

### MAJOR HIGHWAY STUDIES

The address prepared by President Eisenhower and presented by Vice President Nixon before the Conference of Governors urging substantial enlargement of the highway program has stimulated widespread discussion. A number of important committees and agencies are studying the problem and will make recommendations.

The President has appointed an Advisory Committee composed of five leading citizens with experience and background in construction, finance, labor, and agriculture to consider various approaches to the problem and to work in cooperation with a Committee of State Governors who are also studying the matter. The President's Advisory Committee is headed by Gen. Lucius D. Clay (retired). The committee held hearing in Washington on October 7 and 8 at which representatives of 19 national organizations presented their views.

Interested Federal agencies are represented on an Interdepartmental Committee which, under the chairmanship of Commissioner du Pont, is lending assistance to the above groups.

The President on July 12 created a special Cabinet Committee on Transportation Policy and Reorganization, and appointed the Secretary of Commerce as chairman. Other members include the Secretary of Defense and the Director of Defense Mobilization. Advisory members are

the Secretary of the Treasury, Postmaster General, Secretary of Agriculture, and the Director of the Bureau of the Budget.

The Conference of Governors, by resolution, has asked the Council of State Governments to report on the status of State highway programs. This report will be submitted to each Governor, and then will be studied by the executive committee of the Governor's Conference. A special Road Committee composed of Governors from 8 States has been appointed, and 6 of its members conferred with the President on August 10. A final report to the President will be submitted to all Governors for approval.

The Commission on Intergovernmental Relations, established by law and composed of 25 members appointed by the President, has the responsibility of studying the spheres of authority and responsibility of Federal and State Governments. Federal aid to the States and Federal taxation of motor fuels are expected to receive the special attention of this group.

The report of the Bureau to the President and to Congress as required by Section 13 of the Federal-aid Highway Act of 1954, will no doubt receive serious consideration at the next session of Congress. Progress on this report is discussed in another article in this issue.

### Unusual Gravel Source

Broadway and 125th Street area in Manhattan is an approved source of run-of-bank gravel for Federal-aid construction of a section of the Major Deegan Expressway. The material excavated for the construction of a new Manhattan building was found to be an adequate substitute for the commercially produced run-of-bank gravel fill normally brought to New York City projects on barges from Long Island.

### Fund Transfers Approved

Approval has recently been given requests by Nebraska, Pennsylvania, and Vermont for transfer of Federal-aid funds from one class to another. Authority to approve such transfers, when found to be in the public interest, was contained in the 1954 Act. Nebraska and Pennsylvania transferred secondary funds to the primary apportionment; Vermont transferred primary and urban funds to the secondary apportionment.

### Government Insurance

The Government group life insurance plan has been well received by employees of Public Roads. To date only 46 employees eligible for the insurance have declined it by submitting a waiver. Of this number, 14 are from the Washington office and 32 from field offices.

In the future, it is required that the waiver form 53 be submitted in triplicate instead of the one copy heretofore accepted.

Under the Federal Employees' Group Life Insurance Act, any group insurance which becomes payable after the death of the insured will be payable to the first person or persons listed below who are alive on the date title to the payment arises:

1. Widow or widower.
2. If neither of the above, to the child or children in equal shares, with the share of any deceased child distributed among the descendants of that child.
3. If none of the above, to the parents in equal shares, or the entire amount to the surviving parent.
4. If none of the above, to the duly appointed legal representative of the estate of the insured, or if there be none, to the person or persons determined to be entitled thereto under the laws of the domicile of the insured.

It is not necessary for the insured to designate a beneficiary unless he wishes to name some person or persons not included above, or wishes to provide for a different order of precedence.

In such cases, the employee should execute Standard Form 54 in duplicate and send it to the Personnel and Training Office in Washington. The duplicate will be noted and returned as evidence that the original has been received and filed. Employees who have already sent in a memorandum showing change of beneficiary should now submit Standard Form 54. Instructions for filling out Standard Form 54 appear on the back of the form.





## In-Service Training

The Bureau's in-service training program for the fiscal year 1955 again includes several items for special benefit to field personnel. Several schools to be held in the field will involve participation by State highway department personnel. The following is the schedule in brief for field personnel:

Aerial surveying school, University of Washington, Seattle, Sept. 7-20, for about 35 Bureau and State personnel.

Highway capacity school, Denver, Colo., Oct. 11-15, for about 25 Bureau and State personnel from Division 9.

Highway capacity school, Portland, Oreg., Oct. 18-22, for about 25 Bureau and State personnel from Division 8.

Aerial surveying school, Wash. D. C., for two engineers from each field division, Nov. 29-Dec. 17.

Urban design and traffic control school, Portland, Oreg., Dec. 6-10, for about 25 Bureau, State, and city personnel from Division 8.

Aerial surveying school in Idaho, Jan. 24-Feb. 5, for about 30 Bureau and State personnel.

Junior engineer indoctrination course, Wash. D. C., Jan. 31-Feb. 11.

Administrative management course, Washington, D. C., Feb. 14-18, for one person from each field division office and, if desired, one from each district office.

Junior engineer Washington office operations course, Mar. 14-June 3.

Materials conference, Denver, Colo., Apr. 4-8, for Division 9 and State personnel.

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## YOUR BUREAU

Even among employees who have worked many years for the Bureau, few have a definite idea of the number of people employed by our organization.

