

Arkansas Highways

September - October, 1973



Harrison Truck Route Dedicated



Kim Hudson prepares to snip the ribbon, flanked by Director Gray, left, and Commissioner Smith, right. Standing behind them are: Dist. Engr. Curtis Pangle, P. D. Holder, Mayor Ashley, Senator Moore, Judge Eoff, Nikki Holder, Commissioner Patterson, Representative Logan and Times publisher, J. E. Dunlap, Jr.

A U.S. 62-65 truck route under construction at Harrison since February, 1971 has been completed and opened to traffic. The new route, located to the east of the existing location, removes much of the through traffic and heavy commercial vehicles which have been the principal cause of congestion in the downtown area, and provides motorists an alternate route that eliminates steep grades.

The 3.64 miles of four-lane highway was dedicated and officially opened to traffic on August 24. Four local construction firms did the work at a cost of approximately \$1.7 million, including right of way.

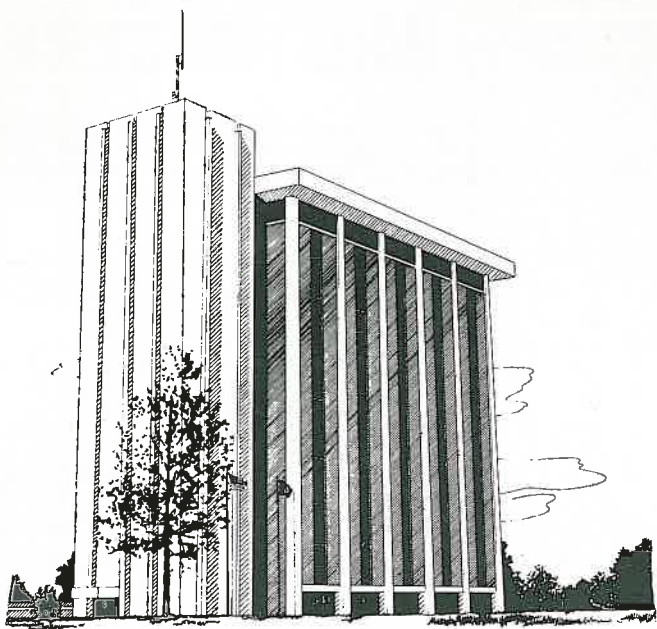
Forsgren, Inc. of Fort Smith constructed a bridge over Crooked Creek and approaches. John Crouse Construction Company of Harrison and H. W. Jones Construction Company of Pruitt were co-contractors on the earthwork. The highway is built on the site of an abandoned railroad bed. McClinton, Inc. of Harrison was awarded the surfacing contract. Gary L. Godfrey was the resident engineer for the Highway

Department.

Highway Director Henry Gray made the principal address at the dedication. Other platform speakers included Leon Blackwood, president of the Chamber of Commerce, Mayor Hugh Ashley and County Judge James R. Eoff. Special guests included Highway Commissioners Maurice Smith and J. C. Patterson, Senator Lex Moore, and Representative Roger Logan.

Miss Harrison Teen 1973, Kim Hudson, and little Miss Nikki Holder assisted with the ribbon cutting. Nikki is the daughter of contractor and Mrs. P. D. Holder and the granddaughter of Mrs. Mae McClinton, widow of the late contractor, Charles McClinton.

The bypass is part of approximately \$38 million which has been spent in major improvements to U.S. 65 in the last 10 years. Future plans include construction of a 9.5-mile high-type primary highway connection from the west city limits of Harrison to the junction of old U.S. 62-65 and a tourist information center.



ARKANSAS HIGHWAYS

Volume 19, No. 5

ARKANSAS HIGHWAY COMMISSION

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Issued monthly by and for the employees of The Arkansas State Highway Department, P. O. Box 2261, Little Rock, Arkansas 72203 as a medium of departmental news and other information.

