

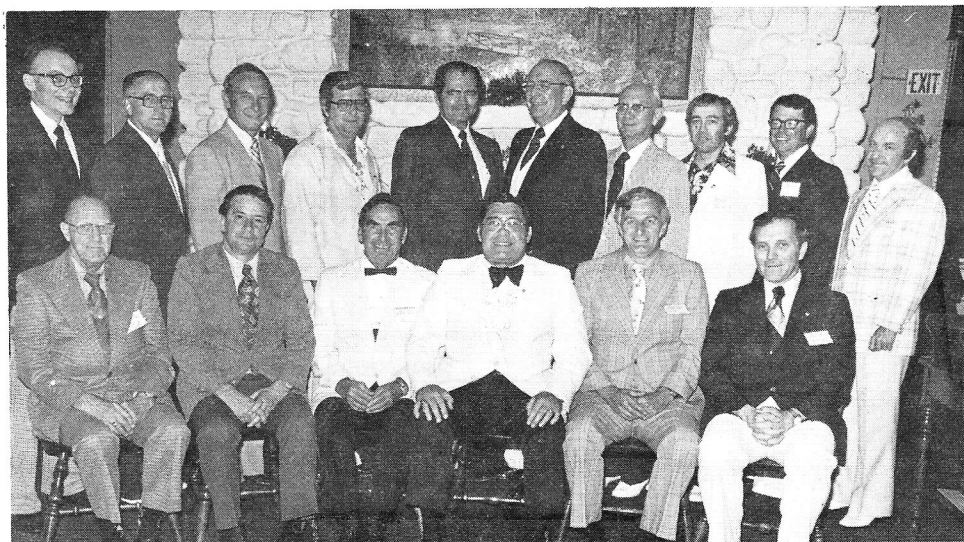
The A.S.H.E. SCANNER

VOLUME XIV, No.1.

THE AMERICAN SOCIETY OF HIGHWAY ENGINEERS

SEPTEMBER 1977

New Society Officers are installed at the 15th Annual Convention at Pocono Manor



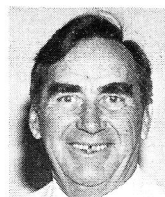
The new National Officers for the American Society of Highway Engineers for 1977-78 from left to right, front row, are Robert M. Sherr, P.E., Secretary, Joseph Martinelli, First Vice President, Harold C. Poulson, P.E., President, John F. DeRoss, Immediate Past President, George J. Parrs, P.E., Second Vice President and Robert E. Yeager, Treasurer. Back row, left to right, Directors Robert L. Rowland, P.E., Warren A. Miller, Joseph Raynock, Rudolph Melani, Lawrence P. Opalisky, P.E., Gene G. Smith, P.E., Ralph C. Lamont, Joseph J. Sherman, J. Dixon Early, P.E. and Terrance D. Conner, P.E.



Outgoing President John F. DeRoss presents gavel to incoming President Harold C. Poulson, P.E.

Photos by Ercol Aciri.

President's Message



HAROLD C. POULSON, P.E.
NEW CUMBERLAND, PA.

If you were a Legislator, would you vote for an increase in the gasoline tax? For us, as members of ASHE, a "yes" answer is simple. We know the importance of maintaining and improving our multi-billion dollar transportation system. Too many of our Legislators, however, do not have an intimate knowledge of the magnitude of the problem. In addition, they are under pressure from the general public to resist increases in taxation for any and all purposes.

Our responsibility then is twofold. First, we must convince a majority of our Senators and Representatives that our highway system cannot be allowed to deteriorate further. Secondly, we must let them know that a significant number of people will support them in adequately providing for our highway needs.

We should be encouraged by the actions several of our Local Sections and many of our individual members have been taking during the past two years. Our Sections are adopting resolutions and forwarding them to Legislators. They have set up Speakers Committees. They are securing local publicity. Legislators are being invited to Section meetings. Our individual members are making contacts by telephone and by letter in increasing numbers. As our problems increase with furloughs, design contract stoppages and threats of no new construction contracts; our efforts to halt this adverse trend must also be increased. All of us will be materially affected by the actions taken or which fail to be taken during the next four months. The help of each and every ASHE Member is needed NOW.

Contact your Senator and your Representative and ask them to support adequate highway funding.



ALTOONA SECTION

Ted W. Forman

Robert R. Mueser, PennDOT's Deputy Chief Highway Engineer for Western Pennsylvania was the guest speaker at the May meeting of the Altoona Section, American Society of Highway Engineers, at the Lemon Drop Ski Lodge.



MUESER

Mr. Mueser, a registered professional engineer, was born in New York City, and is the father of seven children. His twenty years experience with the Department of Transportation enable him in developing new design procedures for PennDOT for which he has received an award from the Harrisburg Chapter, American Society for Public Administration. Bob is responsible for the coordination of highway and maintenance activities in all the western counties.

His talk centered around the proposed increases in Pennsylvania gas taxes and the move toward a percentage-based gasoline tax.

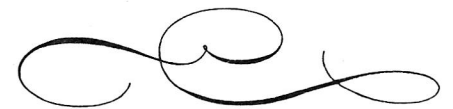
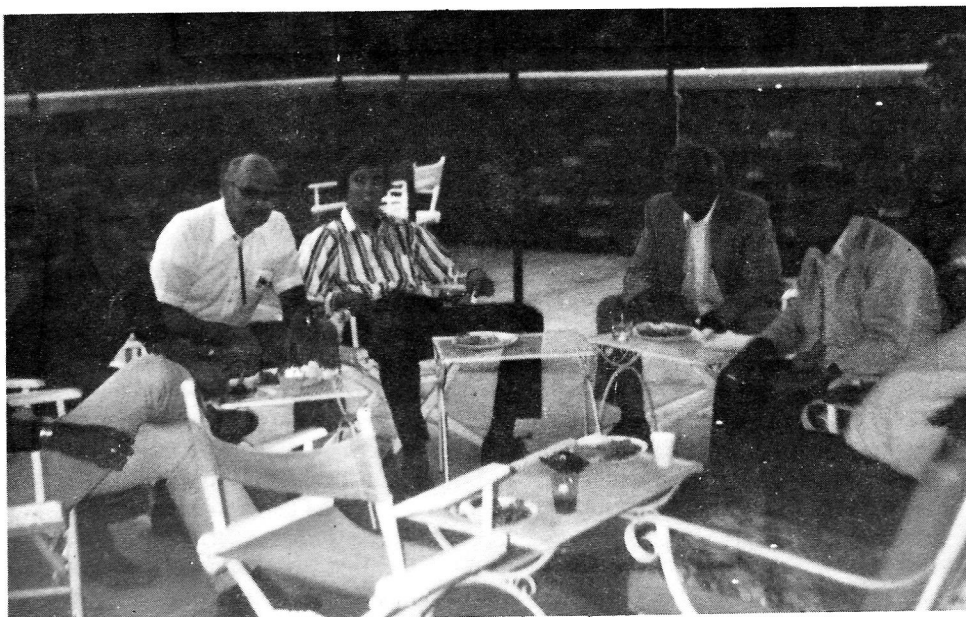
Mr. Mueser is a Past President of the Harrisburg Chapter of the Pennsylvania Society of Professional Engineers, a member of the American Society of Civil Engineers, National Society of Professional Engineers, and ASHE.

NEW MEMBERS

Steven J. Macak, Altoona, Construction Contractor

Robert E. Grannas, Hollidaysburg, Construction Contractor

John A. Frank, Hollidaysburg, Equipment supplier



Photos of Altoona Section A.S.H.E. members attending our annual summer picnic hosted by L. Robert Kimball of L. Robert Kimball and Associates at his summer estate, Klein Immergrun, (Little Evergreen) near Loretto, Pa. Facilities enjoyed by the members were Tennis, golf, swimming, a sumptuous catered dinner of chicken, meatballs, sausage, cold cuts, salad, etc. with ice cold beverages was enjoyed by all.

FRANKLIN SECTION

J. S. Klosinski

The much awaited June Golf Outing was held at the Park Golf Course at Conneaut Lake, Pennsylvania on Tuesday, June 14th, 1977 (Flag Day.) The day began with a golf match and forty-four A.S.H.E. members and guests (pros and dubbers alike) participated in this stellar event.

The "Happy Hour" was scheduled for 6:30 pm but it began with the first crack of the driver at no. 1 hole at 11:00 am and set the tempo for the day that lasted well into the next morning. One could not help but marvel at the way Bill Bryan, former Deputy District Engineer for District 1-0, PennDOT, now retired, was "belting" the ball. And, at his age, it makes me want to run for my "Geritol."

Continued on next page.