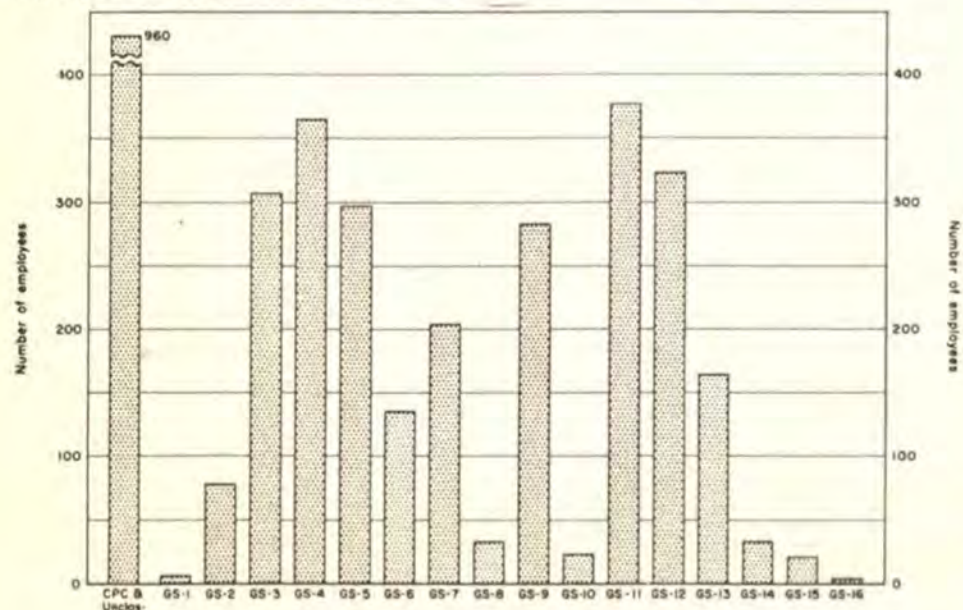
Altogether there are 3,613 persons employed, of which 950 work in the Washington area, 2,373 are stationed elsewhere in the continental United States, 146 are assigned to U.S. territories and possessions, and 144 are on duty in foreign countries.

To give an indication of the salary range of our employees, a chart showing distribution by grades appears on this page. There are 2,653 employees in grades GS 1 to 16, 98

employees in CPC grades, and 862 in an unclassified status. Many of the latter group are employed on a seasonal basis in the field offices of this country and abroad.

As is apparent in the chart, the grades GS-8 and 10 are seldom used in the successive steps between GS-7 and 11.

The number of permanent employees of the Bureau was reduced during fiscal year 1954 by 128, and there were 76 fewer temporary employees. The greater part of this reduction was the result of normal attrition (deaths, retirements, and resignations).



Number of employees in each salary grade as of August 31, 1954.

## New Assignments

SAMUEL R. ALBERT, highway bridge engineer, has been transferred to the Kentucky District Office after completing a 2-year tour as district bridge engineer in the Puerto Rico District Office. Mr. Albert has been with the Bureau since 1936, except for a brief period of military service with the U. S. Army during World War II.

LARRY A. BIVENS, assigned to the Phoenix District Office on June 14, was honored by the Arizona chapter of the American Society of Civil Engineers by being selected as the outstanding member of the 1954 University of Arizona graduating class of civil engineers. Mr. Bivens has since been placed on active duty with the U. S. Navy.

GLENN E. BROKKE, formerly in the Bismarck District Office, has returned to the Bureau to work in the Highway Transport Research Branch after a 3 1/2-year absence; serving 1 1/2 years in the U. S. Navy during the Korean activity, and almost 2 years with Knappen, Tippetts, Abbett, and McCarthy, consulting engineers. While with the engineering firm, he was resident engineer developing a report for establishing a freeway and arterial street plan for the Cleveland metropolitan area.

A. K. NEELEY and TOM BROWN were recently transferred to the Montana District Office after 5 years of service in the Alaska District. Mr. Neeley, who originally joined the Bureau in Montana in 1924, served as district construction engineer in the Seward area. Mr. Brown began his employment with the Bureau of Public Roads in 1931 in the Portland District Office. His Federal service includes several years with the Bureau of Reclamation in Oregon. Mr. Brown's work in Alaska was in the Juneau area.

HELEN K. CLARK recently joined the staff of the Virginia District Office. Mrs. Clark comes to the Bureau from the National Park Service.

H. L. FRIEL, maintenance engineer for Division 2, is assisting the Pennsylvania District Office for a period of several months. Mr. Friel will help handle the many complex highway problems of the Pittsburgh urban area and surrounding counties.

MALCOLM L. GORDON, former district materials engineer in Juneau, Alaska, has been transferred to the Wyoming District Office to fill the position of materials and office engineer. Since becoming an employee of the Bureau on the Alaska Highway in 1942, Mr. Gordon has also had assignments

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## Progress on Reports to Congress

SECTION 11 of the Federal-aid Highway Act of 1954 requires the Department of Commerce to undertake a comprehensive study of the public utility relocation problem. This study has been assigned to the Research Division of the Bureau of Public Roads. An advisory committee has been designated within the Bureau, with representation from all the major divisions.

The study will concern itself with problems posed by the necessary relocation and reconstruction of public utility facilities resulting from highway construction. Data upon which this study will be based are being assembled by the utilities involved, by the several State highway departments, and by the Bureau. A special meeting attended by representatives of all the major utilities in the United States was held on August 20 in Washington to lay the groundwork for cooperation with the utilities and to obtain agreement on an appropriate questionnaire. Consultations have also been held with officials of the American Association of State Highway Officials, with individual State highway officials, and with our own Division and District offices.

