

1969—The Year That Was...

National Leader In Construction

A national record construction pace among states engulfed in a sphere of major concern of not being able to do more because of tight financial reins, along with possible damaging effects to future programs, was PDH's story of 1969.

It was a year of leading the nation in highway construction value, and a year in which its recommended additional improvement plans met another serious setback when more funds were not provided.

Many advances were recorded. This includes areas of construction, safety, research and total environmental planning.

Major setback was lack of General Assembly approval to increase vehicle registration fees which would improve more than 1,200 high accident and hazardous locations across the Commonwealth.

Local concern for highway needs and their location, along with project priorities within a sphere of restricted funds, made it an extremely difficult operational year despite the successes.

This is PDH's story at a time when its Six-Year Program (1969-75) meets only one-seventh of total improvements requested by local citizens during past public hearings.

Some of 1969's highlights were:

JANUARY

...Rep. Joseph F. Bonetto, Pittsburgh, and David N. Schooley, Shavertown, succeeded Rep. Raymond E. Wilt, Pittsburgh, and Louis G. Feldmann, Hazleton, respectively as members of the Highway Commission.

...PDH had 74 percent (1,163 miles) of its 1,576-mile Interstate Highway System completed.

...Nalinkumar H. Udani, bridge engineer for the Pittsburgh District, was recipient of the Governor's Award of Excellence.

...Evan H. Gardner, 63, director of Economic Research and Programming, died Jan. 5.

FEBRUARY

...Highway Commission and legislative leaders review a financial plan to raise \$67.5 million in additional funds to support the Commission's \$4.4 billion six-year program.

...PDH, one of the nation's first states to adopt an intensified highway bridge inspection program, reported that 98.5 percent of its 24,391 structures received preliminary inspections.

MARCH

...A Senate bill proposing the creation of a Department of Transportation was introduced (March 25) into the General Assembly. It was sponsored by nine Republicans and five Democrats.

...PDH revised regulations for driveway locations for the first time in 17 years.

APRIL

...PDH launched a three-year statewide transportation study which will form one of the key elements in determining highway improvement needs throughout the state for the next 20 years.

...Road surface line striping, now on a year-around program, shifted from county to district operation.

MAY

...Pennsylvania's first tourist information center was opened Memorial Day along I-80 near the Delaware Water Gap.

...Joseph A. Kling, York County Maintenance Superintendent, was recipient of Governor's Award of Excellence.

...New overhead "Welcome To Pennsylvania" signs were unveiled on I-83 by Miss Pennsylvania (Susan Robinson).

JUNE

...The National Safety Council Award of Merit for 1968 was
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One-lane traffic on I-81 at West Hazleton exit in Luzerne County.

Holiday Snowstorm One Of Most Severe

When snowstorms affecting most of Pennsylvania are recalled, the one on Christmas Day, 1969 must rank among the most severe.

Up to 20 inches of snow blanketed large sections of the Commonwealth. With 10 to 20 inches on the ground when the storm started, the depth reached 40 inches in the mountainous areas of the Hollidaysburg, Allentown and Montoursville districts.

Winds up to 45 miles per hour created serious drifting problems during the following five days. Headquarters in the Central Office for maintenance operations went on an emergency basis to coordinate activities in the statewide battle. Philadelphia was hit by snow and rain while only the Pittsburgh area escaped with a light snowfall.

Snowdrifts of 10 to 15 feet were common. Sections of I-81 were closed for brief periods in Franklin and Schuylkill counties. Helicopters and snowmobiles were pushed into service. The Towanda (Bradford County) Daily Review was not published on the 27th for the first miss in about 75 years.

PDH maintenance forces were taxed to the limit, but once again were the unsung heroes. They were on the go for nearly a full week with little more than rest breaks. It was a short Christmas Day for most, and a holiday season over-loaded with work.



Route 22 near Indiantown Gap, Lebanon County cleared for two-lane traffic. Snow had to be removed rather than plowed in many areas.

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presented to PDH for its 19 percent reduction in injury frequency rate coupled with a 43 percent reduction in the severity rate.

...Approximately 100 men completed Pennsylvania's "Operation Big Ben" training program, co-sponsored by PDH, in the Poconos.

JULY

...PDH's library celebrated its 10th anniversary July 17 with 5,008 books cataloged.

...A \$45,000 vehicular device, specially designed for aiding in the inspection of bridges, was placed in operation in the Pittsburgh District.

