCIETY OF HIGHWAY ENGINEERS

MAY 1975

## **Mike McCormack To Address Annual Convention In Philadelphia**

Mike McCormack, six-time Pro-Bowl performer and Head Coach of the Philadelphia Eagles Football Club, will be the featured speaker on Friday evening, May 16, 1975, during the National ASHE Convention hosted by the Delaware Valley Section.

McCormack, who hails from Chicago, Illinois, captained the West Squad during the 1951 East-West All-Star Game. He was a first round draft choice of the then New York Yanks and later played on the All Service Team before resuming his career with the Cleveland Browns.



Mike McCormack

Prior to coming to Philadelphia, McCormack was an assistant coach with the Washington Redskins.

### **Thirteenth Annual Convention**

Interesting technical sessions, popular featured speakers, special programs for the ladies and full complement of social activities make up the host Delaware Valley Section's fare for this year's National ASHE Convention, to be held May 15-18, 1975 at the Benjamin Franklin Hotel in Philadelphia.

Much of the business activity is planned for Friday, including an interesting techni-

Continued on Page 8.



### **President's Message**

Robert E. Yeager  
Hollidaysburg, Pa.

The time is fast approaching for the 1975 Convention and the end of my term as National President. I would like to publicly thank each of my Officers and Directors for their enthusiasm and dedication for the past year. To the "Helmsman" of the Society 'thank you' seems inadequate but to you, Mr. Secretary, and your lovely wife, thank you for all your help and guidance through the past year.

To Atwood Welker, our incoming President; John DeRoss, First Vice President; and Harold Poulson, Second Vice President and all their Directors of the Society for the upcoming year, I wish to offer my best wishes and support. These Officers have a task before them in this year of economic uncertainty but I am confident the Society will continue to expand and climb toward its intended goals.

My Wife and I are looking forward to seeing you all in Philadelphia.

Robert E. Yeager †

### **SECTIONS BRING BANNERS TO NATIONAL CONVENTIONS**

All Sections of the Society are urged to bring their ASHE banners to the 13th Annual Convention.

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

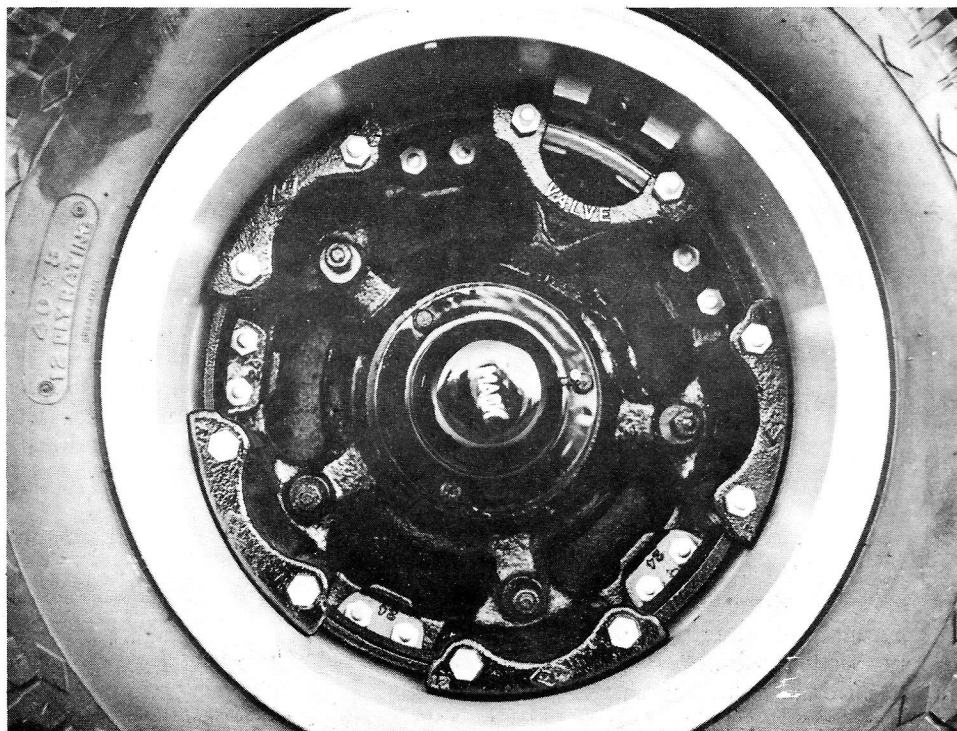
†

### **WHAT AM I?**

Do you recognize this piece of construction equipment?

See Page 4 for its identification.

†



## TECHNICAL CROSS SECTION

*John H. Leapson, P.E.*

### PENNDOT CONDUCTS STATISTICAL QUALITY CONTROL PROGRAM

*Jack Remaly, P.I.O. PennDOT*

The Pennsylvania Department of Transportation is currently conducting a Federal Highway Administration funded instructional program in statistical quality control for representatives of transportation and highway departments of the 50 states.