The investigation will involve the assembly and analysis of a considerable body of cost data, legal materials, and other information that reveals the existing relations between the State highway departments and the affected utilities of all kinds.

SECTION 12 of the 1954 Act directed the Secretary of Commerce to submit to Congress not later than December 31, 1954, a suggested draft of a bill or bills for a Federal Highway Act, which will include such provisions of existing laws, and such changes or new provisions as the Secretary deems advisable. Thus a new highway law may now be in the making.

More than 150 suggestions have been received by the Solicitor from the Field and Washington offices of the Bureau, in response to the Commissioner's request for comments and recommendations.

## Commissioner Visits South Dakota

Fairly typical of Commissioner du Pont's many field trips during the past year and a half was his visit to the South Dakota District Office and the State Highway Department in August. He explained to State highway personnel the Federal-aid secondary

The volume of comment reflects the need for refinement and consolidation of present Federal-aid laws. Everyone who has occasion to refer to Federal-aid legislation knows how difficult it now is to determine precisely what the law is—what provisions are still in effect—what provisions are obsolete or superseded. As the law now stands, it consists of a series of amendments and supplements to the original act. Many provisions are superseded or no longer applicable, but have not been expressly repealed. The draft now in the making will seek to eliminate this confusion, to clarify ambiguous provisions, and to make available a readily usable one-package law, modernized to include such new provisions as are deemed sound and necessary to efficient administration. It is expected that the completed draft will be of considerable assistance to the Congress in the writing of a new Federal-aid highway law.

SECTION 13 of the 1954 Act calls for a report on all phases of highway financing. The cooperation received from State highway departments in meeting the requirements of this study approaches the ultimate in effective Federal-State relations. State after State set aside its own immediate problems and gave top priority to the work. By September 22, the Bureau had received highway needs data for all 48 States, Hawaii, the District of Columbia, and Puerto Rico. Divisions 6, 8, and 9 have the honor of submitting the first completed cost estimates for each State in their Division.

Reports on the toll road feasibility phase of the Section 13 study have been received from 44 States as of September 24. Data have been furnished for more than 1,000 highway sections. The first phase of analysis—computing feasibility ratios for each section of roadway based on the estimated traffic and construction cost figures submitted by the States, is now in progress.

Plans for the preparation of the final report are shaping up in the Washington Office.

road plan and the benefits thereof. At a meeting with the District Office employees, he discussed some of the recent and future changes in Public Roads, particularly the increased emphasis on the interstate system. Mrs. Sigurd Anderson, wife of South Dakota's Governor, entertained Mrs. du Pont at an informal coffee party attended by wives of the Bureau's District employees.

## Combined Charities Campaign

In order to reduce the frequent appeals to employees for various charitable contributions, the Department of Commerce has established a one-package combined charities campaign in the Washington area for the 1954-55 season. This single drive for funds will be conducted during October. Collection of pledges will begin in November and may be extended over 8 pay periods.

A combined charities committee representing each of the Department's primary units has been established to administer the program. The committee will be assisted by a campaign director and keymen from each bureau. Under Secretary Walter Williams is Department chairman. George D. Potterton is campaign director for the Bureau, and Robley Winfrey is committee member for Public Roads.

The charitable and welfare organizations to be included will be those for which solicitation has been authorized during the past 5 years. Employees may designate the charity or charities to which they desire to contribute.

This program should provide many advantages to you, to the Government, and to the charities concerned. Everybody benefits if you participate to the best of your ability.

## Cost Comparison Study

The analysis of North Carolina contract and force account construction costs neared completion during September. The purpose of this study was to provide basic cost data for aid in comparing the relative advantages of the two methods. Work on the report has been under way in the Production Cost Unit of the Financial and Administrative Research Branch since September 1953. Because of the confidential nature of much of the data, no decision has yet been reached as to the manner of presenting the final report for general reference and informational purposes. Thirty-four junior engineers participated at various times in the field and preliminary summary work.

## Motor-Vehicle Use Report

Information from motor-vehicle-use studies in 6 States has been consolidated and assembled by the Division of Research. Similar studies are in progress in 15 other States. Characteristics of motor vehicles, motor-vehicle operators, travel to and from work, distribution of all kinds of travel, trip length, and purpose of travel are among the subjects developed. Comparisons are also made with other earlier studies.



## Red Stop Sign Approved

Upon approval of its member organizations, the Joint Committee on Uniform Traffic Control Devices is preparing to publish amendments to the 1948 Manual on Uniform Traffic Control Devices for Streets and Highways. Two of the more important changes involve the STOP sign and a new YIELD RIGHT OF WAY sign.

The STOP sign, hitherto yellow, is now to be red, with white lettering. The YIELD sign is a yellow equilateral triangle, one point downward, with black lettering, to be used where right of way is to be accorded traffic in either direction on a major road, without the inconvenience and delay caused by a STOP sign.

## Aerial Surveys

North Dakota awarded its first contract for aerial surveys on June 25. The contract provides for the preparation of a contour map of an area 2,000 feet wide along a 6 1/2-mile section of U. S. 85 in North Dakota's Badlands. The State expects to realize a savings of several thousand dollars by use of the aerial survey method. Of even greater significance, in view of the State's shortage of engineering personnel, is the savings in man hours of engineering skills for other needed projects.

