

Claudia - Patsy Steves
sent me the photos and
article - I returned the
originals to her - Do you
want these? If not, discard.
Marce

Picnic
East Texas
Trip



March 76
Marshall, Whites
Horton Lady Bird



Camp Ground
Meeting House
Meeting Area Road
on Clifton East Texas
near Karnach
March 1976



March 76
Lady Bird, Mr &
Whites & Horton
went



Mary Jane Horton
Mary White
Lady Bird
Patsy Stump
Marshall Stump
Berrie Powell



Roy White
March 1976
East Texas



From Mrs. Lyndon B. Johnson

Two Receive Highway Awards

Two Texas highway maintenance foremen were winners of the 1977 Lady Bird Johnson Highway Beautification Awards and received checks and plaques from her at the Lyndon B. Johnson State Park Thursday evening.

Eugene B. Barrier, maintenance construction supervisor in Karnes County for the State Department of Highways and Public Transportation, received a bluebonnet-embellished plaque and Mrs. Johnson's personal check for \$1,000.

The second place award, a certificate and her check for \$500, was presented by Mrs. Johnson to Eugene Finke of Brenham, Washington County.

A reception on the grounds of the Visitor Center preceded the awards ceremony which was held in the tree-shaded amphitheater in the park. A barbecue followed the ceremony, with colorfully-laid tables set behind the center for the occasion.

Turn to page 4, section 2, for more pictures on Lady Bird Johnson Highway Beautification Awards program.

This year's awards ceremony was the 8th annual affair held since its inception in 1970 by Mrs. Johnson as a tribute to "the men who do the work" in beautifying the highway right-of-ways, roadsides and

parks of Texas. With the exception of one held at the LBJ Library in Austin, all have been held in the state park at Stonewall with Mrs. Johnson as hostess.

Mrs. Johnson conceived the idea for the contest to recognize the department maintenance man who has done the best job of highway beautification during the past year, and to show her appreciation of the department's efforts to preserve and spread wildflowers throughout the state. The department has had an extensive wildflower protection and cultivation program for nearly 50 years.

Four additional maintenance foremen who were honored at the state park as finalists for this year's award were Troy Blankenship of Seguin, Milton Clay Campbell of Ralls, Marvin Estoll of Childress and Allen Knox of Raymondville.

Barrier was nominated for the award because of his efforts to increase the amount of roadside wildflowers in Karnes County. He developed a method that makes it possible for a three-man crew to broadcast mature seed pods over 15 miles along both sides of a highway in one day. Farmers in the area noted his challenge and made their fields available to department crews for the harvest of wildflower seeds.

Finke has charge of 261 miles in Washington County, and works closely with garden clubs, chambers of commerce and state agencies to make the area attractive to visitors drawn by the Bluebonnet Trails and historical sites such as Washington-on-the-Brazos.

Setting the stage for the awards was Liz Carpenter who was mistress of ceremonies, a feat she accomplished with wit and charm, combined with personal knowledge of what it takes to make a highway. She claimed to have "cut her teeth on asphalt" as her father was in highway construction work during her youth.

She spoke knowledgeably of Texas' 70,218 miles of paved roads, thousands of unpaved ones and as many or more of roads that were mere cow trails; 11,000 roadside parks; 25 million garbage cans; 17 million autos and the three billion dollars brought into the state by tourism. "Tourism is better than a good cotton crop and lots easier to pick," she added.

In tracing the role of highway development she touched on some of the men prominent in its work, like DeWitt Greer whom she called the "pope of the pavement," Herman and George Brown, who got their start in Bell County. "Everyone always thought they would go far in the construction business," she said, "but little did we know they would around the world."

Continued on page 3, sec. 1



EUGENE BARRIER, highway maintenance supervisor in Karnes County, has reasons to smile after accepting the 1977 Lady Bird Johnson Highway Beautification Award from Mrs. Johnson. In addition to the plaque, he received a \$1000 check in the awards program held Thursday evening in the Lyndon B. Johnson State Park. — Standard Photo

Fredericksburg Standard Sent 7, 1977

Hunter-Jumper Show— Continued from page 1, sec. 1

Seipp, all co-chairmen; and members Curtis Cameron, Kenneth Maner, Calvin Schumann, Billy Roeder and Curtis Eckhardt.

Judges for the three-day affair will be Fred R. Brown of Atlanta, Ga., and Jack Towell, Salisbury, North Carolina.

Horse show committeemen will be Oliver Rode, Orlando DeHoyos, Carl Hansen and Mike McCormick.

Johnny Conn of Houston will be the course designer, while Curtis Eckhardt of Fredericksburg will be the veterinarian.

Highway Awards— Continued from page 1, sec. 1

— The ceremony took a humorous twist when Liz said that Alec Gould and Harold Woods had just determined that the nine millionth tourist was about to arrive at the park in the family of Mr. and Mrs. Gerald Carter of Hye and their nine children.

Driving up in a topless red vintage car, the family came up on the stage and proved to be highly entertaining with their repartee and account of the mythical trip that took them from Hye across the U.S. and back to Hye.

Turned out, however, that the "tourists" were none other than Cactus Pryor of Austin TV and radio fame and Margie Morton, a staff member in Mrs. Johnson's Austin office, together with their "children" who included the Alec Goulds' children, Lisa Malechek, Toby Tanner, Ronnie Woods and others.

Winding up their humorous sketch, Pryor quipped, "To appreciate Texas highways you have to get off of them!"

Reagan Houston, chairman of the State Highways and Public Transportation Commission, spoke briefly, expressing their appreciation for Mrs. Johnson's help in beautifying Texas' roadsides and parks.

"We planned a lot and we learned a lot," Mrs. Johnson said in her opening remarks, "and we harvested out of it a more beautiful spring."

She said the scrapbooks prepared for the contest showed such a wide variety of beauty as a cool oasis in an arid zone, hillsides ablaze with color, rainbow-hued roadsides, the salvaging of specimen of good trees and transplanting them where they were needed.

"You highway foremen have improved your own strip of roadsides each year. It helps us to visualize what a paradise of wildflowers was here 300 years ago," she continued.

"You have to know when to mow, when the land is most hospitable to seeding. But you have given us the biggest garden of the world in the roadsides of our state."

She pointed out that Georgia, Oklahoma and New Mexico have developed programs of highway beautification similar to that begun in Texas almost 50 years ago. She said the chairman of the largest airline in the U.S. had contacted her recently for suggestions to plant stretches of wildflowers at the larger airports.

Mrs. Johnson said that each year, in either April or May, she joins Mr. and Mrs. Reagan Houston and other "like-minded" couples when they visit the more scenic

countrysides in Texas seeing at first hand the beautification efforts of the highway department.

In addition to Houston, she paid tribute to the other members of the commission, Charles E. Simons, DeWitt Greer and the engineer-director, B.L. DeBerry, all of whom were present Thursday for the awards.

Two surprise "awards" were made Thursday — one a gift to Mrs. Johnson from the judges. This was a framed picture of pressed Texas wildflowers made by Mrs. Margaret Allen of Leander. The other was the singing of "Happy Birthday" to Liz Carpenter who had her birthday that day and a gift to her of a pair of field glasses by Dr. Elo Urbanovsky on behalf of the judges.

The judges who assisted Dr. Urbanovsky of Texas Tech, in selecting the winners were Glenn Biggs, Dr. Robert Dewers, both of San Antonio; Mrs. Jake Hershey of Houston and Colorado, who with her husband now also owns a ranch in Gillespie County; Mrs. William P. Hobby Jr. of Austin; Mrs. Marshall Steves, San Antonio; and Roy White, Austin.

Among the dignitaries present for the occasion was Rep. Jim Nugent, who represents this district in the Legislature.

Adding a touch of beauty and uniqueness in the LBJ State Park some day, hopefully, will be the small Texas Madrone tree planted in front of the Visitor Center Thursday afternoon by Dr. David Whitenberg, Southwest Texas State University biologist, and Dr. W.D. Hardesty, SWTSU psychologist. These two men have become experts in seeding and planting the Madrone tree which is found in Hays County and only a few other spots in Texas.

Of special interest, too, were the skirts worn by Mrs. Johnson and Mrs. Reagan Houston. They were designed and appliqued by Patti, Mrs. Charles E. Simons Jr. of Austin, a daughter-in-law of one of the commission members. Mrs. Johnson's was a royal blue wrap skirt, lined in yellow and appliqued with flowers stemming from the hemline, while Mrs. Reagan's beige skirt featured a roadrunner and cactus.

A statement made Thursday that just about summed up the best way everyone's sentiment about Mrs. Johnson and the awards she established in 1970 was this: "Mrs. Johnson knows she's a winner, too, when she sees the wildflowers along the roadsides."

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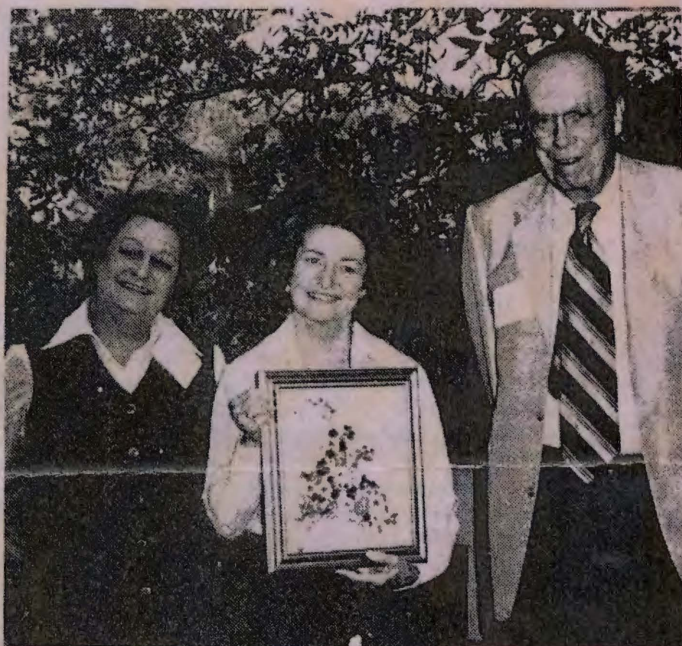
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EUGENE FINKE, of Brenham, accepts Mrs. Johnson's congratulations and a check for \$500 for being runner-up in the 1977 Lady Bird Johnson Highway Beautification Award program.



MRS. JOHNSON, center, shows the framed picture of pressed wildflowers created by Mrs. Margaret Allen of Leander, at left, which was presented to her by the judges in the contest following the awards Thursday. Reagan Houston, commission chairman, is at the right.

Beautification Awards Program Honors Highway Maintenance Foremen



MRS. JOHNSON listens attentively while Dr. David Whitenberg, biologist at Southwest Texas State University, tells about the Texas madrone tree which he and Dr. W. D. Hardesty, psychologist at SWTSU, planted Thursday afternoon in front of the Visitor Center at the LBJ State Park. The two men have made quite a study of the madrone tree and have had success in germinating the seeds and raising the trees.



THE SIX FINALISTS in the contest for the coveted Lady Bird Johnson Award for Highway Beautification are pictured with Mrs. Johnson and Reagan Houston, chairman of the State Department of Highways and Public Transportation, following the awards ceremony in the LBJ State Park Thursday evening.

From left are Milton Clay Campbell of Ralls; Marvin Estol of Childress; Allen Knox of Raymondville; Eugene Finke of Brenham, the runner-up; Mrs. Johnson; Mr. Houston; Eugene Barrier of Karnes City, the winner; and Troy Blankenship of Seguin.



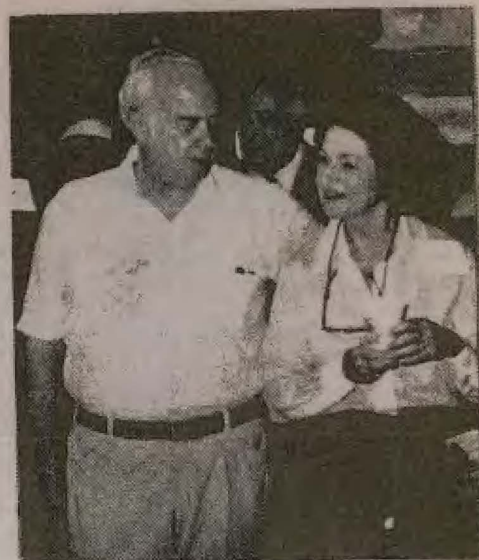
LIZ CARPENTER puts the field glasses to use which were presented to her by Dr. Elo Urbanovsky, at right, on behalf of the judges as a birthday gift and in appreciation of her services as mistress of ceremonies Thursday afternoon.



MISTRESS OF CEREMONIES Liz Carpenter, properly attired for the occasion, listens as Dr. Urbanovsky tells the audience it is her birthday and presents her with a gift.



REAGAN HOUSTON, Tom Taylor, Mrs. Lady Bird Johnson and Rep. James Nugent, share a moment of mirth preceding the highway beautification awards ceremony Thursday afternoon.



JOHN BEN SHEPPERD of Odessa, former Texas Attorney General, and advocate of beautifying Texas, compliments Mrs. Johnson on her role in behalf of beautifying the highways of the state.

Fredericksburg Standard
Wed, Sept. 7, 1977

TEXAS
PRESS CLIPPING BUREAU
DALLAS
Established 1910

ENNIS, TX
NEWS

OCT 2 1988

Lady Bird Johnson Hwy. Beautification Awards

61
Steven L. Ferguson's commitment to see wildflowers bloom along roadsides throughout Crosby County has won him the 1988 Lady Bird Johnson Award for Highway Beautification.

Ferguson, the state highway maintenance supervisor for Crosby County in the Lubbock highway district, Sept. 27 received a plaque and \$1,000 in cash from the former first lady in ceremonies at Lyndon B. Johnson State Park. This is the 19th year for the annual award, which is presented to a highway maintenance worker who excels in beautification.

A special interest of Ferguson's is beautification of the only roadside park in Crosby County, the Silver Falls Comfort Station. Continued improvement, including planting of native cacti and bluebonnets, enhance the natural beauty in Blanco Canyon. Flower beds in the park are accented by native rock, grass planting and careful pruning of trees.

Ferguson has worked for the department for 18 years.

Runner-up for the award is Cresenciano "Chano" Falcon Jr., maintenance supervisor in Aransas County in the Corpus Christi District. Falcon, a 16-year department employee, received a \$500 cash award for his beautification program that included the use of the "Bonnet Bucket." Falcon uses a gallon drum with welded teeth to gather seeds in areas of good

wildflower stands for distribution along roadsides where blooms are lacking.

