

PANEL ON PHOTOGRAMMETRY IN THE NEW FEDERAL HIGHWAY PROGRAM

MODERATOR

William T. Pryor, Chief of Aerial Surveys, U. S. Bureau of Public Roads,
Washington, D. C.

PARTICIPANTS

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| Kendall B. Wood | <i>Photogrammetric Engineering Firms' Contribution to the New Highway Program</i> |
| John E. Meyer | <i>Photogrammetry Dispels Suspicion</i> |
| J. E. Harwood | <i>Aerial Surveys for Special Purposes</i> |
| Lloyd Herd | <i>Special Measurements by Photogrammetric Methods</i> |
| James H. McLerran | <i>Photographic Interpretation—Its Significance in the Highway Program</i> |
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Introductory Statement

MODERATOR, WM. T. PRYOR

IT IS a pleasure to introduce our speakers on the panel: Mr. Ralph Parks, Mr. John Meyer, Mr. John Harwood, Mr. Kendall Wood, Mr. Lloyd O. Herd and Mr. James H. McLerran.

Mr. Parks is President of Dickerson Construction Company in North Carolina, a large contracting firm engaged in highway construction and other important construction on a state and national basis.

Mr. Meyer, of the Michigan Highway Department, has a long record of activity in our Society, and in the profession of photogrammetry. He contributed to our first *MANUAL ON PHOTOGRAMMETRY*. He is in charge of photogrammetry on location for the Michigan Highway Department.

Mr. Harwood is Assistant Location and Design Engineer for the Virginia Department of Highways. He, likewise, has had a great deal to do with the development of photogrammetry in the highway engineering field, and has sponsored it very well in the Virginia Department of Highways.

Mr. Wood is President of K. B. Wood and Associates of Portland, Oregon. He has contributed to the science of photogrammetry by writing papers which have been published in *PHOTOGRAMMETRIC EN-*

GINEERING and other places. He has pioneered a great deal in the use of photogrammetry in the northwest, where problems are particularly difficult because of the ruggedness of the topography and the intensity and height of ground cover.

Mr. Herd is a graduate of Ohio State University. He has worked for the Ohio Department of Highways, for the period they have been engaged in the field of photogrammetry. He has been a Member of the American Society of Photogrammetry since 1936. He is taking the place of Mr. E. R. Preston, who was unable to be here because of other conflicts. He accordingly is a member of the panel.

And, lastly, Mr. McLerran is from Pullman, Washington; more recently representing the Corps of Engineers. He has a long record of achievement in interpreting photographs as applied to engineering and particularly highway engineering.

The papers by panel members will follow my paper on the significance of photogrammetry in highway engineering. Such comments as I desire to make will follow each paper. The discussion of individual papers will follow the end of the last paper.