## Retirements

F. W. AMBOS, field locating engineer in Division 9, retired on August 13 at Denver. Mr. Ambos had completed 25 years of Federal service, 21 of which were with Public Roads. Prior to his service with the Bureau, he worked for several western railroads as a locating engineer and on construction. Mr. Ambos plans to pursue his hobby of color photography during his retirement.

ROLAND E. ANTHONY, bridge engineer in the Kentucky District Office since 1935, retired in September. With his military service, he has completed 21 years with the Federal Government. Mr. Anthony plans to live in Bradenton, Fla.

JULIAN O'KANE DOWNEY of the Physical Research Branch retired on August 31. An expert on the operation and maintenance of roadbuilding equipment, Mr. Downey was selected in 1930 to keep in order the power shovels and other tools used by the Bureau in building an access road to President Hoover's camp on the Rapi-

dan. Later as a laboratory machinist he helped construct much of the testing equipment used by the Physical Research Branch. Mr. Downey had completed 34 years of service with the Bureau.

CHARLES M. HARTSOCK retired from the North Carolina District Office in June after 23 years of employment with Public Roads and additional service with the Interstate Commerce Commission. He joined the Bureau in 1931 at Richmond, Va., and moved to the Raleigh Office in 1939. There he was in charge of the State office, and later head of the construction section for the District Office until he retired. Mr. Hartsock is a graduate of Oregon State College. In addition to Government service, his experience included periods with the Oregon State Highway Department, the Kansas State Highway Commission, as well as a number of years as county engineer in Kansas.

Miss KATHLEEN F. SPIGENER, clerk-typist in the Division 3 Office, retired in August after 26 years of Government service, the last 19 of which were with the Bureau in Montgomery, Ala., and Atlanta, Ga. Other Government employment included 1 year with the War Department and 6 years with the Veterans Administration.

A. M. SNOW, who for many years served the Bureau as district engineer in Vermont, is retiring on November 1. Mr. and Mrs. Snow are planning to winter in Florida, returning to Vermont for the summer months.

JESSE E. WILLIAMS, district engineer for Colorado, retired on August 31, after 35 years of Federal service. Mr. Williams graduated from Colorado Agricultural and Mechanical College. He spent 2 years with the U. S. Reclamation Service and approximately 2 years with the State Rivers and Water Supply Commission in Melbourne, Australia. During World War I, he served as a first lieutenant in the Corps of Engineers, U. S. Army.

His employment with Public Roads, begun in 1924, included assignments in Colorado, Wyoming, and New Mexico on forest and park highway work, as well as Federal-aid construction. Mr. Williams served as district engineer in New Mexico for 2 years, followed by 4 years as division engineer at Ankara, Turkey, where a complete reorganization of Turkish roadbuilding methods was accomplished.

In 1953 the Department of Commerce awarded him its silver medal for outstanding service, for his work in the development of the highway program in Turkey and for major contributions to the development of highways in the West.

Mr. Williams has accepted a position as advisor to the Minister of Public Works at Bogota, Colombia.

## Resignations

JOHN A. GRANT, Jr., highway engineer in the Virginia District Office, resigned September 21 to accept employment with Michael Baker, Jr., Inc., consulting engineers.

MAUDE HEE, clerk-typist for the Hawaii District Office, resigned to take a position with the local Federal Housing Administration.

FRANCIS E. JUNIOR, Division 4 design engineer, left the Bureau in August to take a position with a firm of consulting engineers. Mr. Junior came to Division 4 in 1948 after having been with TVA for 12 years as principal design engineer. He had also served as regional highway engineer for the Portland Cement Association, and had been with the City Planning Commission of Cincinnati, Ohio, for approximately 2 1/2 years.

Mrs. AUDREY W. LITTLE, clerk-stenographer for the Delaware District Office, resigned in September to accept a position with the Dover Air Force Base.

FRANK W. VANDERSLICE, administrative assistant in the Delaware District Office, resigned during September to accept a position with the Delaware Highway Department. Mr. Vanderslice came to the Dover District Office in 1949.

## Library Well Used

The valuable service performed by the Bureau Library is indicated by the 6,145 inquiries received and answered during fiscal year 1954. Many of these required extensive research. In the same period book circulation was 12,500 and periodical circulation 49,000. It is evident that the Library endeavors to keep the Bureau staff well informed.

## Western Conferences

Division and district engineers from the 11 Western States, Alaska, Hawaii, and Texas participated in the 2-day conference at Twin Falls, Idaho, Sept. 14-15. Mutual problems of current interest on both Federal-aid and forest highway work were discussed. C. D. Curtiss, deputy commissioner, contributed important advice, especially relating to present Washington Office policy. Most of the participants then traveled to Sun Valley, Idaho, to attend the annual conference of the Western Association of State Highway Officials, Sept. 16-18.

## Awards

Suggestion awards have been made to the following employees:

Mrs. IRENE H. CONDER (Wash., D. C.) clerk-stenographer in the Office Services Branch, for her suggestion that the teletype message form be discontinued and that the Standard Form 14, including the original yellow sheet, be used in preparing teletype messages.

HAROLD W. GRIFFIN, formerly in the Division Office at St. Paul, for the development of an expiration leave calendar made available to all Public Roads offices by memorandum to division engineers May 7, 1953. Mr. Griffin is now engaged in private industry in Ely, Minn.