Four other finalists were honored at the annual awards event: Louis E. Phelps, roadway maintenance supervisor in Martin County in the Odessa District; Donald J. Rejsek, Fort Bend County maintenance supervisor for the Houston District; James L. Souther, in charge of highway maintenance in Grayson County in the Paris District, and Charles Spence, maintenance supervisor in Daingerfield in the Atlanta District.

Employees of the Pharr highway district received the Lady Bird Johnson Scenic Preservation Award for their efforts to preserve the natural environment of the coastal wetlands of South Padre Island and to protect endangered animals of both the wetlands and the arid brushland of Starr, Webb, Duval and Zapata counties.

Vincent Landry, roadway maintenance supervisor in southern Jefferson County in the Beaumont District, was recognized by the former first lady for propagating fall colors. Landry received a \$500 cash award for his efforts in directing a beautification program that includes the "Beach Highway" (Texas 87). Landry's efforts at controlling sand erosion problems along Beach Highway resulted in colorful displays of fall wildflowers.

TEXAS
PRESS CLIPPING BUREAU PR
DALLAS

Established 1910

San Antonio, TX
Express
(Cir. M. 80,286)
(Cir. S. 185,479)

SEP 28 1988

Highway workers lauded for projects

By **NORA LOPEZ**
Express-News Staff Writer

STONEWALL — Texas Department of Highways and Public Transportation workers were honored Tuesday for their commitment to wildflowers along roadsides at the 19th Annual Lady Bird Johnson Highway Beautification Awards.

Steven L. Ferguson, Roadway Maintenance Supervisor for Crosby County, took the top honor. Ferguson received a plaque and \$1,000 from the former first lady during ceremonies at Lyndon B. Johnson State Park.

An 18-year veteran with the Lubbock highway district, Ferguson is especially interested in the only roadside park in Crosby County, the Silver Falls comfort station. Native cacti and bluebonnets now enhance the natural beauty in Blanco Canyon.

Runner-up for the award was Cresenciano "Chano" Falcon Jr., maintenance supervisor in Aransas County in

the Corpus Christi District. Falcon, a 16-year department employee, received 500 for his program, which included the use of the "Bonnet Bucket." Falcon uses a 55-gallon drum with welded teeth to gather seeds in areas of good wildflower stands for distribution along roadsides.

Johnson was on the receiving end this year as Raymond Stotzer, engineer director for the highway department, gave her a scrapbook of photos of all past winners.

"Without Lady Bird Johnson, Texas would not be as beautiful as it is today," Stotzer said.

"I applaud the work that you do," Johnson told the highway department. "Especially in a year like this. This has to be one of the driest years I remember in the four decades I have been here."

Employees of the Pharr highway district received the Scenic Preservation Award for helping preserve the coastal wetlands of South Padre Island and protecting endangered animals of both the wetlands and the arid brushland of Starr, Webb, Duval and Zapata counties.

TEXAS
PRESS CLIPPING BUREAU
DALLAS
Established 1910

Harlingen, TX
Valley Morning Star

- VALLEY MORNING STAR Harlingen, Texas
Page A6, Thursday, September 29, 1988

Pharr State Highway District Wins Lady Bird Johnson Award Again

61 Star Capitol Bureau

AUSTIN — Employees of the state highway department's district office in Pharr have been honored by Lady Bird Johnson for their preservation and beautification work.

The district received a plaque from the former first lady during luncheon ceremonies at Lyndon B. Johnson State Park at Stonewall for winning the Scenic Preserva-

tion Award. It was the 19th annual program.

The Pharr district won the same award in 1986.

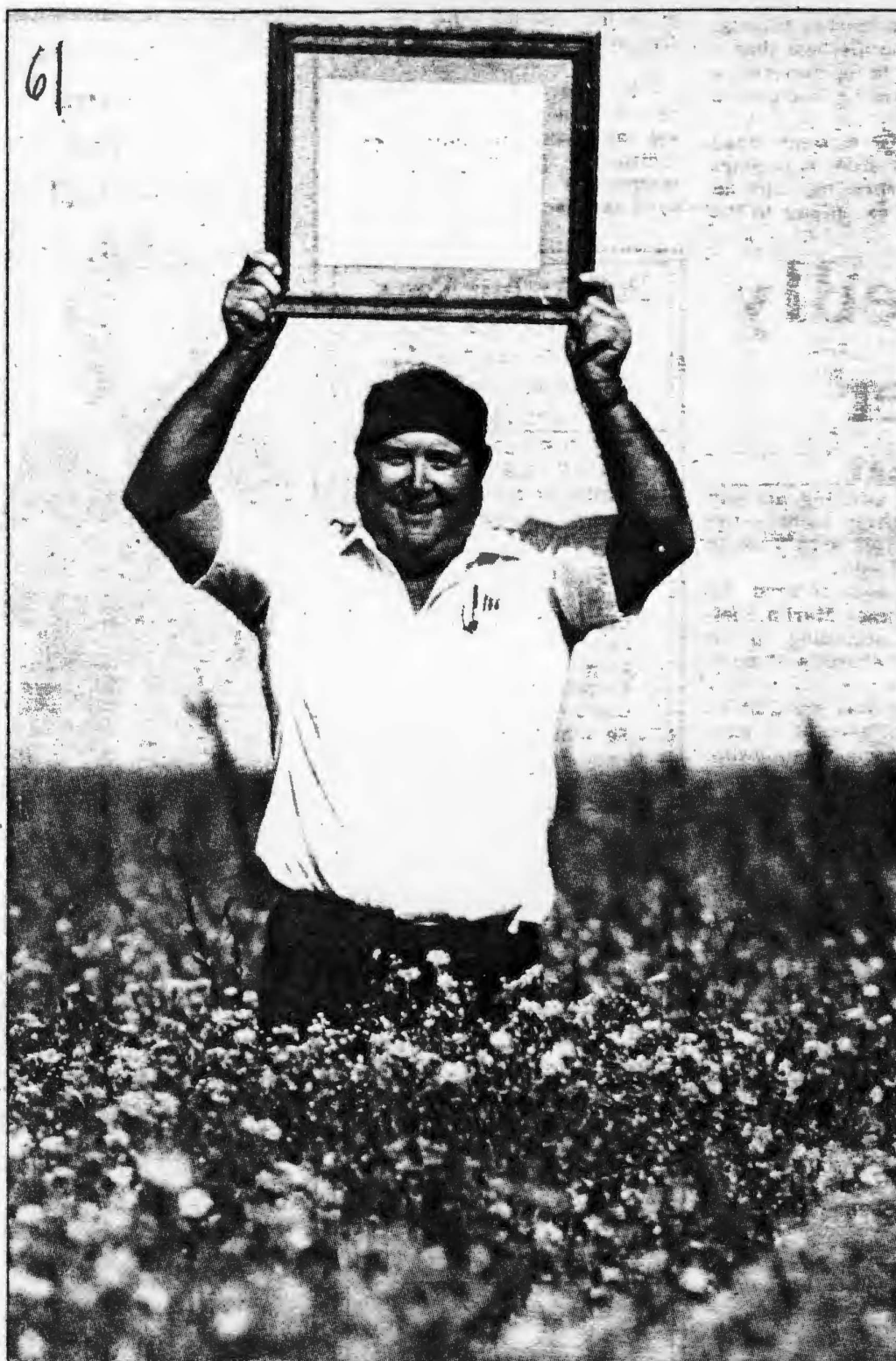
The employees were cited for their vegetation management program on South Padre Island and for efforts to preserve animal habitats along Valley roads.

The island program features sand dune control through plantings designed to co-

exist with native plants and animals.

Maintenance crews installed signs at both ends of Queen Isabella Causeway alerting motorists to the presence of the endangered brown pelican.

Crews also built a small tunnel under Farm to Market Road 510 in Cameron County to provide a safe crossing for creatures.



Staff photo by Dave Cruz

Vincent Landry shows his award for efforts to control sand erosion

Bravo for blooms

Highway wildflowers earn man award

By **ROB BERRY**
Staff Writer

Vincent Landry never imagined that by not doing his job he would win an award.

Landry is state highway maintenance supervisor for South Jefferson County, and what he didn't do was mow down the wildflowers that grow along Texas 87, commonly known as Beach Road.

"We didn't really plant them, they just grew and they bloomed and I decided not to cut them," Landry said. "We just let nature take its course."

For his non-effort, Landry was awarded the 1988 Lady Bird Johnson Award for fall colors.

In a ceremony conducted last week in Austin, Landry was presented with \$500 from Lady Bird Johnson, widow of former President Lyndon B. Johnson.

"I feel glad," Landry said. "It is a big big, honor."

Landry, who lives in Groves, said he was a little shaky meeting the former first lady

of the United States.

"I was nervous," Landry admitted. "You're not just going to walk up and meet her and not be a little nervous."

Landry got the idea not to mow from constant preachings from highway department officials about letting the wildflowers grow and showing the rest of the state what has been done.

"They always claim if you have beautiful flowers, to take pictures of them and send them in," Landry said. "We normally cut them about six times a year, but last year we just let them grow."

Unfortunately for Beach Road travelers, Landry does not expect the fall flowers to be out this season.

"Gilbert just about ruined this year's crop," Landry said. "Along with the flowers, we lost about half the road bed. But we have repaired it and hope to have it ready."

All is not lost. According to Landry, who is a 30-year veteran of the highway department, the flowers will be back.

TEXAS
PRESS CLIPPING BUREAU
DALLAS
Established 1910

Rockport, TX
Pilot
(Cir. 2xW)

OCT 8 1988

Falcon second in Lady Bird contest

Chano Falcon, Jr. of Rockport, maintenance supervisor in the State Department of Highways and Public Transportation Aransas County office, has won the runner-up spot in the 1988 Lady Bird Johnson Highway Beautification contest.

The annual competition, now in its 19th year, recognizes highway workers who excel in beautification.

Falcon, a 16-year department employee, received a \$500 cash award for his beautification program that includes the use of the

"Bonnet Bucket", a 55-gallon drum with welded teeth to gather seeds in areas of good wildflower stands for distribution along roadsides where blooms are lacking.

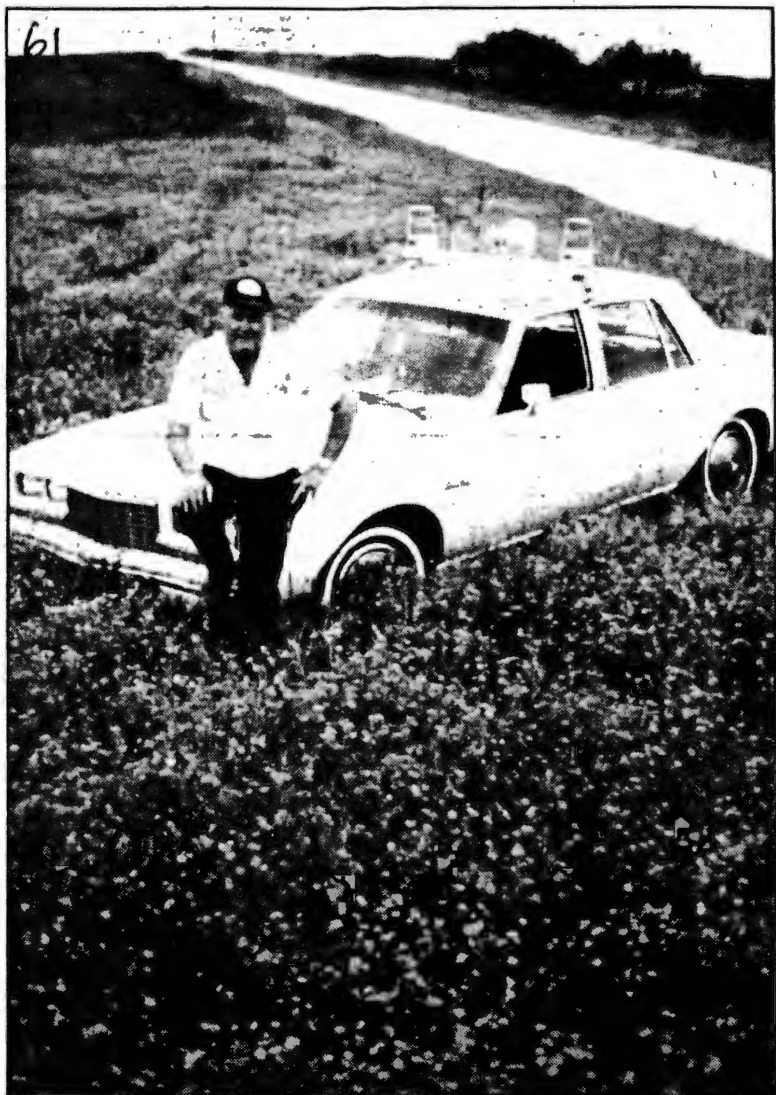
Steven L. Ferguson, state highway maintenance supervisor for

Crosby County in the Lubbock highway district won the first place award and received a \$1,000 cash

award from the former first lady in ceremonies at Lyndon B. Johnson State Park.

Beaumont, TX
ENTERPRISE

NOV 14 1988



Staff photo by David Trammell

Vincent Landry was honored for encouraging these wildflowers.

Wildflowers earn reward for Landry

PORT ARTHUR — Mounds of yellow flowers lining Texas 87 reward drivers with a cheerful view of the beach road this fall.

Lady Bird Johnson recently rewarded a local man for his part in beautifying those sandy stretches.

Vincent Landry, roadway maintenance supervisor with the State Department of Highways and Public Transportation, in October received a plaque and \$500 for his work in encouraging wildflower growth.

"When we saw they were coming out we just didn't cut the grass," Landry said. "We just let nature take its course."

Landry and his crew also routinely push back sand that washes onto the highway during storms and unusually high tides. They spent 12 hours a day for two weeks clearing the road after waves from Hurri-

cane Gilbert arrived, he said.

"(The flowers would) have really been beautiful this year if Gilbert wouldn't have hit them," Landry said. "Gilbert wiped out a lot of them. Wherever the salt water hit it killed them."

Despite the hurricane, certain areas sprouted enough bright flowers to win the state's "fall color" award. Traffic employee Ted East captured the beauty in a series of photos, which judges used to determine the winners.

Landry traveled to Lyndon B. Johnson State Park near Fredericksburg to collect his prize, which he is sharing with co-workers by throwing a big dinner party. Landry also brought home pictures of himself to prove to his children he sat next to Lady Bird Johnson during lunch, he said.

