

### ALASKA HIGHWAY TRIP

Lloyd E. Nute, retired purchasing agent for Division 9, recently completed an automobile trip from Denver to Alaska and return, and reports a marked increase in tourist and commercial travel over the Alaska Highway. He found that Dawson Creek and Fort St. John, B. C., had grown considerably in size, with Dawson Creek now having concrete sidewalks, curbs, and black-top streets. Many new stores, motels, a new hotel, and other business enterprises have so improved and expanded Dawson Creek that Mr. Nute hardly recognized his former headquarters. Fort St. John likewise has grown in all directions and now extends out on the highway to the former site of the Public Roads headquarters camp. Many will be interested to know that both Dawson Creek and Fort St. John now have modern plumbing facilities.

Along the highway, according to Mr. Nute, many motels and other facilities have been built to handle the increased tourist business, and he estimates some 20 to 25 States were represented among vehicle license plates seen on the route between Edmonton and points in Alaska. Although most of the roads beyond Edmonton were gravel surfaced, the highway generally was in good condition with an apparent increase in maintenance activity. The entire trip was made without difficulty.

### BOWLING SEASON OPENS

James C. Allen, Acting Deputy Commissioner, tossed the first ball to open the 1955-56 bowling season for Washington office employees on September 13. Incidentally, Jimmie belongs to the team called "the hitchhikers" which has led the league for the past two seasons. Other members of the team are: S. M. Halvorsen,

### HURRICANE DAMAGE

Damage to roads and bridges in the northeastern States caused by hurricanes Connie and Diane amounted to approximately \$35 million for the Federal-aid systems, according to reports from the State highway departments of Pennsylvania, New York, Connecticut, Massachusetts, and New Jersey. These States requested approval for the use of emergency funds in the restoration of highways. Engineers in our division and district offices in cooperation with State highway departments are making every effort to complete necessary emergency repairs and to plan for permanent improvements.

A number of Bureau engineers were assigned temporarily to work with the Federal Civilian Defense Administration in the disaster areas. The following Division 1 employees assisted in emergency work: R. T. Zeglen and Sherburne Hill, Jr., New York District Office, R. D. Bee and William Schmitt, New Jersey District, T. J. Morawski, New Hampshire District, T. C. Sullivan, Massachusetts District, and C. W. Utley, Vermont District. J. E. Bullock and W. A. Townsley of the Pennsylvania District Office received similar assignments.

R. E. Reifsnnyder, A. R. Selke, and H. G. Guinivan. Altogether there are fourteen teams making up the Washington office league.

Unusual names dot the scoreboard—hot rods, railbirds, alley cats, hillbillies, snobs, black top, audio-counts, rebels, road gang, jets, bombers, etc.

Elected officers for the league are: John K. Markell, Jr., president, S. M. Halvorsen, treasurer, and William R. Frerich, scorekeeper.



Our Pennsylvania District Office correspondent reports that the deluge in the eastern part of the State caused by hurricane Diane measured 5 inches within 3 hours. This unprecedented rainfall caused run-offs never before encountered. A stream gage on Broadhead Creek near Stroudsburg, Pa., showed a flood stage of 33 1/3 feet. The previous record high was slightly more than 14 feet.

In Connecticut, the rainfall averaged nearly 14 inches in the center of the storm area with the Granby-Hartland region near the Massachusetts line getting the most. Here the downpour approached 20 inches. Much of the highway damage was confined to washouts around the end of bridges and the undermining of shoulders.

A report from the Division 1 Office indicates sizeable inroads in the organization and operations of their Division. The request by FCDA for engineers to aid in emergency work plus those required for the Bureau's own phase of emergency restoration, left a small force to carry on normal duties.

George A. Norvek, bridge engineer in the New Jersey District Office,





and his family were evacuated from their home when flood waters approached the level of the first floor of their living quarters. Fortunately, the Norvek home was not severely damaged, but it was necessary for the family to move to temporary quarters for 2 weeks during the cleanup period.

## INCENTIVE AWARDS PROGRAM

The Incentive Awards Program for all Bureaus of the Department of Commerce is completely revamped in the revision of Department Administrative Order 202-27, effective October 1. The new order has been sent to each Public Roads office where it is available for study by each employee. This document is of fundamental importance to all employees.

The revised order makes the Personnel Officer responsible for the administration of the Incentive Awards Program to more closely coordinate it with personnel actions. The Bureau's Incentive Awards Committee in the Washington office will continue to be responsible for the evaluation of suggestions, other contributions and recommendations for honor awards, and for final action as to their disposition within the Bureau's jurisdiction.

The Civil Service Commission is encouraging the use of the Incentive Awards Program as an integral part of supervision and management. Therefore the amended order places new emphasis on the role of the supervisor in recognizing and recommending for award outstanding employee contributions and performance within job responsibilities.

Section 2.02-4 of the order provides that organization committees or other special handling of the program may be established in the field offices. This provision is being given special consideration with a view toward strengthening the Incentive Awards Program in the field offices.

The order also permits the establishment of special Public Roads awards such as the engineer of the year, the suggester of the year, and the outstanding public servant of the year.