UPPER — Richard (Dick) Williams (left), Program Chairman, congratulating Curt Richards (second from right) and Les McKay (right), who were two of the three winners in the 18 hole golf low net. A. J. Speck was also low net winer.

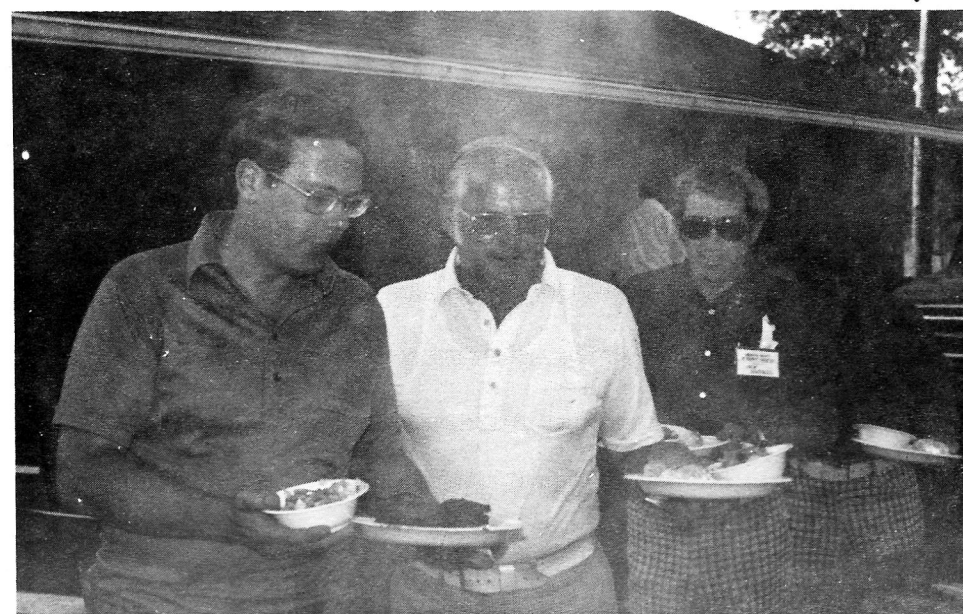
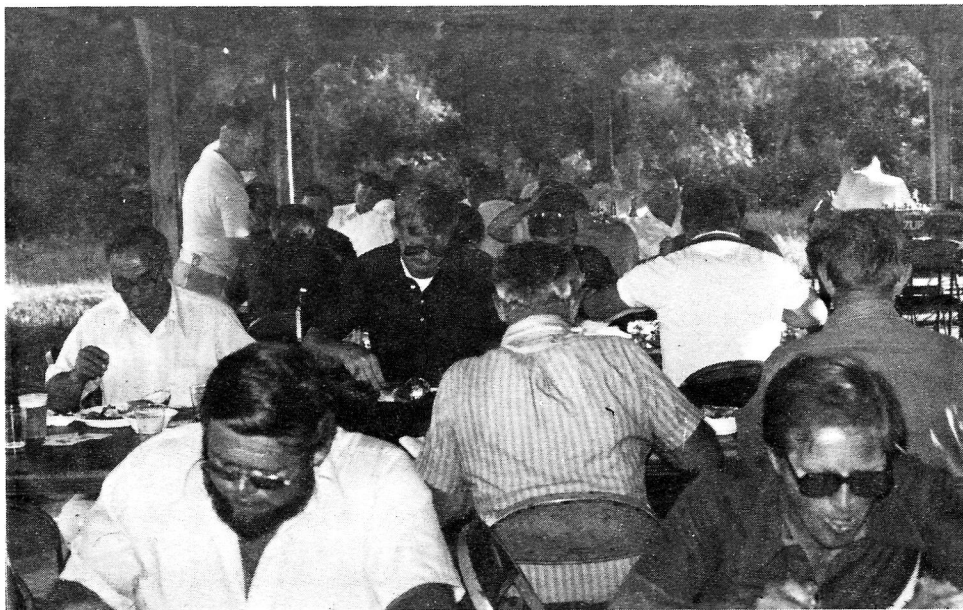
In center (background) is Wilbur Ramp who gave of his time and good services to oversee the golf scoring and winners. He reported that no one was a winner of the \$1,000.00 prize for Hole No. 9, but advised that a winner of this prize would also have made the Guinness Book of Records.

MIDDLE — Frank "Hutch" Hutchinson (far right) peeling out a roll of "fifty-fifty" tickets he intends to vend to the eager Section Members during the "E.R.I." (Equilibrium Restabilization Interval) prior to the dinner and meeting at Ernie Harmon's Restaurant west of Meadville, Pennsylvania.

From left to right, Ed Dean, Crawford County Maintenance Superintendent, PennDOT; Karl Rice, representative for Lake Asphalt; Norm Cochrane, Division Engineer - West - PennDOT; and John H. White, Assistant District Maintenance Engineer, PennDOT.

LOWER — One of the table groups ready to partake of the delicious food and enjoying the beautiful interior appointments of the Ernie Harmon Restaurant. Everyone agreed it was a beautiful setting for a most perfect day.





Mr. Richard (Dick) Williams served as the host and program chairman for both the golf outing and the regular monthly membership meeting which followed the golfing. As usual, our "pros" took over the Prize Department. The winners as determined by Wilbur Ramp were:

Lowest 18 Hole Net Score - Les McKay, Andy Speck and Curt Richards.

Lowest 18 Hole Gross - Andy Speck and Curt Richards.

Highest Gross - Sam Saeli

Most Birds - Andy Speck

Most Bogies - Marv Fenton

Hole No. 1 - Shortest Drive Across Creek - Gus Gunther

No. 1 Straightest Drive Within Tape - Curt Richards

No. 3 Closest to Pin - Andy Speck

No. 7 Closest to Pin - Ken Robertson

No. 9 Longest Drive - Curt Richards

No. 13 Closest to Pin - Doug Stuart

No. 14 On Green in One - Jack Straub, Andy Speck and Sandy Fadale

No. 18 Longest Drive - Andy Speck

The \$1,000.00 prize on hole no. 9 went unclaimed. Wonder why? Seems like no one was really trying hard enough!

The golfing activities concluded at sundown. The regular monthly meeting followed at Ernie Harmon's Restaurant located on Route 322 west of Meadville, Fifty-three members and guests attended "Happy Hour" at 6:30 pm. A delicious
continued on next page

UPPER — The culmination of the combined efforts of those who prepared the food quickly winds up in the appreciative innards of the many who partook. Don and Russ Hart, Arnold Wright, Leo Collins (Host) for this event and others who helped certainly deserve accolades for their culinary achievements.

MIDDLE — every picnic has to have its own horseshoe game and this one was no exception. Showing his form is Gene Lerch (PennDOT) while waiting his turn with some amusement is Bob Johnson (PennDOT). Bob said he only scored one point and his partner still won the match. Some kind of partner, Bob!

LOWER — On the receiving end and looking on with great anticipation through smoke and aroma are (left to right) - Terrence Farren and Jim Nellis (City of Oil City officials) and Jack Sherman immediate Past President of the Franklin Section and National Director.

steak dinner with all the trimmings followed at 7:30 pm.

Following dinner, newly elected President, Bob Gerwick, presided at the business meeting. He introduced the host and program chairman, Mr. Williams, who in turn introduced Mr. Jack Baker, who is the newly appointed Public Relations Coordinator for PennDOT's District 1-0, based in Franklin, Pennsylvania.

Mr. Baker gave a brief presentation outlining the ambitions of PennDOT in insuring adequate citizen involvement in transportation planning processes. A slide presentation was used to illustrate some of the new public meeting workshop techniques that are being employed to gather information on community goals and values related to transportation planning in general, and, specific projects as they come up for consideration.

Mr. Baker's program proved to be very interesting and very informative. He certainly provided a clear insight into the future of the Department. Hank Hood won the "fifty-fifty" and the meeting adjourned. This brought to conclusion another most successful and enjoyable event for the Franklin Section of A.S.H.E.