The chance to talk with the former first lady made Landry nervous, he said, but "it was a big thrill."

TEXAS
PRESS CLIPPING BUREAU
DALLAS

Established 1910

Baytown, TX
Sun
(Cir. D. 15.994)

MAY 4 1990

Laniers to be at helm of beautification program

Former Baytonian Robert Lanier and his wife, Elyse, of Houston will take over a Texas highway beautification program Lady Bird Johnson is leaving 20 years after she established it.

Lanier is a former chairman of the state highway commission and of the Metropolitan Transit Authority.

The highway beautification program pays prize money to highway maintenance supervisors for scenic landscaping, lush wildflowers and clean picnic areas.

Mrs. Johnson, 79, announced last month she was stepping down.

To the Laniers, the task seems a natural progression.

"We (the Laniers and Mrs. Johnson) really have the same interests — Texas and landscape beautification," Mrs. Lanier said. "The highway department is like family to us. I think everybody takes such pride in the project, and that is because of Lady Bird Johnson."

The Laniers, asked by Mrs. Johnson to take the post, do not expect to change the project.

Every year, Mrs. Johnson selected judges to pick the top worker and runner-up from the state's 24 highway districts. The winner receives \$1,000, the runner-up \$500.

The Laniers will shift the awards banquet from Lyndon B. Johnson State Park to their River Oaks garden, home to 2,000 rose bushes.

While he was highway commissioner from 1983-87, the state attracted attention for its "Don't Mess with Texas" slogan and "Adopt-a-Highway" program. Lanier's wife serves on the city parks board.

In Baytown, the name of Loop 201 was changed to Robert Lanier Drive in tribute to his efforts in expediting highway projects, including the Fred Hartman Bridge, when he was a state highway commissioner.

TEXAS
PRESS CLIPPING BUREAU
DALLAS
Established 1910
FERRVILLE, TX
TIMES

MAY 6 1990

Houston couple will take over highway beautification program

HOUSTON (AP) — A prominent Houston couple will take over a Texas highway beautification program Lady Bird Johnson is leaving 20 years after she established it.

Robert Lanier, former state highway commissioner, and his wife, Elyse, will oversee the program, which pays prize money to highway maintenance supervisors for scenic landscaping, lush wildflowers and clean picnic areas.

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Mrs. (Lady Bird) Johnson, 79, announced last month she was stepping down.

Lanier, a multimillionaire banker and land developer, was chairman of Houston's transportation program from March 1988 to December 1989. While he was highway commissioner from 1983-87, the state attracted attention for its "Don't Mess with Texas" slogan and "Adopt-a-Highway" program. Lanier's wife serves on the city parks board.

The couple has planted roses downtown at Jones Plaza and at the highway building in Austin, and every year they open their garden during the River Oaks Azalea Trail.

But they say they only can do so much.

"If it were up to us, we'd have flowers everywhere," Mrs. Lanier said.

TEXAS
PRESS CLIPPING BUREAU
DALLAS

Established 1910

Vernon, TX
Daily Record
(Cir. D. 6,100)

MAY 1 1990

Mrs. LBJ cutting back on activities

AUSTIN (AP) ⁶¹—Lady Bird Johnson says she is as dedicated as ever to the National Wildflower Research Center but plans to scale back some of her activities.

One of the first areas where the former first lady announced earlier she is scaling back is her work with the Texas Highway Department Beautification Awards, a project she has financed and hosted for 20 years.

Mrs. Johnson, at a Monday tree-planting ceremony along Town Lake, said at age 77, she will be cutting back on other activities such as public speaking.

"I am scaling down, but not on

the Wildflower Research Center," she said. "But I will try to be a good citizen in the field of environment, with emphasis on plant, wildflower and tree beautification."

At the ceremony, to commemorate Arbor Day, Mrs. Johnson planted a small tree that grew from an acorn of a tree at the LBJ Ranch.

TEXAS
PRESS CLIPPING BUREAU
DALLAS

Established 1910

PORT ARTHUR, TX
(D) NEWS

Higginbotham finalist

6 | Edward W. Higginbotham, Orange County maintenance supervisor for the Texas Department of Highways and Public Transportation, is one of six finalists chosen for the Highway Beautification Award.

A continuation of the awards program started by Lady Bird Johnson in 1970, the winner will receive a plaque and \$1,000 for having done the best job of beautifying roadsides under his care. A runnerup will receive \$500.

Also to be presented will be the Environmental Achievement Award to one of the 24 highway districts for enhancement of natural beauty and exceptional environmental sensitivity, and the Twelve Months of Color Award to an individual employee for fostering roadside color in summer, fall and winter wildflowers or fall foliage.

The awards ceremony will be held Oct. 19 at the home of Mr. and Mrs. Robert C. Lanier at Houston.

TEXAS
PRESS CLIPPING BUREAU
DALLAS
Established 1910

Orange, TX
Leader
(Cir. D. 11,211)
(Cir. 12,855)
SEP 23 1990

Local digest *61*

Local man among nominees

Edward W. Higginbotham, Orange County maintenance supervisor for the state Department of Highways and Public Transportation, is one of six finalists for the department's Highway Beautification Award.

The winning department employee will receive a plaque and \$1,000 for having done the best job of beautifying roadsides under his care. A runner-up will receive \$500.

The beautification award is a continuation of an awards program started by former First Lady Lady Bird Johnson in 1970.

The awards ceremony will be held Oct. 19 at the home of Mr. and Mrs. Robert C. Lanier of Houston. The Laniers in May offered to continue the award after Mrs. Johnson announced she would retire her support to spend more time with family. Lanier is a former chairman of the Texas Highway Commission.

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TEXAS
PRESS CLIPPING BUREAU
DALLAS
Established 1910

ENNIS, TX
NEWS

OCT 2 1988

Lady Bird Johnson Hwy. Beautification Awards

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OCT 31 1990

Coleman man runnerup for highway award

Bulletin Staff Report

AUSTIN — Gene C. Christian of Coleman County, a previous winner of the Lady Bird Johnson Award for beautification of the state's highways, has been named runnerup in a continuation of the competition this year.

The concept of the awards program begun in 1970 by the former First Lady is being continued by the State Department of Highways and

Public Transportation as a departmental honor, titled the Highway Beautification Award.

James R. McNeill, a Nueces County maintenance supervisor, received the first place award and \$1,000 for his work in the Corpus Christi area.

Christian, who receives \$500 as part of the runnerup's honor, drew commendation for his use of a different approach to right-of-way enhancement this year. An example

of his work is illustrated by this project east of Coleman at the intersection of U.S. Highways 84-283 and State Highway 153. He places native rocks, combining them with native wildflowers, yucca, buckeye, Texas sage, native cacti and Bexar grass to create unique areas that can endure freezing winters and dry summers.

He was also praised for his work in preservation, which include various historic sites such as WPA rock fences built in the 1930s and one of

the oldest pecan trees in Texas after it was damaged by storm winds.

Nominees were received from all the highway department's districts, and six finalists won special recognition.

The Corpus Christi award winner won acclaim for his landscaping of an entrance to Corpus Christi at Interstate 37 and U.S. Highway 181, and for an oasis among sand dunes at the entrance to Padre and Mustang Islands on Park Road 22.



Photo courtesy State Department of
Highways and Public Transportation

Gene Christian at highway site

Date: 9/2/94

Received by: CA

Number in log: _____

Assigned to: CA

Date completed:

ORAL REFERENCE REQUEST

Name of researcher Gary Yarrington

Address

Phone Number

REQUEST

He is preparing a caption of a photo of Mrs. Johnson awarding one of the highway awards that she established. What is the name of the award?

RESPONSE

I found a number of names and descriptions in the clippings on the award, so I called Shirley. She talked to Craig Steffens (416-3095), a landscape architect for the Texas Highway Department. The Highway Department did the work on the awards and Mrs. Johnson funded and awarded them. They call them the Lady Bird Johnson Awards for Highway Beautification. Several were presented every year and there were different categories, such as one for fall colors.

Date: 9-27-96
Received by: RWT

Number in log: 11,280.
Assigned to: RWT
Date completed: 9-27-96

ORAL REFERENCE REQUEST

Name of researcher Shirley James (Mrs. J's office)
Address
Phone Number

*RWT filed
C. in
Ref file*

REQUEST

When was the first Lady Bird Johnson Beautification award to the Texas Highway Dept. personnel?

LADY BIRD JOHNSON HIGHWAY BEAUTIFICATION AWARD

RESPONSE

In the reference file, one clipping said in 1985 it was the 16th award; another said in 1988 it was the 19th award. In Mrs. Johnson's post pres files, I found a carbon of a letter from Mrs. J in 1989 stating it was the 20th anniversary of the award.

Answer: [October of 1969 was the first award.]

Shirley James called the Texas Highway Dept. and they told her that the first award was in 1970 and ended in 1989. They have a complete file of every award winner.

TEXAS
PRESS CLIPPING BUREAU
DALLAS

Established 1910

Corsicana, TX
Sun
(Cir. D. 10,242)

Man receives highway award

61 STONEWALL, Texas (AP) —
Tommie Jones, state highway
maintenance supervisor for Cass
County, in his 20th year with the
highway department, has received
the 20th annual Lady Bird Johnson
Highway Beautification Award.

The former first lady presented
Jones with a plaque and \$1,000 check
Wednesday.

The runner-up for the award,
which is presented annually to the
supervisor judged to have the best
beautification program in the state,
was James Hair of Brownwood, who
received \$500.

Four other finalists were honored
— Emiliano Gonzales, roadway
maintenance supervisor for Runnels
County; Jerry Lancaster, foreman
of the Montague County
maintenance section; Russell
Luther, foreman of the Amarillo ex-
pressway maintenance section; and
Glenwood Vierus, roadway
maintenance supervisor for
Washington County.

1989

TEXAS
PRESS CLIPPING BUREAU
DALLAS

Established 1910

Abilene, TX
Reporter-News
(Cir. D. 43,072)

Area man is runner-up for state prize

TEXAS
PRESS CLIPPING BUREAU
DALLAS

Established 1910

Longview, TX
News-Journal
(Cir. D. 31,767)

STONEWALL (AP) — Tommie Jones, state highway maintenance supervisor for Cass County, has received the 20th annual Lady Bird Johnson Highway Beautification Award.

The former first lady presented Jones with a plaque and \$1,000 check Wednesday.

Runner-up for the award, which is presented annually to the supervisor judged to have the best beautification program in the state, was James Hair of Brownwood, who received \$500.

One of the other four finalists was Emiliano Gonzales, roadway maintenance supervisor for Runnels County.

Cass County man receives Lady Bird Johnson beautification award

STONEWALL (AP) — Tommie Jones, state highway maintenance supervisor for Cass County, in his 20th year with the highway department, has received the 20th annual Lady Bird Johnson Highway Beautification Award.

The former first lady presented Jones with a plaque and \$1,000 check Wednesday.

The runner-up for the award, which is presented annually to the supervisor judged to have the best beautification program in the

state, was James Hair of Brownwood, who received \$500.

A special citation was given to Troy King of Pecos County for roadside planting, and employees of the Amarillo highway district

received Mrs. Johnson's Scenic Preservation Award.

James Norman, supervisor of the North Tyler maintenance section, was honored for encouraging fall color.

TEXAS
PRESS CLIPPING BUREAU
DALLAS
Established 1910

Abilene, TX
Reporter-News
(Cir. D. 43,072)

SEP 13 1989



Around the Big Country

Edited by Kim Hope

Beautiful roadsides don't go unrewarded

BROWNWOOD — Motorists along state highways entering Brownwood and Early can thank James Hair for the beautiful landscapes.

Hair, maintenance supervisor for the State Department of Highways and Public Transportation, has also earned the thanks of Lady Bird Johnson.

Hair is one of six finalists for the 1989 Lady Bird Johnson Award for Highway Beautification.

Each year, Mrs. Johnson presents a plaque and \$1,000 to the highway department supervisor judged to have done the best job of beautifying roadsides under his care. A runner-up will receive a certificate and \$500 award.

The winners will be announced Oct. 4 during ceremonies at the Lyndon B. Johnson State Park at Stonewall. The finalists and their wives also will be Mrs. Johnson's guests at a luncheon in the park.

Hair was nominated in 1988 as "Beautifier of the Year" by the Brownwood Beautification Commission. Since then, he has landscaped five locations by transferring about 8,000 cubic yards of soil from routine ditch-cleaning operations. He then selected trees and plants to complete the project.

1989

TEXAS
PRESS CLIPPING BUREAU
DALLAS
Established 1910

Amarillo, TX
News
(Cir. D. 74.319)

Nomination deserved

As drivers pass through the nation's cities on major highways, they can't help but notice the way those roadways are maintained. Even if it isn't a conscious observation, the absence or presence of trash, trees or landscaping makes a visual impact and that impression often translates into an evaluation of the city as a good or bad place to visit.

Thanks to Russell Luther, Amarillo is making a better impression these days. Luther, a 10-year veteran with the State Department of Highways and Public Transportation, became foreman of the Amarillo expressway maintenance

section last year. Since then, he has dedicated his efforts to making Amarillo's major highways more attractive.

Several improvements have been noted. Maintenance crews are doing more mowing and tree trimming than was done in the past. Luther also was credited for transforming a landscaping project at the interchange of Interstates 40 and 27 into a park-like atmosphere. Additionally, he initiated a project of cleaning soil from highway curbs in Amarillo. According to Chris Chambers, district landscape architect and vegetation manager for the highway department, the loose soil is stored for use in correcting erosion problems during the winter months.

Luther's dedication has earned him recognition as one of six finalists in the running for the 1989 Lady Bird Johnson Award for Highway Beautification. Each year, the former first lady presents a plaque and \$1,000 to the highway department maintenance supervisor judged to have done the best job of beautifying Texas roadways under his care. The runner-up will receive a \$500 award.

Personal dedication, such as that displayed by Luther, is the key to improving Amarillo. We applaud the fine job he has done. His efforts set an example for everyone in the community.

Brownwood, TX
Bulletin

Hair finalist for state honor

Motorists who perceive more natural beauty along highways entering Brownwood and Early have James Hair to thank. The maintenance supervisor's intensive campaign to beautify Brown County roadways and roadside parks has also earned the thanks of Lady Bird Johnson.

Hair is one of six finalists for the 1989 Lady Bird Johnson Award for Highway Beautification. Each year, the former first lady presents a plaque and \$1,000 to the highway department supervisor judged to have done the best job of beautifying roadsides under his care. A runner-up will receive a certificate and a \$500 award.

