

BUREAU EMPLOYEE WINS CONTEST

RUFÉ U. POPEJOY, fiscal auditor in the Bureau's Division 6 Office, won first prize of \$75 in the fourth quarterly Department of Commerce Suggestion Contest. His suggestion was that the States be permitted to claim construction and engineering inspection costs on the basis of an approved percentage of participation in construction cost. It is estimated that this suggestion will save \$6,000 annually, improve Federal-State relations, and encourage more efficient procedures. This prize is in addition to the original award to Mr. Popejoy, announced in April.



Rufe U. Popejoy

TRANSPORTATION DID IT

Current construction of a bridge across the Ohio River at Shawneetown, Ill., an important river port and center of commerce

EXPORTING BRIDGES

Something of a long distance record for shipping concrete bridge elements was established recently when the entire superstructure for a 280-foot, two-lane highway bridge was shipped about 1,600 miles from Portland, Oreg., to Seward, Alaska. The bridge crosses the Kenai River.

The largest units in the shipment were the 70-foot prestressed concrete girders, each weighing 14 tons. The 60 precast deck slab units were 14 feet long and either 6 feet 4 inches, or 9 feet 7 inches wide, and weighed an average of 3 tons. Forty precast curb units also accompanied the shipment.

This bridge construction by remote control, so to speak, was made possible by precasting the deck in small units for later assembly, by the use of prestressed concrete girders which materially reduced the size of the girder, and by the use of lightweight high-strength concrete which made a substantial decrease in freight costs. This is one of the first uses of lightweight concrete in prestressed bridges. In all, a total of approximately 440 tons of concrete units were shipped.

Substantial economies were realized from this type of construction in Alaska.

during the early settler days, has revived this story.

Pioneering promoters, wishing to develop the area around Fort Dearborn tried to borrow money from the Shawneetown bankers. They were rebuffed, with the reason given that "there was no future in those swamps up north." Financial assistance, however, was found elsewhere and Fort Dearborn grew into what we know today as Chicago, the nation's second ranking metropolis and transportation center. In the meantime, Shawneetown dwindled into nonexistence at its original site.

If there is a lesson to be learned from this story, it certainly must be that improvement of existing and development of new forms of transportation are fundamental factors in shaping our destiny.

Commissioner Receives Award

At the recent celebration of its Centennial Year, Michigan State College presented C. D. Curtiss, Commissioner of Public Roads, with a Centennial Award in recognition of his accomplishments in the highway field. The citation appearing on the Certificate reads as follows: "In recognition of distinguished services which have contributed to the benefit of mankind."

Korean Highways

J. M. PAGE, Texas District Engineer, resumed his duties at Austin after completing a special assignment in Seoul, Korea, where he examined the street system of that bombed, burned and generally war-torn city to determine the extent of needed reconstruction.

He reports the need is great although his first impressions were deceptive—the ground was frozen 30 inches deep and everything was "hard surfaced," including the Han River where the ice was 2 feet thick. When surface thawing started in late February, numerous frost boils developed which indicated the inadequacy of much of the existing pavement and the damage that bombing had inflicted upon the storm-water drainage system. Government officials of the Republic of Korea and the city of Seoul are earnestly struggling with the problems of reconstruction and are cooperating wholeheartedly with our American officials, both military



and civilian. An almost total lack of equipment, materials, and background experience in highway and street construction makes that phase of the overall problem especially difficult.

Specifications for Aerial Surveys

General and itemized specifications for use in contracting with commercial photogrammetric engineering firms for aerial photography and mapping are being prepared by the Aerial Surveys Section of the Washington office. An initial draft was distributed early this year for review by division offices and other interested engineering groups. Suggestions received are being incorporated insofar as possible into the second draft.

Schools

GEORGE GILL, JOHN MCBEE, GRAHAM L. LOGAN, and EDWIN L. STEPHENSON of the Kentucky District Office attended a University of Kentucky extension course in hydraulics as related to design of highway structures.

This course was sponsored by the Kentucky State Department of Highways. It was given one night a week for a period of 14 weeks and was taught by Eugene West of the Highway Research Laboratory which is located at the University. These men took the course on their own time and at their own expense. The University at Lexington is some 28 miles from Frankfort.

Highway Short Course

The annual highway short course sponsored by the Texas Highway Department at Texas A. & M. College, College Station, was attended by 13 engineers from the Division 6 Office and the Texas District Office. Mr. Andrews, division design engineer, gave a talk on interstate design standards.

Maryland Certificate Course

The University of Maryland sponsored classes in highway engineering for employees of the Maryland State Roads Commission during the period February through May. One to two evening sessions per week were held in Baltimore.

Those participating from Public Roads and their respective subjects were as follows: S. T. HITCHCOCK, highway planning; G. P. ST. CLAIR, historical development, highway administration, and highway economics and finance; J. E. LEISCH, geomet-

ric highway design; S. Z. PHILLIPS, right-of-way for highway purposes; RICHARD ACKROYD, introduction to highway drainage; J. J. LAING and W. D. DILLON, highway maintenance.