The program, developed last year in cooperation with the Pennsylvania State University, was originally used to instruct employees of PennDOT and its contractors. The course lasts four days and is given on the Penn State campus in State College, Pa.

The national program will run from January to April and involve about 80 students.

Statistical quality control has been used successfully in other industries, but is relatively new to the construction industry, and in particular, highway construction.

One outgrowth of the project will be the publication of a 650 page textbook, the first on the subject, entitled "Statistical Quality Control of Highway Construction." PennDOT will publish the initial edition, but subsequent editions are expected to be handled by a private publisher. †

### EAST PENN SECTION

Charles J. Sincavage, P.E.  
Chairman, Public Relations

The February 11, 1975 meeting was held at the River Edge Inn in Reading, Pa. Mr. William C. Underwood, P.E., Director of the Bureau of Mass Transit Systems for PennDOT gave an enlightening talk on the Interrelations of Mass Transit with the Highway Network.

Mr. H. W. Talbot, President of Wellsbach Concrete Systems Corporation, Farmingdale, New Jersey, was the guest speaker at the March 11th monthly meeting held at Trainers Restaurant in Lehigh, Pa. Mr. Talbot presented a film and comments on pre-cast concrete median barrier which was fabricated by his firm and installed on Interstate 80 in the Stroudsburg area, Monroe County.

The East Penn Section joined with the Delaware Valley Section for a combined meeting on April 2, 1975. The guest speaker was Secretary of Transportation Jacob G. Kassab. His remarks were centered around "PennDOT — A Multi-Faceted

Organization."

Special Events Chairman, William F. Gilroy III, announced at the March Board of Directors Meeting that the Annual Ladies Night will be Friday, May 9, 1975, at the Mahoning Valley Country Club. Further details and information will be forwarded to the membership by mail. To offset the expenditures for this affair, Chairman Gilroy is requesting that each member do his part in promoting the sale of chances on the 1975 Volkswagen. COME ON, GANG, GET BEHIND BILL AND HIS COMMITTEE.

Nominees for section officers for the 1975-76 term are: President, Mr. Carl C. Miller; First Vice President, Mr. Leroy R. Fahringer; Second Vice President, Mr. William F. Gilroy, III; Secretary, Mr. Larry L. Geiger; Treasurer, Mr. William L. Diehl; Directors for three years, Mr. James P. McNelis, Mr. Charles J. Sincavage, P.E., and Mr. Robert L. Brown, P.E.

Dan Evans, a senior member, Construction Inspector III with PennDOT, retired from the Department. Friends and former employees honored Dan and his wife, Grace, with a retirement dinner on April 5 at Dalvets Restaurant in Middleport.

### NEW MEMBERS

Stephen W. Belan, Bethlehem, Materials Producer.  
Charles H. Quandel, Pottsville, Materials Producer.  
John P. Walsh, Bethlehem, Materials Producer.  
Ernest G. Fink, Jr., Cressona, Materials Producer.  
John Patrick, Bethlehem, Student. †

### SOUTHWESTERN PENNSYLVANIA

Robert P. Kara

The January meeting of the Southwestern Section of ASHE was held January 29, 1975, at Hugo's Restaurant, Route 40 West, Centerville, Pa. Forty-one members and ten guests were present.

Mr. Dave Baker, President of ASHE and General Superintendent of Solomon and Teslovich greeted the members and guests. He then conducted the regular business session.

Mr. Nick Encapera, PennDOT Maintenance Superintendent was welcomed into the Section as a new member.

A report of the Board of Directors meeting held January 27, 1975, was given by Mr. James Griffin, Treasurer.

Sergeant Paul Miller, an active member of our Section, as well as the National Guard, introduced the guest speaker, Major James Soxman, Training Officer, 110th

Infantry Battalion, Pennsylvania National Guard who gave a very interesting presentation on the role of the National Guard in times of civil disturbances and disasters.

### NEW MEMBERS

John B. Stewart, Waynesburg, PennDOT.  
Arnold B. Rye, Uniontown, PennDOT.  
Robert M. Wagner, EIT, Hellertown, Contractor. †

### NORTHEAST PENN SECTION

Scoop Morden and Snoop Kolander  
Public Relations

Our January meeting was held at Ernie's, Route 6, Scranton-Carbondale Highway. The guest speakers were Edward Legenski, Sales Engineer, and Hugh Haury, Sales Representative. Mr. Legenski and Mr. Haury represented the Clow Corporation. Their topic of discussion was "Pipe Installation." Mr. Legenski and Mr. Haury's presentation included many color slides of construction sites showing the "do's and don'ts" of pipe laying; especially interesting were the slides showing pipe, inlet and manhole construction in Germany.

Replacing our February meeting was our annual Valentine Dinner Dance. This year's affair was held at the Scranton Elks Club and was attended by approximately 110 members and their favorite Valentines.