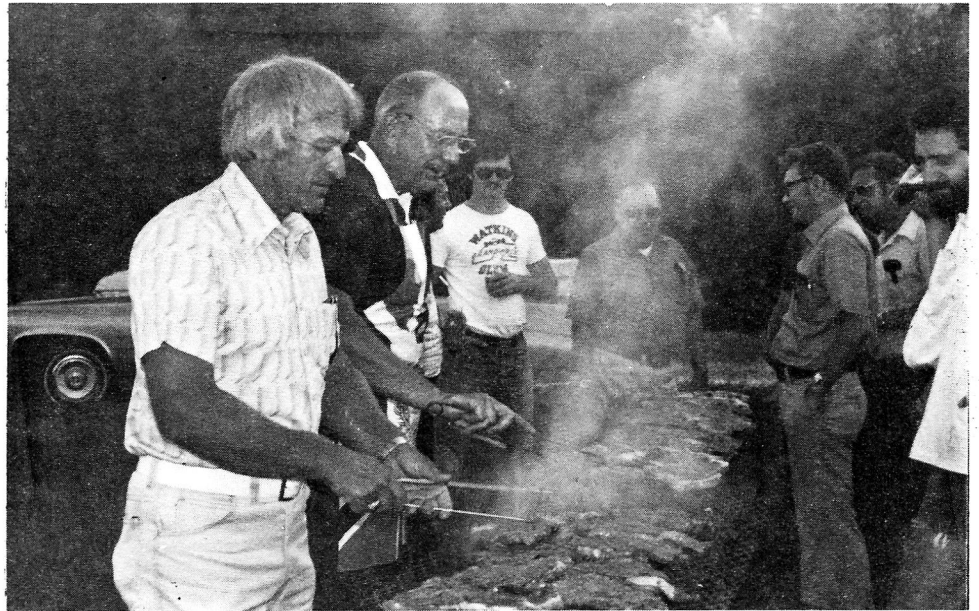
The Annual Picnic of the Franklin Picnic of the Franklin Section American Society of Highway Engineers was held on Wednesday, July 13, 1977. 75 members were in attendance at this happy event
continued on next page

UPPER — Keith Adams and Gene Smith, Back Yark Chefs "Par Excellence," have the anticipating recipients slaving at the jowls as they watch the finishing touches being put on those luscious, tantalizing "T" Bones.

Gene is sporting his new apron that came all the way from jolly old England via his son, Ed. (The bearded gentleman on the right).

MIDDLE — Several couples from the Franklin section enjoyed the Saturday night party at Pocono Manor. Left to right are Section, Immediate Past President, Jack and Mrs. Sherman; Western Reserve Section, President, Dan and Mrs. Bittler; National Director, Gene and Mrs. Smith; Secretary, Arnold and Mrs. Wright and Mr. and Mrs. Gus Guenther.

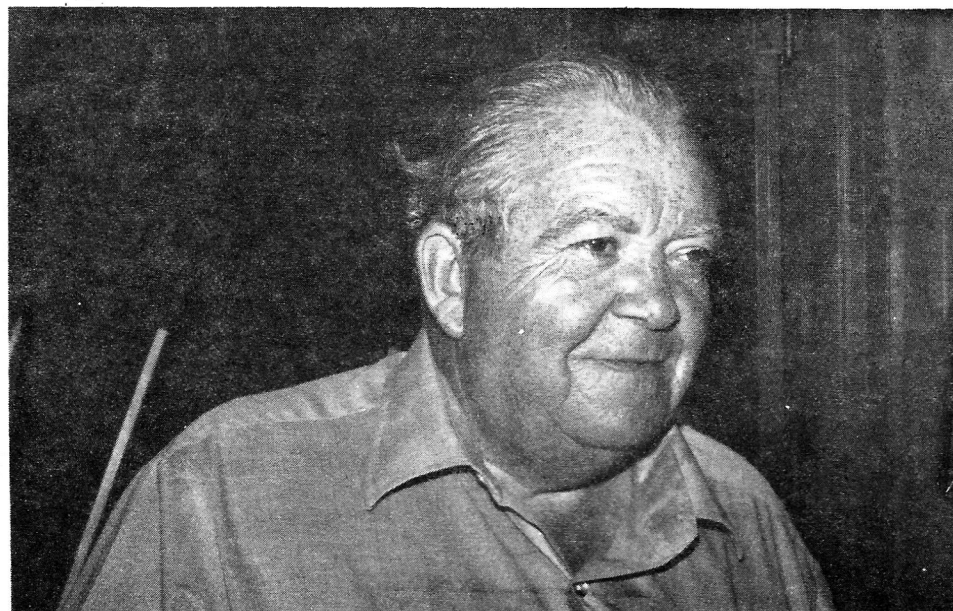
LOWER — Assembled on the steps to the pool on Sunday morning, members of the Franklin Section bid farewell to each other and to the Poconos.





UPPER — Eyeball view of A. J. (Andy) Speck of Interstate Amiesite driving off no. 1 tee. Andy demonstrated his winning ways by taking prizes on hole no. 3 - closest to pin; no. 14 - on green in one; no. 18 - longest drive; most birds; lowest 18 hole net, (tying with Les McKay and Curt Richards).

LOWER — Looking on like a "Happy Patriarch" at all the enjoyment that was evident at this affair is Arnold Wright (Section Secretary). His guiding hand is very evident at these ASHE functions.



and encouraged to attend this event. For information contact Gene or any other Franklin or Western Reserve Officer.

The convention at Pocono Manor was enjoyed by the attending members of the Franklin Section and we would like to take this opportunity to congratulate the East Penn Section on a very successful convention. We would also like to thank them for the hospitality extended to each one of us as well as everyone at the convention.

We are not sure who was responsible for the weather, but whether you were a golfer, on the beautifully manicured golf course, or a casual sight-seer, the weather was extremely warm and beautiful for that time of year.

Eight couples from the Franklin Section attended the convention including Mr. and Mrs. Robert F. Gerwick incoming section President, Mr. and Mrs. Jack Sherman, outgoing President and Mr. and Mrs. Arnold Wright section secretary, Mr. and Mrs. Jack Whitehill, Director, Mr. and Mrs. Gus Gunther, Mr. and Mrs. Dick Lynn, Mr. and Mrs. Mel Steininger. We were joined for most of the activities by Mr. and Mrs. Dan Bittler, President of the Western Reserve Section.

We urge everyone to circle the dates of May 18, 19, 20 and 21, 1978 when the convention will be held at Lakeview Country Club, Morgantown, West Virginia. Each year the Convention gets bigger and better and this should be no exception.

NEW MEMBERS

Richard T. Subasic, Sharpsville, Consultant
Sandy A. Fadale, Warren, PennDOT
Chester R. Walker, Clarendon, PennDOT
William E. Hawks, Jr., Franklin, PennDOT
John A. Rusilko, Upper St. Claire,
Municipal employee

which featured games, horseshoes, cards and you name it. By the way a big thanks to Hank Hood and John Stanek for providing some "Heavy Artillery" for attitude adjustment.

The setting for this event was the Franklin Eagles Picnic Grounds nestled along Sugar Creek in a beautiful valley south of Cooperstown, adjacent to it is a new multi-span curving bridge of post tensioned pier cap design (One of only three, recently erected in Pennsylvania.)

Leo Collins was the host for this event and he was most capably assisted by Russ and Don Hart (who made the salads) We think Don acquired his experience somewhere with the 1st Marine Corp Division during the "Big One." He's got one kind of special touch, you might say. Not trying to take anything away from

Russ, you know!

On the meat line were Gene Smith and Keith Adams. Gene played it cool this year and didn't have any Golf Balls grow on his knuckles as in last years event. Arnold Wright also helped to provide some of the food and service. They say he acquired his experience in the Navy during the "Big One." With all this 1st class type of service it is no wonder there was so much enjoyment and so much food eaten.

The 50/50 raffle was won by Mr. Louie Kraft.

The Ladies Night meeting will be held this year on October 29th at the Franklin Club hosted by Arnold Wright. Also on September 21st a joint meeting with the Western Reserve section from Ohio will be held in Sharon. Gene G. Smith will host this event. All other sections are welcome



PENNDOT DEVELOPS METHOD OF MINE WASTE USE

The Pennsylvania Department of Transportation has developed a practical method to help eliminate unsightly mine waste banks in the Commonwealth's anthracite and bituminous coal fields.

Confounding skeptics who believed it couldn't be done, PennDOT already has successfully used the material to build highway embankments on two major projects in the Keystone State. The next step will determine if mine waste is practical for road base course purposes. A rural highway improvement project has been selected for this experiment for which contract bids will be taken this summer.

James B. Wilson, Pennsylvania's Transportation Secretary, sees an important role ahead for PennDOT to improve the environment as the coal industry accelerates production because of the national energy crisis.

Increased mining in both anthracite and bituminous regions is certain to multiply the ugly waste banks once usable coal has been extracted, Wilson says.

The practical disposal solution to this environmental problem, as he sees it, is utilization of the waste material in road construction jobs. Officially, it is termed "The Coal Mine Waste Recycling Program."

More than a century ago, these black waste mounds began to blight the landscape, first in Pennsylvania where coal mining originated, then spreading to other Eastern and Southern states.

Known variously as 'culm banks,' slag piles or "bony banks," some still remain many decades after colliery operations ceased.