Foreign Engineer Training

Thirty-one engineers from 12 countries are participating in the Bureau's training program.

Of particular interest in recent months was the fact that one of the engineers from Iran was made a "Kentucky Colonel" and was presented to both chambers of the Kentucky State Legislature where he made short talks. Another engineer from Jordan was made a "Nebraska Admiral" during his assignment there.

Three engineers from Egypt are in the United States primarily to purchase some \$3 million worth of equipment for the Egyptian Government. This equipment will be used for road maintenance, the setting up of a research and testing laboratory, and a demonstration unit for the benefit of contractors.

During the next few months it is anticipated that an additional 32 engineers will arrive in the United States to begin training programs ranging from 5 to 12 months. These anticipated arrivals will include representatives from five additional countries.

One of the programs which the Bureau will direct this year involves a 4-week seminar and observation program for approximately 40 top public works and highway officials from most of the Latin American countries. Beginning sometime in July with several days spent in Washington, D. C., the group will then visit West Virginia, Ohio, and Michigan for discussions with State highway officials and observation of highway construction methods. Visits will also be made to a number of equipment plants in Ohio, Michigan, Wisconsin, and Illinois. This program is sponsored by the Foreign Operations Administration to promote interest in the development of more extensive farm-to-market road systems in the respective countries.

Training for Puerto Rican Engineers

The Puerto Rico Department of Public Works, impressed with the results of last year's training program for 11 of their engineers, has again requested the cooperation of the Bureau in arranging training periods.

This year they propose to send at least five engineers to our Bureau offices and several State highway departments for training periods varying from 4 to 8 weeks. These men are to study such subjects as prestressed concrete design and construction, highway drainage, roadside development and landscaping, specifications and estimates, and beach erosion control.

Highway Conferences

The Ninth Annual Ohio Highway Engineering Conference, sponsored by the Department of Civil Engineering, Ohio State University, and the Ohio Department of Highways was held during April at Columbus.

Scheduled as the principal speaker, Commissioner C. D. Curtiss was unable to attend. His paper on "The Relationship Between the Federal Government, the States, the Counties, and the Cities in Highway Matters" was read by Division Engineer S. L. Taylor.

Joseph Barnett, Washington office, and Mr. Taylor spoke on urban problems and control of access. C. E. Larson, Division 2 Office, Gordon Burner and I. W. Hall, Ohio District Office, and Mr. Barnett participated in panel discussions. The Bureau was represented on the Program Committee for the Engineering Conference by August Schofer, District Engineer.

An Inter-Agency and State conference was held in the Idaho District Office on May 12, for the purpose of discussing problems relating to right-of-way. Personnel from the Bureau of Public Roads, Bureau of Land Management, U. S. Forest Service, and the Idaho Department of Highways participated. The interchange of ideas on right-of-way problems for public highways across public lands will result in better understanding between the agencies affected.

Lester A. Herr (Wash. office), Hydraulic Research Branch, assisted Douglas E. Schneible, hydraulic engineer for the Division 3 Office, in conducting a one-week conference on highway drainage design for engineers of the Alabama District Office at Montgomery, May 9 to 13. Five engineers of the Alabama State Highway Department and three engineers of the U. S. Geological Survey (Ala. district) also joined the conference.

A Division 9 highway materials conference was held in Denver during the week of April 4-8. Four engineers of the Physical Research Branch (Wash. office) discussed a number of significant materials problems. Materials, design, and construction engineers—both State and Bureau—from Divisions 7, 8, and 9 presented papers and participated in the informal discussions. A total of 102 engineers registered for the conference but because of the press of other work, an average of 53 engineers attended each session.

A similar conference was held at the Physical Research laboratories, Gravelly Point and Langley, Va., from April 25 to May 6 for engineers of the division and district offices of Division 3.

Round table discussions were held on field problems connected with the utilization and control of materials and on such phases of the research work of the laboratories as could be related directly to the subjects and questions raised by the field representatives.

Approximately 30 members of the research staff took part in the various phases of the conference under the leadership of E. F. Kelley, Chief of the Physical Research Branch.

New Assignments

ROBERT O. ALQUIST transferred to the Pennsylvania District Office from the Maryland District during May.

HARLO P. BESCHENBOSSEL, design engineer in the South Dakota District Office, transferred to the Washington office to work with Mr. Schnepfe on the Civil Defense program. Additional personnel are to be assigned to the work.

JOHN B. FLANNERY transferred from the Division 2 Office to the Virginia District in April. Mr. Flannery is staff officer for planning and programing.

W. F. HASTINGS, engineer for the Pennsylvania District Office, transferred to the Maryland District in May.

ELMER D. JOHNSON, secondary road engineer in Division 2, was appointed District Engineer for Puerto Rico.