## 1955 Honor Awards

Nominations for the 1955 Exceptional Service (Gold Medal) and Meritorious Service (Silver Medal) Honor Awards must be submitted to the Incentive Awards Committee in the Washington office by October 31. Nominations may be initiated by any em-

ployee for submission through supervisory channels. Recommendations for these awards may be submitted for an individual or for a group of employees who jointly have demonstrated exceptional or meritorious service in the accomplishment of the work of a particular section or on a special project, and may include employees at any grade level who qualify under the criteria established in Administrative Order 202-27 (Amended).

## All Employees Participate

The Incentive Awards Program is directed to each employee. It is designed to encourage all supervisors and other employees to assume their responsibility for improving the economy and efficiency of government operations, especially in the segment of the organization in which they work, and to reward all employees who by their personal efforts contribute to the improvement of government operations.

Suggestions are evaluated by top officials of the Bureau who are best informed on the particular subject of the suggestion. In order to obtain the most equitable and impersonal judgments, suggesters' names are not disclosed to those making the evaluation. Every effort is made to adopt a suggestion if at all feasible, whether its adoption would apply only to the segment of the Bureau in which the suggester works or throughout the division, the Bureau, the Department, or in other government agencies.

## Employee Awards

Suggestion awards were made recently to the following Bureau employees:

ROLLIN A. GOWAN, highway engineer in the Idaho District Office, was awarded \$100 for his suggestion that 1,000-foot maintenance markers be eliminated and mile markers be substituted on forest and park highway projects. Adoption of this suggestion applies only to Oregon, Washington, and Idaho. Annual savings are estimated to be \$3,000.

Mrs. MAGNOLIA S. KARAFFA, fiscal accounting clerk in the New Jersey District Office, received \$15 for her suggestion that Federal-aid project files be divided into active and inactive files according to their status as to paid or unpaid projects. This suggestion applies to the New Jersey District Office only. Estimated annual savings are \$130.

PHILIP BARSH, administrative assistant in the Kansas District Office, received \$15 for his sugges-

tion that a single copy of certain statistical tabulations, needed for checking purposes only, be sent to the field offices. Estimated annual savings are \$280.

## New Assignments

WARREN T. ADAMS, former research engineer for the Capital Transit Company, joined the staff of the Highway Transport Research Branch in August.

CHARLES M. BILLINGSLEY has been promoted to editor of PUBLIC ROADS magazine. He succeeds EDGAR A. STROMBERG, who will continue to be responsible for the Bureau's publications and motion-picture productions.

HOWARD M. BIXBY, who recently completed an assignment in Costa Rica, is now with the Division 2 Office at Hagerstown. Mr. Bixby is division maintenance and materials engineer.

WALTER H. BOTTINY, JOHN S. JEWETT, and JOHN ZOLYAK were assigned recently to the Highway Statistics Section, Research Reports Branch. Mr. Bottiny was formerly employed by a private organization. Mr. Jewett and Mr. Zolyak transferred from the Bureau of Labor Statistics and the Department of State, respectively.

BENJAMIN L. BRACE and JIMMIE A. FREEMAN, engineering aids for Division 15, reported recently for duty at Homestead, Fla.

GASTON E. CATES, supervising highway engineer, is in charge of Public Roads work in the Everglades National Park with headquarters in Homestead.

D.C. BROOKS, formerly in the Kentucky District Office, reported to Division 1 in September to assume his new duties as District Engineer for Maine.

J. C. COBB, former District Engineer in West Virginia, has assumed the duties of District Engineer for Kentucky. Mr. Cobb replaces Mr. Galbreath, who recently retired because of ill health.

CECIL L. BOWER, former bridge engineer for the West Virginia District Office, was promoted to the position of District Engineer.

JAMES K. DUNAVENT, engineering aid in Lexington, Ky., was assigned to the Delaware District Office.

MARION A. DRZEWIECKA, clerk-stenographer, joined the New York District Office staff in September.

WILLIAM R. EAGER, junior engineer, reported to the Colorado District in September and is employed on the Cedaredge Mesa job. Just prior to his new assignment he had returned from an extensive bicycle tour of Europe.

BEVERLY R. ELWONGER, clerk-typist, joined the Nebraska District Office in August.

GRANT EVANS, highway engineer, has accepted a 2-year assignment at Tegucigalpa, Honduras, on the Inter-American Highway.

Mrs. MINNIE FAUBION transferred from the Corps of Engineers, Mobile, Ala., to the Highway Transport Research Branch in Washington.

Mrs. WILLA GRANACHER transferred from General Services Administration to the Highway Transport Research Branch.

TESSIE GARCIA was assigned as clerk-stenographer in the New Mexico District Office in July.

MARY ANN GREEN, clerk-stenographer, joined the New York District Office in August.

JAMES B. HANSON, formerly assigned to the Budget and Management Branch in the Washington office, transferred to Division 4 in July. He will serve as consultant and advisor to the Division Engineer on right-of-way and secondary road matters.

Mrs. MARION L. HAVENER was assigned during August to the Primary Highway Branch, Aerial Surveys Section. Mrs. Havener was formerly employed by the Department of the Army.

JOE B. HESTER and BILLY S. SHOE-MAKER, University of Alabama mechanical engineering students, were assigned for temporary employment in the Florence, Ala., Office of Division 15.

DOLORES B. IMBROWICZ, clerk-stenographer, recently joined the Administrative Section of Division 4.