HAROLD G. WAGNER, mechanic specialist in the Division 9 equipment shop at Denver, for an adjustable swivel pry bar which he designed and constructed for removing and replacing shock absorbers on station wagons and jeeps.

## Foreign Assignees

WINSTON S. DANIEL, auditor stationed in San Jose, Costa Rica, on Inter-American Highway work, returned to Washington on official business in September.

T. A. JONES, district engineer for Puerto Rico, has been temporarily detailed to represent the Bureau in Guatemala. This assignment was the result of the reopening of work on the Inter-American Highway in Guatemala.

CLYDE T. JOHNSON, equipment specialist, and FLEURY E. FOSTER, warehouseman, have been reassigned from the Turkish Division to the Liberian District. Both Mr. Johnson and Mr. Foster are stationed in Monrovia.

THOMAS P. REVELISE, highway bridge engineer, has been transferred to the San Juan, Puerto Rico, District Office where he will serve as district bridge engineer. During the past 4 years he was employed as district bridge engineer in the Florida District Office. Mr. Revelise served with the Bureau for a number of years in Washington, D. C., Columbia, S.C., Manila, P. I., and Division 3 before going to Florida.

## News from Japan

"Standard Plans for Highway Bridge Superstructures," published by the Bureau in 1953, is being reproduced in Japan with titles and notes in the Japanese language. Translation is being supervised by Prof. Katsutake Naruse of Nippon University.

## Illnesses

A. H. BARKER, Jr., engineering aid, who was injured in an automobile accident in Nebraska last year, is improving steadily. He is now able to get around in a wheel chair. Mr. Barker has been hospitalized at the Veterans Administration Hospital, Grand Island, Nebr.

EDWIN FRIESE and GEORGE R. HAYES, engineers in the Indiana District Office, have been absent from their duties due to illness. Mr. Hayes underwent surgery at Indianapolis and is recovering rapidly. Mr. Friese is hospitalized at Allentown, Pa., where surgery is contemplated. Both men have been with the Bureau since 1935.

GEORGE G. HOLLEY, landscape architect for the Roadside Section, Division of Engineering, returned to work during September on a part-time basis following an absence since June caused by a heart condition.

NORMAN K. MILLER, fiscal auditor, who retired recently from the Division 2 Office because of disability, writes that he hopes to visit Hagerstown the latter part of September. His letters indicate considerable improvement in his condition.

Miss MABEL NELSON of the Pennsylvania District Office entered the Harrisburg Hospital during August to undergo major surgery. She is now recovering at her home.

C. W. PHILLIPS, Chief of the Real Estate and Right-of-Way Branch, Legal Division, is now recuperating at home after being hospitalized for 3 weeks. He is making fine progress toward good health.

CHARLES M. WILLIAMS, programming and planning engineer for the Wyoming District Office, underwent surgery in September for a spinal injury. Mr. Williams is recovering satisfactorily, but it will take considerable time before he can resume his duties.

S. E. SIME, former division design engineer in Division 5, who retired early this year due to ill health, is reported to be progressing nicely.

NEIL H. WILSON of the Financial and Administrative Research Branch has returned to work after several months illness.

## Obituaries

Mrs. Hazel J. Berg, wife of HERMAN I. BERG, died August 15 after a short illness. Mr. Berg is assistant construction engineer for Division 6 at Fort Worth, and has been with the Bureau since 1931. Four children survive.

A. C. RAPELJE, former senior highway engineer in the Bureau, died in

Poughkeepsie, N. Y., on August 26 at the age of 89. From 1919 until his retirement in 1936, Mr. Rapelje was in charge of Federal-aid highway work in Pennsylvania.

R. E. TRIBOU, District Engineer of the Massachusetts District Office, died suddenly in Boston on October 1. He had only recently returned to work after being confined to his home last May by a heart attack. Mr. Tribou, who was 58 years old, had worked with the Bureau since 1921.

Paul E. Robinson, son of maintenance engineer (Div. 1) E. H. ROBINSON, died as a result of a highway accident which occurred in August. The younger Mr. Robinson left a wife and son.

*The Bureau of Public Roads extends its sympathy to the bereaved families.*

## Foreign Visitors

The Bureau is providing a training program for 47 highway engineers and administrators from 10 foreign countries (as of September 17). Of this number, 44 were sponsored by the Foreign Operations Administration. For the most part, the training program is arranged on an individual basis, for periods varying from 3 months to 1 year, and is effected through the cooperation of the State highway departments.

Included among those studying American highway methods are 21 from the Philippines, 9 from Yugoslavia, and representatives from Thailand, Jordan, Egypt, Pakistan, Australia, Brazil, Ecuador, and Honduras.

## Former Employees

A. V. WILLIAMSON is now acting maintenance engineer for the Colorado Department of Highways. Prior to his retirement from the Bureau in 1953, Mr. Williamson was division engineer in Turkey, and formerly Colorado district engineer.

A number of former Public Roads employees are now working for the Idaho Department of Highways: N. F. MCCOY (Western Hq.), L. J. CAUFIELD (Div. 8), L. M. HUGGINS (Div. 8), and J. S. SCOFIELD (Div. 8). Mr. McCoy is chief planning officer and highway commission secretary, Messrs. Caufield and Huggins are employed on a highway needs study, and Mr. Scofield is assistant secondary roads engineer.

A. D. TURNAU, who retired from the Washington Office this year, is now working on a highway laws project for the Highway Research Board.