FRANK W. JOHNSON, formerly in forest and park work in Division 9, transferred to the New Mexico District Office to assume the duties of fiscal accounting clerk.

FRED H. MENKE, highway engineer, transferred during April

from the Virginia District Office to the Division 2 Office, Planning Section.

CLARENCE O. WIES, formerly with Fifth Army Headquarters in Chicago, joined the engineering staff of the Indiana District Office in May.

JOHN H. EDWARDS, formerly with the New Mexico District Office, transferred to the Colorado District during May. He is presently employed on a forest highway project in the Boulder area. Mr. Edwards recovered only recently from a long period of illness.

VINCENT CILETTI, junior engineer, began the Federal-aid phase of the training program in the Virginia District Office during May.

M. P. CRISWELL, R. W. GIBSON, W. G. HANSON, E. D. JOHNSON, C. F. MCMILLAN, F. C. SOLTERO, W. H. STANHAGEN, DAN WATT, and D. C. WILBUR, junior engineers, reported to the Washington office on May 16, for a 6-month assignment on production cost studies.

A study is currently under way on a grading and paving contract in the vicinity of Dixon, Ill. A similar study of grading operations at Ashland, Wis., is scheduled to begin in June. Assignments will also include a study of portland cement concrete pavement patching in northern Illinois.

THEODORE DEC returned to Division 8 to work in programing and planning, following 2 years of employment on the WASHO Road Test.

Mrs. VIOLET S. GRENZ, clerk-stenographer, formerly with the U. S. Bureau of Reclamation, transferred to the North Dakota District Office during March.

RUDOLPH M. LEMKE, highway engineer, joined the Louisiana District Office during April, following a 3-month assignment with the Arkansas District Office.

WILLIAM MANN was assigned recently to the Physical Research Branch. His duties involve research relating to ground exploration by geophysical methods. Mr. Mann, a geologist by training, has had previous Federal service with the International Boundary and Water Commission, Bureau of Reclamation, and Department of Defense. He will replace Arthur B. Mobley who transferred to another agency in March.

Mrs. MARY MIRKINSON, clerk-stenographer, transferred to the Florida District Office. She was formerly employed by the U. S.

Air Force Base at Eglin Field, Fla.

MAURICE F. SIMPSON, a new employee, joined Division 15 in April, and was assigned to duty at Kosciusko, Miss.

M. H. STICKLER, former right-of-way engineer for West Virginia, recently joined Public Roads. Mr. Stickler, a native of West Virginia, is spending several months in the District Office studying Federal-aid procedures before being permanently assigned.

JESSE L. WAGONER, former T.V.A. employee, joined the staff of the Tennessee District Office in May.

D. H. WALKINGTON, formerly employed in the Nevada and California District Offices, was assigned recently to the Arizona District Office. He is resident engineer on forest and park projects in the Flagstaff area.

SHIRLEY V. PIKE, clerk-typist, and HARRIETT WHITNEY, secretary-stenographer, were assigned recently to the Program Section of the Primary Highway Branch.

Mrs. MORNA E. YOUNG, formerly with the Veterans Administration, transferred to the Michigan District Office as clerk-typist.

Transfers and Resignations

Mrs. MARGARET BALOGH, Public Roads Library, transferred to the United States Information Agency Library in May.

CLARENCE K. NEVIN, an employee with Division 7 for the past 11 years, resigned to accept a position with a consulting engineering firm.

MORTON S. RAFF, formerly of the Highway Transport Research Branch, transferred during May to the Bureau of Labor Statistics. His new work, under the direction of the chief statistician of B.L.S., will involve procedures for surveys. Mr. Raff, a mathematician, came to Public Roads in 1950.

HARRY SAHAGIAN, California District Office, resigned in May to accept a position with the California Division of Highways. Mr. Sahagian had been with Public Roads since 1945.

Mesdames THERESA C. SAMUELSON and DONNA R. PARRY of the clerical staff of the Iowa District Office resigned to become full-time housewives. Replacements for the positions are Mesdames JOAN L. KINNER of Ames and SHIRLEY A. MEYERS of Cedar Rapids.

Mrs. MILDRED SISK, clerk in the Financial and Administrative Branch, left Public Roads to join her family in Atlanta, Ga. She had been with the Bureau since 1942.

SALLY I. TORSCH, clerk-typist in the Michigan District Office, resigned in March because of ill health.

INEZ DICKEY, secretary for the Highway Transport Research Branch, transferred to the Federal Trade Commission during June. Miss Dickey came to the Bureau in 1951.

Foreign Assignees

A number of Public Roads people were assigned recently to assist foreign countries in their highway improvement programs. Assignments were as follows:

Ethiopia.—CHESTER C. BURDICK, Division 4, and D. W. NOSSAMAN, Division 9. Mr. Burdick's title is Division Engineer, and Mr. Nossaman, construction superintendent.

Guatemala.—ROBERT J. GREISINGER, design engineer, transferred from the Philippine Division. VIRGIL B. CAVE, engineer, was reassigned from Nicaragua.

