The A.S.H.E. SCANNER

VOLUME XIV, No. III | THE AMERICAN SOCIETY OF HIGHWAY ENGINEERS | FEBRUARY 1978

Officers and Directors nominated for 1978-1979 fiscal year

Officers and four new Directors were nominated by the National Nominating Committee at a meeting held at the Host Inn, Harrisburg, Pa. on Thursday, January 5, 1978.

Chairman John F. DeRoss reported the following nominations at the Board Meeting, January 6, 1978 for the Society fiscal year beginning June 1, 1978.

President - Joseph C. Martinelli, Southwestern Penna.

First Vice President - George J. Parrs, P.E., North East Penn.

Second Vice President - Gene G. Smith, P.E., Franklin.

Secretary - Robert M. Sherr, P.E., East Penn.

Treasurer - Robert E. Yeager, R.S., Altoona.

Nominated for a three (3) year term as Directors were: Duane L. Berry, Clearfield; Ronald E. Springman, P.E., Williamsport; Anthony J. Gaeta, P.E., Pittsburgh; and Warren A. Miller, Altoona.

National Directors who will continue in office are: Two Years — Terrence D. Conner, P.E., Southwestern, Pa.; Richard C. Cwynar, Western Reserve (Ohio); Dixon J. Early, P.E., Harrisburg; and Matthew F. Mazza, P.E., Delaware Valley. One Year — Joseph J. Sherman, Franklin; Ralph C. Lamont, North East Penn; Robert L. Rowland, P.E., Delaware Valley; Joseph Raynock, East Penn.

Harold C. Poulson, P.E., Harrisburg, who will become Immediate Past President, will serve for one year as a member of the Board of Directors, and Chairman of the Nominating Committee for the year.

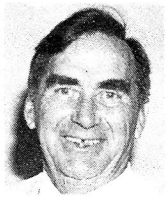
The new Board of Directors will name a successor to fill the vacancy for a two year term at its first meeting in June 1978; also an Assistant Secretary may be appointed at that time.

In addition to the nominees presented by the Nominating Committee, nominations may be submitted by petition as outlined in Article VII, Section 2 of the By-Laws. †

Remember the 16th Annual Convention to be held at Lakeview Country Club, Morgantown, West Virginia

MAY 18 thru 21, 1978

PLAN TO BE THERE



President's Message

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

On January 5th and 6th three very important meetings were held. The Nominating Committee met to propose names of persons to serve as our National Officers for 1978—79. The Budget Committee reviewed our financial needs for the next fiscal year. The full Board of Directors discussed our progress to date and made plans for further action in this time of crisis in the highway industry.

These three activities are essential in a successful organization. We need active officers both at the Section and National level. We need an adequate budget to carry out our plans. And we must have worthwhile goals with specific plans to achieve these goals.

Regarding the selection of nominees for National office, the Committee is charged with rotating the presidency among the Sections and the segments of our membership. Likewise, the Board is comprised of a member from each section as well as being representative of the various segments, that is, consultant, contractor, supplier, or Department of Transportation. Each year the Sections are asked to provide the Committee with their recommendations for Officers and Board Members. Our growth and success in the past can be attributed to the quality of the people who have been elected to our Section and National offices.

Budgeting is always a delicate problem. We must balance our desires to expand and take on new projects against our financial capabilities. Our Budget Committee this year had a particularly difficult time in light of the present condition of our industry.

Regarding the establishment of goals for our Society this year, the task was

continued on back page

CONTRACTOR FINDS WAY TO KEEP CREW WORKING DURING WINTER MONTHS

Ray Tuthill, East Penn Section Palmerton contractor, has found a way to keep his men working in the winter "off" season. Ray, prime mover behind Riebe Construction Co. of Palmerton had a brainstorm twenty years ago.

His problem: How to keep his construction workers employed during the annual three-month winter layoff. His solution: Build a ski area and let them work there during the winter.

And now, this season, twenty years later, Little Gap Ski Area has come to being on the north side of the Blue Mountain hard by the Appalachian Trail.

The thought behind it was that if he had a ski area, the ski area has the same problem as the contractor, but in reverse. In other words, a ski area can employ people three or four months of the year, but what do they do during the off-season? Build roads for Tuthill. It was that simple.