DONALD L. JOHNSTON, engineering aid, was assigned recently to the Bar Harbor District of Division 15.

TOM L. JONES has entered on a career-conditional appointment as clerk in the Mail and Files Section of the Division 3 Office.

PAUL J. KLIMINSKI, highway engineer in the Division 1 Office, transferred to the New York District Office in July.

NEIL E. MACDOUGALL was appointed District Engineer for Michigan effective October 1.

FRANCIS MCNALLY joined the clerical staff of the Arizona District Office in August.

MARY JANE MURRAY, formerly employed in the Far Eastern Division of the Bureau of Foreign Commerce, Department of Commerce, recently joined the Contract and Legal Administration Branch of the Legal Division as a secretary.

Mrs. HELEN PARKER, clerk-stenographer, was temporarily employed in the Division 6 Office at Fort Worth, filling in for other employees away on summer vacation.

RICHARD B. SMITH, former construction engineer in Division 3, assumed the duties of District Engineer in the Mississippi Office on September 1. He replaces FRED A. DAVIS who retired in August after 42 years' service with Public Roads.

THOMAS U. SPARKMAN reported for field duty with Division 15 at Eupora, Miss., in August.

JOHN A. SWANSON, former programming and planning engineer for Division 5, transferred to Boston where he will assume the duties of District Engineer for Massachusetts.

E.H. SWICK, former programming and planning engineer for Division 6, was appointed District Engineer for Oklahoma effective August 29. E.E. STUBBLEFIELD, former Oklahoma District Engineer, was assigned to the Division 6 Office.

ALBERT T. TOMS, bridge engineer, was assigned to Division 7. Previously he had been with the Bureau of Reclamation in Montana.

Mrs. ANNA M. REYNOLDS, clerk-typist, was assigned to the California District Office.

SHELDON C. TURNRIDGE, a recent graduate of the Junior Engineer Training Program, was assigned to the New Mexico District in August.

Mrs. FLORENCE J. WILLIAMS, clerk-typist, was assigned to the Texas District Office. She was formerly employed by the Department of the Army.

ROBLEY WINFREY, who had been Acting Chief, became Chief of Personnel and Training, Office of the Commissioner, in September.

LOUIS M. WALL, Minnesota District Office, was on temporary assignment in the Washington office during September to assist in a management study being made by the Finance and Management Division.

## Resignations and Transfers

Mrs. SHIRLEY E. BESHGETOORIAN, Primary Highway Branch, resigned during August to join her husband who is stationed at Fort Bragg, N. C.

CARL E. BENN and DANA P. CROCKFORD, engineering aids for the Bar Harbor District of Division 15, resigned in August. Mr. Crockford accepted a position with Acumeter Laboratories, Inc., Newton Lower Falls, Mass.

Mrs. HELEN B. LEVINE, Highway Statistics Section, resigned recently to assume the duties of housewife. Mrs. Levine came to the Bureau in 1953.

JUNE MILLER, Highway Transport Research Branch, resigned in order to resume her college training.

FRANCES GOLDSTEIN, Highway Transport Research Branch, transferred recently to the Department of Health, Education and Welfare.

Mrs. MADGE S. SCARBOROUGH, file clerk for the Division 3 Office, resigned to take up household duties. She had been with Public Roads for the past 8 years.

MARY F. STOKOS, clerk-stenographer in the Nebraska District Office, transferred in July to the Department of Health, Education and Welfare.

MERLE JOHNSON and KEITH VINCENT resigned recently from the Division 7 Office. Mr. Johnson has accepted employment with the California Division of Highways. Mr. Vincent, a Public Roads employee for the past 4 years, is now employed by the City of Fresno, Calif.

Mrs. NEIL HARL, of the clerical staff of the Iowa District Office, resigned in order to accompany her serviceman husband to El Paso, Tex.

## Injuries and Illnesses

SAMUEL R. ALBERT, bridge engineer in the Kentucky District Office, has returned to his duties after undergoing surgery.

K. B. CAMPBELL, Utah District Office, slipped on a rock and broke his arm while on a field inspection trip. After one day's sick leave, Mr. Campbell was back at work wearing a skeletal fixation.

CATHERINE CHAVASSE, Primary Highway Branch, has returned to work following a 3-week illness.

HIRAM E. DALTON, engineer in Wyoming District Office, has recovered from a heart attack to the extent that he expects to return to active duty in October.

Mrs. FRANCES HAMPTON, Chief of the Appointments and Reports Section, Office of Personnel and Training, has returned to duty following a 2-month illness.

CURTIS C. KELLEY, mail and files supervisor in the Division 3 Office, is recuperating from a surgical operation performed in August.

JOHN B. KEMP, North Dakota planning and programming engineer, was hospitalized for 3 weeks with pneumonia. He is now at home and expects to return to work soon.



VERLESS J. MORTON, Gatlinburg Office of Division 15, has recovered from injuries received in a rock slide during June and is back at work.

ELMER H. REHBERGER, Financial and Administrative Research Branch, returned to work after being on sick leave for several weeks.

JAMES ROBERTS, Primary Highway Branch, underwent major surgery during August at Georgetown University Hospital for removal of a brain tumor. He is now at his home in Springfield, Va., and is steadily improving.