CMPCIM9-10/73

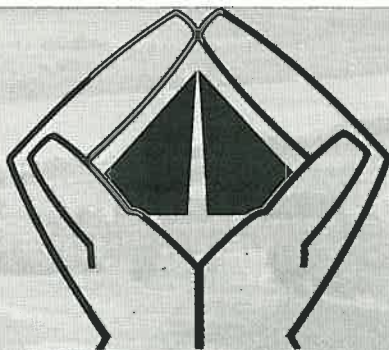
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ON THE COVER –

I-40 bridge across the Mississippi River at West Memphis.





**BETTER ROADS
BETTER LIVING
HIGHWAY WEEK
SEPT. 23-29, 1973**

AHD OBSERVES DEDICATES

National Highway Week was September 23-29 but the Arkansas Highway Department departed from tradition and moved out ahead in order to observe highway week in coordination with the formal dedication of the multimillion dollar I-40 bridge across the Mississippi between West Memphis, Arkansas and Memphis, Tennessee on August 17. Governors Winfield Dunn of Tennessee and Dale Bumpers of Arkansas were the principal speakers. Mayors Tilden Rogers of West Memphis and Wyeth Chandler of Memphis introduced the governors of their states. Special guests included the Arkansas Highway Commissioners, Department of Transportation officials and a number of other state and local dignitaries.

The dedication ceremonies, held in the center of the bridge, were sponsored by the Chambers of Commerce of both cities. Arkansas State Representative Lloyd C. McCuiston, Jr., president of the West Memphis chamber, was the master of ceremonies. Metropolitan opera star, soprano Marguerite Piazza of Memphis, sang the national anthem after presentation of colors by the U.S. Marine Drum and Bugle Corps from Glenview, Illinois. Miss West Memphis, Dianne Barbour, and Miss Memphis, Ann Galloway, assisted the governors with the ribbon-cutting.

The Highway Commission's longstanding policy prohibits naming bridges and highways for people, nevertheless, proposals for names for the new bridge have been cropping up for years. Early this year the legislatures of both states passed resolutions to name the structure the Hernando DeSoto Bridge after the Spanish explorer who is thought to have discovered the Mississippi and crossed it in the vicinity of Memphis in 1541. His name was suggested by Representative Edward F. Williams of Memphis.

\$1600 FOR FIRST CROSSING

The bridge was unceremoniously opened to traffic the morning of August 2 with the only fanfare being recognition of the first car to be driven across the bridge. Milton Schaeffer of Memphis had paid \$1,600 for the privilege when he won the honor by bidding for it at a charity auction benefitting the Memphis Symphony Society months earlier. As it turned out, Schaeffer was out of the country on August 2, so his family (wife Joan, daughter Joanie and Mrs. Schaeffer's father, Herbert Harrell) and Mrs. John Maxwell were passengers in the car which was driven by the Schaeffers' 20-year-old son, Harrell. Meanwhile, other motorists who had been anxiously watching for the bridge's opening, quickly filled the entrance ramps after barricades were removed.

BRIDGE ADDITION TO OLD ONE

The I-40 bridge, located two miles upriver from the old (I-55) bridge, will be an additional crossing instead of a replacement for the existing bridge. It will allow commercial traffic and commuting workers to bypass the more congested area of Memphis south of the bridge. Highway officials expect it to be carrying 37,500 vehicles per day by the end of the year. The bridge did not come into full usefulness on the Memphis side because traffic coming off the east end of the bridge must weave in and out of heavy downtown traffic since Tennessee Department of Transportation officials and the Federal Highway Administration have not yet agreed on the route it will take through the east end of Memphis.

A glance at construction dates and figures bears out an undeniable truth — bridging the Father of

OWN HIGHWAY WEEK - MEMPHIS BRIDGE

Waters is neither cheap nor easy. It isn't accomplished in a few months, either.

The 5,840-foot-long, six-laned bridge and approximately 3.8 miles of approaches were more than six years in construction and cost almost \$57 million. The length of the entire project is 4.9 miles, extending from the St. Francis Levee on the Arkansas side to Third Street in Memphis. It is the fourth bridge to be constructed across the river at Memphis and the 101st traffic bridge presently spanning the Mississippi. The figure is unofficial, according to a Corps of Engineers spokesman, who said that numerous small structures bridge the Mississippi north of the headwaters above St. Paul-Minneapolis, where it is only one of many small streams.