W. J. (Pop) ARNOLD, Public Roads engineer who retired from the Oklahoma District Office in 1947, has continued his career with professional work with engineering departments at city, county, and State level as well as general contracting, steel and iron works, and telephone service.

## Personals

Major E. C. MUSE, Jr., of the Louisiana District Office, spent 2 weeks training at the U. S. Army Reserve Engineers School, Fort Hood, Tex.

Major L. D. WALKER, Virginia District Office, spent 2 weeks training with the 274th Engineer Army Reserve Training Unit at Fort Belvoir, Va.

Miss THERESA DUFFEY, Iowa District Office, became the bride of L. E. Samuelson on August 28. Mr. and Mrs. Samuelson, after a trip through the west, will return to Ames where both will resume their work.

Miss JULIA ADAMS, Iowa District Office, and James E. Dale were married on September 4. Mr. and Mrs. Dale will live in Hallsboro, N. C., where Mr. Dale is presently employed.

DANIEL H. BROWN, junior engineer assigned to the Oregon District Office, and Miss Darlene Hince of Lebanon, Oreg., were married on July 3. Mr. and Mrs. Brown are presently making their home in Salem, but will move to Washington, D. C., about November 15 where he will complete his training program.

Proud parents of new offspring are the following:

A. T. SONNENBERG, Financial and Administrative Research Branch: a son, James Martin, born in September.

E. J. COPPAGE, Jr., Chief of the Experimental Projects Section, Division of Engineering: a daughter, Carolyn Jean, born September 20.

CARL SAAL, Chief of the Vehicle Operations Section, Highway Transport Research Branch: a son, Carl, junior, born August 23.

## Recommended Reading

Employees of Public Roads contribute a large amount of material for reading by the general public. Contributions appear in our own reports, papers presented at meetings, and in other ways. The Bureau editors recommend to all authors that they read the article "Plain Talk" by L. C. Beard, Jr., President of

the American Society for Testing Materials, in the July 1954 issue of American Highways, published by the AASHTO. Dr. Beard points out that the engineer often does not get his idea across to management or the public because he has built up a vocabulary so complex and full of "gibberish" that he is not understood. It is felt that some of our writing could be made more clear to those outside of the highway field (and in it, too).

## Hurricane Carol

Hurricane Carol, the first of two hurricanes to hit New England within a period of 12 days, gave two New Hampshire District Office employees an anxious afternoon on August 31.

Robert E. Kirby, highway engineer, and Charles B. Totten, junior engineer, were out on a two-day maintenance inspection trip and had spent the night of August 30 in a small town near the Canadian border. Completely unaware of the approach of Hurricane Carol, Kirby and Totten headed for a remote section of the State in the White Mountain National Forest, made their last inspection shortly after lunch, and started homeward.

Driving through heavy rain and rising winds, they ran into the height of the storm by mid-afternoon, and found their way blocked by a fallen tree. Their road map indicated a possible detour, which they followed for 1 1/2 miles until another windfall blocked their way. One possible avenue of escape remained, but fallen trees closed that route within 2 miles.

Now the only course open to them was to try to remove the single tree which blocked their original route, but when they got there several more trees were down. Kirby and Totten then found a clearing and waited for the storm to abate.

Following the peak of the storm several local people arrived to clear the way with a power saw, permitting the travelers to continue on to Concord.

The same hurricane brought high water which flooded the ground floor of the building in which the Rhode Island District Office is located. It was several days before light, telephone, and elevator services were restored. Although Rhode Island suffered heavy loss during the recent hurricanes and floods, the damage to Federal-aid roads and bridges was comparatively small. There were several instances of damage to projects under construction due to the heavy rains, but the increase in cost occasioned by the damage can be taken care of by minor overruns in existing bid items.

## New Publications

A new book "A Policy on Geometric Design of Rural Highways" has just been published by the AASHTO. This publication supersedes the Association's "Policies on Geometric Highway Design" reprinted in 1950.

Distribution of the new publication has been made to the Washington and field divisions.

The Bureau does not receive publications in quantity from the AASHTO free of charge, and in purchasing these books (or any others) it is required by the General Accounting Office that we certify the purchase is necessary for the conduct of our work. For this reason, and because of the expense involved, we can undertake only to make an equitable distribution of a reasonable quantity.

For the same reasons, we cannot supply copies for the State highway departments, as has been suggested by one or two of our district offices. The States, as members of the AASHTO, receive a limited number of free copies of each new Association publication.

Important changes in the design of traffic signs and other control devices have been approved by the American Association of State Highway Officials, the Institute of Traffic Engineers, and the National Committee on Uniform Traffic Laws and Ordinances as revisions of the "Manual on Uniform Traffic Control Devices."

The official text of all the approved revisions will be available in printed form before the end of the year.

Two principal changes affecting traffic signs are as follows:

A red stop sign, with white lettering, and with at least the lettering reflectorized, replaces the former standard yellow sign. No contrasting panels or supplementary messages are permitted.

A "Yield Right of Way" sign is adopted for use at certain intersections where a full stop is not required. This is a yellow equilateral triangle, with one point downward.

## Puerto Rico Project

The Department of Public Works of Puerto Rico recently completed the installation of traffic signs on all routes in the Federal-aid primary and secondary systems on the island. The signs were mostly of the warning and guide classification, all in accordance with the AASHTO standards, except that word messages were in Spanish.