Mrs. MABEL STANLEY, Primary Highway Branch, recently suffered a painful injury as a result of a fall. She has returned to duty, although handicapped somewhat by the use of crutches.

Mrs. GLADYS STEWART, clerk-typist in the Kansas District Office, entered the Stormont-Vail Hospital, Topeka, during August for special therapy.

JUNIUS A. TEMPLE of the Georgia District Office underwent surgery during August, and is now recovering favorably.

J. YORK WELBORN, engineer in the Physical Research Branch, underwent surgery at the Arlington Hospital during August. His recovery has been satisfactory and he has returned to work.

S.N. WHITTHORNE, area engineer in the Oklahoma District Office, is convalescing satisfactorily following an emergency appendectomy.

## Obituary

AUGUSTUS C. HUDSON of the Oregon District Office died of a heart attack on August 26 at Drain, Ore. Mr. Hudson, age 35, had been with Public Roads since 1950. During the past 18 months he was assigned as resident engineer on location surveys in Oregon. His mother, Mrs. Elizabeth V. Hudson, of Boise, Idaho, survives.

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

## Retirements

WALTER H. COTTRELL, instrument maker in the Physical Research Branch, retired in July, ending nearly 38 years of Federal service. After working as an instrument maker with W. and L. E. Gurley Company, the U.S. Department of Agriculture, and the National Bureau of Standards, Mr. Cottrell joined the Bureau of Public

Roads in 1924 and with one exception had served there continuously since. From August 1944 to December 1945 he accepted a war transfer to a post office address in New Mexico. It developed later that he had been recruited for the tremendously important task at Los Alamos.

Mr. Cottrell was responsible for much of the fine instrument work done in the Physical Research Branch over the past 30 years.

MACK GALBREATH, Kentucky District Engineer, retired in August because of ill health. He had more than 40 years of service with the Federal Government, most of which was in Public Roads. In May 1954, Mr. Galbreath suffered a heart attack and although he was able to return to his duties some months later, his condition has not been robust since and his physicians advised him to "take it easy." A large part of his employment was spent in Frankfort, where he will continue to make his home after retirement.

H. LOCKHART HANDLEY, highway construction engineer for Division 5, retired in August. Mr. Handley, a graduate of Washington & Lee University, Lexington, Va., had been employed in West Virginia and Utah. He transferred to Division 5 from Honolulu, where he had spent 5 years as resident engineer on construction of National Park roads in Hawaii.

Mr. and Mrs. Handley are on an extended trip through the northwestern United States before going to Los Angeles, where they intend to live.

CONYA L. HARDY, Financial and Administrative Research Branch, retired in July after completing 25 years with the Bureau. She is now employed by the American Automobile Association in Washington.

HOPE HOWARD, a Public Roads employee since 1938, retired in September after 23 years of Federal service. Miss Howard had been a fiscal accounting clerk in the Washington office since her reassignment from Mail and Files Section several years ago. She will return with her sister to their home in Rantoul, Ill., and later she plans to travel and visit friends throughout the country.

FRED J. HUGHES, former Chief of the Programming and Planning Section in Division 1, retired in September because of ill health. During his more than 30 years of service he has seen the State-wide highway planning survey grow into a powerful tool for the development of modern highway facilities. As chief of planning and programming in Division 1, Mr. Hughes played an important part in planning survey history.

Mrs. MARY C. KENNON, Program Analysis Branch, retired from the Bureau in July after serving more than 30 years in the Federal Government. Her employment with Public Roads included 1 1/2 years in the Atlanta District Office. Mrs. Kennon is now residing in York, Pa.

ADDISON WRIGHT, JR., Construction Branch, retired in September after 36 years in Government service, of which 21 years were with Public Roads. Mr. and Mrs. Wright plan to live on the Southeastern Coast of Florida.

## Former Employees

W. C. SLAYTON, a former employee of the Division 1 Office and New York District Office, is on a round-the-world tour via a freighter.

J. I. THOMAS, retired Bureau employee, sold his property in Lauderdale County, Ala., and has moved back to his home at Route 2, Sevierville, Tenn. Mr. Thomas was senior construction superintendent with the Florence, Ala., District of Division 15 at the time of his retirement.

## Foreign Assignees

East Pakistan.—HARDY H. SWAYZE was assigned as materials engineer in Dacca. Mr. Swayze previously served a tour of duty in Liberia, after which he returned to the New Mexico State Highway Department.

H. H. TARZIAN, formerly with the California Division of Highways, was assigned as highway bridge engineer in Dacca.

ELDON E. WOLFE, Division 3, was appointed District Engineer in connection with the East Pakistan Road Development and Training Program. He will be stationed in Dacca.

ROBERT T. LIPPARD and JOHN W. JAYNE, equipment specialists in the Denver Equipment Depot, were assigned to Dacca. Mr. Lippard had served a tour of duty in Liberia.

Jordan.—ARTHUR B. CROUCH, HAROLD E. MITCHELL, and ROY O. SWAIN, equipment specialists, were assigned to Amman. Mr. Swain had served overseas in Turkey and Ethiopia.

Liberia.—LEON B. HIRSCH was assigned as engineering aid to the Liberian District.

Ethiopia.—REX S. ANDERSON, former Division Engineer in Ethiopia, was assigned to Division 3.

Philippines.—C. N. ALDRICH, former Acting Division Engineer in Manila, was assigned recently to the Washington office.