...A computerized testing facility, capable of exerting a force of 400,000 pounds in both tension and compression, was installed by Bureau of Materials, Testing and Research.

AUGUST

...PDH sponsored an Environmental Seminar for highway designers on the 12th with state cabinet officers among the speakers.

...PDH led the nation in highway construction with \$1.4 billion worth of work in progress on 564 contracts, improving or building 1,219 miles of highway.

...Highway damages exceeded \$250,000 in Carbon County as result of severe rain storms.

SEPTEMBER

...\$1 million Central Garage and the opening of nearly 20 miles of I-81 in Lebanon and Schuylkill counties highlighted PDH's observance of Highway Week.

...Stone-filled gabions (wire baskets), for the first time, were included in contract to improve stream conditions in project relocating 2.8 miles of Rt. 115 in Northampton County (Bushkill Creek).

...An advanced communications system (radio network) was installed for PDH's maintenance operations.

OCTOBER

...Computers used in PDH's first in-the-field study of heavy vehicular strain on bridges (I-79-70 bridge over Rt. 19) in Washington County.

...PDH's first safety apparatus (energy-absorbing device) installed on Penn Harris Interchange near Harrisburg to halt errant vehicles with a minimum of damage during collisions with fixed objects like bridge piers.

...PDH hosts 55th Annual Meeting of American Association of State Highway Officials (AASHO) in Philadelphia.

NOVEMBER

...PDH presented the Pittsburgh History and Landmarks Foundation a \$45,000 grant to record historically important buildings lying in path of proposed new highway and to retrieve their architectural artifacts.

...Joseph P. Piurkowsky, highway foreman in Cambria County, named Pennsylvania's Handicapped State Employee of 1969.

...Miss Evelyn E. McElphatrick, Assistant Attorney General (PDH), honored by Pennsylvania League for Civil Service and presented with career service award in recognition of outstanding contributions to government.

DECEMBER

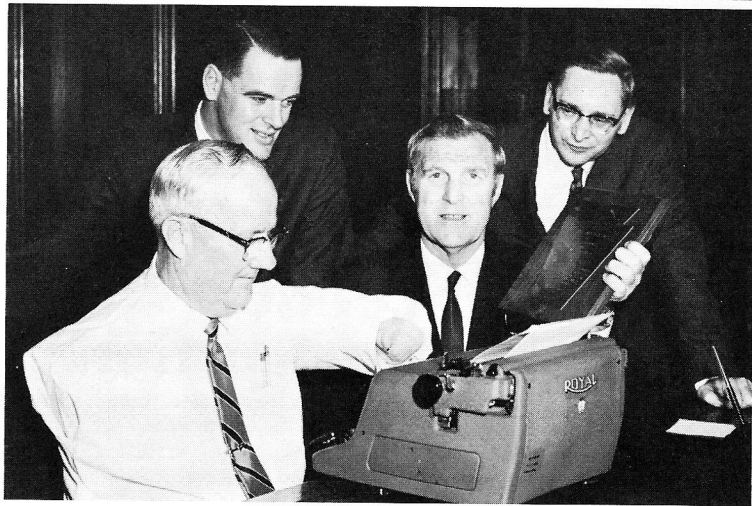
...Vehicle registration fee increase bill introduced in General Assembly.

...Christmas night snowstorm dumps up to 18 inches of snow over most of Central and Northeastern Pennsylvania. With up to 30 inches of snow on ground in some areas, maintenance crews still were battling drifting conditions four days later.

...Jack Kinstlinger named Deputy Secretary for Planning and Programming, succeeding Eric J. von Hausswolff, who retired Dec. 31 after five years in post.

...Robert W. Cunliffe appointed Chief Counsel (Deputy Attorney General), succeeding John R. Rezzolla, who resigned after 22 years of service to accept similar position with Pa. Turnpike Commission.

...At year's end PDH's Interstate System had increased to 1,446 miles completed or in construction (91.7 percent). Only 131 miles remained on the drawing boards. During 1969 PDH opened 145 miles of new expressway.



Joseph P. Piurkowsky, PDH Highway Foreman, Cambria County, demonstrates his ability to operate a typewriter after receiving the 1969 Pennsylvania Handicapped Employee of the Year award. Looking on are, from left, Highways Secretary Robert G. Bartlett, Governor Raymond P. Shafer, and Labor & Industry Secretary Clifford L. Jones.