Construction of the bridge was supervised by the Tennessee Highway Department. Financing was 90/10, the same as other interstate work, with the federal government paying 90 percent of the cost and Arkansas and Tennessee sharing the other 10 percent in accordance with an agreement between the two states. In all, 10 separate contracts were awarded, totalling more than \$48 million. Another \$9 million was spent for right of way acquisition and design — almost as much as the existing Memphis-Arkansas bridge cost!

A BOON TO THE AREA

The National Highway Week theme — “Better Roads for Better Living” — is well-borne out by the new bridge which is now serving an agricultural center, the heart of a city, more than a half-million citizens in the immediate vicinity on both sides of the river, and more than 40,000 vehicles per day.

The bridge's coming to life, so to speak, is expected to generate development which will change the face of the area on the west side of the river industrially, commercially, economically and visually during the next few years.

Memphis' Mayor Chandler has already expressed fear that many Memphians may exent to the more wide open spaces of Crittenden County where the population density is presently 80 persons per square mile, compared to about 1,000 in Shelby County, making West Memphis a “bedroom community” to Memphis. City planners are expecting West Memphis' present 28,000 population to double during the next six years. Marion, only four miles to the north, has experienced a 150 percent growth rate during the past few years — from 800 to 2,000. Mayor Rodgers of West Memphis thinks the two municipalities will be one big city in a few years.

In addition to more space, Crittenden County offers other advantages. For instance, taxes on a \$20,000 home are \$304 in West Memphis, compared to \$353 in Memphis; Arkansas' sales tax is three percent compared to Tennessee's five; there are no city automobile stickers to buy in West Memphis; and farm land which sold for about \$425 an acre in Crittenden County for a number of years is now selling anywhere from \$1,000-\$5,000 an acre within 10 miles of the new bridge.

Across the river, the executive director of the Downtown Association, Phillip Kersh, reckons the benefits of the bridge in terms of I-40's proximity to the city's almost-complete convention center located adjacent to the east approach of the bridge. Memphis, already well established as a convention city,

(Continued on next page.)

presently hosts an average of 2100 delegates per week. Because the center will accommodate more people better, and the new bridge will get them there faster and more conveniently, convention visitors are expected to increase at least 30 percent. The convention center, in turn, will stimulate the construction of hotels, motels, restaurants and entertainment businesses. "What the opening of the bridge will do for retailing is anybody's guess," said Kersh, a few days before the bridge opening.



Governor Dale Bumpers



Governor Winfield Dunn

INDUSTRIAL ASSETS ALREADY THERE

In addition to open land for development, the bridge will expand and make more accessible West Memphis' other assets — good highways, railroads and an expanding airport. There is also great potential for port facilities. With 300,000 acres under cultivation, Crittenden County has always been important

as a trading center. With the growing need for more food throughout the world, it will become more important than ever.



Bridge ramp on Memphis side.

"HIRED THE WHOLE TOWN OF LEPANTO"

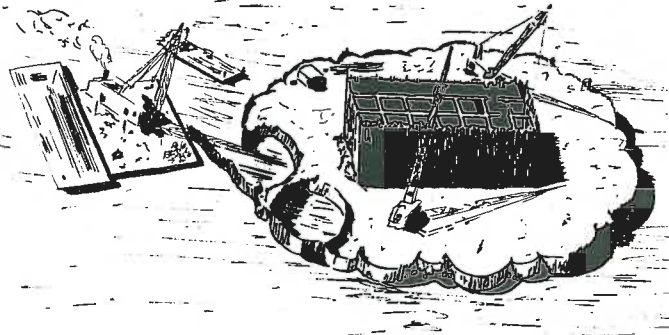
Actual construction of the bridge, amounts of materials used, manpower consumed, even problems overcome, was a mammoth job — but one in which those who had a part can feel a sense of achievement. One who feels an enormous sense of accomplishment, now that the bridge is complete, is Charles R. Wolff, Jr., one of those ramblin' wrecks from Georgia Tech who worked for the Georgia Highway Department while an engineering student. He was assigned as chief engineer of the bridge by his employer, the consulting engineering firm of Hazelet & Erdal, which has home offices in Louisville, Ky. and employs more than 300 engineers who have designed bridges around the world during the last 40 years.