## Legislation

The Colorado State Legislature provided by law that "the Department of Highways shall, not later than December 31, 1953, promulgate and adopt rules and regulations for a practical system of rating roads, streets and highways based on sufficiency rating studies for the systems under its specific jurisdiction."

This law further provides that the State Department of Highways shall make use of this sufficiency rating system in establishing priorities for construction on the State Highway System. The system adopted is based upon a streamlined sufficiency rating method developed largely by the Bureau, and field tested by Colorado and Bureau officials in that State from 1948 through the present time.

The Louisiana Legislature passed a new right-of-way expropriation act that provides an additional method by which the Department of Highways may expropriate property for highway purposes prior to judgment in the court by a declaration of taking. The act also provides a method for determining just compensation for the property.

If no buildings are within the right-of-way the state can be given immediate right-of-entry and possession of the property upon deposit of an estimated value of the property. Where buildings are involved, the court may postpone the right-of-entry for a period not to exceed 30 days.

This new law will be of great benefit to the State in getting projects under construction. The previous slow action in acquiring right-of-way has delayed numerous Federal-aid projects.

The Mississippi Gulf Coast, rapidly developing as a booming multimillion dollar tourist business, partially as a result of the reconstruction of U. S. highway 90, a Federal-aid route which parallels the Gulf of Mexico, received another boost from the recent session of the Mississippi Legislature.

The Legislative Session of 1954 authorized each of the three coastal counties to issue, through regular elective procedure, bonds in the amount of \$12 million, "for the purpose of making improvements to the roads along the shoreline of said Gulf . . . and to connect the shore with land areas offshore." Additional provision was made for each county to issue \$4 million in mortgage bonds, if needed.

The primary purpose of the bond issue is to provide for the construction of causeways linking several large and historical islands lying up to 12 miles offshore.

## Specifications

The Specifications and Materials Section (Washington, D. C.) is currently reviewing proposed new issues of general highway and bridge specifications for six States: Pennsylvania, Oregon, Florida, Virginia, Massachusetts, and Delaware.

Preliminary drafts of proposed general specifications for four additional States (Nebraska, Kansas, South Carolina, Louisiana) and the District of Columbia are also under review, and constructive suggestions are being made where appropriate, prior to final editing and printing.

The Section is also making progress in directing and coordinating the work of revising the Bureau's FP-41 in cooperation with the field and Washington Office divisions.

Revisions of the required contract provisions for use in direct Federal and Federal-aid highway contracts are being processed.

This Section is cooperating with the Construction Management Section in the program of experimental highway features and projects in the interest of developing specifications to new uses of materials and equipment.

## Natchez Trace

The Natchez Trace Parkway is approximately 450 miles long with its terminal points at Nashville, Tenn. and at Natchez, Miss.

Grading on this Federal project has been completed for 160 miles of which 63 miles have been paved. The paved portion of the Parkway is a continuous stretch in Mississippi. An additional section of 34 miles is now being paved in Alabama and Tennessee.

## Assignments—Con. from p.2

as assistant materials engineer in the Denver and Philippine Division Offices.

B. H. HOOTEN, appointed recently as engineering aid, was assigned to forest highway work in Arkansas.

RUDOLPH M. LEMKE, junior engineer, has been assigned to the Arkansas District Office for the Federal-aid phase of the trainee program. He entered the Bureau's training program upon graduation from Southwestern Louisiana Institute in 1951. Mr. Lemke will complete his training next January and will be ready for assignment to a regular position.

CLIFFORD A. LEWIS has been made Chief of the Construction and Main-

tenance Section of the Federal Projects Branch in the Washington Office.

VANCY H. MIZZELL, bridge engineer, has been assigned to the Ohio District Office. Mr. Mizzell was formerly with the Alabama State Highway Department.

EDWARD C. MORONEY, Jr. has reported to the Wisconsin District Office for the last phase of his junior engineer training.

SYDNEY W. SMITH has been transferred from Division 15 to the District of Columbia District Office. He has been with Division 15 for 3 years as bridge construction engineer on the Baltimore-Washington Parkway.

WILLIAM D. FRANKLIN and WILLIAM I. REAMS from the Roanoke and Arlington District Offices have transferred to the Gatlinburg District Office of Division 15. WILLIAM H. GARRITY and JOE E. MOYERS, new employees, have also been assigned to that office.

FREDERICK B. FRANKLIN and CURTIS C. KELLEY, former Veterans Administration employees, have been assigned to Division 3 at Atlanta in clerical positions.

JOHN N. STORRS, of the Division 7 Office, has been assigned to the Hawaii District Office.

WILLIAM A. WOOD, former district construction engineer in Alaska, was transferred recently to the Portland Division Office to assist in administering the forest, park, and other Federal highway programs.

The following men joined the engineering staff of the Florence, Ala., District of Division 15: OSCAR G. ADAMS, Jr., EDGAR BUSHMAN, JOSEPH G. DEAN, ROBERT E. MCCLUNG, RAY M. POWERS, and WILLIAM T. MCGILL. All except Mr. McGill were assigned to Eupora, Miss.

MICHAEL LASH, Jr. reported for his Federal-aid training in the Connecticut District Office during August.

STAMFORD SHMUKLER, a recent law school graduate, is a new temporary employee in the Financial and Administrative Research Branch. He will assist with certain legal aspects of the Section 11 study.

Miss SHIRLEY GREENSPAN has joined the Bureau as a clerk-typist in the Financial and Administrative Research Branch.