District Engineering Staffs Are Reorganized

In order to provide more effective direction to expanding technical and engineering problems, eight of PDH's 11 districts have been reorganized into five assistant district engineer divisions. They are Planning and Pre-Design, Design, Operations, Construction, and Administration.

The major change is the split of the former Pre-Construction Division into two separate divisions, the divisions of Planning and Pre-Design, and Design. Each will be administered by an assistant district engineer, at the Civil Engineer V level, and will report to the Deputy District Engineer.

Planning and Pre-Design includes the Locations, Soils, Surveys, Utilities Relocation, Right-Of-Way, and Planning sections.

Design division includes Plans Engineering, Bridge, Consultant Liaison, and Contract Management sections. In addition to Final Cost computations, the recently implemented Contract Management Section encompasses activities dealing with final plans review and proposal preparation.

Districts 6-0, 8-0 and 11-0 previously had been organized in this fashion.

PDH's first all-weather bridge, the 13th St. Bridge in Franklin, was officially opened Dec. 19

During the first nine months of 1969 PDH Relocation Offices received and serviced 362 requests for assistance. The total of 1,459 relocations included 1,323 family units, 182 business establishments, eight farms, and six non-profit organizations.

OBITUARIES

Louis E. Sobers, 67, Pittsburgh, Tunnel Maintainer I (11-0), Nov. 19.

Carner Wiltsie, 62, Warren, Equipment Operator I (1-6), Oct. 6.

Hugh Arner, Lansford, Engineer Assistant (5-0), Oct. 29.
Joseph B. Clutter, 64, West Finley R1, Maintenance Worker (12-4), Nov. 1.

William Coyle, 63, Cornwall Heights, Highway Foreman (6-1), Nov. 1.

Cecil Smith, 66, Towanda, Equipment Operator III (4-1), Oct. 19.

Richard Dawes, 60, Clarks Summit R3, Construction Inspector (4-0), Oct. 29.

Thomas Bobbs, 46, Connellsville, Technician III (12-0), Oct. 23.

Thomas Hutchinson, 60, Kittanning, Maintenance Worker (10-1), Nov. 1.

Oscar W. Ranck, 62, Hustontown, Construction Inspector I (9-0), Oct. 24.

Alfred J. Carlin, 64, Erie R5, Auto Serviceman (1-2), Oct. 17.

Russell Crabb, 65, Millersburg, Construction Inspector Supervisor I (8-0), Nov. 29.

Robert Plasters, 31, Kulpmont, Construction Inspector I (3-0), Dec. 7.

RETIREMENTS

Donald R. Conrad, Camp Hill, Project Development Engineer, Bureau of Design, Central Office, with 41 years of service, Dec. 31.

Gregory J. Coudriet, Hollidaysburg, Design Engineer II (9-0), with 40 years of service, Dec. 31.

John H. Priest, Downingtown, Survey Technician III (6-0), with 39 years of service, Dec. 31.

George A. Rhoads, Camp Hill, Hydraulic Engineer IV, Bureau of Design, Central Office, with 38 years of service, Dec. 31.

Frank F. Fasano, Altoona, Design Engineer I (9-0), with 33 years of service, Dec. 31.

Frederick F. Clouser, New Bloomfield, Traffic Planning Engineer III, Planning Statistics, Central Office, with 33 years of service, Dec. 31.

Elwood Deeter, Franklin, Administrative Officer, Franklin District, with 32 years of service, Dec. 31.

Mrs. Mary B. Flickinger, Harrisburg, Clerk Steno II, Bureau of Design, Central Office, with 30 years of service, Dec. 31.

Peynton B. Lee, Dallas, Construction Inspector (4-0), with 29 years of service, Dec. 31.

Mrs. Pauline H. Long, Harrisburg, Administrative Assistant II, Bureau of Design, Central Office, with 27 years of service, Dec. 31.

Miss Ruth Neu, Scranton, Clerk III (4-0), with 27 years of service, Dec. 31.