Inter-American Highway.—WM. T. BROWN was appointed District Engineer in Nicaragua. He will replace D.K. SHEPARD, who was transferred to Honduras where he will be in charge of our work in that country and El Salvador. Mr. Brown had served in Panama, the Philippines, and Ethiopia, and returned to the United States for the purpose of taking leave prior to proceeding to his new assignment.

R. E. HULTMAN, former administrative officer in the Philippines, was reassigned to the Inter-American Highway. Mr. and Mrs. Hultman drove to San Jose after a vacation in the States.

D. C. MACFARLANE of the Division 9 Office was assigned temporarily as design engineer in Costa Rica. The assignment is for only 3 or 4 months.

LEWIS SCOTT, recently employed by the Oregon State Highway Department, was assigned as materials engineer in Costa Rica.

Mrs. INGA S. MILLER, auditor in the Costa Rican Office, is in Washington on home leave.

The Highway Authority of Guatemala accepted bids for approximately 100 miles of grading and draining and base course preparation on the Inter-American Highway. The estimated cost of this work is \$11 million. Bids are expected to be opened in December for the following additional work: Honduras, \$1.6 million; Nicaragua, \$1.5 million; Costa Rica, \$4 million; and Panama, \$11 million.

## Personals

FRANK S. ALLISON, junior engineer assigned to New Jersey District Office, was married to Margaret Anne O'Neil of Wilkes Barre, Pa., in June.

VIRGINIA MUCHA, formerly with the Office of Personnel and Training, was married in September to Ramsey G. DiLibero at South Barre, Mass. Since her husband is employed as a safety engineer in Fort Worth, Tex., Mrs. DiLibero transferred to the Division 6 Office.

Public Roads employees completing short tours of active duty with the armed services were as follows:

Lt. Col. FLOYD L. ANTHONY, Illinois District Office, Engineering School, Camp McCoy, Wis.; H. C. BREWSTER, Michigan District Office, S.E. FARIN, Illinois District Engineer, and R. H. PADDOCK, Wisconsin District Office, USAR School, Camp McCoy, Wis.; Maj. A. L. FRANK, Illinois District

Office, Engineering School, Fort Leonard Wood, Mo.; Lt. JOHN T. FOWLER, Florida District Office, 492nd Engineer Battalion, Fort Benning, Ga.; Lt. Col. JOHN A. HANSON, Nebraska District Office, Corps of Engineers, Omaha, Nebr.; Lt. JAMES M. MONTGOMERY, Washington office, Fort George G. Meade, Md.; Maj. L. D. WALKER, Virginia District Office, Fort Knox, Ky.; and Maj. GEORGE A. WEISSER, Texas District Office, Fort Hood, Tex.

Proud parents of new offspring are the following:

J. GAYLOID BOONE, Physical Research Branch, a son, Sherman Gayloid, born in July.

DANIEL H. BROWN, JR., Division 8 Office, a daughter, Patti Jeanne, born in May.

JOHN J. CONRADO, Division 7 Office, a son, Alan Michael.

R. E. CRAIG, South Carolina District Office, and KATHERINE JESSUP CRAIG, formerly with the Highway Transport Research Branch, a daughter, Kathy, born in August.

Mrs. MARGARET DIROLF, formerly with the New York District Office, a son, Francis Emil, born in July.

Mrs. ANNIE FONG, Division 7 Office, a son, Alwyn Dennis.

ALEXANDER FRENCH, Highway Transport Research Branch, a son, Christopher, born in July.

ALBERT J. GALLARDO, Division 7 Office, a son, Albert J.

ROBERT E. JOHNSON, Kansas District Office, a son, William Robert, born in August.

RICHARD C. MALMER, Wisconsin District Office, a son, Bruce Alan, born in August.

Mrs. FLOYD McMILLEN, Division 1 Office, a son, Michael Floyd, born in August.

JOHN W. MUELLER, Colorado District Office, an adopted son, Stephen Russell, born in June.

WILLIAM A. STACEY, III, Missouri District Office, a daughter, born in September.

V. L. TAYLOR, Division 1 Office, a daughter, Robin Elaine, born in August.

FRED J. VERITY, Financial and Administrative Research Branch, a daughter, Deborah Jane, born in August.

KEITH E. VINCENT, Division 7 Office, a son, Lance.

OSIE B. WALKER, JR., Georgia District Office, a son, Cecil Joseph, born in July.

These two Bureau employees are possible candidates for the "youngest grandfather" title:

A son born to the daughter of RAIF M. SMITH (age 41), Audits and Accounts Branch. Incidentally, the paternal grandfather is Maury A. Church, Primary Highway Branch.

A son, Thomas Haywood Stark, born to the daughter of ARTHUR G. SIEGLE, Chief of the Liaison Branch.

HUGH L. CHAMBERLAIN, engineer with the Georgia District Office, was elected president of the Georgia Mineral Society for the year 1955-56.

The Oregon District Office claims the title for the Bureau's champion salmon fisherman—or rather fisherwoman. Miss MELBA CONRAD, secretary, landed a 47-pound Royal Chinook using a 15-pound test leader. This was her first salmon, and it was caught off Newport. Had the locale been Astoria it would have taken first prize in the salmon derby which attracts thousands of contestants.