The winners will be announced Oct. 4 during ceremonies at the Lyndon B. Johnson State Park at Stonewall. The finalists and their wives will also be Mrs. Johnson's guests at a luncheon at the park.

Hair was honored in 1988 as



James Hair

"Beautifer of the Year" by the Brownwood Beautification Commission. Over the past year he has worked even harder to make trips in the area easier on the eye. He land-

scaped five major locations by transferring about 6,000 cubic yards of soil from routine ditch-cleaning operations.

After careful study at the highway department's greenhouse in San Antonio, he selected trees and plants to complete his projects. These include parks at Pecan Bayou on U.S. Highway 377 in Brownwood and at Bangs Hill, and the overpass on U.S. Highway 67/377 near Commerce Square.

The other finalists this year are Emiliano R. Gonzales of the San Angelo District, Tommie D. Jones of the Atlanta District, Jerry L. Lancaster of the Wichita Falls District, Russell Luther of the Amarillo District and Glenwood Vierus of the Bryan District.

A Scenic Preservation Award will also be presented to the highway district that has best enhanced the natural beauty along its highways. Another award recognizes success in propagating colorful fall foliage.

**TEXAS
PRESS CLIPPING BUREAU
DALLAS**

Established 1910

**Houston, TX
Chronicle
(Cir. D. 393,730)
(Cir. S. 481,319)**

Northeast Texan wins highway prize

STONEWALL (AP) — Tommie Jones, state highway maintenance supervisor for Cass County in Northeast Texas, in his 20th year with the highway department, has received the 20th annual Lady Bird Johnson Highway Beautification Award.

The former first lady presented Jones with a plaque and \$1,000 check Wednesday.

The runner-up for the award, which is presented annually to the supervisor judged to have the best beautification program in the state, was James Hair of Brownwood, who received \$500.

Four other finalists were honored — Emiliano Gonzales, road-

way maintenance supervisor for Runnels County; Jerry Lancaster, foreman of the Montague County maintenance section; Russell Luther, foreman of the Amarillo expressway maintenance section; and Glenwood Vierus, roadway maintenance supervisor for Washington County.

A special citation was given to Troy King of Pecos County for roadside planting, and employees of the Amarillo highway district received Johnson's Scenic Preservation Award.

James Norman, supervisor of the North Tyler maintenance section, was honored for encouraging fall color.

through the countr
Fredericksburg Okt
Challenge Run is set
Oct. 2.

The five or ten kil
begin at 9 a.m. in
Fredericksburg and
participants around th
town.

Proceeds from the
nefit Homespun, th

*Charge are
you the keepers
Mrs. Johnson
Hopefully
to write up
in scribbles
in GB*

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receive free
rrest and a t-
runners are
30-39, 40-49,
5, sec. 1

lespie County 4-H Awards Banquet.
Set for Pioneer Pavilion in Lady
Bird Johnson Municipal Park, the
banquet is scheduled to begin at 6:30
p.m.
Cited on Tuesday night will be
those students and adults who have
done superior work or made signifi-
cant contributions to the 4-H pro-
gram during the year.
Awards will also be given for pro-
ject areas that students have worked

trapping, foods, clothing, shooting
sports and livestock and submit a re-
cord form.
One of the highlights of the ban-
quet will be the presentation of three
Gold Star Awards, the highest award
that can be achieved in the county
4-H program.
Overall leadership awards to be
presented include the Gillespie
County Farm Bureau and the Dan-
forth "I Dare You".

Female nominees and the clubs
they represent are: Shirley Itz, Cave
Creek; Sandy Meier, Cross Moun-
tain; Karen Herbort, Doss; Kathy
Armke, Harper; Darlene Snow and
Ann Johnson, Horse Club; Ingrid
Kruse, Rocky Hill; Judy Eilers, St.
Mary's; Dianne Meier, Stonewall,
and Jennabeth Grona, Wrede.
Male nominees include Charles
Itz, Cave Creek; Clayton Crenwelge,
Cont. on page 5, sec. 1

out the state will be here this
weekend to compete in the 18th First
Annual Katherine Stinson Memo-
rial Luckenbach State Ladies Chili
Cook-Off on Saturday in Lucken-
bach.
Activities begin at 12 noon, and in
addition to the chili cooking, will in-
clude entertainment throughout the
afternoon such as music and audi-
Cont. on page 12, sec. 1

'Tops 1 d'

Mules Win Championships

Two mules, trained in Gillespie the half-mule, world cham-
County, were determined to be "the pionship race by around 15 lengths
best of tl after leading

*BL - I haven't
Seen scrapbook
(which was huge!)
in 4 or 5 years - maybe
longer -
m -*

oldcroft of
ar-old mare
ler.
els "Loretta
reached her
that makes
holds track
in the U.S.
of 300 yards
nce races of
any mule is
world cham-
ten with the
can partici-
vents.
ler "has been
well-qualified
ses and thori-
is so now on
winning re-
ardless of the breed."

Weather

Rainfall This Week.....none
Rainfall For Sept.....1.05
Rainfall This Year.....25.17
Same Date Last Year.....29.97
Average Rainfall Thru Sept. 21.92
Temperature High, Sept. 26.....91
Temperature Low, Sept. 25.....56.8

Inman said that Thomas Jacoby of
Fredericksburg has been working
with him for three years as an assis-
tant trainer. "He's a very important
part of the team," Inman said,
adding "Without Thomas, it would
be difficult to maintain such a high
degree of success."

Cont. on page 5, sec. 1



TOP WINNERS in the 1988 Lady Bird Johnson Highway Beautification Awards, presented Tuesday at the LBJ State Historical Park, were: Steven L. Ferguson, left, of Crosby County, the first place winner, and Cresenciano "Chano" Falcon Jr., of Aransas County, winner of second place, shown with Lady Bird Johnson who presented the winners with their plaques and checks. —Standard-Radio Post Photo

Highway Beautification Efforts Recognized

Lady Bird Johnson paid tribute to
the Texas highway maintenance
workers who excelled in beautifica-
tion of the roadsides in their respec-
tive districts for the 19th year Tues-
day at the Lyndon B. Johnson State
Historical Park.

Winner of the 1988 Lady Bird
Johnson Award for Highway Beauti-
fication was Steven L. Ferguson
whose commitment to see wildflow-
ers bloom along roadsides through-
out Crosby County won him a plaque
and a \$1000 check. His chief project
was the beautification of the only
roadside park in Crosby County,
which was enhanced with native cacti,
bluebonnets, flower beds and
grass planting.

Runnerup for the award was
Cresenciano "Chano" Falcon Jr.,
maintenance supervisor in Aransas
County in the Corpus Christi Dis-
trict. He received a \$500 check from
Mrs. Johnson for his beautification
program that included the use of the
"Bonnet Bucket." He uses a 55-
gallon drum with welded teeth to
gather seeds in areas of good wild-
flower stands for distribution along
roads where blooms are lacking.

Receiving honorable mention in
this year's contest were the other
four finalists: Louis E. Phelps, road-

way maintenance supervisor in Mar-
tin County in the Odessa District;
Donald J. Rejssek, Fort Bend County
maintenance supervisor for the
Houston District; James L. Souther,
in charge of highway maintenance in
Grayson County in the Paris Dis-
trict; and Charles Spence, mainte-
nance supervisor in Daingerfield in
the Atlanta District.

Employees of the Pharr highway
district received the Lady Bird John-
son Scenic Preservation Award for
their efforts to preserve the nautal
environment of the coastal wetlands
of South Padre Island and to protect
the endangered animals of both the
wetlands and the arid brushland of
Starr, Webb, Duval and Zapata
Counties. The award was accepted
by Amadeo Saenz Jr. of Pharr on be-
half of the district.

Vincent Landry, roadway mainte-
nance supervisor in southern Jeffer-
son County in the Beaumont Dis-
trict, was recognized by the former
first lady for propagating fall colors.
Landry received a \$500 cash award
for his efforts in directing a beauti-
fication program that includes the
"Beach Highway" (Texas 87). His
efforts in controlling sand erosion re-
sulted in colorful displays of fall

Cont. on page 12, sec. 1

Cont. from page 1, sec. 1
appreciation from Robert H. Dedman, State Highway and Public Transportation Commission chairman. Also recognized were the other two members of the commission, Raymond C. Stoker Jr. of Odessa and Robert C. Lanier of Houston.

Distinguished visitors at this year's event were Minnesota Gov. Rudy Perpich and his wife, Lola; and Jane Sullivan, the wife of Wyoming's Gov. Mike Sullivan. The Perpichs were also accompanied by Minnesota's Commissioner of Transportation and his wife, Leonard and Carol Levine.

Mrs. Sullivan was particularly interested in the wildflower preservation as Wyoming will be celebrating its centennial in 1990 and she is in charge of a project to beautify that state's roadsides with wildflowers.

Musical entertainment was furnished by Sid Fly, a musician and also owner of a landscape business, who is a cousin of Liz Carpenter.

A catered barbecue dinner was served. Guests were seated at tables covered with red-checked cloths and arranged in the shade of the oak trees behind the Visitors Center in the park.

For the program which was held in the amphitheater in the park, tall arrangements of Maximilian sunflowers, gayfeather and goldenrod formed the decor.

A touch of humor was added to the program with the appearance of Austin's famed Cactus Pryor who carried on a dialogue with Mrs. Carpenter. Dubbing himself the "environmental engineer" of Buzzard Shoot, Texas, he poked fun at his role of cleaning up roadsides by using buzzards to get rid of run-over armadillos and possum and the like.

Cont. from page 1, sec. 1
Kott, quilts and varied handmade items; Bob Stamm and Sarah Harle, woodwork and Bavarian folk art, and Das Peach Haus Inc., Mark Wieser, apple butter, fresh apples, pumpkins.

Along with the entertainment and arts and crafts, a variety of foods will also be offered during Oktoberfest including funnel cakes, German tacos, sausage-on-a-stick, sauerkraut, red cabbage, turkey drumsticks, apple strudel, pumpkin bread, ice cream, Opa Burgers, brotchen, fajitas, barbecue, bratwurst, knockwurst, goulash soup, shish kebabs, hamburgers, popcorn, tamales, chalupas, picadillo, hot dogs and nachos.

Proceeds from Oktoberfest are used by the PCAA in the advancement and promotion of the arts, music, drama and crafts at all levels in the community.



SPECIAL AWARDS at Tuesday's Highway Beautification Awards program, presented by Lady Bird Johnson, center, went to Vincent Landry, left, of Beaumont, representing District 22, for propagating

fall colors, and to Amadeo Saenz Jr., right, of Pharr, District 21, whose district was given the Scenic Preservation Award. —Standard-Radio Post Photo



DISTINGUISHED GUESTS at Tuesday's Highway Beautification Awards program, from the left were: Minnesota Governor Rudy Perpich and his wife, Lola; and Jane Sullivan, the wife of Wyoming's

Gov. Mike Sullivan, shown with Lady Bird Johnson and Robert H. Dedman, State Highway and Public Transportation Commission chairman. —Standard-Radio Post Photo

An American heart's food festival polyunsaturated fat, fish has a place salads, and makes tempting appe
hint. Low in calories and higher in on the dinner table, goes well in

Highway

wildflowers.

The tables were turned on Mrs. Johnson when she was the surprised recipient of an award given by Raymond Stotzer Jr., State Highway Engineer, who expressed the appreciation of the highway department for her making the public aware of the beauty of wildflowers, not only along the roadsides of Texas, but also for establishing the National Wild-

flower Research Center in Texas. He gave her a beautiful hand-lettered album filled with pictures and the history of the highway beautification awards of all the 19 years she has been giving them.

Liz Carpenter, former assistant to Mrs. Johnson when she was the First Lady and still a very close friend, was the master of ceremonies for the program which included words of

Cont. from page 1, sec. 1

appreciation from Robert H. Dedman, State Highway and Public Transportation Commission chairman. Also recognized were the other two members of the commission, Raymond C. Stoker Jr. of Odessa and Robert C. Lanier of Houston.

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Cont. from page 1, sec. 1

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Proceeds from Oktoberfest are used by the PCAA in the advancement and promotion of the arts, music, drama and crafts at all levels in the community.



LADY BIRD JOHNSON was surprised at Tuesday's Highway Beautification Awards ceremony when she was presented an album of pictures and the history of the awards program by Raymond Stotzer Jr., left, State Highway Engineer. —Standard-Radio Post Photo

Oom-Pah-Pah

Getting activities started under the yellow tent from 12-1 p.m. will be the Fritztown Knutsch Band. The New Braunfels Folk Dancers will be performing from 1-1:30 p.m. and will be followed by the Fredericksburg Filharmonic from 1:30-3 p.m.; Rajah and Monika from 3-4:30 p.m.; Alsatian Dancers from 4:30-5 p.m.; Rajah and Monika from 5-6:30 p.m.; Linda Friedrich from 6:30-8 p.m., and the Ed Kadlecek Band from 8 p.m. to midnight.

After the gates open at 11 a.m. on Sunday morning, the Ed Kadlecek Band and Linda Friedrich will alternate performances under the blue tent. Sunday's line-up under the yellow tent includes the Boerne Village Band from 1-3 p.m. and the Fritztown Knutsch Band from 3-4 p.m.

Melvin Scott, one of the masters of ceremonies, will lead a sing-along of songs in both German and English.

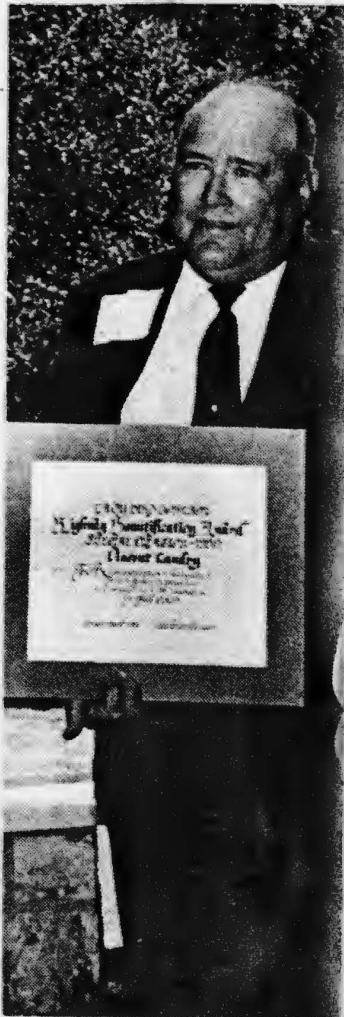
and third, \$25.