Our March meeting was held at the Scranton Elks Club. The guest speaker was Mr. Ronald L. Fake, Environmental Policy Analyst, PennDOT. Ron's topic of discussion was the Pennsylvania Department of Transportation Action Plan.

At the last meeting some of us noticed that Bob Sweigle wasn't wearing a "HAT". What happened to your hat, Bob? He! He!

### NEW MEMBERS

Robert W. Reim, Scranton, Consultant. †

### FRANKLIN SECTION

### NEW MEMBERS

William C. Moffit, R.S., Franklin, PennDOT  
David R. Gildea, P.E., Erie, Contractor.  
Larry G. Kebert, Meadville, Contractor.  
James G. Monarch, Franklin, PennDOT.  
Alva J. Osborne, P.E., Oil City, PennDOT.  
Ronald H. Graves, Franklin, PennDOT.  
Robert L. Fulmer, Greenville, PennDOT. †

### HARRISBURG SECTION

### NEW MEMBERS

Neill G. Erikson, P.E., Dillsburg, Consultant. †

### WILLIAMSPORT SECTION

### NEW MEMBERS

Myron H. Ellison, Montoursville, PennDOT.

## CAPE HORN CURVE

*Patricia Remy, Environmental Manager  
PennDOT District 8-0, Harrisburg*

Native trout swimming in a clear, cold meandering stream; densely wooded stands of oak, poplar, and hemlock; the sun rising in a dust-free atmosphere over a mountain setting. . . .

The problem: How to preserve this placid natural scene and improve the safety of a highway traversing it — a highway which annually takes an average of two lives. Between 1970 and 1974 this was the dilemma faced by PennDOT, District 8-0 engineers charged with developing plans and procedures for reducing accidents on a hazardous segment of U.S. 30 in Franklin County.

August 23, 1974, was the official opening date for the 1.2 mile stretch of U.S. 30 between Fort Loudon and McConnellsburg over the Kittatinny Mountain. This section of Route 30, known locally as the Cape Horn Curve, received notoriety for its sharp ninety degree turns on a grade of nine percent. Drivers have been hospitalized with serious injuries while less fortunate drivers have plunged over the embankment to their deaths. Each year the Cape Horn Curve claimed an average of two lives due to brake failures of vehicles unable to negotiate the series of hazardous descending curves.

Recognizing the hazardous condition of the Cape Horn Curve, the Pennsylvania Department of Transportation (PennDOT) in 1969 included the project in its Safety Improvement Program. The purpose of the project was to reconstruct the existing, hazardous horizontal alignment in order to eliminate the type of accidents which had been occurring at this location. Plans for the highway designated three lanes — two traffic lanes with a truck climbing lane — and a truck escape route to be used in emergencies.

With an increased ecological awareness, the Pennsylvania Department of Transportation now considers the environmental, social, and economic impact that a highway will have upon an area. Specific measures applied during the construction of this highway project were used to minimize harm to the environment. In addition to the latest design criteria and construction procedures to protect the motoring public, methods were devised to conserve timber, land, and water resources.

In order to construct the deep cut and high fill slopes required for the improvement, sixty-five acres of privately-owned woodland were needed for right-of-way. Of

this area approximately fifty acres were cleared of vegetation. The trees on the woodlots were harvested and sold for timber rather than burned. This practice not only minimized air pollution from burning trees but conserved a natural resource.

An Erosion and Sedimentation Control Plan showing control measures is now prepared for all major highway projects. The Cape Horn Curve was one of District 8-0's first projects where these measures were implemented. The Department's specifications indicate how, when, and where measures are taken to minimize erosion and sedimentation.

The control measures were implemented during various construction stages of the project to minimize erosion and sedimentation. At the toe of the large fill area, rock dams were constructed at the end of rock-lined ditches to catch runoff and filter this water before passing it into Township Run, a small stream located at the base of the mountain. The outlet of drainage pipes empty into rock-lined, bowl-shaped stilling basins. The purpose of the rock is to slow the velocity of water leaving the pipe. The rock acts as a settling pond to reduce

sediment and debris from excessively silting the stream.

Every effort was made in the design of this project to eliminate any channel disturbance to Township Run, a native trout stream. Fish are sensitive to sudden changes of their environment. PennDOT sampled the stream before, during, and after construction to detect excessive turbidity in Township Run resulting from construction procedures. Acceptable tolerances of turbidity were not exceeded indicating the successful performance of the erosion and sedimentation measures.

The design of the Cape Horn Curve required a steep slope, 240' in vertical height. The Department recognized that there would be problems in stabilizing the slopes. Excavation areas were immediately seeded and the treatment repeated to stabilize the soil. PennDOT installed inclinometers in the slope. An inclinometer is an instrument which is sensitive to lateral shifts. Inclinometer readings were taken once every week during construction and then once every two weeks. This practice will be continued until July, 1975, as an indicator of impending landslide.





## PITTSBURGH SECTION

H. J. Kuczynski, Public Relations

The Pittsburgh Section meeting for the month of December was held at the Parkway Terrace Restaurant in Green Tree, on December 11, 1974.