Theodore Cline Sr., Norris-town, Highway Foreman (6-4),



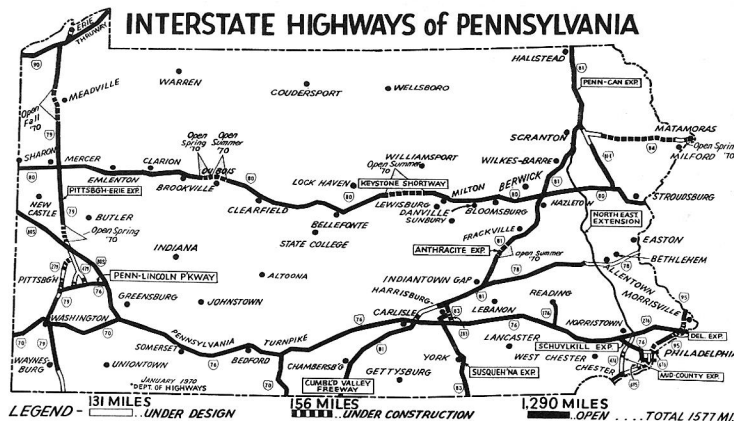
Highway Employee Recreation Organization (HERO) officers for 1970 include President Harry S. Wilt (seated), Right of Way; Vice President Terry J. Garvie, Traffic Engineering; and Secretary Joy Knorr, Traffic Engineering. Missing from photo is Treasurer James Wuchina, 8-0 Bridge Unit.

New Civil Service Application Form

On December 1, 1969 the State Civil Service Commission announced that it had prepared a revised Civil Service application form (SCSC Form #1) for distribution.

The revised application includes the loyalty oath and notarization. Previously, the loyalty form was a separate sheet that had to be attached to the Civil Service application.

This revised application does not immediately replace the current form, but will be issued as our supply of the old forms is depleted.



145 Miles Of Interstate Network Opened In 1969

Pennsylvania, among the nation's leaders in interstate highways, opened a record 145 miles of new expressways during 1969.

As 1970 opened, PDH had 1,290 miles, or 81.2 percent of its total system, open to motorists.

Another 156 miles was under construction. This hiked our percentage open or under construction to 91.7. This left only 131 miles in design, and much of it hopefully will be in construction before the first year of the new decade ends.

All but 46 miles of the 313-mile Keystone Shortway (Interstate 80) is completed. The Commonwealth's portion of the vital transcontinental expressway is scheduled for completion during this September.

Completion of more than 95 percent of our interstate network is expected by the end of 1972. Remaining would be certain complex segments in the Pittsburgh and Philadelphia areas, plus segments of I-78 in the Lehigh Valley and I-84 in Lackawanna County.

Arthur Dunn, Franklin, Design Engineer (1-0), with 20 years of service, Dec. 31.

John R. Brancho, West Mifflin, Construction Inspector (11-0), with 18 years of service, Dec. 31.

Joseph C. Fries, Harrisburg, Civil Engineer IV, Bureau of Design, Central Office, with 17 years of service, Dec. 31.

Raymond D. Sipes, Clearfield, Construction Inspector II (2-0), 14 years of service, Dec. 4.



Indiana's Engineering Twins

PDH's only engineering twins, Donald (left) and Dennis Shaffer of the Indiana District, are congratulated by Acting District Engineer James A. Byron following the twins' completion of their 18-month Intern Training Program. Don has been assigned to the Bridge Unit while Denny is supervisor of the Accident Analysis Team.



OPERATION BRIGHT STAR

Numerous toys again were contributed by PDH employees of the Scranton District in "Operation Bright Star." The toys were given to a charitable organization for distribution at Christmas. From left, are Ann Melville, Doris Girvan, Reginald Knight, D.J. Edwards (Administrative Officer and project originator), Donna Rempe and Nancy Thomas.



Jack Kinstlinger was sworn in January 2 as Deputy Secretary for Planning and Programming, succeeding Eric J. von Hausswolff who retired December 31. From left are Commonwealth Secretary Joseph J. Kelley Jr., Dr. and Mrs. Robert Kinstlinger and daughter, New Haven, Conn., Mrs. Jack (Marilyn) Kinstlinger, Secretary Bartlett, Deputy Secretary for Administration Fred B. Atwood and Deputy Secretary and Chief Engineer Victor W. Anckaitis.

Kinstlinger New Deputy, Cunliffe Chief Counsel

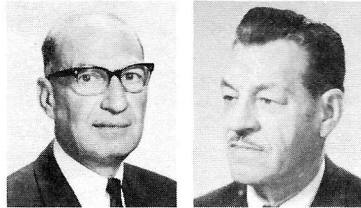
Jack Kinstlinger and Robert W. Cunliffe are two newcomers on Secretary Bartlett's top-level staff.