Haiti.—L. W. TUROFF, secondary road engineer for Division 3, was temporarily assigned to work with the Foreign Operations Administration in connection with hurricane damage to roads in that area.

Jordan.—KENNETH C. SHEARER and HARRY C. CHRISTOPHERSON, equipment specialists, were reassigned from Ethiopia and BEN M. PARKER, design engineer, was reassigned from Turkey. ALBERT C. HAYGARD, Division 3, and HENRY R. WEISS, Division 7, were assigned as construction engineer and maintenance engineer, respectively.

Liberia.—RICHARD C. COWDERY, Division 7, was assigned as highway engineer. Mr. Cowdery completed the junior engineer training program in May.

Pakistan.—PERCY L. BLACKWELL, Washington office, was assigned as District Engineer for the Pakistan highway system and research development program. He is presently stationed in Karachi. CLARENCE E. LARSON, Division 2, was assigned as materials engineer in the area of Lahore.

Philippines.—OSBORN ANDERSON, Division 7, was assigned as con-

struction engineer. Mr. Anderson had completed a tour of duty in the Philippines in June 1954.

San Salvador.—ROBERT T. TURNER, engineer, was reassigned from Costa Rica.

Personnel home on leave from foreign assignments are as follows: WILLIAM T. BROWN, EDMOND M. SCHNOEKER, WILLIAM D. RHEA, PAUL W. TYSINGER, and W. PARK WILSON from Ethiopia; R. J. WILLIAMSON from Liberia; AMBROSE C. ELY, FRANK L. GALBRAITH, CHARLES H. JONES, ROBERT C. MCINTIRE, and HARRY R. MILLER from Turkey.

Two Public Roads employees completed foreign assignments recently. T. A. SMITH, engineer, returned from Costa Rica and was reassigned to Division 9. FRANK J. BUNDSCHUH, construction superintendent, returned from Nepal and was reassigned to Division 7.

Retirements

RAYMOND C. FLOYD, construction engineer for Division 3, retired from the Bureau in May after 22 years of service. He received his engineering degree from Rose Polytechnic Institute in 1912. Prior to World War I, in which he served as a 1st lieutenant with the Corps of Engineers, Mr. Floyd was employed largely in railroad location and construction work in Alaska and the Northwest. From 1919 to 1927 he was occupied on heavy industrial construction and public utility appraisal projects in Ohio and Michigan. From 1927 until reporting to Public Roads in 1933, his employment was on the design, construction, and inspection of highways and structures in the Toledo, Ohio, area.

Mr. Floyd's service with the Bureau was about equally divided between the Montgomery, Ala., and Atlanta, Ga., offices.

LEO J. JEWETT, administrative assistant for the Alaska District Office, retired in May after completing 32 years of employment with Public Roads. Mr. Jewett began his service at Portland, Oreg., in 1923, after 4 years of duty with the U. S. Marine Corps. In 1926 he transferred to Juneau, Alaska, where he remained except for an assignment in the Whitehorse office in 1942.

Mr. and Mrs. Jewett plan to return to the Pacific Northwest to make their home.

EDWARD D. MAXWELL, New Mexico District Office, retired in April after nearly 29 years of service with Public Roads. Mr. Maxwell

was stationed in Reserve, New Mex., as road foreman at the time of his retirement.

SAMUEL W. MICKEY, engineer for the Texas District Office, retired in April. Mr. Mickey, a native of Kansas, was active in highway work since 1920. He received his engineering degree from the University of Kansas and began his career with the Kansas State Highway Commission as instrument man. He was employed as resident engineer and later division engineer before joining Public Roads in 1930. His entire service with Public Roads was spent in Texas. During World War I he served in the U. S. Army as an officer in the Quartermaster Corps.

Mr. Mickey has accepted a position with a consulting engineering firm in Kansas City, Mo., and will supervise construction of a section of the new Kansas toll road near El Dorado.

EDGAR B. ROTH, engineering draftsman for the Virginia District Office, retired in May after completing more than 30 years of Federal employment. He plans to accept a position with an engineering firm.

A. O. STINSON, design engineer for Division 9, retired on April 30. Mr. Stinson had been in the Government service for over 36 years, 27 of which were with Public Roads. For the past year, he has been in ill health.

Former Employees

EDGAR W. ALLFATHER, a retired employee of the Virginia District Office, is now associated with the Walsh Engineering Company in an engineering capacity. This firm is engaged in construction engineering work for the multi-million dollar General Electric Plant in the Roanoke area. Mr. Allfather is a frequent visitor to the Virginia District Office.

B. J. FINCH, former District Engineer for District 12, visited the Utah District Office recently to exchange greetings with his former office associates. When not traveling, Mr. Finch is at home in Ogden, Utah.