Highlighting this well attended meeting was a panel presentation on "Contract Management Operations" in a PennDOT District. This program was conducted by members of the District 11-0 Contract Management Unit.

Mr. Thomas Jarrup, P.E., Contract Management Engineer, was the panel moderator for the presentations made by four members of his staff.

This very important aspect of highway facility implementation is a "behind the scene" type of operation. It is one which is rarely discussed or publicized but is an



important final phase of the District's involvement in putting together a proposal for public bids on construction contracts.

The program panelists covered the Contract Management's wide range of duties involving preparation of final plans and bid proposals for lettings and computer support services for proposal development.

William M. Buck, P.E. kicked off the program with a presentation dealing with preparation of the P, S and E (Plans, Specifications and Estimate) package. Bill Buck explained that a final plan check is coordinated with the various supporting units within the District. This involves checks by the Soils Unit to see that the plans agree with the soils' profile and report; reviews by Survey for roadway geometry so that Right-of-Way Plans and Construction Plans do not conflict; feasi-

Continued on Next Page.



### Top Photo

Robert Ward, left, new member, receiving Membership Certificate from Pittsburgh Section President E. B. Kinter.

### Middle Photo

Left to right, Mike Husarik, William Buck, Tom Jarrup, Program Moderator, and Bert Jaroska, Program Chairman of the Pittsburgh Section.

### Bottom Photo

N. Ved, standing left, receiving Membership Certificate from President E. B. Kinter, Pittsburgh Section. Looking on, seated left to right, R. Melani, Past President, Vicki DeFrank and Anthony J. Gaeta, P.E., District Engineer, District 11-0.





## CAPE HORN CURVE

Continued from Page 3.

During the spring of this year rocks varying in size from six inches to two feet began falling in the drop zone and onto traffic lanes. Realizing the potential danger of falling rocks to the travelling public, PennDOT designed a rock fall fence.

Thus, the dilemma was resolved. By careful consideration during design and innovative operations during construction, a balance was achieved between mankind's need to disturb and nature's need to preserve. Disturbance was minimized and preservation of the environment was maximized.

Two years since the first day of construction, September 25, 1972, a safer Cape Horn Curve which transects a beautiful section of the Pennsylvania Appalachian Mountains is now re-opened to the motoring public. †

## PITTSBURGH SECTION

Continued from Page 4.

bility of design is checked by the Design Unit; the Construction Unit goes over the plans to eliminate possible construction flaws or problems that could result in extra work after the contract is let.

Bill then went on to explain how a District Cost Estimate is prepared, based on Bulletin Number 50 modified for quantity, time and specification changes. This is then combined with Special Provisions, regulations and other essential data into a bid proposal package for final processing by Harrisburg and eventual contract letting.

"Bill, this reporter would like to know how you managed to give such a fine presentation without your 'half glasses'".

Another essential function of the Contract Management Unit is the work that is performed in the Computer Room. Miss Vicki DeFrank, Clerk Typist II, gave a vivid explanation of the automatic typewriting machines which are used to type all of the District's bid proposals. Integrated into the Computer Room is a remote terminal hook-up which enables the District to use an automatic computer setup with Harrisburg for various mathematical and design criteria computations. Miss DeFrank, who is the President of Local 2576 of American Federation of State, County and Municipal Employees' Union, enjoys the distinction of being perhaps the first female person to give a talk to ASHE Pittsburgh Section.

Mike Husarik, Construction Cost Specialist III, another member of the Contract Management Team, gave a presentation on the use of Photogrammetry and Computer-

ized Programs recently undertaken in the District. This new technology has proven to be a very accurate and efficient means of obtaining final ground cross sections and computations of earth-work quantities on completed highway projects.

Each step of using these two procedures was discussed by Mike with the assistance of a variety of color slides, aerial photographs and other visual aids.

The advantages, disadvantages, usage feasibility of the new techniques and inter-related matters were thoroughly explored by the Unit before applying this new process on several of the interstate projects in the District.

Fred Walters, that erstwhile bearded gentleman, concluded the panel program with an "earthy" (for earthwork) talk on the trials and tribulations of the Finals Unit.

Fred is the man who is in charge of the finals section of the Contract Management Unit. He is responsible for accumulating, calculating, checking, re-checking, plotting, re-calculating, "even sometimes haggling" and then finally tabulating all final payable quantities on completed construction contracts. This is the procedure usually employed to finalize all payable items in order that a contract can be closed out and the contractor receive all monies outstanding.

Although Fred's talk was brief in nature, it did elicit some very spontaneous reaction in the form of a few very direct type questions from several of our contractor members. Fred, in his usual good form, however, managed to expertly field and answer all questions to the satisfaction of all concerned.

President E. Kinter, in behalf of all the members, compliments Tom Jarrup and his staff for the fine and very informative presentation on the various functions of the PennDOT Contract Management Unit.