A work force numbering in the hundreds was necessary to build the bridge. At times Hazelet & Erdal had as many as 30 field engineers on the project at once. Each of the eight construction contractors had his own force of men. Wolff hired local men other than engineers and inspectors furnished by the home office. "At times it seemed like I hired the whole town of Lepanto", he said. That area furnished many men.

"FIRST, YOU HAVE TO BUILD A PLACE TO WORK"

Massman Construction Company of Kansas City and Al Johnson Construction Company of Minne-

apolis, co-contractors for the main channel piers, were confronted with devising a place to put the equipment in order to begin the job. How that was done sounded deceptively easy when explained by Massman-Johnson's job superintendent, R. D. "Dutch" Bleich. "You build an island and then sink the pier down through it. Once you have your island, you can get down to business." Even though it was not quite that simple, that technique was used to construct two piers. An island somewhat larger than a football field was created for each of those two piers. They were made by driving pilings into the riverbed in a series of arcs to form the outer wall of the island. Tons of rock were then dumped into the enclosure to stabilize the steel wall which kept out the river and held in the island. Finally, the hole was pumped full of sand and silt until it rose solidly above water.



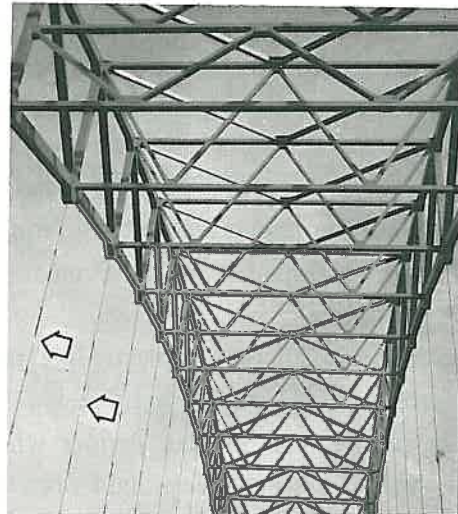
Drawing shows how a "floating island" looks from above and the pier that is being built in the center.

Once the island was formed, excavation was made for the pier and piling driven to line it preparatory to sinking an enormous concrete footing (caisson) which extends far beneath the river bed. The cofferdam "followed" the base down, creating a shaft which was sealed at the bottom. The water was then pumped out and concrete poured, 10 feet at a time, until the pier rose to its specified height.

After the concrete hardened, the steel walls of the island were removed and the man-made island was washed away by the river current, leaving the pier standing free. Construction of the remaining piers was accomplished with "open" cofferdams, that is, the area inside the walls were not filled in while pier construction was going on.

GIRDER TALL AS BANK BUILDING

Bethlehem Steel Corporation, prime contractor for the main river crossing and east approach, fabricated and erected more than 21,000 tons of steel for the bridge. In so doing, the company accomplished at least two "firsts". The 392-foot-long box girders (that's four times as long as a football field, remember) were the longest and heaviest of their type ever shop-assembled ready for erection. They were moved by railroad-type transfer trucks to an inclined double ramp launchway to the Leetsdale, Penna. plant, then lowered to a pair of barges and carried 1,200 miles down the Ohio and Mississippi rivers to Memphis. If stood on end, the 392-foot long girders would be only 54 feet shorter than Memphis' tallest structure, the 100 North Main Building, and taller than the First National Bank Building.