On hand with specially-planned activities and entertainment for the children will be the Texas Children's Museum and Sterling Amusements Kiddie Carnival. Activities include face painting, storytelling, puppet theater, kid's circus and more.

Playground Express of Austin, featuring Mario Lorenz and friends, will perform feats of skill as mimes, jugglers, magicians and pranksters.

In addition to the entertainment, over 65 arts and crafts booths will be featured in three other large tents. Artisans from Texas, Oklahoma, Kansas, Nebraska and other states will be on hand to display and sell their handmade and handcrafted items.

Included are woodworks, raku pottery, dolls, graphics, lace, clocks, painting, sculpture, stained glass, ceramics, handmade jewelry, pup-



SPECIAL AWARDS at Tuesday's Beautification Awards program, Johnson, center, went to Beaumont, representing District



DISTINGUISHED GUESTS at Tuesday's Beautification Awards were: Minnesota Governor wife, Lola; and Jane Sullivan

An American heart's food fe hint...Low in calories and high

THE 1973 LADY BIRD J



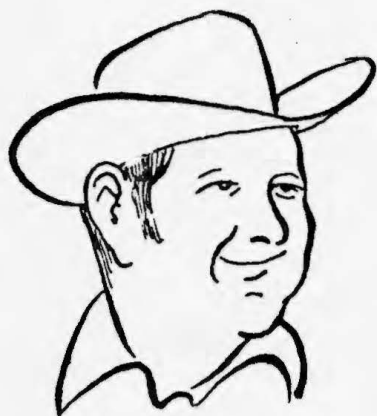
JOHN E. BLACK, Maintenance Construction Foreman in Texas, has been maintaining the highways of McCulloch County almost thirty years. He has been willing to go that "extra mile" to make life more pleasant for those traveling through McCulloch County. He selected the site for the roadside park designated the geographical center of Texas and planned its imaginative landscape with native plants around natural outcroppings of rock. Mr. Black also saw to the construction of an observation tower in the area where visitors may look into five Texas counties. He recently completed the reconstruction of a 1935 roadside park on the bank of the San Saba River by a new US 377 bridge. His "extra mile" is seen in the matching rock for new facilities, in the sodded river bank, and in the wide steps he built so waders can refresh themselves in the shallow San Saba.

JOHN GERALD BROOKS, Maintenance Construction Foreman in Jeff Davis County for the past two years, has a mile-high bailiwick including Spur 78, the highest spot on Texas highways. Because this area is so popular with sightseers, Mr. Brooks has built several scenic turnouts and enhanced them with native plants. Along his 178 miles of roadway Mr. Brooks has fifteen roadside parks and rest areas, and each is carefully maintained to ensure the continued growth of natural beauty. In order to have climatized plants for beautifying the roadsides and the parks, Mr. Brooks started a nursery at the Fort Davis maintenance yard. Here bluebonnets are raised for seed, and several hundred young trees and shrubs are being nurtured. Mr. Brooks also takes care to preserve native plants that otherwise would be lost during highway construction. For example, he landscaped four scenic turnouts with dramatic, tall yucca plants rescued from a construction area.



CHARLIE A. HOBBS, Maintenance Construction Supervisor in Baylor County, has worked since 1950 toward his dream of making Baylor County a garden spot in the state. When he arrived in the county twenty-three years ago, the roads were only eighteen feet wide, lined with crowded mesquite trees and others edged by dark bluffs. Now there are wider highways lined by grassy shoulders, gently rolling slopes where there were bluffs, and wildflowers abound throughout the county. In the county's three roadside parks, spectacular flowers are blooming at almost all times through the year. Mr. Hobbs inspects these parks every morning before he leaves to make sure they are always in perfect condition. Mr. Hobbs has made Baylor County a showplace; the many hours of planning and work with Mother Nature have paid off in a big way.

SON AWARD FINALISTS



JOHN W. PARSONS, Maintenance Construction Supervisor in Milam County, maintains, beautifies, and oversees 320 miles of Texas highways as the youngest supervisor in District 17. He has initiated a planting program in all the rest areas of Milam County, calling on Highway Department landscape architects for advice and planning assistance. His use of selective mowing procedures allows wild flowers to propagate and to transform plain ribbons of highway into a blend of color and beauty. In May of this year he received a pleasant surprise—a letter from Mrs. Lyndon B. Johnson who wrote after driving on a highway through Milam County, "It was lined with a glorious path of Indian paint brush which lifted my spirits and brightened my trip, as I'm sure it did many other tourists. Congratulations on all your good work—and on a job well done."

IE F. RANKIN JR., Maintenance Construction foreman in "sville, watches over 295 miles of highways in Wilson County. 13-year Highway Department veteran was nominated for the Bird Johnson Award primarily for his efforts in the establishment and preservation of wild flowers. This involves spreading wild flower seeds from one section of highway to another at proper time, and then protecting them by following sound mow-practices. Results of this procedure are beautifully in evidence in on County and along the highways of McMullen County where Rankin was foreman for six years before transferring to his pre-post. A recent full-page feature in *Stockdale Star* compliments Rankin and his crews in words and pictures. The article reported, "Rankin and his crews . . . are doing a tremendous job in ng our county to become one of the most beautiful in South



JAMES C. SIMMONS, Maintenance Construction Supervisor for the north side of Dallas where there are highways carrying 90,000 vehicles a day, encounters problems of an entirely different nature from those found in rural areas. Even the task of getting to a work site can be an ordeal. Heavy traffic means a serious litter problem, and pick-up crews are a constant necessity. In 1972 Mr. Simmons was responsible for the planting of 2,239 shrubs and trees on US 75 Expressway. Because of the difficulties water trucks would have, Mr. Simmons had service lines jacked under the service roads at 13 underpass locations to make water available at hydrants located between the service roads and freeway lanes. In spite of an exceptionally hot, dry summer most of the plants survived the critical first year. Beautification by Mr. Simmons and his crews makes the trips of millions of motorists more enjoyable.



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1974 LADY BIRD JOHNSON AWARD FINALISTS

JAMES W. BARRON, JR., Maintenance Construction Supervisor in Henderson, is a 24-year veteran with the Highway Department. A native East Texan, he is the son of one Highway Department employee and father of another. He has the responsibility for maintenance of roadways, rest areas and historical markers in Rusk County, and he handles this responsibility with enthusiasm and imagination. An example of that imagination is to be found not far from Dad Joiner's Daisy Bradford No. 3, discovery well of the giant East Texas Oil Field, where the traveler on Texas 64 can stop in a pretty little roadside park and spread his lunch in the shade of a miniature oil derrick arbor. Across the fence, he can see a real, slowly nodding, oil well pump. This appropriately designed oasis on the busy oil field highway is one of four rest areas in Rusk County Mr. Barron maintains for the pleasure and comfort of motorists who travel the 360 miles in his section.

MAURY M. CROW, Maintenance Construction Supervisor in Johnson City, has served the traveling public as a Texas Highway Department employee for 42 years. He began his service as a truck driver in Burnet County in 1932. Throughout his career, and especially since his appointment in 1958 to head the Blanco County maintenance section, Mr. Crow has been particularly active in the preservation, propagation and establishment of wild flowers along the highways and ranch roads in the rolling hill country of his section. Cooperating with various civic clubs in Blanco County, Mr. Crow has produced a number of beautifully landscaped areas including the intersection of U.S. Highways 281 and 290 in Johnson City. His personal interest in the natural blending of his highways with the well-kept grounds of the Lyndon Baines Johnson Boyhood Home and Schoolhouse in Johnson City has added greatly to the visual appeal of these popular landmarks.

LESLIE WAYNE DUKE, Maintenance Construction Supervisor in Gilmer, has worked for the past 28 years to preserve the lush landscapes for which his East Texas home is famous. He grew up in Gilmer, and from early boyhood he loved the cool green pines and colorful oaks, gums, sumacs and nut trees which surrounded him. Mr. Duke went to work for the Highway Department while still in high school, and early displayed the qualities of responsibility, duty and capability for which he is recognized today. He has taken advantage of every opportunity to learn better methods of performing his duties, and his interest in the preservation, spreading and cultivation of native plants has grown with his overall development. In 1965, he was placed in charge of maintaining the beauty, as well as the utility, of the travelways of his beloved area. The well-tended rights of way on the nearly 400 miles of highways under his care are always ready for the most meticulous inspection, as are the four roadside parks in his section.

JOE B. HALL, Maintenance Construction Supervisor in Shamrock, has lived most of his life in a semiarid region of Texas and it was in this setting that he grew to respect all living things. Droughts can sear the countryside and challenge almost any blooming thing except the persistent cactus, yet Mr. Hall seems to have struck a bargain with Mother Nature. Even as a new highway hand in 1959, he possessed the deeprooted feeling that the highway environment should, and could, be a refreshing well to the thirsty eye, never out of step with the tempo of the land it crossed. In 1972, when Mr. Hall was transferred from Paducah to Shamrock, he faced a new challenge — a partially completed 32-mile stretch of Interstate 40 with some 1,500 acres of right of way. In this unpredictable, wide-open Panhandle setting, there are occasional "frog strangler" rains, while, on the other hand, parching drought and cutting sandstorms often bring disaster to struggling young plants. But Mr. Hall had no doubts as to whether the job could be done, merely about how long it would take.

JIMMIE C. HARROD, Maintenance Construction Supervisor in George West, began his Highway Department career 14 years ago, and has been in charge of maintenance in Live Oak County since 1971. Mr. Harrod considers himself a down-to-earth native product of his area, and he claims that characterization began at his birth when the attending physician was paid one sow and six piglets for bringing him into the world. He grew up helping in his father's beekeeping and honey production business, thereby learning about native vegetation and soil, pollination and preservation of native flora which were vital to the bees. Live Oak County has along its 345 miles of paved highway many areas of beauty. But it is largely a rugged, rough and barren area with thin topsoil and vast outcroppings of caliche and rock, offering a real challenge to those who try to beautify it. Many of the trees and flowering plants in this area are the result of hand digging and transplanting, and of seeds carefully hand planted and watered.

ALBERT L. HOLIK, JR., Maintenance Construction Supervisor in Cuero, is the invisible host to thousands of motorists every year who drive the highways of DeWitt County to view the brilliant displays of wild flowers splashed across the countryside. Of particular beauty are the roadsides along Alternate US 77, a section of which highway won the national Beautification Citation of Merit in 1967 because of its wild flowers. In 1968, Mrs. Lyndon B. Johnson, Secretary of State Stewart Udall and a party of European journalists toured Central Texas, and one of the highlights of this tour was a stop to admire the wild flowers between Yoakum and Cuero on US 77-A. Mr. Holik works directly with members of local garden clubs and other civic clubs, furnishing assistance, wild flower seeds and advice. Every year the Yoakum Garden Gate Club sponsors a wild flower trail which attracts hundreds of visitors along highways in DeWitt County.

THE 1975 LADY BIRD JOHNSON AWARD

GRADY JAMES, maintenance construction supervisor in Fort Worth, has been maintaining highways in Tarrant County since 1958. Since 1971, he has been responsible for maintenance operations on the most congested sections of the Fort Worth freeway system. James has delighted in converting the landscape of the city into an environment of beauty and color by the profuse sowing of native flower seed. In the shadow of the elevated freeway, James established the "Downtown Pot Garden." From damaged storm sewer piping he fashioned some 70 gargantuan flower pots, placed them under the elevated freeway in groups of two and three, and in them planted trees, ground cover and perennials. James worked with the Greener, Cleaner Fort Worth Committee, the City of Fort Worth and Tarrant County to finance the project, but the expertise and actual work were contributed by James and his men. This project was cited by Councilwoman Margret Rimmer as an important aspect of Fort Worth's winning the 1975 Beautify Texas Council Governor's Community Achievement Award.



CLAY JAMESON, maintenance construction supervisor in Matador, is responsible for highways in Motley County and the southern part of Hall County, an area that was once part of the vast Matador Ranch empire which extended over one million acres in nine counties. Jameson began his career with the department in 1957, and has been supervisor of maintenance since 1969. He grew up in Matador, but spent many of his formative years on a farm where he developed a deep feeling for the heritage and natural beauty of Motley County. In addition to the cultivation of wild flowers along roadsides and the beautification of roadside parks, Jameson cares for the Virginia Walton Park south of Matador on Texas 70 across from the old ranch headquarters. The park has a variety of trees, wild flowers and grass, all carefully tended by Jameson and his men. He constantly strives to improve its beauty so it will continue to be a welcome place for travelers and area residents alike.



RUFUS C. JONES, maintenance construction supervisor in Fredericksburg, is a 28-year veteran with the department. He and his crew work constantly to beautify such popular areas as approaches to the LBJ State Park, along Ranch Road 1, and U. S. 290 near the LBJ Ranch. He is responsible for 15 roadside parks in this popular Hill Country area which are heavily used by thousands of tourists as well as by area residents who take advantage of the scenic drives. Maintaining those parks and the roadsides in a spotless manner is a major responsibility. Jones also has been ever ready to cooperate with local governments, civic groups and garden clubs to develop and landscape other areas. As District Engineer Travis Long said in nominating Jones for this award, "One need only drive the highways of his section to see the results of hard work and constant care in the preservation and propagation of wild flowers. Because of his supervision and the diligent efforts of employees in his section, this part of the Hill Country has earned national recognition."

INSON AWARD FINALISTS



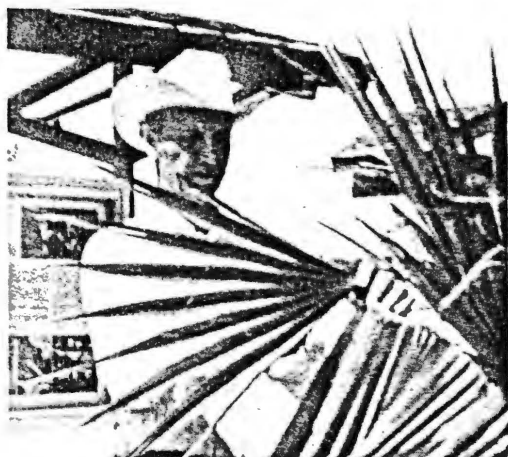
J. C. LARISON, maintenance construction supervisor in Gainesville, joined the department in Nocona in 1941. He has been in charge of the maintenance of more than 260 miles of highways around Gainesville since 1963. In an area where weather is a constant enemy, he is working to establish bluebonnets, but it is a slow process. He has had more success with crimson clover, which is spectacular along Interstate 35 in the spring, and with Indian paint brush and black-eyed Susans. There are eight roadside parks and two comfort stations in Larison's area, and they are immaculate. Texas Tourist Bureau Supervisor Dale Sowder wrote, "We in the Gainesville bureau have had countless comments from out-of-state visitors regarding the cleanliness of IH 35 and the colorful wild flowers from the state line to the bureau. The fine job Larison does is appreciated and does not go unnoticed." According to District Engineer R. H. Schleider, Jr., of Wichita Falls, "Larison has long been a strong advocate of beautification, and we are all very proud of him and his work."