Kinstlinger, 38, succeeded Eric J. von Hausswolff as Deputy Secretary for Planning and Programming, and Cunliffe, 42, succeeded John R. Rezzolla as Chief Counsel (Deputy Attorney General) for PDH.

Von Hausswolff, 68, retired Dec. 31 after five years as one of the Commonwealth's leading highway officials. Kinstlinger was promoted from the post as Director of Advance Planning.

Rezzolla, 56, resigned after 22 years of service with PDH to accept a similar position with the Pennsylvania Turnpike Commission.

Cunliffe, a native of Lansford, Carbon County, was ap-



REZZOLLA VON HAUSSWOLFF pointed to the PDH Legal Bureau in 1958, and had been the Assistant Attorney General since 1963.

Kinstlinger is a graduate of Rensselaer Polytechnic Institute, and he received his Masters Degree in Civil Engineering from Massachusetts Institute of Technology.

Among other personnel transactions:

Donald R. Conrad, Project Development Engineer, Bureau of Design, retired Dec. 31 with 41 years of service;

Foster C. Sankey, Research Engineer, Bureau of Materials, Testing and Research, promoted to Assistant District Engineer—Design, Scranton District (4-0);

Michael Thear, Carbon County Maintenance Superintendent, promoted to Assistant Maintenance Engineer for Allentown District (5-0);

Stanley C. Ptaszkowski promoted to Carbon County Maintenance Superintendent; and

John B. King promoted to Cumberland County Maintenance Superintendent, succeeding McClay Gibson who had retired.



CUNLIFFE

Pengelly Record: 29 Years Without Day Of Sick Leave

Whether he is the healthiest or most dedicated, PDH's No. 1 employe in time on the job without sick leave is William R. Pengelly, Montgomery County Maintenance Superintendent.

It is difficult to imagine that any individual, even considering today's advance medical technology, could go more than 10,000 days without a sick day. It is even more amazing during a time when government employes are often frowned upon because of their frequent sieges of illness.

"Mr. Healthy" has been a government employe for nearly three decades, and his record shows 29 years plus without a single day of sick leave.

Even though the start of the record goes back to 1940, Pengelly was not without competition. Antonette P. Pallotta, Chief Clerk in Erie County, is close behind with 28 years of continuous service without a sick day.

A plaque and certificate went to three employes, each with 20 or more years of sick leave-free service. The other is Cyril F. Adams, Highway Maintenance Superintendent I in Wyoming County. He has 20 years of service without a sick day.

More than 200 employes were considered for PDH honors. Each had in excess of two years without sick leave.

"The Department is proud of those nominated and the unnamed thousands of other employes who use their sick leave only for legitimate reasons when needed," said Secretary Bartlett.

Dudley P. Lighty, Civil Engineer IV, Bureau of Construction, with 10 years has the longest string of days without sick leave in the Central Office.

Best attendance award winners, Engineering Districts are:

John H. Frankenfield, Maintenance Repairman, Allentown (5-0), 16 years; L.G. Kubick, Surveyor I, Uniontown (12-0), 10 years; C.C. Tantlinger, Civil Engineer III, Uniontown (12-0), seven years; and T.B. Wynn, Construction Inspector III, Harrisburg (8-0), seven years.

Best attendance award winners, Maintenance Districts, are:

Pengelly; Pallotta; Adams; Kazimer Rish, Maintenance Worker, Montgomery County (6-4), 11 years; Willard Kerschner, Equipment Operator II, Lehigh County (5-3), six years; Dean Hoyt, Highway Foreman, Bradford County (4-1), six years; and Dominic Caruso, Highway Foreman, Indiana County (10-4), six years.

INJURY RATE SHOWS DECREASE

Engineering Districts 1, 5 and 10 reported "disabling injury free" months for October.

For the first 10 months the frequency of 5.41 compared favorably with the 1968 rate of 10.56 for the same period.

Struck-by type of accidents accounted for 36 percent of the October disabling accidents, 35 percent due to falls; 21 percent due to over exertion and eight percent due to caught-between type of accidents.

Disabling injuries for the 10-month period totaled 179 for 33,101,199 hours of exposure.



William R. Pengelly (left) receives plaque from District Engineer Paul (Tony) Thomas in recognition of his attendance record of 29 years without sick leave.