It wasn't all that easy; however, his company owns 250 acres, and he has transformed part of it into a ski slope with 300 feet of vertical, one chairlift and a T-bar. There is a 1,300 foot boulevard for the beginner, a more difficult slope 1,700 feet in length, and another "most difficult" 1,300 foot run. He also has snow making equipment, in case he does not have enough natural, but Nature seems to be cooperating with him in this, his first winter of operation.

Let's hear how some of the other contractors keep their men busy during the Winter. Three cheers for Ray!!!! †

EAST PENN SECTION

Bart Snyder, Public Relations

On December 13, 1977, the regular meeting of the East Penn Section was held at the Paddock Restaurant, in Allentown. Twenty-five members and guests attended and enjoyed a very interesting film and presentation on the controversial law requiring installation of air bags on all new cars beginning in 1982. The presentation was made by Mr. William W. Blandford, Highway Safety Management Specialist for the National Highway Transportation Safety Administration. All in attendance were very impressed with the effectiveness of the air bag performance in all the tests which were recorded on the film and their installation will undoubtedly save many lives and well worth the additional cost of the cars with this safety appliance. Before the mandatory installation of this device, we are sure the motoring public will be well advised and enlightened as to the great safety benefit that will be derived with the installation of the air bags.

On January 10, 1978, the regular meeting of the Section was held at Trainer's Restaurant in Lehighton, with 28 members and guests in attendance. Mr. Daniel R. Smyser, of PennDot's Traffic Engineering Bureau in Harrisburg, presented a very interesting film and discussion of "Vanpooling", an innovative idea to make more efficient use of our existing highway system. "Vanpooling" is now in operation throughout the country and has been effectively conducted by many large companies and corporations, saving many dollars to the employees and conserving much needed energy as well. For a nominal monthly fee, the company vans pick up their employees and transport them each day to their place of employment.

During the recent deer season here in Pennsylvania in November and December, three known Section nimrod members scored with a deer, all bucks: Ken Fulmer, a seven point; Dick Cole, a three point (he's not too proud of the size of the rack), Bart Snyder, a three point (and proud of the rack size).

On December 21, 1977, Charter Member Mike Todd "threw in the sponge" and retired from PennDot after 21 years of service. One hundred co-workers and friends attended a noon luncheon held in his honor at the Brass Rail Restaurant in Allentown. To say the least, the boys from the Department with their unusual talent, really roasted Mike to a cinder, evoking much laughter and enjoyment from everyone present. On the serious side, while all will miss Mike with his jovial disposition and tall stories at the office, he will still be counted as an active

continued on next page

EAST PENN continued

member of the East Penn Section of ASHE.

By the time this column is in print Charter Member Bart Snyder will also have retired from PennDot on January 20, 1978. More about this affair will be detailed in the next issue of the Scanner.

Plans are now being formulated for the annual Ladies Night for the East Penn Section which will be held some time in May, also the annual joint meeting of the Northeast Penn Section and the East Penn Section will again be held on April 11, 1978, at the Sportsman Restaurant in Blakeslee, Monroe County.

NEW MEMBER

R. Chester Tuthill, Palmerton, Contractor †

NORTHEAST PENN SECTION

Edward S. Derbin, Public Relations

The September meeting was held at the Elks' Club, Scranton. Mr. Vic Berhando, the guest speaker, discussed asphalt and material compaction. He also showed movies on various projects throughout the world.

The October meeting was held at Aldino's Manor, Wilkes-Barre. We were honored to have Judge Peter Paul Olszewski as our guest speaker. His topic, "The Jury System and Judge Retention System," did not relate to the highway industry. However, it did hold interest of those in attendance and alerted them to the facts about the Judicial System that are not well known.

The November meeting was held at Aldino's Manor, Wilkes-Barre. Mr. Robert Royer, Managing Director, PHIA, was the guest speaker. As you know, Bob and the entire PHIA organization have been extremely energetic in promoting the highway industry. We thank him for taking time to speak to us.

The December meeting was held at the Carriage Inn, Olyphant. This also was combined with the Christmas Party. The meeting was dispensed within a short period in order to enjoy the Christmas spirit. The food was good and the spirits were plentiful. All members in attendance sat around one table and as the drinking, singing and relating of experiences of past conventions and meetings progressed, one forgot about the inclement weather and thoroughly enjoyed the party!