The land they occupy is totally useless; tracts otherwise available by reclamation for industrial, residential or recreational purposes, in addition to removing a source of air and water pollution.

Many will recall the 1965 disaster at Aberfam, Wales, when a rain-sodden colliery bank slid down on the town, engulfed a school and killed many children.

Fears of a similar tragedy have concerned residents of Shamokin, Pa., where the "Cameron Coal Bank," largest in the world, is located. Considerable property damage resulted there some years ago when coal waste descended on a section of that Northumberland County mining community.

There is also the ever-present danger of fire. Remaining fine particles of coal can ignite by spontaneous combustion.



TOP — Successful use of coal mine waste in highway construction by the Pennsylvania Department of Transportation, believed a "first" in the United States, will help eliminate unsightly mounds like this located near Wilkes-Barre, Pa. A blight on the environment, these banks scar the landscape in the nation's coal producing states.

BOTTOM — Underneath this grass-covered embankment, forming the approach to a new bridge over the Susquehanna River in Wilkes-Barre, is a compacted core of coal mine waste utilized by the Pennsylvania Department of Transportation as a method of improving the environment.

Sulphurous fumes emitted by the slow-burning banks foul the surrounding atmosphere. Many states, including Pennsylvania have spent thousands of dollars to extinguish these fires.

Still another harmful effect is acid drainage into streams, which destroy marine life.

People everywhere agreed on the adverse effects of the waste banks but a practical disposal solution remained elusive until in 1973 PennDOT engineers of the

Bureau of Materials, Testing and Research determined the material could be used in highway construction.

The outcome was the decision to utilize the mine waste for embankment purposes on the multi-million dollar Cross Valley Expressway project in the Wilkes-Barre area of Luzerne County. This involved a four-lane bridge across the North Branch of the Susquehanna River between Wilkes-Barre and the boroughs of Kingston and

continued on next page



NORTH-EAST PENN SECTION

Robert M. Sherr

The May meeting, which was held in the Carriage Inn at Olyphant, Pennsylvania was also the installation of the 1977-78 Officers. Mr. Harold C. Poulson, A.S.H.E. National President-Elect, installed the following officers: President - Ralph Lamont; First vice-President - Michael Milano; Second vice-President - David Jones Secretary - Nicholas Genovese; Treasurer - John Kolander; Directors—3 years - Paul Lucas, Jr., John Lengel and Carl MacDougall.

Life membership was granted to the following members in attendance: Thomas J. Harrington, James Scandale, John Coon, Joseph Notartomas and to Lee Ritchie and J. Hardin Coon, who were not present at the meeting.

On Saturday, July 24, 1977, the Annual Clambake was held at the Ross Clambake Grove, Covington Township. A total of seventy-eight members and guests attended this affair. Quoits, baseball, badminton and bocce were some of the games enjoyed by players and spectators. Refreshments and a variety of foods were served throughout the day.

On July 17, 1977, part of the A.S.H.E. Convention "Gang" got together for a farewell picnic for Al and Vickie DuBosar. Al, who had been employed at North-eastern Engineers in Clarks Summit Pennsylvania, has taken a position with a firm in Texas. Al went through the chairs to serve as a Director and eventually President of the North-East Penn Section while working in this area. His presence at our monthly meetings will be missed since he was never hesitant to raise questions or to become involved in discussions. We will particularly miss Al and Vickie at our Conventions. Although we are losing a member of the North-East Penn Section, we may gain a new section in Texas.

NEW MEMBERS

Theodore M. Slivinski, EIT, Edwardsville, PennDOT

December from the U.S. Department of Transportation and Keep America Beautiful, Inc. for improving the quality of life in Pennsylvania.

Now nearing completion is a second PennDOT project in which 200,000 cubic yards of Bituminous mine waste were used to provide an embankment for a link of U.S. Route 219 near Ebensburg, Cambria County. The material came from an

continued on next page



TOP — Al and Vicky DuBosar with their farewell message from the "gang".

BOTTOM — The "gang": The Jones, DuBosars, Kolanders, Genoveses, Parrs, Cowleys, Ceccolis, and Lewis's at the DuBosar party.

MINE WASTE

Continued from Page 7

Forty-four.

Designed as the western approach to the bridge, the contract for the 0.45 mile embankment was awarded the No. One Contracting Co., West Pittston, Pennsylvania, on a low bid of \$2.7 million in January, 1973. It was completed in December, 1974.

The contractor used 1.5 million cubic yards of mine waste as the core of the embankment, hauling the material from a gigantic culm bank at Swoyersville.

This was covered with four feet of soil and compacted to prevent the possibility

of combustion and acid drainage. The soil is now covered with a lush growth of grass, enhancing the environment.

The embankment has a maximum height of 57 feet, extends 2,344 feet in length and has a maximum width of 475 feet.

When the new bridge is opened to traffic late in August, motorists will drive over the western approach, few realizing the vast amount of mine waste beneath them.

Recognition of this accomplishment, believed the first major project of its kind in the United States where coal mine waste was utilized, won PennDOT awards last

MINE WASTE

Continued from Page 8.

abandoned mining company's coal bank at Revloc, Pa.

Secretary Wilson, enthused over the success to date of PennDOT's coal mine waste recycling program, has directed his engineering staff to explore every possible utilization of the material in future highway design and construction.

Improving the environment by this unique method, he says, is a feat in which the Pennsylvania Department can take justifiable pride. †

EAST PENN SECTION

Bart Snyder - Public Relations

About 220 persons attended the National Convention on May 19th to 22nd at Pocono Manor hosted by our East Penn Section. The atmosphere, congeniality, food and all other aspects of the convention were enjoyed by all and again it was a pleasure for our section to host this annual event. The committee sincerely appreciates the cooperation of National and all other ASHE members who worked together to make this convention the success that it was. Incidentally, how did you enjoy Charlie Sincavaye's Hospitality Room?

Prior to the resumption of fall meetings, our annual stag picnic will be held on Saturday, September 17th at the Oriole's Club in Lehigh.

It is rumored that Asst. Dist. Plans Engr. Barton M. Snyder (Dist. 5-0 Penn DOT) has decided to retire on September 28th, 1977 after 44 years of service. More information will be available in the December issue of the Scanner.



NORTH-EAST PENN SECTION

INSTALLATION NIGHT

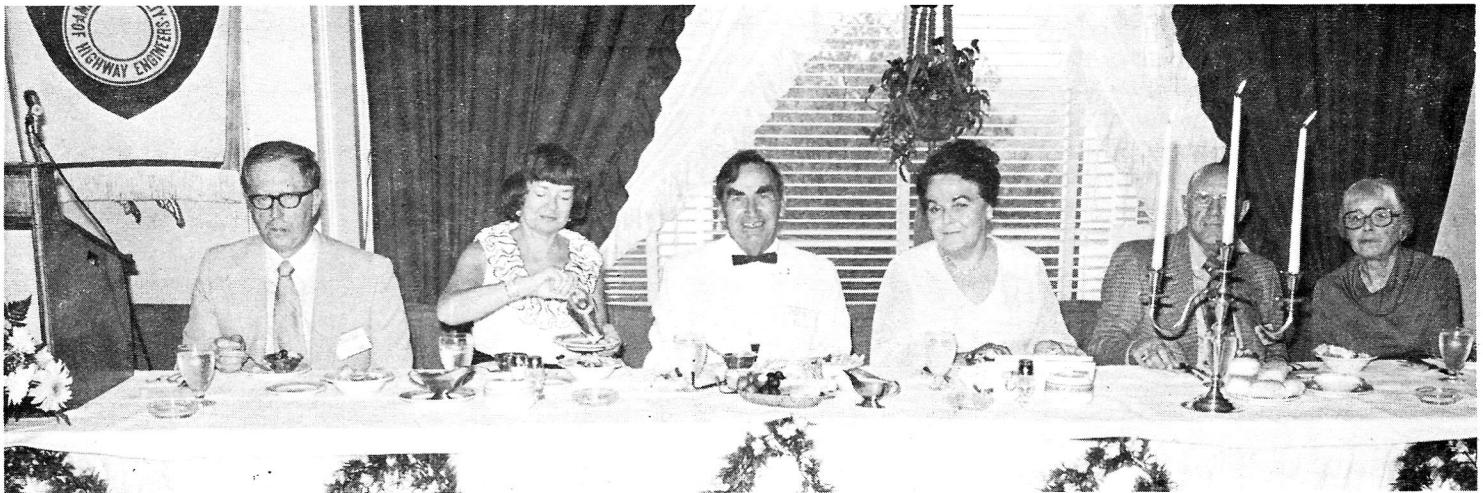
TOP — Nicholas (Happy Secretary) Genovese.