Suffolk sheep raised by L. C. HARRIS of the Rhode Island District Office were awarded prizes at the Rocky Hill Fair during August. A pen of three ewe lambs received first prize, a single lamb second prize, and a yearling ewe second and third prizes.

EDNA KEPLER of the Illinois District Office was touched with the magic wand of smiling fate. Miss Kepler was selected as one of the winners of the International Harvester \$200,000 sweepstakes, and she is now a happy owner of a ultramodern refrigerator.

F. S. METZGER, procurement officer for Division 8, has been an active promoter of the Portland Federal Employees Credit Union, founded in 1936. Assets of the organization have just recently exceeded one million dollars. Many loans have been made to Bureau personnel for financing trailers, automobiles, and for other personal needs.

A similar organization operates in Division 7 to aid their employees in financial matters. Living accommodations in the vicinity of forest and park projects are frequently so primitive that an increasing number of Division 7 employees are purchasing house trailers for use on project assignments. The Credit Union, organized and operated by Division 7 employees, has loaned approximately \$15,000 to eight employees during the past year for the purchase of eight house trailers costing nearly \$21,000.

L. W. ROBERTS, Oklahoma District Office, recently registered with the Oklahoma State Board of Registration for Professional Engineers. Seven



of the ten engineers in the Oklahoma District are now registered with one or more State boards.

J. F. SULLIVAN, E. W. ARMSTRONG, and G. R. TURNER, JR., Virginia District Office, were recently notified by the State Board that they had passed the examination for registration. This makes a total of six registered engineers in the Virginia District Office.

The Ohio District Office is actively represented in the Toastmasters' movement. This is an international organization of professional men interested in speech development with 1,700 active clubs and 50,000 members. District Engineer SCHOFER, who has been active in this endeavor for a number of years, was recently elected president of Franklin Chapter No. 524. In previous years, he held the offices of vice-president, deputy governor, and educational chairman. Mr. Schofer is also serving as area governor which involves administrative coordination of activities of 14 clubs in the Columbus area.

HIRAM A. HUNT, a temporary employee of Division 8 during construction seasons, developed a circular rule which has simplified the method for computing end areas for rounding cut slopes where unequal tangents are involved.

## Professional Activities

E. F. KELLEY, Chief of the Physical Research Branch, and staff members C. A. CARPENTER, HAROLD ALLEN, F. R. OLMSTEAD, and D. O. WOOLF attended the meeting of the Committee on Materials of the American Association of State Highway Officials on September 15 and 16. These men are the official representatives of Public Roads on the Committee which met in Washington this year. Mr. Woolf, who served for the past 2 years as Editor of Publications for the Committee, has just been appointed Secretary. He will continue to serve as editor.

The Committee on Materials is responsible for the development and standardization of test methods and material specifications for the Association.

L. W. TELLER, Chief of the Structural and Mechanical Service Section, Physical Research Branch, attended a meeting of the Committee on Structural Design of Concrete Pavements for Highways and Airports, American Concrete Institute, at East Lansing, Mich., on August 30 and 31.

The Committee on Structural Design of Pavements, which has taken an active and progressive part in making

the findings of research available to the engineering profession, was organized by Mr. Teller who served for 4 years as its first chairman.

GEORGE S. VINCENT, Bridge Engineer in the Physical Research Branch, will supervise the Bureau's participation in research studies of dynamic stresses in a steel girder bridge near Jefferson City, Mo. This is

## SPANNING THE RIVER

The changing scene in the growth of our country and the need to keep pace in meeting the demands of ever-growing highway traffic are well illustrated by the pen and ink sketches of a crossing over the Tuscarawas River near New Philadelphia, Ohio.

The first crossing to the village then known as Blickford was by ford. Riders on horseback and horse-drawn vehicles made the crossing without too much inconvenience, except when the river was in flood.

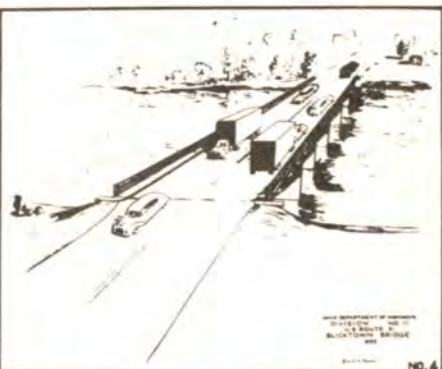
In 1848 traffic had increased to the point that justified the building of a one-lane covered bridge. The stone piers were constructed on hewn oak footings which remain today in a remarkable state of preservation.

one of a series of such studies which are being carried out in cooperation with State highway departments. It is expected that about one month of field testing will be required on this bridge.

E. G. WILES, R. F. VARNEY, and PAUL POTTS, also of the Physical Research Branch, will assist Mr. Vincent on this project.

The covered bridge was replaced in 1898 with a steel truss laid upon the original stone piers. This structure, built at a cost of almost \$10,000, accommodated the horseless carriage then coming on the scene. Steel workers in those days received 17 1/2 cents an hour, a wage rate that created quite a sensation in the rural areas where the hourly pay was even less.

The new bridge now under construction as a Federal-aid project will serve 4,000 vehicles a day. The six-span continuous steel beam superstructure will cost about \$200,000, and with the approaches the figure will approximate one-half million dollars.