The Executive Board of the Northeast Penn Section, which will host the 1980 Convention, has named James Lewis as Chairman of the Convention Committee. He will be ably assisted by the following members: John Kolander, Nicholas Genovese, Harold Kimble, Paul Lucas, Jr., Joseph Notartomas, Cliff Hoffman, Dave Jones and Mike Milano.

Plans also were made for the Valentine Dance, which will be held at the After Five Supper Club, Dickson City, February 4, 1978. Joseph Notartomas and Mike Milano are in charge of arrangements.

Thank you for your cooperation.

NEW MEMBERS

Richard H. Jones, Forty Fort, Equipment Sales.

William T. Bochicchio, Scranton, Equipment Sales. †

SOUTHWESTERN PENN SECTION

Frank Petrarca, Public Relations

On Friday, December 2, 1977, the Annual Ladies' Night and Christmas party was held at Shady Side Inn, Uniontown, Pa. Christmas spirit prevailed with a cocktail hour and partaking of hor d'Oeurves, meat and cheese spreads and dips, pastries, followed by a sumptuous steak dinner.

President Jack McCune welcomed all members and guests and took charge of the drawing of prizes to the lucky ladies and gentlemen. Suddenly bells were heard and Santa arrived with a gift for every lady present. Gratitude was extended to the committee members and doners to make the party a success. The remainder of the evening was spent dancing to the music of "Capture".

If any of you are experiencing the winter blah's, a good thought remedy is think "convention". Our section convention committee is working hard to make it a memorable one at Lakeview Country Club, Morgantown this May.

NEW MEMBERS

Domenic J. Lombard, Morgantown, W.Va. Contractor

Donald L. Boone, Washington, Pa., PennDOT.

Robbie Rose, Dunbar, Contractor.

Lawrence A. Rose, Dunbar, Contractor. †

WESTERN RESERVE SECTION

NEW MEMBERS

James C. Castranove, Poland, Ohio, Materials Producer.

William M. Thomas, Canfield, Ohio, Materials Producer.

James R. Crump, Sr., Canfield, Ohio, Materials Producer. †

DELAWARE VALLEY SECTION

NEW MEMBERS

Martin T. Griffin, Philadelphia, Contractor

Wallace H. Rohlfing, Douglassville, Consultant.

Gene W. Chilton, P.E., Woodbury Heights, N. J., Consultant.

George B. Keyser, Collegeville, PennDOT †

USE OF LIME AND FLY ASH FOR ROAD BASES DOCUMENTED

Technology for stabilizing aggregates with lime and fly ash has been steadily increasing for the past two decades, and many state and federal agencies now include this paving material in their specifications. Use of lime-fly ash aggregate (LFA) is likely to increase even more in the near future as more coal is used for fuel, making the ash more widely available. The low energy requirements for producing LFA mixes, coupled with new technology for LFA uses, are also likely to spur its increased acceptance. However, because current technology is not widely known, many agencies with readily available sources of lime and fly ash do not make extensive use of these materials. In an attempt to distribute available information on LFA mixes and use, the National Cooperative Highway Research Program (NCHRP) has recently published Synthesis of Highway Practice 37, "Lime-Fly Ash-Stabilized Bases and Subbases." The Synthesis contains tabulated and evaluated information obtained by contacting a large number of state highway and transportation departments, and other sources.

Most commercially available hydrated limes are suitable for LFA mixes. In addition, some by-product limes can be used. Although there are differences in the properties of these limes, most of them can be used in LFA mixes.

Fly ash is the fine residue that results from the combustion of coal, and is collected from flue gases. It has been estimated that U.S. fly ash production will approach 40 million tons annually by 1980. Fly ashes are pozzolans with little cementitious value but in the presence of water they will chemically react with calcium hydroxides at ordinary temperatures to form compounds with cementitious properties.

"Dry" fly ash is taken directly from the precipitator or from dry storage. Fly

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HARRISBURG SECTION

Brian McCoola, P.E., Public Relations

Over fifty members of the Harrisburg Section were on hand December 5th at Harding's Restaurant in Camp Hill to hear Frank J. Kempf, P.E., Chief Bridge Engineer for Michael Baker, Inc., present an interesting and informative talk on West Virginia's landmark New River Gorge Bridge, the longest main arch span bridge in the world.