The two identical tied-arch truss spans, each 900 feet long, tower 180 feet above the bridge deck, or roadbed. They provide 900 feet of navigational clearance and 60-90 feet of vertical clearance. The 84-foot-wide deck is supported by structural strand (arrow in picture above) varying from 3-1/8-3-5/8 inches and suspended from the arches, 46 strands to the span.

PROBLEMS OVERCOME

On a job the size of the bridge, many difficulties must be overcome. Some are anticipated, some are not. One which caused a major slowdown, even though anticipated, was the limited season during

(Continued on next page.)

which the bottomland used for fill for the Arkansas approaches could be worked. It can only be worked during dry summer months.

A problem not anticipated which cost several months in lost construction time was the high level of the river during the winter and spring of 1968-69. It halted pier construction, which in turn delayed other work phases.

A major setback came in the early morning hours of May 20, 1968 when a cofferdam collapsed under pressure of 70 feet of water. Fortunately, no one was inside. Had the collapse occurred in the daytime, 30 or more men would have been working inside, more than 58 feet below water level in the 93-foot-deep hole.

The accident rate during construction was very, very low. One man, a carpenter, lost his life when he fell 50 feet from a bridge pier, and struck his head on a beam. There were other falls and injuries, but none fatal. In the construction field, one of the most hazardous of professions, the death rate on major jobs is figured at one man per million dollars.

NOTHING SPARED FOR SAFETY

Every consideration and probability – from headlight reflection to earthquakes – was given to design of the bridge for safety.

Quartz crystals, mixed into a plastic-like paint in a recently-developed technique, were added to the concrete side railings and median divider when the concrete was still wet so that headlight rays bounce off the crystals, giving a glittering visual effect to the motorist, enabling him to better judge the distance from the center divider to the side railings. The six lanes, three each way, are 12 feet wide. The outside lanes have an additional three feet of “brush area” so that the motorist will not crowd into other lanes in an attempt to keep clear of the concrete sidings. Car-wide shoulders on the Arkansas approach allow cars to pull out of traffic in an emergency.

The gently-sloped walls of the median divider is designed to guide cars back into the lane. Three metal gates which can be opened to allow emergency vehicles to reach stalled cars or allow traffic to move around wrecks or stalled vehicles, were built into the median. The gates, operated by manual hydraulic

pumps, lower to pavement level. They may be of more importance in later years than at present, since projections show that more than 75,000 cars per day will be using the bridge by 1990.

Another safety measure is the installation of air cushions on ramp entrances to break the force of impact if a car crashes into one.

There is no such thing as an earthquake-proof bridge but since Memphis is near the New Madrid fault, the bridge is designed to withstand an 82-mph wind velocity and lateral forces of six percent of the dead weight load.

The bridge’s navigation lights are designed with two bulbs each with an automatic switch. When one bulb burns out, the other automatically comes on, as well as setting off a signal that there is a burned-out bulb. The lights are serviced from the bridge deck. Each is attached to a cable and pulley so it can be lowered for repairs and bulb replacement.

FATHER OF WATERS HAS WANDERING WAYS

Curing the meandering Mississippi channel from continuously wandering back and forth between the Arkansas and Tennessee banks proved to be a \$15 million project which took about five years. It had to be accomplished before the I-40 bridge could be constructed. The 15-mile section of the river from Memphis north was particularly erratic in channel movement. In 1955 the channel crossed from one bank to the other five times. Federal law requires a navigation channel to be maintained at 300 feet wide and 9 feet deep. Stabilization of the river was made more difficult because of its terrific flow and variation of flow (from 140,000 to more than 2,020,000 cubic feet per second) and from 9 to 80 feet in depth. Width between high banks ranges from 2,000–10,000 feet. An offsetting benefit to the expense of the revetment work was the creation of 520 acres of flood-free land which resulted from dumping dredged materials on Mud Island. . . .

Better roads make for better living – but so do bridges.

Pictures and complete coverage of SASHTO convention in next issue.