DWAIN ROGERS, maintenance construction supervisor in Anson, is a native of Jones County. He spent his first years in the department in the engineering section, and experience in highway design and construction taught him the importance of maintaining adequate vegetation to retard soil erosion. "Rogers, who enjoys the beauty of wild flowers, also realizes their meaning to the public he serves. He uses nature in a constructive and efficient manner in addition to observing its beauty," said District Engineer Roger G. Welsch of Abilene. Through years of experimenting Rogers has observed which plants are best able to withstand the widely varied and many times harsh West Texas climate. He devotes considerable time to rest areas, adding that extra touch that invites passing motorists to pause and enjoy their beauty. One rest area on Lake Fort Phantom Hill a few miles from the historic ruins of Fort Phantom has a retaining wall in which are cast symbols depicting the settling of the area from the day of the Indian to the modern farmer and rancher.



WAYNE RUST, maintenance construction supervisor in Mount Pleasant, came to work for the department following service in the Air Force during World War II. His witnessing of war's devastations which he saw in Japan and on various Pacific islands impressed upon him the importance of all growing things. In spreading and preserving wild flowers, many of them rare or endangered species, he believes he is giving back on this side of the world some of what his countrymen were forced to destroy on the other. Rust's outstanding achievement has been his work with the Wild Flower Trails of Texas, Inc. since its inception three years ago. A segment of the trail is in his area, and his expertise helped the Wild Flower Trails of Texas win a national first place award from Keep America Beautiful in 1974. District Engineer Lawrence Jester, Jr. of Atlanta said, "From the very beginning Rust has exercised a strong positive influence over a wide area for the establishment and preservation of beauty along our highways."

The 1976 Lady Bird Johnson Award Finalists



J. D. "JAKE" EDWARDS, maintenance construction supervisor in San Patricio County, District 16, comes from a "Highway" family -- his father mowed highway right of way 40 years ago, with horse power. He takes pride in his association with local and area garden clubs, Boy Scouts, civic groups, and others in his community who are interested in roadside beautification. In his spare time he enjoys restoring antique autos; recent projects are 1920 and 1924 Model T Fords. But the three rest areas in San Patricio County are his real pride, especially the one with facilities on both sides of I.H. 37 that is popular with visitors to Padre Island and South Texas. He and his crew landscaped the parks and keep them in spotless condition.

WALLACE HARKEY, maintenance construction supervisor in Presidio County, District 24, is a Navy veteran from San Angelo who has worked for the Department 19 years. Through much experience and effort he learned how to grow bluebonnets and other Texas wild flowers seemingly in sheer rock. The flowers are especially handsome along F.M. 170, "The River Road," which is so popular with tourists. In an area where trees were nonexistent, he has begun a tree planting program with pinon and pecan trees nurtured on the warehouse grounds and transplanted in the roadside park on U.S. 90 west of Marfa. He now has about 100 trees lining U.S. 90 including 30 pecans he grew from seed. Twenty more enhance the warehouse area. Harkey maintains a constant fight against litter and has recently constructed nine new litter barrel turnouts. As past president of the Marfa Lions Club, he enlisted the support of local civic clubs to help keep Presidio County free of litter.



MORRIS HARRISON, maintenance construction supervisor in Leon County, District 17, has worked for the Department since 1942, except for Army service during World War II. His responsibility now is 343 miles of highway, including 28 miles of the busy I.H. 45 between Dallas and Houston. He is keenly aware that, in addition to the structural features and riding qualities, the appearance of a highway is also important. His ability to impart this awareness to his crew results in a roadside display of wild flowers, trees and shrubs along Leon County highways that changes with the seasons. His wife, Clara, says, "After the Highway Department, I come first," and he is known and respected throughout the county as the person who is concerned about the highways 24 hours a day, seven days a week. Born in Tucumcari, New Mexico, he may not be the only Texan who was brought here as a baby in a covered wagon, but he must be one of very few who came east to Texas in that manner.



WILLIAM "TOBY" LITTLEJOHN, maintenance construction supervisor in Cass County, District 19, has a new claim to fame this year. He's the one whose concept, hard work, and patience resulted in the most popular Texas roadside show of 1976 -- a giant red, white and blue flag formed of 1225 petunia plants on Texas 77. Of the 99 miles which constitute the Texas Wildflower Trail, 72 are in his area of responsibility. He not only has them in perfect condition for the annual festival, but has prepared an exhibit for visitors and is on hand to explain the Department's participation. Included in his area are five roadside parks and the Yellow Poplar Texas Woodlands Trail. Bluebonnets are not native to this part of Texas, but he has made great stands of them feel right at home along with broad vistas of golden asters and Indian paintbrush. He also works long hours as a member of the Linden Park Commission. He served in Europe during World War II and was a German prisoner of war. He recently completed 30 years with the Department.

RT WARREN, maintenance construction supervisor in county, District 8, is a 31-year veteran with the Department. Experience in the engineering department taught Warren to site highway design with beautification. Through intense reseeding, many roadways in the county are bordered by bluebonnets and mixed stands of other native flowering plants. Thus Warren provides valuable ground cover necessary to prevent wind and water erosion which is such a problem in this area. He also uses wild flowers to call attention to traffic control and, with other native plants, to enhance urban highways and roadside parks. He takes great pride in his association with civic clubs. A recent letter from the Taylor County Extension agent thanked him for allowing the local 4-H Council to "get in while you tried to plant trees. We are trying to instill in young people an appreciation for their community and it is so hard to find someone to help us and be so patient in the process."



JOSEPH W. WILLIAMS, maintenance construction supervisor in Garza County, District 5, works long hours to spread wild flowers in the hostile climate on the eastern edge of the South Plains. Several of his special projects delight the traveler who happens on them. Around an old windmill on maintenance headquarters grounds he has planted a cactus garden using plants and unusual rocks collected throughout the county. On U.S. 380 east of Post, he has established a bed of bluebonnets in the shape of a star. Williams' crew keeps three rest areas and one scenic overlook clean and attractively landscaped. He has installed 11 historical markers and keeps them in top condition. The Post Independent School District has expressed appreciation for his cooperation and his work with the youth of Garza County. The mayor of Post recently wrote, "Joe seems always to be somewhere helping. I am well aware of the many extra hours Joe spends on his favorite hobby -- his job and people."



The 1977 Lady Bird



Eugene Barrier of Karnes City believes that being a "helping hand to Mother Nature" is a prime job responsibility. He started many years ago when he planted the first Indian paintbrush in L. Oak County. When he moved to Karnes County, he secured permission from local farmers to gather seed from their fields. Barrier modified an old mule-driven hay rake to harvest mature seed pods and then he reversed the whirlwind spreader blades on an ejector truck, ordinarily used for spreading sand, to seed roadsides uniformly. With Barrier's innovative equipment, a three-man crew can plant 15 miles of highway on both sides in one day. One of his most notable efforts to combine beautification and erosion control can be admired on U. S. 181 south of Kenedy where a new caliche slope was sodded and changed to a picture-perfect setting of bluebonnets, Indian blankets and buttercups. Another example is FM 1144 where an eroded ditch and slope were reshaped, sprigged with Bermuda grass and planted with wild flowers. The results of his ingenuity and love of beauty delight residents and travelers all throughout Karnes County.

Troy Blankenship of Seguin has contributed immeasurably to the pleasure of motorists on 176 miles of highways in Guadalupe County. He was nominated for the Lady Bird Johnson Award primarily for his diligent and successful efforts to establish and preserve wild flowers in his section. This is a year-round job for Blankenship and his men, involving the spreading of native wild flower seeds from one section of highway roadside to another, and assuring their propagation by following sound mowing practices. A large rest area with comfort facilities on Interstate 10 in Bexar County is also in his domain. It is landscaped with palms and pampas grass and brightened with red canna lilies. Blankenship takes great pride in maintaining the beauty of highways in his section, preserving both scenes created by Nature and vistas created in landscaping projects. Blankenship has beautified Texas highways for 35 years, including 15 years in Atascosa County before he was appointed maintenance construction foreman for Guadalupe County.



Milton Clay Campbell of Ralls operated a motor grader 40 years ago and bladed out the first road through one of the most beautiful roadside parks in Texas. The Silver Falls Park, on U. S. 82 east of Crosbyton, was developed in 1937 by W.P.A. and N. Y. A. labor cooperation with skilled workers like Clay from the Highway Department. It is still a welcome oasis for motorists in the normally arid and rugged Blanco Canyon. A spring still provides drinking water, and many improvements, including a comfort station, have been added in recent years. The park fits admirably into its rugged surroundings and Campbell has done a superb job of preserving wild flowers, shrubs and trees. His interest in soil conservation and preservation of wild flowers is evident throughout Crosby County, and his propagation of native plants has been vital in the control of soil erosion. Were it not for 32 acres of grass cover he planted and maintained, some 5,000 cubic yards of silt would have washed into near White River Lake by the erosion of only one inch of soil.

son Award Finalists



Marvin Estoll of Childress has directed his maintenance activities toward retaining and expanding native wild flowers and establishing hardy grasses for erosion control — not an easy job in an area where the weather ranges from scorching hot to bitter cold, and from powder dry to "frog stranglers." Erosion control measures include such practices as mulch seeding on sections of U. S. Highways 287, 62 and 83. These areas now exhibit stands of hardy grasses on front and back slopes, median areas and ditches that offer yet another benefit by harboring wandering wild flower seeds. The seeds are harvested for planting where flowers are sparse. Under Estoll's care are two rest areas on U. S. 287 in western Hardeman County. Here he has seeded grass and planted 169 trees, including pine, live oak and American elm. Timely watering and fertilizing assure a pleasant, shady stop for motorists in the future. Estoll's practices in roadside beautification are effective and reflect his concern for coming generations as well as for today's motorists.

Eugene Finke of Brenham maintains and beautifies 261 miles of highways in Washington County with the help of 19 men in his section. He began his career with the Department in 1949 in Grimes County and advanced steadily in positions of responsibility. Finke is keenly aware of the interest of residents and visitors in the fine stands of bluebonnets and other wild flowers as well as of historical areas in the county. He works closely with local garden clubs, chambers of commerce and other state agencies to maintain the attractiveness of the county. Many artists and photographers visit each year to capture the widely renowned beauty of this pastoral area, and Finke makes sure they won't be disappointed. He is an enthusiastic supporter of the Department's policies on landscape plantings. His practices protect native and introduced trees and shrubs and allow wild flowers to shine in all their glory.



Allen Knox of Raymondville began work for the Department by helping build the first roadside parks on U. S. 77 in Kenedy County. His prime concern was to develop the rest areas without greatly changing their natural appearance. The selected sites were oak motts where a variety of travelers — bandits, priests, soldiers, ranchers, and traders — had stopped in earlier years. His success in preserving the natural growth is borne out in the frequent sightings by travelers who stop here today of native wildlife, including deer, turkey and javelinas. Knox has helped stabilize, by selective plantings, active sand dunes which otherwise would have drifted onto the highway. As a fringe benefit, he has thus provided additional habitat for wildlife. Through a vigorous planting program Knox has moved palms northward and live oaks to southern regions, and has spread wild flowers throughout this semi-desert coastal plain of South Texas.

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Lady Bird award given

HOUSTON — The 1985 Lady Bird Johnson Award was given to state highway maintenance foreman Frank Gray, whose section planted more than 5,000 native pecan trees in Fannin County. Gray was awarded \$1,000 by the former first lady at ceremonies at the LBJ State Park. Johnson makes the award each year for those who contribute to highway beautification efforts. Preston Cox, Comanche County maintenance foreman, received the \$500 second prize. Other finalists include highway foremen Jack London of Wichita County; James Hold of Austin County; Pete Kwiatkowski of Washington County and Allen Knox of Willacy and Kenedy counties.

Lady Bird honors Bonham worker for road beauty

By Gilbert B. Dunkley
American-Statesman Staff

STONEWALL — Present and former political heavyweights gathered in an amphitheater shaded by lush pecan trees at LBJ State Park Wednesday to celebrate Texas wildflowers and to present the 16th annual Lady Bird Johnson awards for highway beautification.

Frank J. Gray, a Highway Department employee from Bonham, led the field of 25 entrants in the 16th annual awards competition.

He collected a plaque and a \$1,000 check from Mrs. Johnson.

"I just think it's great that a lady like this gave her support and money" for the beautification program, Gray said as he made his way toward barbecue stands after he received the award.

Gray, a construction supervisor for the Highway Department, has supervised the planting of more than 5,000 pecan seeds along Texas 121 in Fannin County. He also supervised a seeding project in which wildflower seeds were

planted along the roads leading into Bonham in North Texas.

Bob Brown, head of the Austin district of the Highway Department, received the Lady Bird Johnson scenic preservation award and a \$500 check for wildflower patches planted along highway medians in the Austin area.

The beautification program is responsible for propagating wildflower patches along highways throughout the state. The Wednesday ceremony in Gillespie County

attracted Lt. Gov. Bill Hobby, state highway officials, and visitors from Arizona, South Carolina, and Massachusetts. Among the visitors was Kitty Dukakis, wife of Massachusetts Gov. Michael Dukakis.

Entry books on the 25 districts in the beautification campaign displayed photographs of oak and pecan stands and sprawling patches of juniper, verbena, bluebonnet, primrose, and Indian paintbrush.

"Because it's fall, I just have to say it's joyous to ride the back

roads and look at the Maximilian's daisies," said Mrs. Johnson. Of her work with the highway beautification campaign, she said: "I don't know anything that has given me more pleasure as the years have rolled by."

Mrs. Johnson contributed \$125,000 and 60 acres east of Austin in 1982 to establish the National Wildflower Research Center, which is conducting studies on wildflowers from around the country.