M. F. KENT recently joined the staff of the Financial and Administrative Research Branch as a transportation economist. He had just returned from a tour of duty with the U. S. Army in the Inspector General's Office. Mr. Kent was formerly with the Bureau's West Virginia District Office.



## Professional Activities

BENJAMIN COTTRELL, who is currently on a temporary assignment in Division 8, has been invited to attend the opening of the road he located and supervised construction of in Bolivia. It is understood that Mr. Cottrell will be the guest of the Bolivian Government.

RICHARD B. BECHTEL, highway engineer for the New Jersey District Office, was recently elected president of the Mercer County Chapter of the New Jersey Society of Professional Engineers.

R. H. HARRISON, division engineer in Division 4, is chairman of the Regional Council of Federal Agencies in Chicago. This organization is composed of the heads of approximately 35 Federal agencies, and its general aim is to promote close coordination and integration of Federal activities within the region.

Division Engineer C. E. SWAIN and Division drainage engineer E. E. DITTBRENNER represented the Department of Commerce at the groundbreaking ceremonies of the International Rapids Power Project on both sides of the United States-Canadian boundary. Principal addresses were by the Premier of Canada, the Premier of the Province of Ontario, and the Governor of New York who read a message of congratulations from President Eisenhower.

## Complex Interchange

A total of 26 Federal-aid projects over a span of 21 years were involved in the development of the Kew Gardens Interchange, Borough of Queens, New York City. The facility, popularly known as the "pretzel," is considered to be the most complicated interchange in existence. The total construction cost since 1933 was \$13.6 million, of which Federal participation amounted to \$6.6 million.

The huge volume of traffic which flows in every direction through this interchange is well typified in the count taken on Sunday, May 9. The total amounted to 195,000 vehicles in 24 hours. The 12-hour flow on this day (7 a.m.-7 p.m.) was nearly 124,000 vehicles, with a peak hour at a single station of 4,350 vehicles.

## Reorganization

The Training and Education Branch and the Personnel Branch (both formerly in the Division of Finance

and Management) were consolidated and transferred to the Commissioner's office effective August 23. The new unit was designated as the Personnel and Training Office and is in charge of Robley Winfrey, assisted by L. R. Schureman. The unit is under the supervision of F. C. Turner in the Commissioner's office.

Commissioner du Pont indicated that the step was taken to give a centralized position to this activity consistent with the importance he attaches to the personnel and training functions.

Division 7 has been reorganized to make it more effective and efficient. Under the new plan the Division Office will control directly all survey, plans, specifications, and estimate work on direct construction projects. The District Offices will handle directly all construction work on these projects subsequent to the award of contract. The latter will also have immediate supervision over direct maintenance projects. To effect this change, the following men were transferred from the Division Office to the District Offices:

California: Messrs. T. M. Roach, assistant district engineer, E. J. McCracken and H. F. LaGrone, area engineers, H. T. Gunderson, construction engineer, and J. B. Kiely, bridge engineer.

Hawaii: Messrs. J. R. Lewis, bridge engineer, F. G. Schmalz and J. N. Storrs, area engineers.

Mr. James W. Rose was assigned to the Nevada District Office to assist in the review of Federal-aid estimates, reports, vouchers, etc.

## In-Service Training—Con. from p.2

Materials conference, Washington, D. C., Apr. 25-May 6, for 8 men from Division 3.

On-the-job training at the Washington office for individual field men is scheduled as follows: Urban and geometric design (about 1 month); highway planning and traffic (4-6 weeks); auditing (2-3 weeks); highway drainage (6-9 months); aerial surveying (3-6 months). This individual on-the-job training at the Washington office is provided as a means of further developing men in specialized fields. Selections of individuals to receive the training will be made on the basis of interest, technical qualifications, present position, and need in the local office for an employee with such additional training.

Consideration is being given to other training activities of special interest to Washington office employees.

## Peak Employment

The Portland Division Office recently reached peak seasonal employment of over 1,000 in conducting the largest program of work on special Federal systems ever handled there. About 250 field men employed on these jobs have returned to college, which presented a serious recruitment problem. Replacements are being hired through the cooperation of the Civil Service Commission and State employment offices.

The Nevada District Office personnel believe that their administrative staff is probably the smallest in the Bureau, and offers the following comparison for other districts.

The staff handles all Federal aid, forest, park, Indian service, and other Federal highway work in an area of 110,000 square miles. Expenditures for such work ranges from \$8 to 9 million a year. The staff includes five engineers and one full-time and one part-time stenographer.

## Outdoor Storage of Vehicles

It has been a rather inflexible requirement heretofore that government automobiles be stored indoors while at an established Bureau headquarters. Because of a scarcity of storage facilities in Austin, Tex., and exorbitant rates asked for the indoor storage space, special permission was granted to store government automobiles by contract on outside lots.

Bids were taken from parking lot owners who have lots that are within walking distance (5 blocks) of the District Office. Invitations are worded to require a daily rate bid and a monthly rate bid for each vehicle, with a stipulation that the total charge on a daily basis for any month will not exceed the monthly rate.

Outdoor contract storage was started last July and will continue until June 1955. A saving of \$100 a month has resulted from this arrangement. With the mild climate at this latitude, no appreciable damage results from exposure to the weather.

Notices were received after this publication was sent to the printer that Julian O'Kane Downey (Wash., D. C.) and Edwin Friese (Indiana District Office) had passed away during October. Both employees are mentioned in the fore part of this issue.