FRANK H. JACKSON, formerly principal engineer of tests for the Bureau, was elected to Honorary Membership in the American Concrete Institute. Mr. Jackson was awarded the Distinguished Service Award of the Highway Research Board in 1948 and in 1950, he received the Meritorious Service Award of the U. S. Department of Commerce.



Engineers from Public Roads and New Jersey State Highway Department on inspection trip over New Jersey highways. Front row (left to right)—A. Schofer, Ohio dist.; G. C. Davis, Div. 2; A. L. Tarwater, Div. 15; J. C. Cobb, W. Va. dist.; W. S. Price, Del. dist.; T. S. Stevenson, Div. 1. Second row—H. L. Henderson, N. J. dist.; A. C. Dunn, Div. 2; D. H. Noland, Dist. of Col.; E. F. Gleason, Md. dist.; C. H. French, N. J. dist.; H. J. Spelman, Div. 15. Third row—E. W. Kilpatrick, N. J. Highway Dept.; R. B. Bechtel, N. J. dist.; J. E. Sullivan, Va. dist.; J. L. Stinson, Pa. dist.; and C. E. Swain, Div. 1.

E. A. MCNATT, formerly employed in Divisions 4 and 6 and the Washington office, was recently named Chief Engineer for the Fort Worth-Dallas toll-road project. Four consulting engineering firms have combined to make surveys, prepare plans, and supervise construction.

J. E. MINCHER, who retired last year as District Engineer for New Jersey, was recently retained by the New Jersey State Highway Department to prepare a manual on highway construction inspection.

W. E. BOND, former administrative manager in Division 4, stopped off in Frankfort, Ky., recently on his way to his farm in Indiana. Mr. and Mrs. Bond spend the winters in Florida and as soon as warm weather returns they take up residence on their farm near Hagerstown, Ind. Looking quite fit and well, Mr. Bond reports that there is no better winter resort in the eastern half of the United States than Sarasota, Fla.

Professional Activities

Three more Public Roads engineers in the Texas District Office have become registered civil engineers. JUDSON F. CARY, JAMES G. EDWARDS, and GEORGE A. WEISSE were notified recently by the Secretary of the State Board that they have been voted registration. This makes 12 registered engineers in the Texas District.

District Engineer KELLER was elected executive vice president of the Archeological Society of New Mexico at the biennial meeting in April.

For the past year or more a program has been in effect in New Mexico for the salvage of archeological ruins and artifacts unearthed in highway excavation. A cooperative verbal agreement involving the Museum of New Mexico, the State Highway Department and the Bureau of Public Roads is in effect, under which the Museum appoints trained archeologists and the Highway Department provides labor for actual excavation work. To date the cost of the excavations has been nominal and the importance of the findings has far exceeded the small amounts of money expended.

GEORGE S. VINCENT of the Physical Research Branch was appointed secretary for the AASHO Committee on Bridges and Structures.

JAMES C. WORTHY, former Assistant Secretary of Commerce, and now Director of Public Relations for Sears, Roebuck and Company, addressed the May meeting of the Chicago Regional Council of Federal Agencies on the subject "Impressions of Federal Services."

R. H. HARRISON, Division Engineer for Division 4, is chairman of this group.

R. WOODWARD MOORE, Physical Research Branch, demonstrated the use of resistivity and seismic

equipment to engineers in several Central American countries during January, February, and March. Mr. Moore was assisted by H. M. Bixby, highway engineer, San Jose, Costa Rica. Twelve engineers received rather complete training and 28 were given partial training in the use of this equipment for shallow sub-surface materials investigation. In addition, Mr. Moore lectured before the Panama Engineering Society and addressed groups of interested engineers in Costa Rica, Nicaragua, and Guatemala.

Both resistivity and seismic equipment will be available for use throughout the Inter-American Highway, and engineering branches of several local governments are considering the purchase of resistivity equipment.

Inspection Party

S. L. TAYLOR and H. J. SPELMAN, Division Engineers, design engineers from their offices, and Division 2 District Engineers spent several days in April inspecting major highway facilities in nine States of Divisions 1 and 2.

They were joined by Division Engineer Swain and engineers of his division, who guided them in the areas selected for study. A high light of the trip was an inspection, conducted by B. D. Tallamy, Thruway Commissioner, of the Thruway crossing of the Hudson River at Nyack.

Personals

DIANE DORTZBACH, Personnel and Training Office, and William G. Fary, Arlington, Va., were married on May 2.

MICHAEL F. GODFREY, engineer for the Bridge Branch, and Margaret Ambrosini of New York City, were married on April 16.

MRS. KATHRYN W. MCKINNON, fiscal accounting clerk in the Ohio District Office, and Francis Hooper of Columbus, Ohio, were married on May 14. Mrs. Hooper will continue her employment in the District Office.

JOHN G. OHRN, junior engineer in Division 8, and Nancy Lee were married in Minneapolis on May 20.

Mrs. YVONNE SCHEPER and OSBORN ANDERSON, former employees of Division 7, were married on April 12. Mr. and Mrs. Anderson are enroute to the Philippines where Mr. Anderson will begin his second tour of duty in that area.