MIDDLE — Standing only, left to right, Ralph Lamont, Michael Milano, David Jones, John Kolander, Nicholas Genovese, and Paul Lucas, Jr.

BOTTOM — Head table, left to right, Michael Milano, Mr. and Mrs. Harold Poulson, Mr. and Mrs. Paul Lucas, Jr., Mr. and Mrs. Ralph Lamont, and Mr. and Mrs. George Parrs.

ASHE CONVENTION AT POCONO MANOR

TOP — Head table Saturday night, left to right, Mr. and Mrs. Robert Yeager, Mr. and Mrs. George Parrs, Mr. and Mrs. Joseph Martinelli, and Mr. and Mrs. John DeRoss. MIDDLE — Head table Saturday night, left to right, Mr. and Mrs. David Sims, Mr. and Mrs. Harold Poulson, and Mr. and Mrs. Robert Sherr. LOWER LEFT — Franklin and Western Reserve Group. LOWER RIGHT — Transportation Secretary James B. Wilson, P.E., featured speaker at Friday's luncheon.



PHOTOS BY ERCOL ACRI



ASHE CONVENTION AT POCONO MANOR

LEFT UPPER — Jim Foley, FHWA, speaker at Friday night banquet.

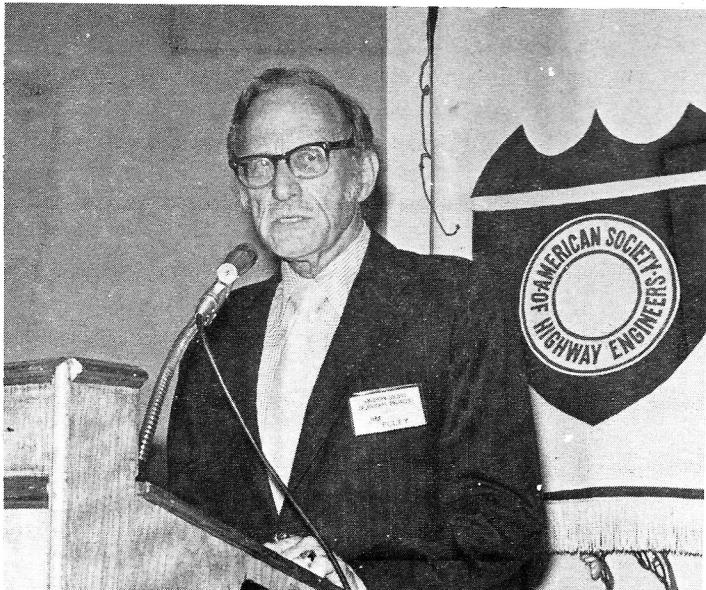
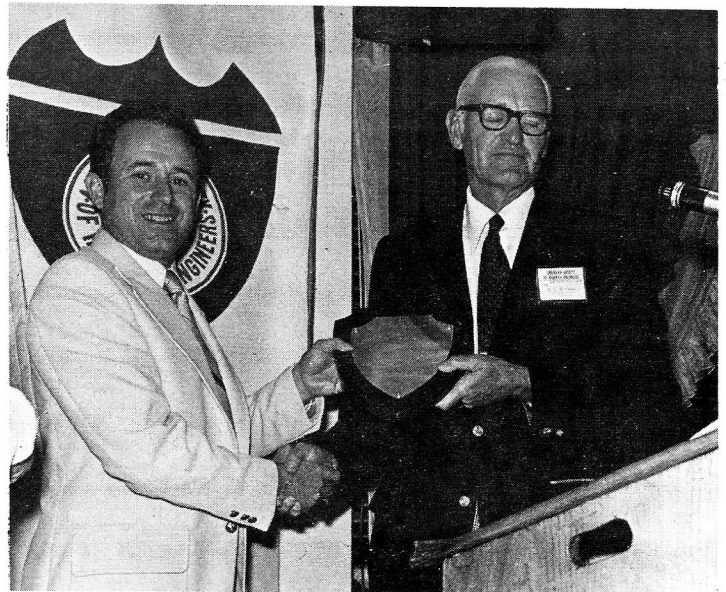
LEFT LOWER — "Did you hear this one?"

RIGHT UPPER — Atwood Welker, Jr., P.E. presenting "Man of the Year" award to William C. M. Butler, Jr. for his outstanding contribution to the Highway Industry.

RIGHT MIDDLE — Bill Gilroy, President of East Penn Section, presenting Certificate to Transportation Secretary James Wilson, P.E. at Friday luncheon.

RIGHT LOWER — President Harold C. Poulson, P.E. presents a plaque to Immediate Past President John F. DeRoss.

PHOTOS BY ERCOL ACRI



ASHE CONVENTION AT POCONO MANOR



UPPER TWO — Secretary Bob Sherr and his wife Helen, accepting surprise awards.

LOWER TWO — Harrisburg Groups.

PHOTOS BY ERCOL ACRI



TODAY IS HERE

Today is here. I will begin with a smile, and resolve to be agreeable. I will not criticize. I refuse to waste my valuable time.

Today has one thing in which I know I am equal with others -- time. All of us draw the same number of seconds, minutes and hours.

Today I refuse to spend time worrying about what might have happened. I am going to spend my time making things happen.

Today I am determined to do things I should do. I firmly determine to stop doing the things I should not do.

Today I begin by doing and not wasting my time. In one week I will be miles beyond the person I am today.

Today I will not imagine what I would do if things were different. They are not different. I will make success of what materials I have.

Today I will stop saying "If I had time" for I never will "find time" for anything. If I want it I must take it.

Today I will act toward other people as though this might be my last day on earth. I will not wait for tomorrow.

Tomorrow never comes.

†

ASHE CONVENTION AT POCONO MANOR

LEFT UPPER — George H. Jenkins, President of the Southwestern Pennsylvania Section accepts the George K. Hart Award for the greatest percent of increase in membership for the year.

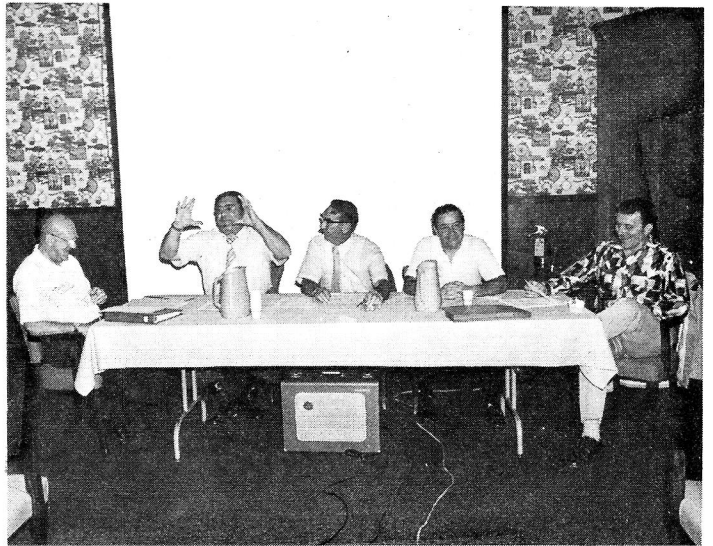
LEFT LOWER — Pittsburgh Group.

RIGHT UPPER — Dave Sims, M/C, makes Lou and John DeRoss happy.

RIGHT MIDDLE — Technical Workshop Panel, left to right, Bob Yeager, Joe Martinelli, Hal Poulson, John DeRoss, and Bob Sherr.

RIGHT LOWER — Golf Tournament Awards.

PHOTOS BY ERCOL ACRİ



ASHE CONVENTION AT POCONO MANOR



LEFT UPPER — A little "night music".

LEFT MIDDLE and LEFT LOWER — "Lonesome ladies?"

RIGHT UPPER — Row 1, B. Snyder, W. Gilroy, S. Neimeister, C. Sincavage. Row 2, B. Dunne, L. Fahringer, J. Shober, J. Schreiner. Row 3, R. Brown, M. Todd, W. Boykas, R. Cole, C. J. Wachter.

RIGHT LOWER — Seated, J. Schreiner, B. Snyder, L. Fahringer; Standing, W. Gilroy, R. Brown, J. Deschu, J. Shober, M. Todd. Ladies signing in, Helen Sherr, Betty Lou Welker, Verna Lamont.

PHOTOS BY ERCOL ACRI



WESTERN—RESERVE SECTION

G. A. Chmielewski, P.E.

The June 14th monthly meeting was held at Palazzo's Restaurant on East Midlothian Blvd. in Youngstown, Ohio. There were twenty nine members and guests present.

After enjoying a good roast beef dinner President Coleman opened the meeting by asking for the minutes to be read from the May membership meeting and the June Board of Director's meeting. The minutes were read and approved.