The Pittsburgh Section extends a hearty welcome to recently inducted members.

### NEW MEMBERS

David J. Williams, P.E., Pittsburgh, Consultant.

John W. Landy, Pittsburgh, Consultant.

Orville H. Richmond, Washington, Contractor.

Raymond G. Garvin, P.E., Pittsburgh, Consultant.

Samson O. Alu, P.E., Pittsburgh, PennDOT.

Gary D. Miller, P.E., Coraopolis, Consultant.

Karl R. Nejak, EIT, Bridgeville, PennDOT.

Thomas F. Peterman, Emsworth, Consultant †

Happiness is not complicated  
—it's not doing just as we like,  
but in liking what we do.

## DELAWARE VALLEY SECTION

Russell G. King

On April 2nd, the Delaware Valley Section held its last meeting of the season at the King of Prussia Holiday Inn. A large group of approximately 140 members and friends attended, including representatives from the East Penn Section, who were invited for this joint section meeting. The agenda was crowded, the speech enlightening and discussion lively as the members joined with the main speaker, PennDOT Secretary of Transportation, Mr. Jacob G. Kassab, to obtain a more informed insight into the transportation program, its objectives, problems and resources now existing and being formulated by the State Administration. Mr. Kassab presented a rather woeful outlook concerning the present economic status of the Department, but expressed an optimistic attitude that legislators will eventually recognize the necessity for an improved overall transportation system, both rail and highway. He asked all concerned to play an active role in bringing this message to the attention of the State representatives.

Mr. Kassab sees a definite trend towards the securing of more Federal funds by the States, but is apprehensive concerning initiation of new major highway projects without complete backing from local governmental officials. He visualizes the need for all major highways to bypass outlying towns, but recognizes the severe at-hand financial difficulties which dictate the need for funneling most of the funds into a huge resurfacing and maintenance program. Mr. Kassab was presented to the group by Mr. Carl Miller, the incoming President of the East Penn Section.

Due to the forthcoming May Convention, the annual election of officers was held at this meeting, one month earlier than usual. Robert Rowland, Chairman of the Nominating Committee, presented the slate of nominations and the members responded by voting for them unanimously. At the conclusion of elections, outgoing President Russ Lyons gave a sigh of relief and turned the gavel and other necessary items over to the newly elected President, Matt Mazza. The other elected officers were: Joseph P. Puchalski, First Vice President; Harry D. Talley, Jr., Second Vice President; R. Paul McConnell, Treasurer; A. A. Antonucci, Secretary; Directors for Three Year Term, Stephen B. Lester, Harold J. Kepler, Jr., Russell C. Lyons (Automatic as Outgoing President), and Frank J. Depman, Jr.

Continued on Next Page.

## VINTAGE CONSTRUCTION METHODS

You were right, the picture on the front page was a close-up of the rear wheel of a 1929 Mack truck. This truck owned by the well known contracting firm of Glasgow, Inc., provided an interesting exhibit at the February meeting of the Delaware Valley Section. The program was conducted by a panel of experts with a slide presentation of construction projects in the 1920s and '30s. The Panel consisted of: Harry F. Acchione, President, Acchione & Canuso Inc.; James Glasgow, President, Glasgow, Inc.; Walter L. Rinehart, Highway Superintendent, James D. Morrissey, Inc.; J. Paul Skelly, President, James J. Skelly, Inc.; Richard G. Windisch, Assistant District Engineer (Construction), PennDOT.

### Top Photo

Bill Boykas, left, from the East Penn Section, and Dick Windisch, right, participated in the Delaware Valley Section's program on Vintage Construction Methods.

### Center Photo

The 1929 Mack truck owned by Glasgow, Inc. which was exhibited at the Delaware Valley Section February meeting.

### Bottom Photo

More than 150 attended the Delaware Valley program on Vintage Construction Methods.



The evening proved to be an outstanding event for the more than 150 in attendance.

†

## DELAWARE VALLEY SECTION

Continued from Page 5.

### NEW MEMBERS

Julius R. Haas, P.E., Pottstown, Consulting Engineer.

Mario A. Quattrochi, P.E., Malvern, PennDOT.

Thomas G. Byrne, P.E., Wayne, PennDOT.  
Robert J. Farne, Philadelphia, PennDOT.  
Costande Yacoub, P.E., Norristown, Consultant.

Walter L. Scott, Broomall, Contractor.  
Larry C. Meitzler, P.E., Wescosville, Contractor.

Einaldo N. D'Antonio, Devon, PennDOT. †



## ALTOONA SECTION

### NEW MEMBERS

Charles McFadden, Ebensburg, Equipment Sales.

Frederick J. McFadden, III, Ebensburg, Equipment Sales.

John G. Healy, Hollidaysburg, Contractor.

Marion E. Ernest, Ebensburg, Contractor.

John A. Irons, Hollidaysburg, Contractor.

†

## CLEARFIELD SECTION

### NEW MEMBERS

Ronald J. Ondo, Philipsburg, PennDOT.