Huddleston Retires from Computer Services V.A. Roy Successor



V. A. Roy

Pat Huddleston, chief of Computer Services Section, retired October 15 after more than 29 years' service with the Highway Department. He worked in Roadway Design and Construction in earlier years but was given the responsibility of setting up the Computer Center Section in 1960. At that time the Data Processing Section was a separate entity.

When the Department moved into the new central headquarters building, the Computer Center and Data Processing Sections were merged under the present name of Computer Services. Huddleston continued as chief of the section.

Vershall A. Roy, a registered professional engineer with a master's degree in engineering, will succeed Huddleston as Computer chief. Roy has been with the Department 10 years and was in the Office Engineer's office until being assigned to Computer Services two years ago.

Art Johnson has been designated assistant chief of the section. He has been with the Department 18 years, all of them in Data Processing. Johnson attended Northwestern University, specializing in accounting. He has also attended numerous schools directly oriented to data processing and machine accounting. He is a native of Chicago.

Baker Builds, Gives Church to Congregation



Truman Baker poses beside the commemorative plaque affixed to the front of the church. He holds a plaque of appreciation given by the Honeyhill membership.

Former Highway Commission member and chairman Truman Baker of Searcy had constructed and gave a brick church building to the Honeyhill Christian

Union Church located approximately three miles west of Searcy just off Highway 36.

The church was the one Mr. Baker attended as a youngster and was given in memory of his parents, Frank and Cora Baker, who are buried in the church's cemetery.

Formal dedication of the facilities was held at the church on Sunday afternoon, August 26. It was attended by an overflow crowd, which included a number of Highway employees, former Commissioner and Mrs. Armil Taylor of Clarksville and a host of friends from over the state. Special guests included all of Mr. Baker's family of four sisters, three brothers, and his daughter and son-in-law.

The building is buff brick, air-conditioned, and includes a Sunday school wing behind the sanctuary.



Left to right: Toastmasters Pete Daggett, Gene Ashcraft, Carl McChesney, Bernie Cox, Art Johnson, Wilbert Chapman and Hurley Perkins.

Hi-Noon, LR Toastmasters Enjoy Joint Meeting

On a recent evening two of the four Little Rock Toastmaster Clubs – Hi-Noon and Little Rock Toastmasters – held a joint dinner meeting at Magnolia Gardens Restaurant. Special guests were Mr. and Mrs. Gip Robertson, Mr. and Mrs. Johnnie Gray, and the wives or guests of the members.

The Hi-Noon Club was organized in 1960 by a group of Highway men including Asst. Purchasing Officer Bernie Cox, former administrative assistant Raif Smith, the late director Ward Goodman and Pete Daggett, retired from the Office Engineer's staff. In the intervening years many other Highway employees have been members at one time or another. Asst. Const. Engr. Hurley Perkins is the current president and lieutenant governor of District 43, Toastmasters International. He presided at the joint meeting.

Other current AHD members of the Hi-Noon Club are Cox, Daggett, Gene Ashcraft, Construction; John Hall, Maintenance; Wilbert Chapman, P&R; and Paul Debusk of Roadway Design. Employee members of Little Rock Toastmasters are Carl McChesney, P&R, and Art Johnson of Computer Services, a past president of the Club.

Toastmasters International is an organization dedicated to self-improvement, particularly in communicating with others. Techniques developed by the Club through the years groom a man to: (1) speak extemporaneously without nervousness, (2) construct a speech, (3) encourage his hearers to listen, (4) listen himself, (5) improve his sense of humor, and (6) express himself. The Club also teaches members the basic skills of leadership so that each can serve effectively as emcee, group discussion leader, chairman or member of a committee or a club officer, all key factors many times when a person is being considered for a promotion. The key is learning by doing. All members participate in the Club's programs. Membership is open to anyone and information may be gained by simply asking any Toastmaster.

4 Certified by ASPE



Left to right: Joe Foster, Roger Almond, Charles Means and James Kuykendall.

Four Highway Department employees were among eight engineers who were recently certified by the State Board of Professional Engineers. They are Joe Foster, Advance Planning Section of Planning & Research Division; Roger Almond, P&R Program Planning; Charles Means with Ralph Jones' residency at Little Rock; and James C. Kuykendall of Bridge Design.