The Treasurer's report was given and Treasurer Styers indicated that we had a balance of \$255.00.

Ken Bentfeld, 1st Vice President, gave a committee report on the future programs for upcoming meetings. George Wall confirmed that the September meeting will be a joint meeting with the Franklin Section. It will be held on September 13 at Yankee Run Golf Course and it will be an all day golf outing.

Dan Bittler, past president, reported on his recent trip to the Poconos where he and his wife attended the annual meeting of A.S.H.E. After his "short" report, it can be concluded that Mary and himself had a hell of a good time. Dan highly recommended that as many as possible try to make next year's annual meeting which will be held in Morgantown.

President Coleman outlined the sections priorities for 1977-78, they are: increased membership, continued interesting meetings and to increase the treasury.

A membership drive was started by handing out an information letter to all members present.

President Coleman then turned the meeting over to Rich Cwynar, National Director, who introduced the speaker for the evening's program, Corwin Tracy. Mr. Tracy of the Drainage Products Division of the Republic Steel Corp. presented an

continued on next page

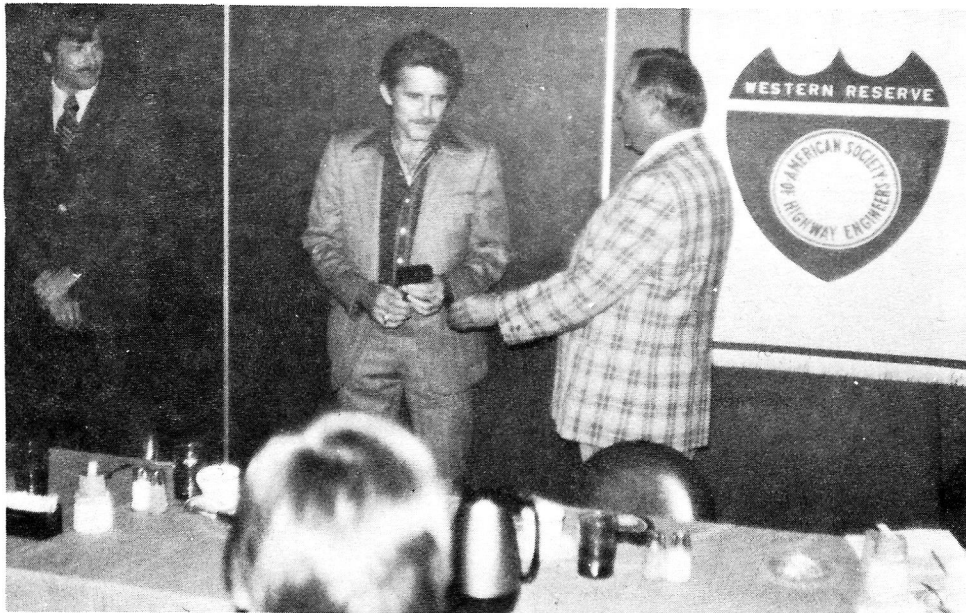
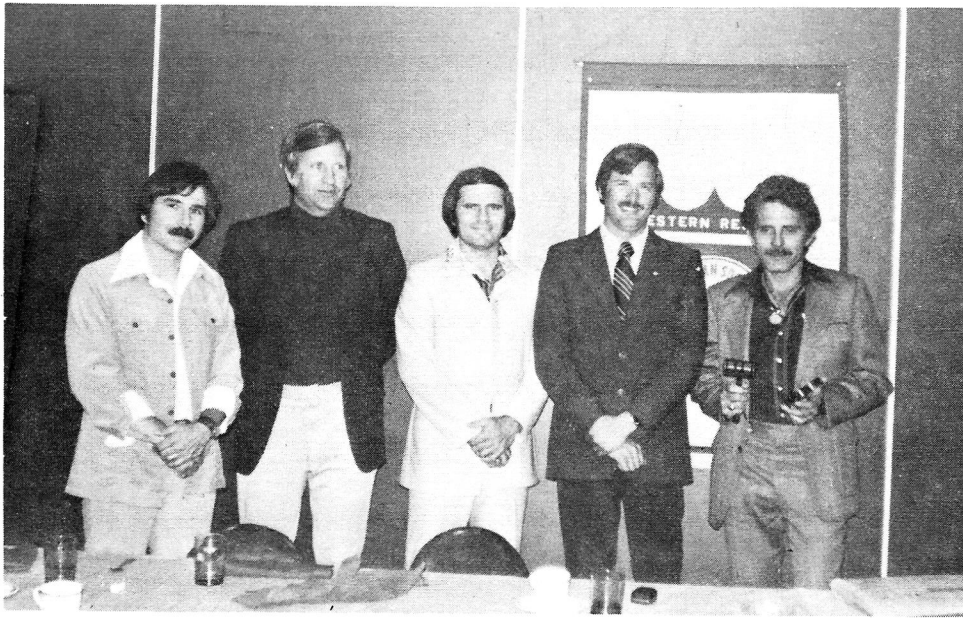
WESTERN RESERVE JUNE MEETING

TOP — President Coleman presenting J. Brammer with his membership certificate and pin.

MIDDLE — President Coleman (left) presenting speaker C. Tracy with certificate of appreciation.

LOWER — Speaker Corwin Tracy drawing for the 50/50 prize; P. P. Bittler holding tickets.





interesting program on "long span" corrugated steel arches. Mr. Tracy supplemented his talk with a slide presentation.

Jack Brammer had the winning ticket for the 50-50 drawing.

The meeting was adjourned at approximately 10:00 pm.

The April 10 meeting was held at Alberini's Restaurant in Niles, Ohio. A cocktail hour was held from 6:30 to 7:30 after which dinner was served.

Tony Chmielewski, P.E., area engineer for ODOT, gave the dinner invocation. The members and guests had their choice of either roast prime rib of beef or a really superb veal parmagian.

After dinner, Western Reserve Section President Dan Bittler introduced John DeRoss, the National President of ASHE, and Mrs. DeRoss to the group. Mr. DeRoss briefed the group on upcoming activities of the Society and gave details of the National Convention to be held at Pocono Manor, Pennsylvania, in May.

Mr. DeRoss then introduced Jack Sherman, President of the Franklin Section of ASHE, who presented a Western Reserve Section banner to the first Ohio section of ASHE. Dan Bittler accepted the gift from the National Society and thanked the National Society, the Franklin Section, and everyone who had helped to get the Ohio Section underway, on behalf of all the members of the Western Reserve Section.

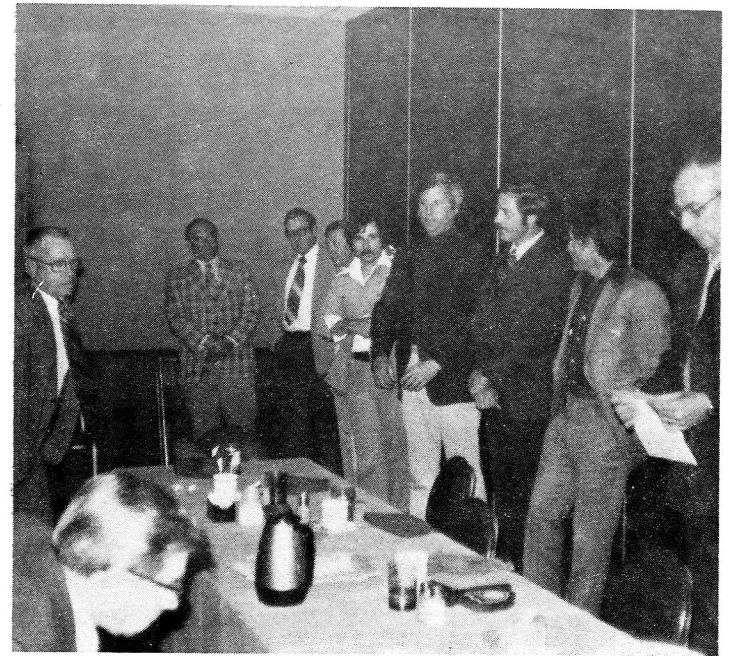
Mr. Bittler then introduced Richard Root of the Asphalt Institute to the members and guests. Mr. Root presented a most interesting and entertaining program on open-graded asphalt friction courses. His program included a movie issued by FHWA which had some really shocking scenes on what can happen on wet slippery pavements. After the program was concluded Section President Bittler presented Mr. Root with a certificate of

continued on page 18

TOP — New officers Western Reserve Section (1977-78), left to right, G. A. Chmielewski, Secretary; William Ashton, 2nd Vice President; Les Styers, Treasurer; Ken Bentfeld, 1st Vice President, Charley Coleman, President.