LAWRENCE A. WEBER, Montana District Office, and Rose Cox were married in Missoula on April 17.

Proud parents of new offspring are the following:

RAYMOND W. BERGERON, Urban Highway Branch, a daughter, Jan Marie, born in April.

Mr. and Mrs. JAMES R. CALA, former employees of Division 4 Office, a son, David Bruce, born in April.

ERICK B. ERICKSON, New Mexico District Office, a daughter, Kristina Theresa, born in May.

DUANE E. LEE, Utah District Office, a son, Raymond S., born in March.

G. M. ROBERTSON, Montana District Office, a daughter, Patricia Lee, born in March.

David Richart, son of HORACE H. RICHART of the Virginia District Office, was notified that he is one of six Virginians chosen to be cadets at the Air Force Academy.

The first class in the new academy, which will open on July 11, at Lowry Air Force Base, Denver, will have 301 cadets selected from 6,000 young men who took the examination.

LLOYD W. ROBERTS, Oklahoma District Office, and Mrs. Roberts will vacation this summer in Europe. While there, they will visit their son and his family at

Bad Kissingen, Germany. The son is a member of the armed forces.

Mrs. ANNIE L. BURDICK, fiscal accounting clerk in the Florida District Office, has completed a year as president of the Tallahassee Business and Professional Women's Club. She has also served as chairman of the nominating committee of the State Federation and is presently the treasurer of District No. 2.

LEON F. (Johnny) WALKER, principal assistant to the District Engineer in the New Hampshire District Office, is an amateur magician. He was one of several members of the Boston Club of the Society of American Magicians who entertained the Worcester Club (Mass.) at their regular meeting. Mr. Walker is well-known in New England magic circles, and has performed often for worthy organizations.

MERRILL D. KNIGHT, Urban Highway Branch, has a daughter, Alice, who will study in Australia next year. She and her fiancé, Donald Glover, were granted Fulbright scholarships for study at the University of Adelaide. Both were recently made members of Phi Beta Kappa at the College of William and Mary.

Col. C. S. MONNIER, Division 4 Office, recently completed a 5-year course of study for reserve officers in the Special Associate Course of the Command and General Staff College. This work is the equivalent of 5 months of resident instruction at the Command and General Staff College, Fort Leavenworth, Kans.

William Wilson, son of B. E. WILSON, design engineer for the Wisconsin District Office, was elected to the National Honor Society and has been selected as one of four students from West High School at Madison to go to Europe this summer under the auspices of the American Field Service. He will spend two months with families in Norway.

Division 4 claims a unique distinction—that of having one of the youngest, if not the youngest, grandfather in the Bureau. SHERIDAN E. FARIN, District Engineer for Illinois, and Mrs. Farin joined the happy legion of grandparents when their daughter gave birth in May to a young lady named Lynn Louise Krell. Though reportorial discretion prevents the naming of his exact age, it may be said that Mr. Farin is in his "young" forties.

Illnesses

JOE L. AGNEW, of the St. Paul, Minn., Office of Division 15, is back at work on a full-time basis following a heart attack which occurred early this year.

Mrs. RICHARD BROWN, stenographer for the Kentucky District Office, returned to duty after undergoing surgery at the King's Daughters Hospital in Frankfort.

B. PAUL BURTIS, Liaison Branch, suffered a heart attack during April. Mrs. Burtis informed us that he is progressing well and may have visitors.

LAWRENCE A. CASSIL, area engineer for the Missouri District Office, is expected to return to work soon. He underwent major surgery late in March.

HIRAM E. DALTON, engineer for the Wyoming District Office, suffered a severe heart attack in April while on a field inspection trip. He is not expected to return to duty for at least 3 months.

SHERIDAN E. FARIN, District Engineer for Illinois, returned to duty in May after successfully weathering the one-two punch—surgery in March closely followed by a serious infection unrelated to the surgery, in April.

GEORGE G. HOLLEY, landscape architect in the Washington office, suffered a heart attack at work during May. He is confined to his bed at home.

J. N. HUTCHESON, Florence, Ala., District Office of Division 15, returned to work after an illness of almost three weeks.

CHARLES G. MOORE of the Wisconsin District Office returned to duty following major surgery.

VERLESS (Popcorn) MORTON of the Gatlinburg, Tenn., Office of Division 15, was painfully injured by a rock slide during April. Characteristically, he expects to be back with his old party after a few weeks rest.

Long-time associates recall many colorful incidents in his career, among them his enlistment during World War I. When the recruiting officer at Knoxville asked what kind of work he had been doing, Verless answered "Oh, I've been running a little popcorn stand over here on Gay Street." He has been "Popcorn" Morton ever since.