Thomas D. Holencik, Houtzdale, PennDOT.

John G. Hoover, DuBois, Consultant.

Robert E. McClure, Curwensville, PennDOT.

†



## COVERED BRIDGE RESTORED

*Jack Remaly, P.I.O. PennDOT*

On the gloomy evening of June 22, 1972, the old covered wood bridge on Hunsecker Road creaked and groaned and lifted from its abutments to be carried to destruction by the swollen Conestoga Creek.

Almost no one noticed, except for the handful of people who lived near the bridge in a green agricultural valley north of Lancaster. For the Hunsecker bridge was just one of the 312 bridges in Pennsylvania that fell victim to the flood of Hurricane Agnes.

Five covered bridges were destroyed in that flood. All were replaced with modern bridges except the Hunsecker span.

That would have been the fate of this bridge, too, except that area residents decided that the peaceful Amish countryside would not be the same with a concrete bridge.

So they asked State Transportation Secretary Jacob Kassab if PennDOT could build a replica of the original bridge. After consulting with the Federal Highway Administration, he decided a new covered bridge could be built, and since the people wanted it, it would be built.

There was no hope of restoring the original bridge. When it floated downstream, it smashed into the next bridge, the concrete Route 23 bridge. All that was left was 130 tons of broken boards and splinters.

So PennDOT called in Senior Member



of Harrisburg Section Albert Stallknecht, a consulting engineer with Rummel, Klepper and Bohl, Mechanicsburg, a firm experienced with timber structures. Stallknecht had experience in restoring covered bridges, but this was the first time he was ever asked to design one.

He began by examining photographs of the old bridge and PennDOT's bridge

inspection reports, which listed accurate measurements of the old bridge's timbers.

The new wood bridge, like the old one, was to be 181 feet long with a clear span of 168 feet. The structure was to be of Douglas fir with an oak floor, cedar shake roof and redwood sides.

The original bridge was made of Eastern White Pine, a tree now so much in demand that it is seldom allowed to grow to the size needed for bridge beams.

The bridge was of a type known as the Burr truss, named after its inventor, Pennsylvania bridge builder Theodore Burr. Burr, in fact, held a patent on this design and was paid royalties for every foot of bridge built this way.

The bridge is supported by a pair of double arches bolted to a wooden lattice truss. In the original bridge the arch timbers were hand fitted and held in place with a single bolt. The new bridge will use steel joint plates and several bolts in place of the old (and expensive) hand fitting method.

The sole function of the cover on the bridge is to protect the timber superstructure from the weather.

### Top Photo

Stone faced concrete abutments were built on the sites of the originals along the Conestoga Creek.

### Bottom Photo

The trusses were built on the west bank of the creek from Douglas fir held together with steel plates and bolts.



Once the plan was off the drawing board, it was advertised for sealed bids, as any other highway project. The low bid of \$321,300 was submitted by Bear Creek Construction Company of Landisville. This is roughly equivalent to the cost of a modern bridge of the same size.

Work first began by driving pilings to support new abutments on the old site. Then stone faced concrete abutments were built. The original supports were all stone, but this would be too expensive today.

Next, the timber arch-trusses were assembled on the west bank and lifted into place by cranes. This is similar to the way covered bridges were built, except then the superstructure had to be rolled into place on a scaffolding known as a falsework that was built in the river.

Finally, the floor, roof and siding were added.

The bridge will be opened to traffic after the approaches are paved.

The original bridge was built in 1848 and, except for Hurricane Agnes, would still be serving well. The Hunsecker Bridge is one of 29 covered bridges on the state highway system and one of 285 in the state. There are only a little over a thousand left in the whole country.

With the care now being given to existing covered bridges, and with the kind of interest in preserving our historical environment exhibited in reconstruction of the Hunsecker bridge, Pennsylvania's covered bridge heritage should be around



for a long time to come.

## CONVENTION

Continued from Page 1.

cal workshop in the morning, followed by the Annual Business Meeting and an afternoon field trip to the I-95 "bathtub section", where, as reported in the last

† SCANNER, the concrete slab is 14 feet thick. Installation of new officers will take place at the Saturday evening banquet.

Highlighting the social calendar will be the Past Presidents' Dinner on Friday evening which will feature Mike McCormack, Head Coach of the Philadelphia Eagles, as after-dinner speaker, and afterwards, a "Mickey Finn Night", complete with dancing in the Garden Terrace. Saturday's Annual Banquet will be followed by dancing to the Big Band Sound of Charlie Dee.

Activities for the ladies include an Historic Tour of Philadelphia and "Fable, Foibles and Fads of Fashion", presented by Suzy Sutton. A golf tournament is scheduled on Friday morning at one of the five area clubs. Complimentary cocktail parties will be held on Thursday, Friday and Saturday; complimentary continental breakfast will be available Friday, Saturday and Sunday.