MIDDLE — Retiring President Bittler handing the gavel over to newly elected President C. Coleman. K. Bentfeld, 1st Vice President looks on.

BOTTOM — Western Reserve April meeting.

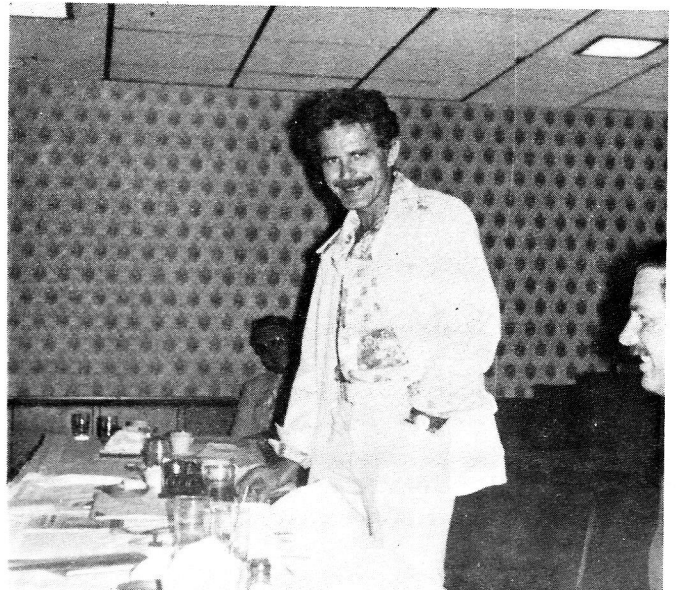
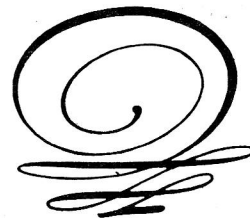


LEFT UPPER — Gene Smith addresses the group.

LEFT LOWER — Western Reserve April meeting.

RIGHT UPPER — Gene Smith recites the "Code of Office" to the newly elected officers of the Western Reserve Section.

RIGHT LOWER — President Coleman, "Guess who's coming to dinner". Western Reserve Section June meeting.



WESTERN RESERVE

continued from page 16

appreciation from the Section.

Mr. Carroll Sallaz of the Ohio Bell Telephone Company received his membership pin and certificate as the next item on the program.

At this point in the meeting Mr. Bittler introduced the nominees for the Section's offices for the year 1977 to the members and guests. The membership had been previously informed by letter on the names of the nominees. The following gentlemen were introduced: for President - Mr. Charles E. Coleman, P.E., of the A. P. O'Horo Construction Company; for 1st vice President - Mr. Kenneth Bentfeld, Project Supervisor for ODOT; for 2nd vice President - Mr. William Ashton, P.E., Engineer for the Keffler Construction Company; for Secretary - Mr. George A. Chmielewski, P.E., area engineer for ODOT for Treasurer - Mr. Lester Styers, P.E., Project Engineer for ODOT; for 3 - Year Director - Mr. Daniel K. Bittler, P.E., District Field Engineer for ODOT; for 2 - Year Director - Mr. George Wall of the Youngstown Building Material & Fuel Company; for 1 - Year Director - Mr. Paul Rohrbough of the City Asphalt and Paving Company.

After the introduction of the nominees, the president read a letter from National asking for twenty-five dollars from each section to help with expenses for the National Convention. Bill Ashton made a motion to send \$25.00 to National. Motion was seconded by Tony Chielewski and was carried unanimously. The treasurer will send a check to National for twenty-five dollars.

On the evening of May 10 thirty-two members and guests of the Western Reserve Section of the American Society of Highway Engineers met at the Holiday Inn at the intersection of SR-46 and I-80 for their monthly membership meeting.

Mr. Ken Bentfeld, Project Supervisor for ODOT, gave the invocation for dinner. The group then enjoyed a very good roast sirloin of beef dinner with stuffed baked potato, mixed vegetable, topped off with a chocolate sundae.

Immediately after the dinner the Section President, Dan Bittler, brought the meeting to order. Because there were so many guests present, each member and guest introduced themselves to the group. After the introduction the Section President presented membership certificates to Mr. William Ashton of Keffler Construction Company, Mr. Nadar Bagheri

ODOT, and Mr. Paul Rohrbough of the City Asphalt and Paving Company.

After the presentation of the certificates Section President Bittler addressed the Section that because no other nominations had been received for new Section Officers he was instructing the Section Secretary, Mr. George Wall, to record that the new Section Officers were unanimously elected.

At this point the Section President introduced Mr. Gene Smith of the Franklin Section and a National Director to the group. Mr. Smith then requested the newly elected Section Officers for the year 1977 to come forward at which time Mr. Smith conducted the installment ceremony.

After the installation of the Officers the retiring President, Mr. Dan Bittler, presented the gavel to Mr. Charles C. Coleman, the incoming Section President. Mr. Coleman then presented Mr. Bittler with a "Past-President" pin from the section.

At this point the guest speaker for the evening was presented to the group. Mr. Woodrow Anderson, Rigid Pavements and Concrete Engineer from the ODOT Central Office in Columbus, was introduced. Mr. Anderson presented a most interesting and extremely informative program on low slump, high-density concrete and latex concrete used for bridge deck surface repairs. Mr. Anderson supplemented his discussion with a slide presentation of the various methods of placing the new type concretes. There is no doubt that the group found Mr. Anderson's program to be an interesting one because many questions were directed to Mr. Anderson from the members and guests. Finally the retiring Section President, Dan Bittler, asked the group to "give Woody a break" and adjourned the meeting. Due to the interest of the group the meeting had carried on past 10:30 pm.

Most of the members then collected in the Gallean Room for a bit of recap and night-cap.

NEW MEMBERS

Donald F. Soldatis, P.E., Poland, Ohio, Consultant
 Vincent J. Delaney, Youngstown, Ohio, Contractor
 Norman E. Benden, Poland, Utilities
 Roy M. Zerby, P.E., Ashtabula, Department of Transportation
 John J. Bartolo, Youngstown, Municipal Government
 James J. Coyle, Cuyahoga Falls, Bell Telephone
 Edward E. Ryser, P.E., Hubbard, Ohio, OhioDOT

SOUTHWESTERN PENN SECTION**NEW MEMBERS**

Robert L. Miller, Normalville, Construction Superintendent

HARRISBURG SECTION**NEW MEMBERS**

Harold H. Amick, New Cumberland, Contractor

CONSTRUCTION SAFETY

James L. Foley, Jr., of the Federal Highway Administration was the featured speaker at the banquet on Friday night. His subject was improving highway safety and methods used to attain this goal.

The highway safety construction program, he reports, has been a major factor in reducing fatal accidents on our Interstate Highway System, where it is less than one-half that rate on our Nation's other roadways.

A point brought out is that for some reason, engineers seem to accept sub-standard design and operating practices during highway construction which they would never tolerate in new highways. It seems in new construction we now endeavor to build a highway with a safer environment, but we have not yet applied this concept to construction zones. Among failings and poor practices in construction zones are confusing pavement markings, confusing signs, inadequate barricade protection, hazards caused by storage of materials and equipment, non-uniform signs, and lack of effective warnings.

It is obvious that many areas of construction operations can stand improve ment. Such items include removal of obsolete pavement markings, better design of traffic barriers and barricades and better direction on where they are to be used, more explicit requirements for the specific placement of traffic control devices.

Presently the FHWA has undertaken about a 2.5 million dollar research effort to resolve many of the questions still facing us. Among these are: What are the best barricades to use at construction sites under various conditions? How can we efficiently and effectively obliterate unneeded pavement markings? What minimum criteria are necessary to insure safe design and operating speeds thru construction zones? What types of guide-lines should be established for flood-

continued on next page

lighting? What are the proper practices for the use of trailer-mounted warning sign devices in construction zones?

With the proper attitude toward safety, we can substantially reduce the number of construction site accidents. This is the key to a successful safety program.

BRIDGE DETERIORATION

A novel method to prevent bridge surface deterioration by the use of low-voltage electricity as an experimental project by the State Transportation Department was activated on U.S. Route 15, a short distance south of Allenwood, Union County.

Known technically as the "Cathodic Protection System," it involves energizing heavy metal reinforcing bars embedded in the bridge deck to eliminate their corrosion.

The site is a four-lane bridge crossing White Deer Hole Creek and installation of the system was completed with direct current, using less than the average household electric pot, turned on. The system was installed without traffic interruption by closing two lanes at a time to complete the work.

The method consists of placing anodes on the bridge deck connected on one side to the "re-bars" and the other side to the low-voltage direct current power source. Over this was placed a paving material containing coke, an effective conductor of electricity. The final step was an overlay of "black top" providing the riding surface.