At 876 feet above the New River, the bridge's impressive main arch span stretches 1,700 feet across the scenic New River Gorge.

Mr. Kempf, who personally directed at Baker's Harrisburg Office the design for this record span, supplemented his talk with an impressive set of 100 color slides illustrating nearly three years of field construction work.

Drawing on 27 years of bridge design experience, Mr. Kempf provided a well researched and enlightening account of the Baker firm's ten-year involvement with this large scale design and construction project.

The bridge itself was first envisioned as a suspension bridge, Kempf noted, but ultimately it was determined that a steel arch would be more economical and would better adapt to the rugged, mountain terrain.

Because of design considerations and the gorge's depth, steel was moved into position over the gorge by trolleys running on three inch diameter cables. The cables were strung 3,500 feet between matching pairs of 330 foot high towers, located at each side of the gorge rims.

The contractor for the project was the American Bridge Division, United States Steel Corporation. The structure was built at a cost of $34 million dollars.

Continued on next page.

UPPER

Left to right: Robert Turgeon, ASHE Harrisburg Section Vice President and Program Chairman; Jeannie T. Arnold, Law Clerk to Judge Blatt; Harold C. Poulson, ASHE National President; Judge Blatt; and Alfred F. Lyng, ASHE Harrisburg Section President.

CENTER

In foreground, J. Paul Simpson and Owen Beckley.

LOWER

Left to right: William Pickering, David LeRoy, Robert Hutton, Otto Sorgenfrei, Kay Pickering and Nancy LeRoy.

HARRISBURG SECTION

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The structure, first opened to traffic in October 1977, is part of West Virginia's Appalachian Corridor "L" expressway system. Located fifty miles southeast of Charlestown, in Fayette County, the bridge has opened up a long-needed highway route across the state of West Virginia.

Within the past year the bridge has been the subject of feature articles in several national publications including Engineering News Record, and Civil Engineering.

The span is also being used by United States Steel as the subject for recent full-page color advertisements in national magazines and newspapers to highlight modern highway design developed in accord with environmental and ecological considerations.

On Monday, January 9th, Harding's Restaurant was again the meeting site as State Commonwealth Court Judge Genevieve Blatt addressed fifty members, wives, and guests of the Harrisburg Section on the subject "Commonwealth Court and Highways."

During the talk, which was also popularly titled by the speaker "Close Encounters of the Legal and Engineering Kind", Judge Blatt provided an informative discussion of current issues interfacing the legal and engineering professions.

As a prelude to these "encounters", Judge Blatt overviewed many of the basic similarities, apparent differences, and some of the more common threads linking the professions of law and engineering.

Judge Blatt at the podium addressing Harrisburg Section, ASHE, January meeting at Harding's Restaurant in Camp Hill. All Harrisburg Section photos by Ercol O. Acrl.

Common links included aptitude, education, rigorous training, registration, professional recognition, and high ethical standards, all common to the two professions.

Later, focusing on one key aspect of the engineer's involvement with law, Judge Blatt discussed in detail the principle of Sovereign Immunity, the legal framework limiting lawsuits from being brought against public officials.

Past custom, practice, and current court decisions were cited which govern the application of Sovereign Immunity in Pennsylvania.

Judge Blatt concluded the evening's program by explaining the organization and operation of the Commonwealth Court.

She observed that of the numerous and diverse cases that are brought before the court, a certain portion are technical in nature, either directly involving or of close interest to the engineering profession.

These include assessment, land use, zoning, noise, pollution control, and numerous other cases which deal with environmental and ecological issues.

NEW MEMBERS

John B. Michael, P.E., Harrisburg, Consultant.

John H. Skinner, III, Lititz, Equipment Manufacturer.

Donald L. Sheaffer, II, Mechanicsburg, Contractor. †

PITTSBURGH SECTION

C. E. Slanina, Public Relations

On November 9, 1977, Seymore Heyison, Director of the Bureau of Traffic Safety spoke to the Pittsburgh Section about the new Motor Vehicle Code which was passed by the State Legislature on June 17, 1976 and became effective on July 1, 1977.

The new code contains a provision permitting a right turn on red. While this turn is now permitted during red, Mr. Heyison emphasized that the right turn is permissable ONLY after the motorist comes to a complete stop. Not only is this provision facilitating the movement of traffic, it is also contributing to the conservation of energy since less fuel is consumed during that period during which a motorist would be standing still with his motor idling.