Staff Photo by Tom Lankes

Beautification award

Lady Bird Johnson presents a highway beautification award to state worker Frank J. Gray of Bonham. "I don't know anything that has given me more pleasure" than the beauty program, Mrs. Johnson said. The event was Wednesday at LBJ State Park. **Story, B10.**

Sherman, TX
Democrat
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OCT 3 1985



AP Laserphoto

Beautification award

Frank Gray, a highway maintenance foreman from Fannin County, receives the annual Lady Bird Johnson Award for highway beautification from the former First Lady in ceremonies Wednesday at Lady Bird Johnson State Park near Stonewall.

Fannin highway foreman receives beautification prize

STONEWALL, Texas (AP) — Frank Gray, a highway maintenance foreman who was involved in planting 5,000 native pecan

trees in Fannin County, was named winner Wednesday of the 1985 Lady Bird Johnson Award for highway beautification.

Gray received a \$1,000 check from Mrs. Johnson in ceremonies at the LBJ State Park.

He worked with the local office of the Soil Conservation Service, Bonham Beautify Texas Committee and other civic groups in planting pecan seedlings. He also worked to correct erosion problems near highways.

The runner-up prize of \$500 went to Preston Cox, maintenance foreman in Comanche County.

Other highway department foremen who were finalists included Jack London, Wichita County; James Hold, Austin County; Pete Kwiatkowski, Washington County; and Allen Knox, Willacy and Kenedy counties.

Mrs. Johnson initiated a new award this year for preservation and propagation of vegetation for fall color. Elwood Page, Sabine County maintenance foreman, received the \$300 prize.

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A Profile of Lawrence Halprin

Jacques Leslie

©1996

This profile of Lawrence Halprin, one of the country's leading landscape architects, was commissioned and purchased by DoubleTake Magazine in 1996, in anticipation of the opening the following year of the Franklin Delano Roosevelt Memorial in Washington D.C., which Halprin designed. Alas, the magazine held the piece long after the opening of the Memorial, until it lost its timeliness.

The street sign near the Franklin Delano Roosevelt Memorial seemed innocuous enough-- "Please fasten your seatbelt," it said-- but Lawrence Halprin, the Memorial's 80-year-old designer, was in a pugnacious mood. "Well, all right," he said as he strapped on his seatbelt, "because it said 'please.' If it didn't say 'please,' we could say, 'Go fuck yourself!'"

It was a Tuesday morning in June, 1996, and Halprin, who began designing the Memorial a full two decades earlier, was being driven to the site of the project, under construction at last. The Memorial is located almost midway between the Jefferson and Lincoln Memorials on the lip of Washington D.C.'s tidal basin. Halprin and his two associates, Dan Morris and Paul Scardina, conducted their own private tour of it the night before, on their way into the city from Dulles Airport; that prepared Halprin for today's site review with the heads of the Memorial construction team. I'd joined Halprin and his two aides at his hotel, and now was accompanying them to the Memorial. "I don't want to waste time being polite," Halprin told Morris and Scardina. They did not say a word.

Since Halprin recently had been asked to consider designing a World War II memorial on the flanks of the Washington Monument, we stopped along the way so that Halprin could survey the Monument grounds for a few minutes. An Interior Department dump truck barreled down the sidewalk, and Halprin muttered "Jesus." The FDR Memorial was being constructed with 31,239 Carnelian granite stones, of which 27,139 would comprise a walkway nearly as long as three football fields, and no vehicle heavier than a wheelchair would set rubber to even one of those stones if Halprin could help it.

Ten minutes later we were on the FDR Memorial grounds, and Halprin was surrounded by construction foremen. True to his word, he hadn't dawdled to exchange pleasantries, though he

did wave congenially to the men as he was driven past them. With his turquoise-inlaid belt buckle, bolo tie, brightly beaded eyeglass cords, and a hard hat instead of a helmet, he looked like the commander of a determinedly hip and vaguely native American army, here to exhort the troops. He's a man of moderate physique, lithe until recent years, whose long outdoor spells are imprinted in his deeply weathered face and hands. Since construction began on the Memorial in October, 1994, Halprin had traveled from his base in San Francisco to Washington every month or two to survey the project's progress. The Memorial is as long as a 90-story building is tall, and, as Halprin often points out, much harder to design, since its features don't repeat themselves the way the floors of a skyscraper do. The Memorial's backbone and centerpiece is its 12-foot-high wall of 4,100 strikingly colored granite stones, some as long as thirty feet and as heavy as 38 tons, that have been quarried in South Dakota, carved in Minnesota, and were now being installed and inscribed at the tidal basin; accordingly, it was the artisans who worked with the stones and the plumbers who fit the intricate hydraulic system for the seven fountains that would play over them who took up much of Halprin's attention. On this trip the Memorial's two electrical foremen, who had never met him, passed word that they felt slighted, so he briefly chatted with them. He asked them, "Do you know what you're doing?" When they answered affirmatively, his tone softened, as he explained the sort of damage that less sophisticated electricians-- "not you"-- could wreak on the Memorial.

Halprin is considered one of the foremost landscape architects in the country, but in view of landscape architecture's low rank in the design professions' pecking order, that assertion is open to ambiguity. Compared with architects, landscape architects are considered overly pliant and sensitive, like the vegetation they presumably want to cultivate throughout our midst. Since landscape architects' designs are usually the last in any project to be completed, they're the first to be cancelled when a project overruns its budget, making landscape architects notorious for having many beautiful plans but few finished projects. Not Halprin, however: by mid-career he'd designed a hundred or more gardens and shopping centers, and since then he's completed a long list of complicated public projects. The most celebrated include Ghirardelli Square and Levi's Plaza in San Francisco, Sea Ranch on Northern California's Sonoma coast, the Lovejoy and Auditorium Forecourt Plazas in Portland, Freeway Park in Seattle, and the Haas Promenade in Jerusalem.

Yet for all that, the FDR Memorial, with its expected two to

three million visitors a year, will surely put an exclamation point on Halprin's career. The FDR Memorial Commission approved his plan in 1978 after rejecting more than 500 other designers' submissions, but Congress, under the sway of Republicans who weren't eager to build a monument to the progenitor of "big government," didn't appropriate its \$50 million construction cost until 1989. One element in its resurrection was a promise to support the Memorial that ex-Florida Senator Claude Pepper, an avid New Dealer who was dying of cancer, extracted from President George Bush during a hospital visit. Halprin has said that although the delay was "aggravating," the design benefited, as he made such refinements as enlarging the Memorial's four outdoor "rooms" and moving the entrance. And when Halprin learned how difficult it would be to carve the wall's stone faces once the stones were installed at the Memorial, he made a separate construction plan for each of the 4,100 stones so that they could be precisely shaped before being shipped on flat-bed trucks to Washington.

Halprin was holding forth in Room 4 of the Memorial, at the time the only room to be constructed, and the last that visitors would see as they walked through the installation. From Room 1 to Room 4, the stone faces would become progressively rougher, as if to suggest the accelerating tumult that Roosevelt faced through his four terms. "I like this," Halprin said when a concerned worker pointed out an imperfection in the stone. "It gives you the feeling of reality. I like that a lot." Next he was asked to choose among three colors of joint sealants that had been poured in a sample section of pavement. The color variations were so subtle that few visitors would have noticed the difference, but Halprin unhesitatingly selected willow brown, the same hue he chose for the wall sealant on an earlier trip.

Halprin is a youthful 80: his voice, which still betrays a hint of his native Brooklyn, doesn't quaver, and his right hand, which has been employed in a lifetime of compulsive sketching, remains steady. These days, however, he was hobbled by leg pain (which would lead to spine surgery two months later), and carried around a portable stool. "I've got to sit down if you don't mind," he told the men around him. He rarely stayed down long, however. For one thing, he often got up to take photographs of the slowly accreting Memorial; then, when three officials from the National Park Service approached him to display a design for a sign outside the Memorial, he offered his stool to the sole woman in the trio, who was probably half his age.

The sign issue was an old one, which Halprin thought he'd already resolved, and he quickly grew impatient. The officials wanted him to agree to Helvetica lettering, the same lettering they hoped to use on signs for all national monuments and parks. To Halprin, the very concept of standardization is anathema-- "I don't want the Memorial to feel like Yosemite," he told them. They backed off: "I'm a flexible guy," one said. "I hold my ego in check, and I'm glad to work collaboratively." Halprin replied, "I'm glad to hear that, because I don't keep my ego in check." He paused a moment before adding, "I'm joking." Nobody laughed. Halprin walked away without reaching an agreement.

The official's reference to collaboration was an intriguing one, which probably resonated with Halprin despite himself, for he has incorporated collaboration into his design process to an unusual degree. Indeed, in 1977, in early stages of planning for the Memorial, he convened a four-day workshop in San Francisco to determine the form and subject matter of the contributions of four sculptors he'd chosen for the project. Three of the sculptors-- Leonard Baskin, George Segal, and Robert Graham-- were celebrated artists and prickly personalities, each of whom came prepared to fight for a dominant role. Halprin covered the walls of the meeting room with hundreds of photographs of Roosevelt, and placed a one-twelfth-scale replica of the project-- an eighty-foot-long model-- on the floor. When the sculptors saw the huge model, they realized that the Memorial was big enough for all of them, and their competitiveness began to subside. Though they had been skeptical of the value of collaboration in art-- Baskin still calls himself a "strict New Englander," resistant to Halprin's "very typical Californian" ideas-- they found themselves disarmed by his willingness to integrate their ideas into the project. The workshop grew so intense that Segal's two-packs-a-day smoking habit increased to five, until at the workshop's end he realized he had to give up smoking, and hasn't smoked since. Baskin called the workshop "an absolutely uplifting revelatory process-- I wouldn't have believed it if you'd paid me."

When the inspection in Room 4 ended, Morris tightly gripped Halprin's arm to help him over an expanse of exposed rebar. Halprin eventually reached the Memorial's rear exit building, where he was asked to select a metal for a piece of flashing, which would prevent water from leaking into the building. From an aesthetic point of view, the decision didn't seem momentous: except for a foot-long strip that conceivably could be discerned through a sky light by someone entering or leaving a restroom while looking straight up, the flashing would be invisible to

visitors. To Halprin, however, the choice mattered: the hidden portion could be stainless steel, he declared, but the theoretically visible strip must be the more expensive and elegant bronze.

After making a few more subtle choices involving the walkways outside the Memorial, Halprin, his two aides, and I ate carry-out sandwiches in a construction trailer on the Memorial grounds. The site review was over, but Halprin still faced an afternoon meeting on Capitol Hill with Sens. Daniel Inouye and Mark Hatfield, who provided vital support for the Memorial during its long political journey. In a sense, Hatfield, who represented Oregon in the Senate from 1967 until his retirement in January, represents a link from Halprin's earlier work to the Memorial, for it was his enthusiasm for Halprin's Portland Auditorium Forecourt fountain, with its dramatic sheets of water cascading over tall concrete blocks, that led him to recommend Halprin to the FDR Commission in the mid-1970s. The Memorial, Hatfield said in 1978, "ought to be something people can get involved in rather than stand off at a distance," and Halprin was the nation's leading exponent of participatory landscape architecture, whose projects were meant to provide not just scenic vistas but experiences. His fountains were designed to be listened to, waded in, explored; to get married in the Portland fountains, as hippie couples once did, was to pay Halprin a grand compliment. Hatfield also believed that since water figured prominently in Roosevelt's life-- he served a seven-year term as assistant secretary of the Navy, loved sailing, and got water treatments for his polio at Warm Springs, Georgia-- the Memorial ought to feature water. Here again, Halprin, whose use of water is nearly a signature feature in his designs, seemed an appropriate choice. As it turned out, the water that flows through the FDR Memorial, in addition to luring visitors and symbolizing strands of Roosevelt's life, serves a useful ancillary function, in masking the deafening noise of jets flying directly overhead on their way to and from nearby National Airport.

Morris, Scardina, and I dropped Halprin at the Hart Senate Office Building, then, following his instruction, went looking for a souvenir T-shirt for him to give to his young granddaughter. When we picked him up an hour later, he was upbeat. Among other things, he reported, the Senators backed his refusal to make concessions to the National Organization on Disability and other groups which wanted the Memorial to portray the crippled Roosevelt in his wheelchair, even though Roosevelt himself rarely allowed his disability to be seen in public. Halprin and the Senators also chose a date for the Memorial's dedication-- May 1, 1997-- that held out the promise of a

conclusion to its seemingly endless gestation period. Morris, who'd driven Halprin around Washington many times before, didn't need to be told to take the longer, more scenic route along the George Washington Parkway back to Dulles for Halprin's return flight to San Francisco. Now at last Halprin relaxed. He pointed out a wall with a stone veneer that runs along the parkway's edge, then compared it with a more handsome authentic stone wall that appears a mile or two further on. "Here! You see that stone wall?" Halprin called out. "What's so hard about that for crying out loud?-- it's gorgeous!"

Though Halprin's reputation rests chiefly on his prowess as a landscape architect, he considers himself equally accomplished as an artist, design theoretician, and workshop facilitator. His lifelong "visual diary" consists of 110 numbered sketchbooks which he has filled with water-colored pen-and-ink drawings, some of which have been gathered into two published volumes. His wife Anna says she has encountered him in their yard, naked, at seven in the morning, as he sketches a moss-covered rock, and greets her by saying, "Isn't that rock beautiful? And that moss?" Halprin once stopped me in the middle of an interview, retrieved from his totebag the tiny water-color set he carries with him everywhere, and did a ten-minute portrait of me before allowing more questions-- at first I wondered whether this was his way of one-upping me, a kind of unspoken braggadocio, but his earnestness in drawing eased my suspicions. Afterwards, he showed me his sketchbook. All the sketches-- of rock formations, his Uncle Sydney, maple seeds, his hiking boot, his hand-- possessed a Chagallesque sunniness. Even a sketch he labeled "After Stress Test," which he composed when he learned he had angina, seemed to exude an eerie serenity: it depicts his heart, shown in a nondescript brown; the surrounding arteries, in tan; and the neatly labeled "blockage" within his heart, a black smudge.

Halprin's stature as a theoretician is on shakier ground. Of the five books he has written on design, he is proudest of *The RSVP Cycles*, an evocative but elliptical depiction of his approach to creativity that remains a '60s cultural icon. In it, he offers a four-step prescription for the creative process that strikes me as overly formulaic, insufficiently sophisticated to capture the complexity of his own designs. Yet I couldn't dismiss Halprin's theories without taking into account his related work in leading design workshops, in which, according to one account after another, he had been overwhelmingly successful. Thus, when, in the midst of my muddle, he invited me to participate in a three-day workshop for 25 landscape architecture students and professors from the University of California, Berkeley, I gladly accepted.