The purpose of the direct electrical current is to reverse the normal corrosion of the deck "re-bars"; the power-charged "sacrificial" anodes corrode instead of the metal bars. Like a battery, the process reverses the current flow.

Although the electrical current remains constant, there is no hazard to motorists or pedestrians because of the low voltage.

Encouraged by favorable results in other states experimenting with the "Cathodic" process, PennDOT officials selected the U.S. 15 bridge to determine its effectiveness in Pennsylvania because of suitable location and present degree of the deck deterioration.

Total cost of the experiment is \$40,000 of which the Federal Highway Administration is absorbing \$30,000.

The bridge will be under observation for several years by PennDOT engineers from the Montoursville District and the Materials, Testing and Research Laboratory Harrisburg,

REPAIRING DAMAGED STEEL BRIDGES

Steel bridge members often are subjected to damage due to accidental impact, mishandling or fire. Methods used for repair of such members include: heat straightening and welding or bolting splices, replacement of components, or reinforcement. The decision to repair a damaged member and the techniques used are determined on the basis of the inspector's or engineer's evaluation of the situation, with little sound engineering information available for guidance.

The National Cooperative Highway Research Program (NCHRP), which is administered by the Transportation Research Board, has started to develop guidelines for repair techniques for damaged steel bridge members under NCHRP Project 12-17. The \$50,000 research study is being carried out by Battelle Columbus Laboratories, Columbus, Ohio, for NCHRP. The study is expected to be completed by mid-November of this year.

H. W. Mishler, who will head the Battelle research team, states that construction damage to steel bridge members include buckling of intermediate and bearing stiffeners by impact, permanent set or deformation in a beam due to failure to use spreader bars properly for hoisting, and the frequent bending of splice plates.

In service, says Mishler, overheight vehicles often bend or tear out overhead lateral systems of through-truss bridges. End posts and verticals are often struck by vehicles. Fire emanating from a wrecked petrochemical truck has raised the temperatures of plate grinders to the point where grinders have sagged from the dead load.

The repair of these damaged members can take many forms, depending on the structural function of the member and the extent of damage. The member may be replaced totally, or in part, by welding or bolting the replacement into the structure. Damage incurred in the fabrication shop is often straightened by jacks or a press at room temperature. Flame straightenings, sometimes in conjunction with mechanical straightening, is widely used for field repairs.

An improper choice of repair methods or materials can seriously impair the remaining useful life of the bridge. The decision-making process is complicated by considerations such as repair costs, user inconvenience and aesthetics of the repair.

With proper information on the effect of repair techniques on the service life, safety, performance and maintenance of bridge structures, repair decisions can be made on a more rational basis.

At the conclusion of the study, the Battelle researchers will develop a thorough but concise summary of the state-of-the-art structural repair techniques discussing the rationale used to select methods of repair, the actual repair procedures and equipment commonly used, the time and costs of various repairs, when available, and the data relating the effects of such repairs on service performance.

The study will also involve the identification of future research areas, not included in the current project.

The NCHRP was created in June 1962 as a means to accelerate research into particularly acute problems affecting highway transportation on a nationwide scale. It is sponsored by the American Association of State Highway and Transportation Officials in cooperation with the U.S. Department of Transportation's Federal Highway Administration.

The Transportation Research Board was organized in 1920 and is a cooperative organization of professionals from government, the academic world, and industry. The Board's purpose is to advance knowledge of the nature and performance of transportation systems and their interaction with society through the stimulation of research and the dissemination of information resulting from research.

The Board operates within the Commission on Sociotechnical Systems of the National Research Council, which serves both the National Academy of Sciences and the National Academy of Engineering. †

Brand Names

Two ranchers were swapping business information. "What's the name of your spread?" asked one.

"The XWK Lazy R Double Diamond Circle Q Bar S."

"How many head do you have?"

"Only a handful. Not many survive the branding."

Small Packages

"Not very big peaches," the customer commented. The store owner said nothing, and the customer took a bite. "Not much flavor, either."

"That's right," the store owner finally said. "Good thing they're small, ain't it?"

1977 - 1978 NATIONAL OFFICERS

President, Harold C. Poulson, P.E., New Cumberland, Pa.
1st V.P., Joseph C. Martinelli, Pittsburgh, Pa.
2nd V.P., George J. Parrs, P.E., Dallas, Pa.
Secretary, Robert M. Sherr, P.E., Jim Thorpe, Pa.
Treasurer, Robert E. Yeager, R.S., Hollidaysburg, Pa.
Past President, John F. DeRoss, Pittsburgh, Pa.

Directors, 3 Years

Terrence D. Conner, P.E., Uniontown, Pa.
Gene G. Smith, P.E., Hermitage, Pa.
J. Dixon Early, P.E., Camp Hill, Pa.
Matthew F. Mazza, P.E., Norristown, Pa.
Richard C. Cwynar, Confield, Ohio

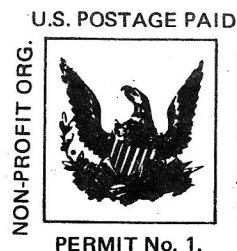
Directors, 2 Years

Joseph J. Sherman, Tionesta, Pa.
Ralph C. Lamont, Conyngham, Pa.
Robert L. Rowland, P.E., Willow Grove, Pa.
Joseph Raynock, Orefield, Pa.

Directors, 1 Year

Lawrence P. Opalinsky, P.E., Curwensville, Pa.
Warren A. Miller, Ebensburg, Pa.
Rudolph Melani, Cheswick, Pa.
Neal R. Smith, Selinsgrove, Pa.

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



Secretary's Corner

Surprises galore were in store for those who attended the 15th Annual Convention at the Pocono Manor Inn, Pocono Manor, Pa. in May, 1977.

The entertainment, dancing cocktail hours, etc. were stupendous. The Convention Committee of the East Penn Section, who hosted the Convention, can be proud of their efforts. It seems as though each Convention gets better and I can assure you the Southwestern Section is already working on the 16th Annual Convention. This will be held at the Lake View Country Club in Morgantown, West Virginia in May 1978.

Speaking of surprises — my wife, Helen, and I were flabbergasted when we received the honors bestowed upon us for the time we spend in behalf of the activities of ASHE.

Concerning the office of Secretary, at the Board of Directors meeting on June 24, 1977 I stated I do not wish to be considered as a nominee for the office of Secretary when this fiscal year expires (May 31, 1978). I have been the Secretary since October of 1971 and I wish to retire from this activity. It has been very challenging and a wonderful experience for me. Anyone who is interested in running for this office may contact me by phone (collect) 717-325-2069 and I will give them all the particulars.

It takes considerable time and effort to take care of the records, correspondence, official audit and IRS reports incidental to the operations of the Society. Anyone interested in this office shall send

CHANGE OF ADDRESS?

Please Note . . .

Postage is one of our most expensive items. It costs 25¢ for each letter we get back with the wrong address. Please help us by sending us your change of address when you move.

Thank you.

a full resume of their background, making certain they are cognizant of the amount of detail, both in accounting and secretarial duties which accompany the Office. A copy of their resume shall also be forwarded to John F. DeRoss, 450 Balconade Drive, Pittsburgh, Pa. 15236.

I trust there are some of you who are willing to accept the challenge of this Office; you can rest assured that I shall cooperate with anyone who becomes the new Secretary. Please let me hear from you.

PITTSBURGH SECTION

NEW MEMBERS

Robert P. Karlen, Glenshaw, Consultant
Joel R. Smith, P.E., Pittsburgh, Consultant
Margaret D. Critchlow, Pittsburgh,
PennDOT
Raymond C. Adenour, Pittsburgh,
Contractor
Martin John Plevel, Monessen, Civil
Engineer
Richard J. Sobocinski, Pittsburgh, Boncing
Insurance
Dennis B. Del Bianco, Pittusbrgh,
Consultant

MEMBERSHIP

Section	Members
Altoona	123
Clearfield	66
Delaware Valley	254
East Penn	128
Franklin	233
Harrisburg	281
North East Penn	106
Pittsburgh	322
Southwestern Penn	129
* Western Reserve	39
Williamsport	138
Total	1,819

* Did you wonder why the new Ohio Section is called the "Western Reserve" Section? I did -- so I did some research. Seems that back in colonial times a portion of the State of Ohio was really the "Western Reserve" portion of the State of Connecticut. So it is logical to call our latest Section by that name.

DELAWARE VALLEY SECTION

NEW MEMBERS

George N. Scott, West Chester, Material
Producer
Richard S. Pentrice, EIT, Mont Clare,
PennDOT

WILLIAMSPORT SECTION

NEW MEMBERS

Sterling E. Aten, Berwick, Materials
Salesman