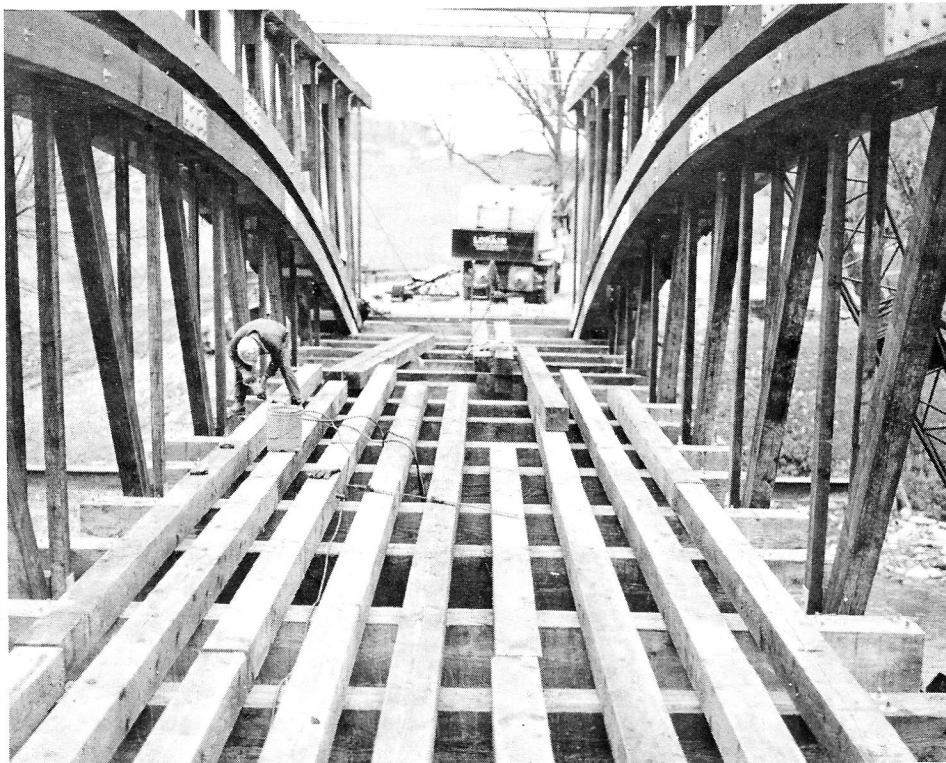
All in all, the 13th Annual ASHE Convention promises to be one of the best yet.

### Top Photo

One of the two trusses, weighing 32 tons, is eased into place by the combined effort of two cranes and a bulldozer. The third crane is used to hold the truss while one of the others is repositioned.

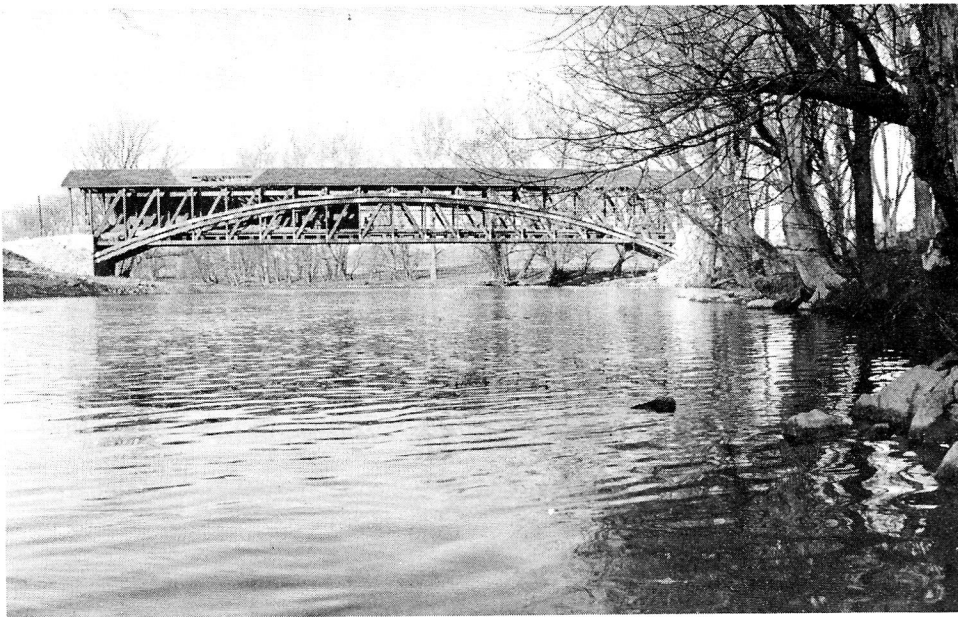
### Bottom Photo

After the trusses were bolted to the abutments, steel bar X-braces went between the sides, followed with a double layer of beams.