Drawings by Richard M. Robinson, Ohio Department of Highways

## Foreign Engineers

Far-off places, formerly just spots on the map to many Division 8 engineers, have been brought to life by the recent visits of foreign road engineers traveling and studying in the Northwest. Highway specialists from Ceylon, Thailand, Peru, the Philippines, and other distant points are currently studying modern methods and trends in construction, design, and maintenance of roads and bridges in Division 8.

This opportunity is made available by the Foreign Engineer Training Office in Washington where the initial schedules of study are formulated. Foreign visitors are given a chance to express preferences for the type of work most valuable to them, and are assigned locations with this in mind. The program consists of work, study, inspection of highway projects, and personal interviews with road-builders. Traditional and new techniques are compared as road and bridge projects are observed and studied. All phases of highway work are included—even landslides.

Roy E. Tarbet, bridge engineer at Portland, has guided these foreign engineers in their training, planned their itineraries, and has performed many other helpful acts in order that the visitors might derive the greatest benefit from their experiences. State highway officials are cooperating wholeheartedly—even taking them "send-off" parties at the close of assignments. Such responses promote both goodwill and good engineering practices, for the spirit prevailing is very real if somewhat intangible. Hosts in the area are glad to have a part in thus furthering good roads throughout the world.

## Civil Service Boards

Boards of U. S. Civil Service Examiners have been established in Division 7 headquarters, San Francisco, Calif., effective August 22, 1955, and in Division 8 headquarters, Portland, Oreg., effective August 25, 1955. These Boards will hold civil service examinations for engineering-aid positions in grades GS-2 through GS-7. Announcements for these examinations are expected to be issued in January 1956.

The Board of U. S. Civil Service Examiners in Division 9 at Denver, Colo., has been reconstituted and will cover in addition to wage board positions, examinations for grades GS-2 through GS-7. Announcements for examinations in Division 9 will also be issued in January 1956.

Board members in Division 7 are as follows: Frank R. Bonnickson,

chairman; Linwood L. Clark, executive secretary; Schweitzer C. Moore, Ralph M. Phillips, Russell W. James, continuing board members; and Harvey B. Powers, William E. Gregoire, Gordon A. McKenna, rating panel members.

Division 8: Richard C. Luckow, Jr., chairman; Carl G. Mullenex, executive secretary; Robert N. Kellogg, John R. Sargent, William A. Wood, continuing board members; and Edwin H. Thompson, Howard B. Stanley, Earl R. Waring, rating panel members.

Division 9: Merritt L. Anderson, chairman; Jefferson H. Hiatt, executive secretary; Daniel C. Harrington, Louis A. Hamilton, Charles D. Beach, continuing board members; Charles W. Owen, O. L. Hollingsworth, rating panel members (wage board); and Miles J. Ennis, George A. Lehner, D. C. Macfarlane, rating panel members (wage board and engineering aids).

## College Days

Approximately 50 summer employees in the Division 7 engineering-aid series returned to college the first week in September. About 90 percent of these men are engineering students, and field reports indicate that their services were highly satisfactory. Almost half of the men were repeaters, having worked previous summers with this Division. The employment of these men for summer work is an excellent method for recruiting engineers since they spread word of the Bureau to their fellow students. Many of the men have indicated their desire to become affiliated with the training program as soon as they are eligible. Division 7 plans to contact all of the colleges in the area early this fall to acquaint both faculties and students with opportunities the Bureau offers.

It has been difficult to replace these summer employees, but a few men have been employed each week. By contacting the various college bureaus of occupations some students were found who desire work during the fall semester in order to finance their training during the second term.

## FAST PAVING

The Ohio District Office offers the following example of efficient paving operations in Federal-aid construction. Twenty miles of 9-inch reinforced concrete pavement, 12 feet wide, was placed in 21 consecutive work days by a single work force. They used two 34E dual-drum pavers in tandem and adequate finishing equipment. The highest run for one day was 7,026 feet. Since then, while trying for a record run, the same force and equipment placed 8,193 feet in one 14 1/2-hour day.

## Position Classification Standards

The Classification Act of 1949 (Public Law 429, 81st Congress) provides that "The Commission, after consultation with the Departments, shall prepare standards for placing positions in their proper classes and grades."

Accordingly, the Civil Service Commission has now developed position classification standards to a point where some 90 percent of all Classification Act positions are covered by published standards.

Most of the positions in Public Roads are covered by published standards. Included in this category are all of the highway and bridge engineering positions, those of engineering aids, secretaries, stenographers, typists, auditors, time, leave and payroll clerks, etc.

Some of the Standards, such as those for highway and bridge engineers, have been made somewhat obsolete by Public Roads reorganizations, delegations of authority, and subsequent Civil Service Commission actions on key positions. As a result, the Civil Service Commission, as part of a continuing standards maintenance program, has scheduled these standards for study and necessary revision.

There is still a sizeable segment of positions for which there are no published standards and in those cases the law states, "... each department shall place each position under its appropriate class and grade in conformance with standards published by the Commission or, if no published standards directly apply, consistently with published standards." The most important group of positions included in this category is the general clerical group (GS-301).