A left turn on red is also permitted but only when the motorist is turning from a "one way" street to a "one way" street. Again, this turn may be executed only after bringing your vehicle to a complete stop. It is also important to remember that these "turns on red" may be made only if there is no pedestrian traffic at the intersection.

The State of California has had similar provisions in its motor vehicle code for about 15 years. Florida has allowed the "turns on red" for about ten years. Numerous other states have allowed these movements of traffic for lesser numbers of years.

At pedestrian cross walks, a driver must ALWAYS yield to pedestrians if any are present.

A motorist is now permitted to pass the vehicle ahead on that vehicle's right.

A most important change involves "yield" signs. If two drivers are involved in an accident and one of the drivers had encountered a "yield" sign, he is automatically at fault. All other factors relating to "fault" will be ignored.

If an accident results in no injuries and none of the vehicles involved requires towing, an accident report need not be executed. When injury or towing become factors, the police will fill out the required accident forms. The motorist is not under an obligation to do so.

A school bus with flashing red lights (discharging or loading passengers) may be passed only when the bus in is the approaching lane AND the roadway contains a physical medial barrier.

All Pennsylvania drivers are now obli-

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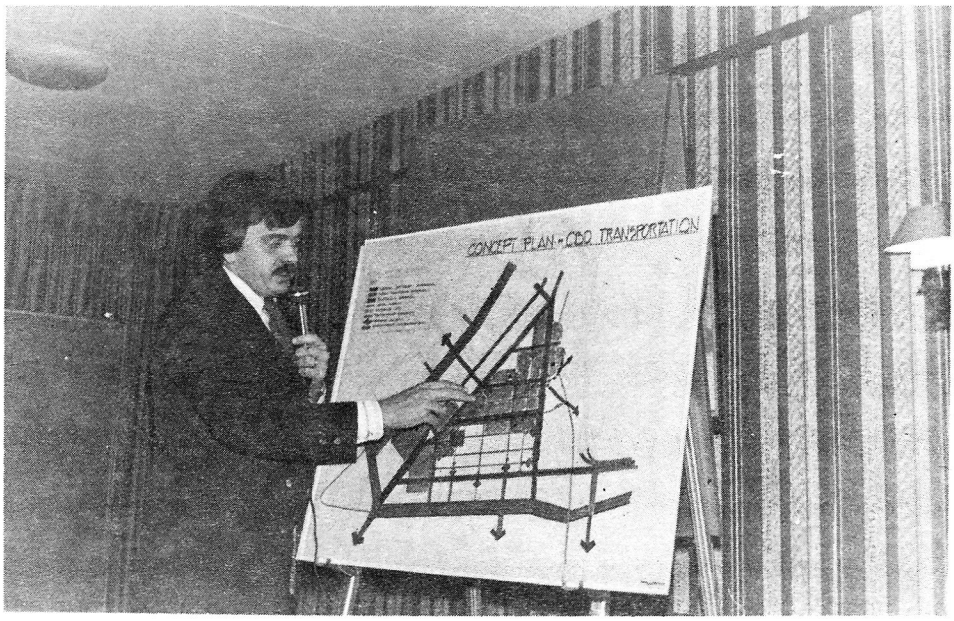