Anna, who is as renowned in avant-garde dance as Halprin is in design, introduced him to workshops: she conducted them for dancers for more than a decade before he began investigating how they could be applied to design. Then, for several years starting in the mid-'60s, the couple collaborated on workshops combining dancers and designers. Part of the idea was that dancers are more comfortable with their bodies than designers are, yet as Anna puts it, "architecture begins with your body"--that is, the way your body feels in a given space determines your response to it. Or, perhaps more to the point, the way designers feel in a given environment helps determine whether they recreate that environment in their designs. Participants in the early Halprin workshops were exhorted to notice how they felt as they moved through spaces filled with sharp corners and curved ones, high ceilings and low ones, cluttered with objects and nearly empty. To sharpen all the designers' senses, the Halprins led them on "blindfold walks," introduced them to massage, even encouraged them to disrobe. At a workshop solicited by the head of the Massachusetts Institute of Technology's architecture department, the Halprins led a chain of hand-holding, blindfolded M.I.T. architecture students across the campus and into the engineering library, flabbergasting library users. In Gualala, a small town near Halprin's landmark Sea Ranch development, local residents looked through windows into a workshop, thought they saw an orgy in progress, and drove off the participants with shotguns.

As time went on, Halprin refined the workshops to address specific design issues, just as he had done with the FDR Memorial sculptors. The upcoming workshop, at Sea Ranch, had a much less focused intent, however, and I wondered how Halprin would proceed. He had, after all, been in Jungian therapy for the last 25 years, and he believed that Jungian concepts were, as he told me, "mostly at the core" of what he was trying to accomplish in the workshop. I was looking for insights into Halprin's approach to design, but I worried instead that the workshop would feel like some stale '60s artifact, as Halprin tried to plumb the students' psyches.

The directions to Sea Ranch comprised the workshops' first surprise: we participants were to make the three-hour drive to Sea Ranch together, stopping at a few prescribed locations for a look around, but we were not to speak to one another until we arrived. Instead, we were supposed to record our responses to "the progression of landscapes, settlements, animals, and ecosystems." As it happened, I was unable to join the students on the drive, but I could envision their route north. In one sense, it didn't matter what route they took, for the Bay Area

was all Halprin country, the embodiment of his fascination with urban design. The students started at the Berkeley campus, where in the mid-'50s Halprin designed the Student Union grounds and Sproul Plaza, the university entrance that became the site of numerous police-student confrontations during the '60s. Then, crossing the Bay Bridge into San Francisco, they glimpsed Alcatraz, where in 1988 Halprin designed an island-wide master plan of trails and lookouts that provide breathtaking views of the Bay. The most direct route through the city would have taken the students across Market Street, the site of a 1970 Halprin redesign, and past Halprin's Justin Herman Plaza, the city's most popular large outdoor gathering area. (The plaza is the site of one of Halprin's least successful water designs, the 1971 Vaillancourt Fountain, which San Francisco Chronicle architecture critic Allan Temko said resembled something "deposited by a giant concrete dog with square intestines.") The students would have gone by Levi's Plaza, the compact gem of a park, designed in 1978, that includes one of my favorite Halprin artifices: two large, seemingly discreetly-located [*trompe l'oeil*] drainpipes stationed at the end of a meandering stream to suggest that the water empties into the Bay, when in fact it is continually recycled. A mile later the students would have sighted Ghirardelli Square, the charming terraced shopping center that Halprin fashioned out of an obsolete chocolate factory in 1968. With all these works, Halprin almost single-handedly redefined the purview of landscape architecture, expanding it from the realm of gardens and parks, where many of its practitioners had been content to dwell, to all outdoor design, encompassing fountains, shopping centers, highways, and cities themselves.

Leaving San Francisco, the students crossed the magnificent man-made landscape of the Golden Gate Bridge (which, I learned to my astonishment, a few were traversing for the first time), then passed the quirky, symmetrical Marin County Civic Center, designed by Halprin's first architectural inspiration, Frank Lloyd Wright. Gradually the terrain turned from prosaic suburban shopping centers and residential developments to pasture, until at last the students reached the spectacular, wild, golden Sonoma coast. At mid-afternoon we all met up at Fort Ross, a few miles south of Sea Ranch. Halprin was antsy. As the students straggled in late, he mumbled about their unreliability. The students were an amiable, earthy crew with vegetarian tendencies: we ate a picnic lunch of cheese, bread, and fruit, then Halprin gathered us in a circle. He quickly confirmed my suspicion that he wouldn't be delivering lectures on the fine points of design. "Two and a half days of experience-- that is my way of learning," he said. Since "telling

other people is a very important way of externalizing internal experience," he asked each of us to describe the first experience of the workshop, the drive north. One student portrayed the chaos of her trip-- the car she'd hoped to use had broken down the day before, and she'd had to scramble to find another one-- by screaming, gesturing frenetically, then gradually regaining calm. Another described the "depressing annuals" she'd seen at a gas station. As instructed, we applauded each two-minute presentation. This hokey touch discomfited me.

We dispersed in late afternoon, settled into two houses that had been rented for the weekend, and reconvened at Halprin's Sea Ranch vacation home for a barbecue dinner. We ate outdoors around an earthen pit where the students grilled potatoes and corn. Afterwards, Halprin asked each of us to "say who you are and what you want from this workshop." One awe-struck student explained that he wanted to be able to say he'd attended a Larry Halprin workshop; Halprin made no comment. A professor said he'd come along to learn the "method to the madness" of Halprin's process, then apologized for the word "madness." Halprin, however, wasn't offended; "'madness' is a good description," he said. When the students were finished, Halprin added his own comments: "My interest in life is creativity, and I perceive this process as a way of fostering creativity. I'm also interested in interacting with all of you, in having fun." Then, in a manner I took to be humorous, he added, "You can leave now."

Design did not make Halprin wealthy-- he got his land at Sea Ranch cheaply when the development came on the market in the early 1960s, and built the house for \$17,000 after doing rough drawings of it over a weekend with two of the architects he'd hired to design the community's first buildings. The house is so carefully tucked behind a hill that the fierce coastal wind is negligible, and it can't be seen almost until you're about to enter it. It's filled with native American artifacts, and abalone shells line the door frame of Halprin's little art studio. It commands a majestic view of the shore, including a cove where seals doze on rocks. Oddly, it stands alone, in violation of Halprin's edict that Sea Ranch's houses should be built in clusters. Halprin's intent was surely to protect his privacy-- he told me that community residents are instructed not to reveal the location of his house to outsiders-- but the house's seclusion also brought to mind a remark by his daughter Daria: for all her parents' work with collaboration, she told me, both were ultimately "soloists."

Sea Ranch was overgrazed sheep pasture when Halprin began working on it in 1962. It stretched along ten miles of

magnificent shoreline a two or three hour's drive north of San Francisco, but for almost half the year its northwesterly winds were nearly strong enough to knock a man down. For many years Halprin had taken his family on weekend camping trips nearby; now he spent several more weeks camping at Sea Ranch before starting work on a plan. He conceived of Sea Ranch as a model community, nearly utopian in its ambition, in which man would become partner with the land. At a time when the concept of "ecology" had not yet penetrated the American consciousness, he hired an ecologist, Richard Reynolds, to perform wind, soil, and geology studies at the site, and, based on Reynolds' findings, established design principles intended to promote the land's environmental integrity while allowing human habitation. Reynolds discovered that hedgerows-- long rows of trees extending at right angles from the coast-- subdued the wind, so Halprin planted hundreds of thousands of trees, reinforcing existing hedgerows and creating new ones. Then he planned houses on the hedgerows' lee, where the wind was weakest. Like the hedgerows, the houses were placed in rows perpendicular to the coastline-- in that way, no house would block any other house's view, and all would have views down the coast. Roads were to embrace the land's contours, and were to lack curbs and gutters so that rainwater could move naturally across the meadows to the sea. Suburban lawns were banned, as the meadows were intended to grow wild. Each house was to occupy only a small portion of its plot, and no boundaries would be marked; instead, each cluster of houses would share a large commons. The architects Halprin hired to build demonstration houses developed an understated aesthetic-- sloping shed roofs and no eaves to eaves to minimize the wind, and unpainted redwood walls-- that emphasized integration with the surroundings, and became known as the "Sea Ranch style."

Yet in many ways Sea Ranch fell short of Halprin's objectives. The developer's sales force failed to emphasize Sea Ranch's brand of idealism, and many buyers declined to go along. Rising real estate prices in the 1970s thwarted Halprin's wish for a community of rich and poor, and the California Coastal Commission, which came into existence in 1976, forced a reduction in residential density that further vitiated the design. Halprin himself left the project in 1969, having planned only 1,800 of Sea Ranch's 5,300 acres. The result is that his vision is tantalizingly recognizable in much of Sea Ranch's southern half, where his house is located, but gravely marred in the northern half, where we workshop participants were housed. There, contrary to Halprin's plan, the houses are spaced with suburban predictability, and some are packed tightly along the bluffs, monopolizing the ocean view. Worst of all, from our

transient perspective, representatives of Sea Ranch's real estate office said our group was too large to gather for meals in one house, in contravention of the spirit of community that Halprin had tried to cultivate. Halprin cheerfully joined in when we ate together anyway.

On the workshop's second morning, Halprin took us just south of Sea Ranch to Salt Point State Park, wild with Bishop pines and wind-sculpted Douglas firs, and halted us just short of a crest a quarter of a mile from the ocean. He told us to walk alone towards the ocean, on a path of our choosing, spending half an hour at three different sites while sketching their impact on all our senses. Sight, he said, is associated with the intellect; he wanted us to pay attention to our other senses, adding, "The younger the civilization, the more visual it is." I marched off into a lush thicket and felt the sun on my face, smelled a musky pine cone, even chewed on a flower. I made a chart of sounds, as if my hand were a needle that swung rapidly each time I heard birds' chirping, the crashing of waves, the breeze whistling in my ear, a distant airplane, and people's faint coughs. At the presentations afterwards, one student showed the rippling paper that he'd torn into shreds to capture the impact of the wind; others tried rubbing paper with dirt, flowers, rocks, or berries. Halprin, who'd been sketching on his portable stool while we explored our senses, sometimes made notes as we spoke, but said little himself.

By the afternoon, our faces were rubbed raw by the wind, but Halprin wasn't interested. He led us a few hundred yards up the coast to a spectacular outcropping of wind-contoured sandstone rocks, as wizened by cracks as an old man's face, jutting upward from the shore. This time he told us to find some way of representing the processes that shaped the rocks. I spent half the afternoon staring at them, astonished by their magnetism, so satisfied by their beauty that I felt no impatience to move on. In the distance, Halprin sketched. The presentations afterwards were full of creation stories and charts of wind, water, and geologic thrust. Halprin said later that he'd spent all his life doing the exercise on which we'd just devoted two hours.

The next day he took us to a crescent-shaped beach-- his giant Jungian sandbox at last. Our assignment was to create environments out of the driftwood and stones we found there, then sit quietly inside our designs for half an hour. I expected the students to create architectonic structures, or reflect their training in some formal way, but few did. Instead, their designs were poignantly personal, a profusion of shelters and nests. The earthiest of the women, a graduate student who said she liked to eat dirt, posted herself on a rock at the water's edge and did

not budge from it until the advancing tide had fully drenched her. Another student made a line of evenly spaced stakes that disappeared into the sea, then wound a sinuous S-shaped trail of rocks around the stakes. After spotting an eight-foot-high Y-shaped log, I decided to make it my centerpiece, and collected Y-shaped rocks, driftwood, and seaweed, then arranged them all into another, grander Y-- Halprin told me later that he surmised I'd focused on "Y" because journalists ask "Why?" Before we explained our designs, Halprin instructed us to refer to our creations as if they embodied us, saying "I am..." instead of "it is..."; when a student began her presentation by saying, "That is the front door over there," Halprin corrected her: "That is my front door," he wanted her to say. Halprin also asked us to enter one another's domain, and often led the way. One student, a woman in her forties who'd created a shelter filled with sensuous objects, burst into tears when she tried to describe it, saying only, "I am full of emotion." Though sciatica still plagued him, Halprin climbed into her sandy nest.

Next, Halprin told us to dismantle our creations and, in silence, use the pieces to build a group structure. Once more, what emerged was not structure but a sprawling reflection of the students' enthusiasm, peaking when a bunch of them managed to turn a five-foot-wide cylinder of driftwood on its end, as if they'd planted an oversized flag. Then they burst into cheers. I didn't share the students' enthusiasm, for it seemed to me that an exercise presumably designed to show the power of collaboration had produced a kind of chaos instead. The students' effort apparently wasn't what Halprin expected, either: when I asked him about it later, he conceded that it embodied exuberance but not form. He then showed me a photograph of a much more carefully defined structure that graduate architecture students had built at an earlier workshop.

Most of the students loved the workshop, but I left it full of ambivalence. I'd enjoyed it, I'd even been touched by it, but its many contrivances disturbed me. A couple of weeks later I phoned Harrison Fraker, another workshop participant who'd recently become dean of U.C. Berkeley's College of Environmental Design. I knew the workshop bothered Fraker, too; he'd told me on the second day that it suggested Halprin didn't understand the sources of the wisdom embodied in his designs. But now Fraker had a different story, one which made me realize Halprin had unmasked his approach to design after all. Fraker said that he, too, had found the collaborative exercise unsatisfying, but that failed to dampen the power of the chief lesson he drew from the workshop. Soon after it, he explained, he was on an all-day flight to Istanbul, and, unable to sleep, read a 400-page book called Studies in Tectonic

Culture_ by Ken Frampton, a Columbia University architecture historian. Fraker described Frampton as Halprin's antithesis in many ways, as cerebral as Halprin is sensual, a "European intellectual" who'd "cringe" at the thought of being associated with Halprin. Yet the point of Frampton's book, a critique of modern architecture, was that design had become too preoccupied with product, image, and consumerism, too neglectful of buildings' materiality, too oblivious to natural processes such as weathering. In exercises such as the two-hour scrutiny of the rocks, Halprin had stepped back so that the students could make discoveries on their own, but, Fraker said, his intent was the same as Frampton's. Despite Halprin's occasional ploys and posturings, he and Frampton "get to the same place-- we need to reconnect to all these primal dimensions of our existence, because we've taken them out of our lives, and they end up being the most meaningful aspects of life for us all."

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