Your Personnel Office in Washington has copies of all published classification standards. The division offices in the United States have copies of all published standards applicable to positions in Public Roads. Generally speaking, because of the expense involved, only one copy of the standards is available at each office. Individual copies are not furnished to employees. However, it is the policy of the Personnel Office to make available for examination by employees copies of published position classification standards applicable to their position. Arrangements for the examination of classification standards at the office where they are maintained may be made with the administrative officer of the division in the field service and with the Classification and Wage Administration Section of the Office of Personnel and Training in Washington.



## Utah District News

Employees of the Utah District office gave a luncheon for those immediately affected by the procedural change in their office. All survey and design functions relating to direct Federal programs were transferred to the Division Office, and the equipment depot was closed.

Those affected and their new assignments are: Douglas D. Davis, administrative manager, Arkansas District Office; John R. Wilson, Denver equipment depot; and Clyde G. Bushnell, Utah National Guard. Rudolph K. Meyers resumed graduate school studies.

## Article on Fishing

George B. Gordon, Roadside Section of the Primary Highway Branch, has an article in the August issue of OUT-DOOR LIFE Magazine. Under the title of "Top Week for Trout" he tells of some of the things learned in his 30 years of trout fishing on the Beaverkill River in the Catskills of New York State.

## Head Man

A day in the life of a Public Roads area engineer, had a not-so-typical ending for Frank Hawley of the Arkansas District Office. After a routine county program inspection in North Arkansas, one of the county officials requested transportation for an iced cow's head suspected of rabies. "All in a day's work," said Hawley after unloading his bizarre cargo at the State Health Laboratory in Little Rock.

## UNITED NATION'S DAY

President Eisenhower in a proclamation concerning the tenth anniversary of the United Nations made the following statement:

"I do hereby urge the citizens of this Nation to observe Monday, October 24, 1955, as United Nations Day by means of community programs that will demonstrate their faith in, and support of, the United Nations and that will create a better public understanding of its problems, and of its aims and achievements.

I also call upon the officials of the Federal, State, and local Governments, the United States Committee for the United Nations . . . as well as all citizens, to cooperate in appropriate observances throughout our country of this tenth anniversary of the United Nations."

## Performance Rating Plan

The Department of Commerce has now completed a study of the financial effect of its new Performance Rating Plan. It is estimated that the new plan permits 25,530 man-hours, worth approximately \$58,150, to be made available for carrying out other programs of the Department. These figures represent the difference in time required to administer the old and the new performance rating plans.

The study was not limited to the costs of paperwork alone. It reflected such items as preparing, handling, and filing rating reports, recording ratings on service record cards, maintaining inspection lists, training of rating and reviewing officials, follow-ups on anniversary, postponed or delinquent rating reports, and determining eligibility of employees to receive ratings. The estimated man hours saved included reduced activity by both staff and operating personnel.

The man-hour figures take into account increased time devoted to counseling under the new system, as well as considerable additional training time required because of the significant changes in the rating plan. More favorable results are expected in succeeding years, as less training time is needed.

## CONSTRUCTION PROJECT

The largest project let in a single contract under direct construction operations in Division 9 involves the building of the Grand Teton National Park East Side Highway. This project provides for the construction of 21 miles of new highway to permit bypassing commercial and non-recreational traffic around the park. This bypass route lies along the east side of the Snake River. On the basis of low bid, the construction cost will approximate \$1.5 million.

City Building Inspector Jack Keeley of Owensboro, Ky., had to go to the Bible to interpret some instructions written on a specification plan. Written on a plan concerning grading of a hilly section of land was: "Isaiah 40:4."

Keeley checked and found this quotation: "Every valley shall be exalted, and every mountain and hill shall be made low, and the crooked shall be made straight, and the rough places plain."

The plans were turned in by a firm working on a new General Electric plant. Keeley interpreted it as meaning the land was to be filled in and leveled off.

Proverb 17:27 reads: "He that hath knowledge spareth his words."

## Conferences

The 34th Annual Convention of the Western Association of State Highway Officials was held at Jackson Lake Lodge, Moran, Wyo., September 8-11, with the Wyoming Highway Department acting as host. The Bureau of Public Roads pre-WASHO meeting was held at the same place on September 7 and 8. Delegates from all the States and Territories included in WASHO were present at the Public Roads meeting, except Division Engineer Elliott who was unable to attend because of the illness of his wife. The Washington office was represented by Commissioner Curtiss and George M. Williams, principal assistant Deputy Commissioner.

Meetings were held in the Division 4 Office on September 7 and 8 for the purpose of discussing Chicago expressway problems. In attendance were H.J. Kaltenbach, Joseph Barnett, D. W. Loutzenheiser, and A. L. Smith from the Washington office. Field personnel in attendance were R. H. Harrison, Division Engineer, S. E. Farin, Illinois District Engineer, and the division engineering staff.

Engineers of Division 6 met at the Division Office at Fort Worth for a 2-day meeting during August to discuss Interstate system problems. The meeting was under the general leadership of the division design engineer, and was held primarily to inform our engineers of the governing policies and desired design standards for projects on the Interstate system in order that the engineers might present a uniform approach in their dealings with the State highway departments.

The desired improvement of the Interstate system requires a radical departure from former concepts of the highway serving the land through which it passes, and the idea of giving full emphasis to moving large volumes of traffic at fast, efficient, and safe speeds requires indoctrination of both our engineers and those of the States.

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