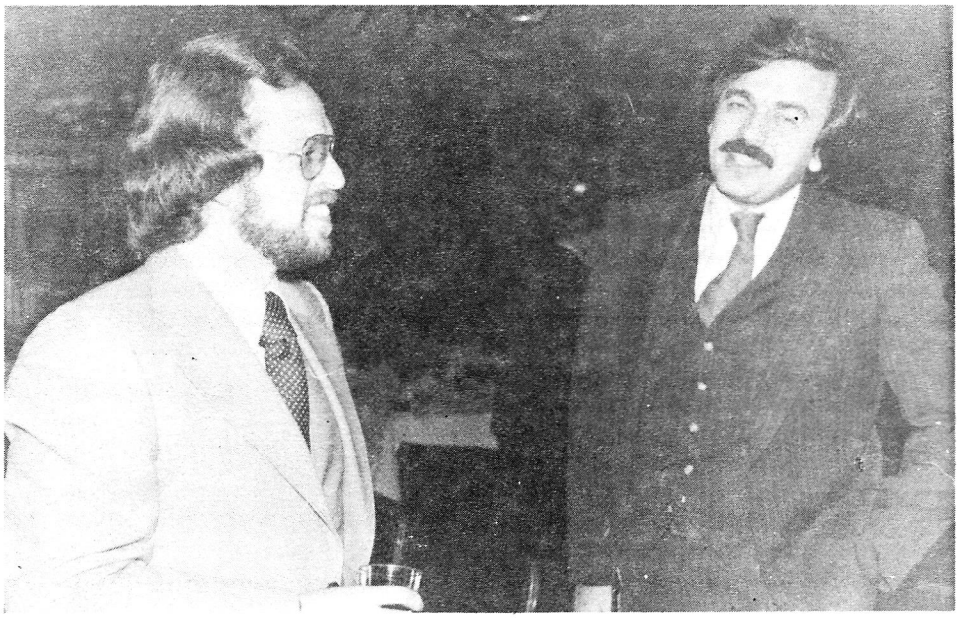

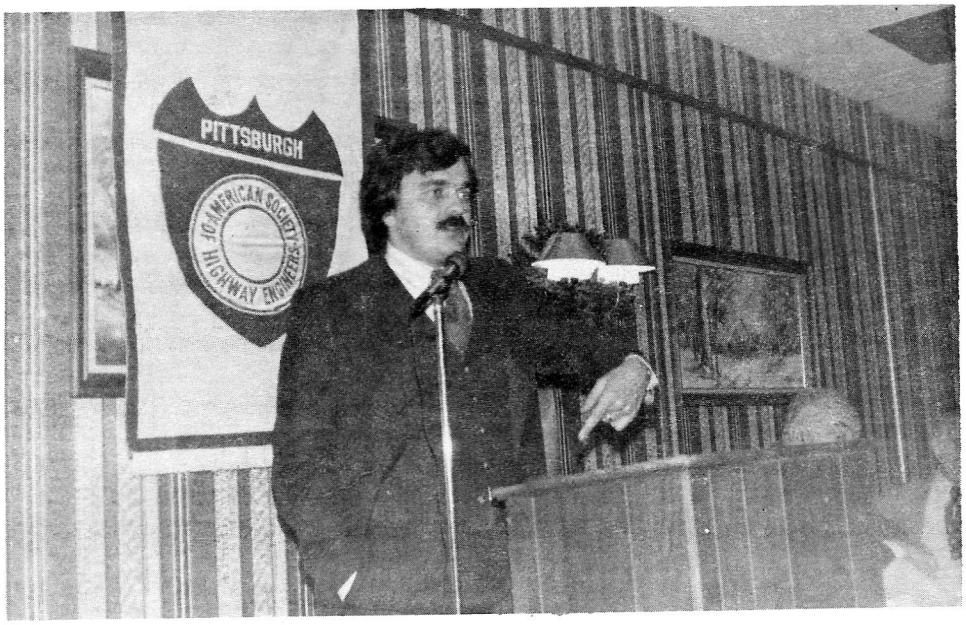

PITTSBURGH SECTION

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gated to submit to a breatnolizer test if he shows symptoms of intoxication (odor of alcohol, slurred speech, staggering, etc.). Refusal by a driver to submit to the test carries an automatic six month suspension of driver privileges. The suspension stands, even though subsequent developments may prove that the driver was NOT INTOXICATED at the time.

There now are six classes of driving licenses. Driving tests are required for the operation of motorcycles, buses and trucks as well as passenger vehicles.

December 14, 1977 Bob Lurcott, Director of the City of Pittsburgh Planning Department spoke about a traffic study for the downtown area of Pittsburgh. The City had the cooperation of PennDOT and the Southwestern Pennsylvania Regional Planning Commission in the $100,000.00 study.

Encompassed in the study will be traffic and circulation problems of the congested downtown area for which various corrective measures will be recommended.

Pittsburgh is plagued with trollies which take up an inordinate amount of street space. Pedestrian concentrations are very high at several downtown intersections. The downtown streets are narrow and require not only 90 degree turns but also 45 degree and 135 degree turns by the motoring public.