Early in his 22-year career with Public Roads, his location party was working in the Great

Smokies running in line. The chief of the party gave "Popcorn" the degree of the next curve. He led the way for all axemen and, though the rhododendron was thick, he soon had the curve cut out. Then the transitman with others of the party started to run in the curve. Soon the transitman called, "Popcorn, you've cut that line all wrong—you're bad off. You need to move way down the mountain to begin with." Morton yelled back, "check your gun," and calmly sat down to await the results. Sure enough, when the transitman did check he found that every point through the rhododendron thicket fell right in the path Morton had cut—not another limb had to be cut.

LOUISE E. MULLINES of the Georgia District Office underwent surgery during April, and is making excellent progress toward recovery.

JANE ANNE POHL of the Missouri District Office underwent surgery late in April and is expected to return to duty soon.

LACY POTTER, messenger-clerk in the Division 9 Office, recently entered a Denver hospital for treatment.

Obituary

L. SILAS MOORE of the Georgia District Office died suddenly on April 25 at his home in Barnesville, Ga. Mr. Moore attended the U. S. Military Academy at West Point and the University of Virginia. He served in the South Pacific during World War II with the rank of Lt. Colonel. One of his assignments was reconstruction work in the Philippines under the command of General MacArthur. After separation from the armed forces in February 1946, Col. Moore transferred from the War Department, Corps of Engineers, to Public Roads. Surviving is one son, L. Silas Moore, Jr.

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

Group Life Insurance

Some question has arisen as to accidental death benefits under the Federal Employees Group Life Insurance. Since this point is not specifically mentioned in the Certificate of Insurance which was issued to all employees covered by the insurance, your attention

is called to the fact that double indemnity is paid for accidental death. Thus, on the Certificate of Insurance under the table entitled "Insurance schedule," both the sum under the column headed "Amount of life insurance" and the sum under the column headed "Amount of accidental death and dismemberment insurance" are paid in the case of accidental death.

Inquiries have also been made concerning the eligibility of employees to retain coverage of Group Life Insurance when they retire for disability and elect to receive benefits under the Employees' Compensation Act in lieu of a retirement annuity.

The Civil Service Commission now advises that if an employee actually retires for disability and then elects to receive employment compensation benefits, he is nevertheless, still considered to be a retired employee and hence entitled to Government Life Insurance coverage.

In such case, the following procedure should be followed: The employee should file application for disability retirement if it is apparent he will not be able to return to work, even though he may then be receiving compensation payments. Upon approval by the Civil Service Commission of his claim for disability retirement, the employee may choose between compensation payments or a Civil Service retirement annuity on account of disability. If he elects compensation payments, he should advise the Civil Service Commission to this effect and request that his annuity payments be suspended during the period he is on the Employees' Compensation roll. A copy of this request should be furnished the Personnel and Training Office, Washington, D. C.

You have a large investment in your group life insurance—not in the amount of money invested but in the return which your beneficiary will someday receive. If you leave the Federal service this investment may continue provided you do certain things. You must make application to the Office of Federal Employees Group Life Insurance, New York City, for conversion of your group insurance to an individual policy on a special form and within a specified time. The form is supplied by the Office of Personnel and Training. Application must be made within 31 days from the date of your separation from the agency. Be sure that you get the proper form within the proper time. A correct forwarding address for use after you leave the Government is a must in this respect.

INCENTIVE AWARDS

A new pamphlet on "The Incentive Awards Program for Federal Employees," issued by the U. S. Civil Service Commission, points out that the key objective of the program is to improve Government operations by making full use of employee skills and resourcefulness. The program also gives deserved recognition to employees whose suggestions or superior performance lead to better Government operations.

President Eisenhower will participate personally in the program by granting a Presidential Award for exceptionally meritorious service. This will be the highest honor which Federal civilian employees can attain.

While the U. S. Civil Service Commission has general responsibility for administering the Government-wide Incentive Awards Program, Commission regulations are designed to produce a program in each agency which is "tailor-made" to suit the needs of management and employees in the agency. Although incentive awards systems may properly vary from agency to agency, the Commission's regulations contain a number of Government-wide requirements. For example, the awards scale for contributions resulting in cash savings is the same for all agencies—the awards range from \$10 to \$25,000. The basic considerations governing both cash and honorary awards were discussed in the April issue of The News in PUBLIC ROADS.

Stressing the fact that "Ideas Spark Progress" the Commissioner's new pamphlet warns that incentive awards program administrators in the departments and agencies cannot, by themselves, create a successful program—the full potential can only be realized through the combined efforts of management and employees.

Suggestion awards were made recently to the following Bureau employees:

Miss CARMEN G. CHETWOOD, personnel assistant of the Division 7 Office, for her suggestion that the Veteran Preference Questionnaire as part of appointment documents be discontinued. This suggestion applies to Division 7 procedures only.

RICHARD T. ESCHER, operator (grader equipment) at Ketchikan, Alaska, for his suggestion that mail box supports be standardized in accordance with a diagram which he submitted. This suggestion applies to Alaska only. It has resulted in savings in main-

tenance costs on the Tongass Highway and improved roadway drainage conditions.