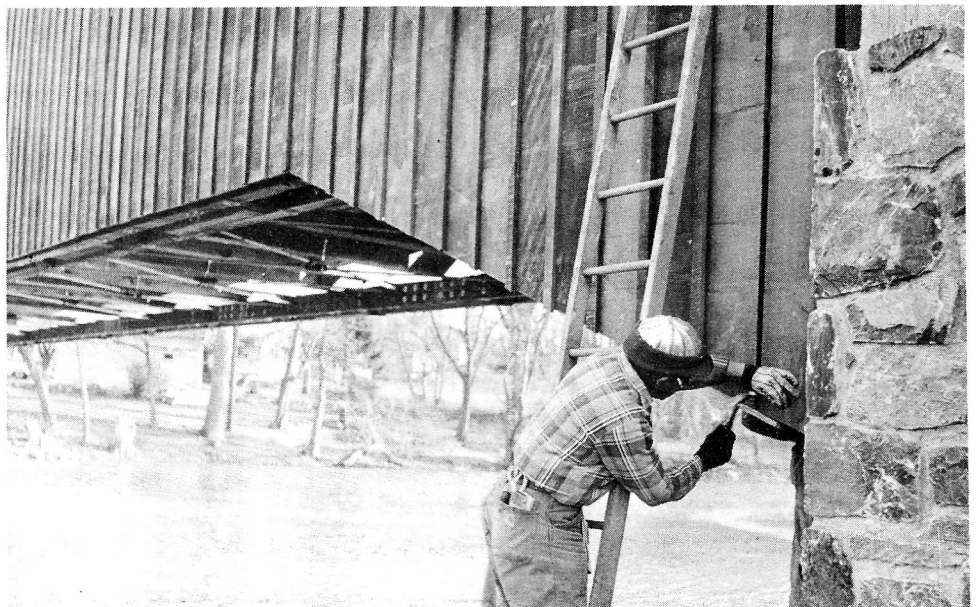


Next, an oak floor was installed, while overhead the roof was covered with cedar shakes.



A view of the bridge during construction from the downstream side clearly shows the structure of the Burr-Truss covered bridge and also gives an idea of the length of the span.

Redwood siding covers the exterior of the bridge. The roof and sides serve only to protect the trusses which actually support the bridge.



**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 Corner**

Very shortly I will be sending copies, in triplicate, of the financial statement form to each Section treasurer.

This form will be used by this office in the preparation of the Annual Form 990 - Income Tax Return-Non-Profit Organizations.

When you receive these, complete them to reflect the financial condition of your Section for the fiscal year ending 5-31-75, and return two copies (original and carbon) to me, retaining the third copy for your files.

These copies must be in my hands NO LATER THAN JULY 31 so that I may prepare the consolidated report.

Your cooperation in this matter is requested.

-Bob Sherr

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**PHIA MAKES A SURVEY**

More than 176,000 jobs for construction workers and employees in related industries could be created if 49,000 miles of sub-

standard local roads in Pennsylvania were upgraded. One-half of the state's 88,000 miles of local roads and streets are rated poor or very poor by federal engineering standards, according to the study made for PHIA by its Washington counterpart, TRIP (The Road Information Program.)

Broken pavement, narrow lanes and worn-down shoulders make these local and urban roads slow, dangerous and costly to drive. Local roads are defined as county roads and city streets that are not part of the interstate or state primary or secondary systems.

After an extensive study, PHIA reports that of the more than 25,000 bridges on the state highway system, over 3,000 can be classified as seriously hazardous.

"It doesn't make sense to have such a high number of the state's construction workers unemployed when half the state's local roads are in intolerable condition" said PHIA Managing Director, Robert H. Royer, who announced the PHIA and TRIP study results.

Royer urged that Pennsylvania's share of \$9.1 billion in impounded federal highway trust funds be released to the state to upgrade deficient local roads and meet other road and bridge needs.

The \$9.1 billion would be in addition to the \$2 billion recently released from the Highway Trust Fund by President Ford, which is primarily for interstate highway construction and requires matching state funds. "The interstate highways and other federal-aid roads are important, but so are

**MEMBERSHIP**

Secretary's Report on Membership as of April 15, 1975 reflects 1,618 members.

SECTION	MEMBERS
Altoona Section	119
Clearfield Section	76
Delaware Valley Section	245
East Penn Section	154
Franklin Section	208
Harrisburg Section	258
North East Penn Section	118
Pittsburgh Section	220
Southwestern Penn	113
Williamsport Section	107
<b>Total</b>	<b>1,618</b> †

the community roads and streets people use on their daily errands," said Royer. He stressed that bad local roads and bridges cause fatal accidents, waste travel time and inflate vehicle operating costs.

The cost of upgrading the state's 49,066 miles of deficient local roads is estimated at \$4 billion. This expenditure would create an estimated 85,000 road construction jobs and over 90,000 jobs in the related fields of equipment manufacture and supply, materials production and transportation. The resulting \$2.1 billion payroll would produce \$388 million in federal and state income taxes. Corporate expenditures would amount to nearly \$2 billion, the report estimates. †

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