Mr. Lurcott displayed four charts depicting the "Central Business District Plan" for Pittsburgh's Golden Triangle, the "Proposed DeLew-Cather Plan", the 5th Avenue Alternative" and "Short-Loop Alternative."

The charts indicated the "present times" verses "proposed times" for travel

continued on next page

UPPER

Robert H. Lurcott explaining proposed downtown (PGH) segment of L.R.T. Transit System.

CENTER

Left - Ed McGee, Engineer - City of Pittsburgh.
Right - Robert H. Lurcott, DIR
City of Pittsburgh Planning Department

LOWER

Robert H. Lurcott, speaker for December meeting. Director, Department of Planning, City of Pittsburgh.

PITTSBURGH SECTION

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between many of the main downtown traffic generators including, the U.S. Steel Building (65 floors), Heinz Hall, Gateway Center, Kaufmanns, Gimbels and Hornes department stores.

The City of Pittsburgh plans on spending $6,000,000 on downtown area construction by 1981.

The South Busway opened on December 15, 1977 and has been received well by the commuters from the South Hills. It has helped in relieving some of our traffic problems.

The East Busway will not open until 1983. The crosstown boulevard and I-279 are also planned. Each of these will also contribute to the solution of Pittsburgh's traffic problems.

NEW MEMBERS

John D. Haver, Pittsburgh, Traffic Safety.
Thomas B. Sturges, P.E., Pittsburgh, Contractor. †

LIME AND FLY ASH

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ash stockpiled in the open requires the addition of water to prevent dust formation. As a result of alkalis present in some fly ashes, dampened fly ashes may set up, and require crushing and screening before use. Fly ash is also stored in slurry ponds, and may segregate during settlement, causing the final product to be more variable.

Lime and fly ash are not locally available in all areas of the U.S., but distribution is widespread enough, that LFA materials could be produced in most areas of the country with local materials and reasonable haul distances of only one of the components.

Synthesis 37 will be of special interest and use to design, construction, materials, and maintenance engineers seeking technical information on LFA mixes and practice. It contains detailed information on the materials, mixture properties, selection of proportions, construction procedures, and pavement behavior and performance. Applications and limitations for LFA use in pavement construction are also given. †

Over 47 gallons of water go into producing your Sunday newspaper. Ten thousand gallons of water are used to cook the pulp and recycle valuable and expensive chemicals in manufacturing a ton of newsprint.

SYNTHESIS ON STATISTICAL SPECIFICATIONS NOW AVAILABLE FROM NCHRP

During the famous AASHO Road Test in the 1950's, a trend towards statistical specifications became apparent. During construction of the project, a sufficient number of unbiased test results were available to demonstrate the true variability of the results and their relationship to specifications. Since then, a number of agencies have conducted studies on statistical concepts in highway specifications and many have used or experimented with statistically oriented end-result specifications.

The National Cooperative Highway Research Program (NCHRP), which is administered by the Transportation Research Board, has now published a synthesis of available information on the practice. NCHRP Synthesis of Highway Practice 38, "Statistically Oriented End-Result Specifications," consists of information obtained from numerous sources, including state highway and transportation agencies, and analyzed by a panel of experts. The report is intended to help other agencies or individuals interested in using end-result specifications, but who do not have enough experience or information on the subject.

End-result specifications (ERS) are used instead of "recipe" or method specifications. Under ERS, an agency monitors the contractor's control of the process that produces a material or item of construction (rather than directly controlling or inspecting the process itself) and accepts or rejects the end product. To be sure that the contractor's quality control is effective, the agency spot checks the contractor's activities and makes sure that sampling is random, that tests are performed correctly, that all test results are recorded, and that documentation is up to date. In addition, the agency must have a statistically oriented program of acceptance testing. Many specifications have a provision for reduction in contract unit prices when acceptance testing indicates that the end product does not fully comply with quality requirements.

Advantages of ERS to highway agencies include the proper allocation of responsibility for quality between the contractor and the agency, more complete records, statistically based acceptance decisions, and savings in engineering costs. Advantages to contractors include greater choice of materials and equipment and design of the most economical mixtures to meet specifications. A great benefit is lot-by-lot acceptance in most ERS so that the contractor can tell where he stands at all times.