Since initiation of the Incentive Awards Program in 1950, the Bureau has adopted and paid for 22 employee suggestions. The Bureau receives many thoughtful suggestions which have merit—the fact that they are not adopted or do not win an award may be due to a variety of reasons. In some cases they are already approved Bureau procedure, or they were under consideration before the suggestion was received. In other instances, the suggestions are not feasible for adoption in the Bureau's work.

Secretarial Services

A better understanding on the part of Washington office personnel of the operations of the Bureau's Secretarial Services Unit and of the facilities available through its secretarial and training activities is needed.

The unit serves two purposes: It provides typing and stenographic services to operating offices, and training for all newly appointed typists and stenographers in the Washington area.

The following is typical of the services available: Stenographic assistance, transcribing from dictaphone machines; preparing from rough draft or typed copy all kinds of communications including Congressional and the Secretary's correspondence, engineering data, Congressional reports, manuscripts for the printer, specifications, speeches, outlines for tentative programs, bibliographies, etc.; setting up and typing statistical tables, cutting stencils, dupli-mats, and preparing other material for publication.

In special cases arrangements can be made for detailing employees from the Secretarial Services Unit to operating offices on a temporary basis.

Requests for assistance should be made of the Secretarial Services Unit by the operating offices as necessary. All offices should utilize their own typing and stenographic services to the fullest practical extent before asking the assistance of the Secretarial Services Unit. Because of the continual turnover resulting from assignments of trained personnel to permanent positions elsewhere in the organization, this unit is seldom fully staffed.

The training of new employees consists of a brief orientation followed by detailed instruction in the preparation of Bureau cor-

respondence and other secretarial and office practices. This training provides for the observation of personal traits, aptitudes, and performance which is extremely important in the placement of these employees.

Special courses are also held in shorthand, spelling, pronunciation, and vocabulary building. Attendance at these courses is made by application, with the approval of the supervisor, and in accordance with announcements issued from time to time.

Inter-American Highway

The opening of a 13-mile link in the Inter-American Highway between LaCruz, Costa Rica, and the Nicaraguan border to all-weather traffic on May 7 was a significant step in the furtherance of the Inter-American Highway project. It makes possible, for the first time, year-round travel between Costa Rica and other Central American Republics to the north.

The dedication ceremonies, which were held at the Nicaragua-Costa Rican border, were sponsored jointly by Costa Rica and Nicaragua in cooperation with the Department of State and the Department of Commerce. The attendance at these ceremonies is indicative of the importance attached to the opening of this section of the Highway. Addresses were given by the Foreign Ministers of Costa Rica and Nicaragua and on behalf of the American delegation, by Senator Spessard Holland of Florida. Congressmen attending the ceremony were Representatives George H. Fallon of Maryland, George A. Dondero of Michigan, Tom Steed of Oklahoma, Walt Horan of Washington, and Walter Norblad of Oregon. The Department of State was represented by Robert F. Woodward, Ambassador to Costa Rica, Thomas E. Whelan, Ambassador to Nicaragua, and Charles P. Nolan, Bureau of Inter-American Affairs. The Department of Commerce was represented by General Thomas B. Wilson, Deputy Under Secretary for Transportation, Oscar Nielsen, Department Budget Director, and by F. C. Turner and Norman B. Wood, Bureau of Public Roads.

Construction work on this section was accomplished by day-labor forces under the supervision of the Bureau's office in Costa Rica with M. L. Harshberger in charge. T. A. Smith was in direct charge of construction. We congratulate Messrs. Harshberger and Smith and all employees of the Costa Rican District for a job well done.

N. F. F. E.

The Public Roads branch of the National Federation of Federal Employees held its regular monthly meeting in the executive dining-room on May 17. Francis C. Turner, Assistant to the Commissioner, reviewed the hearings now in progress on Capitol Hill concerning the proposed highway legislation and the material developed in the Bureau to support the Administration's position. He said that regardless of the bill finally enacted, the work of Public Roads would be considerably increased. For this reason, he assured those present that there were no grounds for any feeling of insecurity among Bureau employees. Mr. Turner showed graphically the great need for continuing highway improvements to keep pace with our expanding economy. He also spoke of the high prestige Public Roads enjoys in Congressional circles.

Reorganization of Division 9 Office

On April 14 Division Engineer Chamberlain announced the following changes in the Division 9 Office, as approved by the Washington office:

Abolishment of the positions of division design engineer and division construction and maintenance engineer.

Establishment of two engineering divisions: (a) Engineering—Forest and Park Roads, under the direction of C. E. LEARNED with the operating title of Assistant Division Engineer, and (b) Engineering—Federal Aid, under the direction of A. R. ABELARD with the operating title of Assistant Division Engineer.

F. H. MCELFFRESH was assigned as Division Planning and Programming Engineer, and M. F. MALONEY as Division Bridge and Urban Engineer.

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