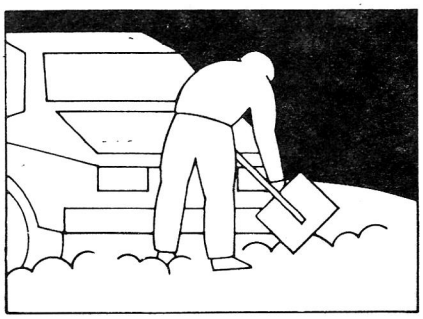
On the other hand, disadvantages to agencies include a general resistance to change by contractors, the need to have more highly-qualified agency personnel for spot-checking, a possible initial increase in administrative work, and the possibility that reduce price clauses are not sufficient to preclude submission of inferior products.

The use of statistics is essential for effective quality assurance. Although most agencies have not adopted all of the elements of an ERS, many have incorporated some form of statistically oriented procedure.

The report indicates that 33 state highway agencies are using, planning to use, or have tried some form of statistically oriented end-result specifications.

Synthesis 38 includes detailed information on the contractor's quality control systems, the contracting agency's acceptance procedures, and other factors to be considered in applying statistically oriented specifications. Current practice and the experience of agencies using end-result specifications are outlined. †

Stuck in a Rut: The action you take depends on how badly you are stuck. Whatever you do, avoid **spinning your wheels** since this will aggravate the problem.



If the snow is deep, shovel the snow from in front and back of the wheels (both front and back wheels).

Also shovel out as much snow from under the car as you can.

If you have it, spread some salt or sand in front and in back of your driving wheels (or use traction mats if you have them).

DON'T LET ANYONE STAND DIRECTLY BEHIND THE REAR WHEELS. While a little pushing assistance from a friendly passerby will often add that little extra momentum needed to get going, don't let anyone stand directly behind the wheels.

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.

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Secretary's Corner

We are all familiar with the old phrase "Now is the time for all good men to come to the aid of the Party."

Let us apply this to our own Society — Now is the time for all good members to come to the aid of the Society. How? Have you given serious thought to becoming more involved in the mechanics of your own Section? Why not strive to become an Officer or Director in your area? It should be a simple matter to spend some time learning the duties of your Secretary, Treasurer, or Director.

After you have done your "apprentice term" you can seriously consider bidding for a National Office. You will be surprised, pleasantly, to learn how the National Organization functions. While there is a serious side to this business, there is also the satisfaction of learning to know, intimately, the various persons who are responsible for furthering the goals to the best advantage of all concerned.

Certainly there will be times when you become frustrated — we all do! But think of the personal satisfaction you derive from having a job well done.

Think it over — next year is another chance to become more deeply involved. In fact — now is the time to think about becoming one of your Section Officers — this opportunity is still open at the Section level, even though National nominations (with the exception of those who apply under conditions of the By-Laws) are closed.

Everyone should try to do his best to "come to the aid of the Society." Let your motto be "Let's get involved."

Note to Section Secretaries: Invoices, etc. have been sent to your Section and now is the time for you to check your membership list to see if any members are to be up-graded as per your By-Laws. Also, check your records for delinquent members. As you know, your Dues Assessment is based on PAID UP MEMBERS and I must know the correct count of membership prior to March 1 in order to properly bill your Section for Dues. Your prompt cooperation in this matter is appreciated. Thank you.

Plan now to make your reservations for the 1978 Convention. You will be receiving information shortly on this Annual affair, which promises to be one of the best ever. †

You can take all the experience and judgement of men over 50 out of the world and there wouldn't be enough left to run it.

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.

MEMBERSHIP

Section	*Members*
Altoona	123
Clearfield	66
Delaware Valley	259
East Penn	130
Franklin	234
Harrisburg	288
North East Penn	110
Pittsburgh	317
Southwestern Penna.	136
Western Reserve (Ohio)	42
Williamsport	143
Total	1,848

If you have not as yet paid your current dues, please do so, as now is the time Sections are required to submit their current member list. If you have not paid, you will no longer receive the Scanner. PLEASE COOPERATE WITH YOUR SECTION. †

PRESIDENTS MESSAGE

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somewhat easier. Our primary goal is "SURVIVAL" for the highway industry. Making plans to achieve our goal is more involved. Survival means highway funds; and this requires legislative action. Legislative action requires continued involvement by every member of our Society. So, as Past President John DeRoss so frequently has said: "Let's all get 'INVOLVED'." †