The certificates were presented by Lieutenant Governor Bob Riley at the September meeting of the Central Arkansas Chapter of the Arkansas Society of Professional Engineers. Mr. Riley was also the evening's speaker.

Foster, Almond and Means are graduates of the University of Arkansas. Kuykendall graduated from the University of Tennessee. Almond was employed in 1968, Foster in 1969, Kuykendall in 1970, and Means in 1971.

Pumphrey, Martin Attend Management Conference

Assistant Construction Engineer Norman Pumphrey and Right of Way Chief Don Martin attended the Fall, 1973 session of the National Highway Management Conference the week of September 9-14. The conference is conducted semi-annually under the joint sponsorship of AASHO and the Highway Users Federation for Safety and Mobility. Participation is limited to 35 persons per conference. Spring meetings convene in Santa Fe and fall sessions in Stowe, Vermont.

The week-long seminars for top-ranking highway officials deal with general management theory and principles, as well as with specific highway applications. State-aid Engineer John Kizer and M&T Engineer Joe Magness attended the spring meeting.

Other staff members who have attended past conferences include J. E. McCarthy, Bert Rownd, J. S. Harris, Jr., Henry Gray, B. K. Cooper, J. E. Lowder, Sam Smith, Hugh Wadley, Coy Campbell, Jim Chaney, Brooks Nichols, Veral Pinkerton, Al Johnson, David Moore, Curtis Pangle, Gip Robertson, Hubert Holland, Calvin Peevy, Charles Venable and Don Cahoone.



Whew, the SASHTO convention is over! It was work — and it was fun, too. We spent so much time on convention preparation in our office, that it seems we should have all kinds of time to do routine things now. But it just doesn't work out that way. So we are now digging into the backlog of things that got pre-empted by SASHTO. Pretty soon, I hope, we will get all your pictures returned, and other work we have promised but haven't gotten around to.

No one worked harder getting ready for and during the convention than Ferol Jones, who was Bob Mattox' right-hand lady in planning and getting ready for the ladies' activities. I don't mean just dreaming up ideas — I mean actual hours of work, many of them on her own time, spent doing things like cutting out leaves from construction paper for table decorations. So, just before reaching the point of staggering collapse, Ferol flew off to Las Vegas for, guess what? — yep, another convention. This time it was the national ABWA gathering.

After the convention she and Jimmy went on to LaMirada, Calif. for a rest and visit with his sister and brother-in-law, Dean and Clifford Thompson.

Retiree Johnnie Beavers suffered a heart attack on October 6 but is recovering beautifully and went home from the hospital on October 29. He continues to be avidly interested in highway business and employees, and would enjoy receiving cards from those of you who were closely associated with him before he retired. The address is 4512 Lakeview Rd., North Little Rock, 72116.

Babe Williams (retired, Roadway Design) was in to see me a moment on September 24. Same Babe, same foxy

smile. Said to give Wisconsin cheese and beer credit for his robust good health.

20 YEAR SERVICE AWARDS: Assistant to the Director Gip Robertson; Edwin "Dub" Rogers, Final Estimates; and Ed Johnson and John Hume, both of P&R.

All of Rogers' 20 years have been in Final Estimates. Cons. Engr. John Tallant presented his award (picture, page 13).

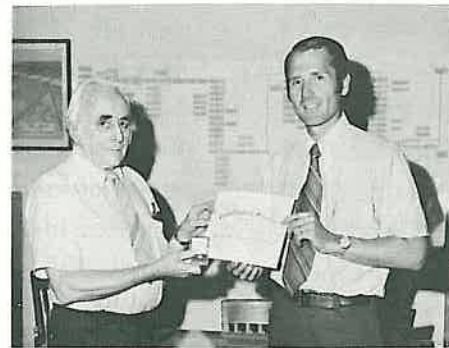
Ed Johnson is an engineer in Program Planning and John Hume is an administrative officer in the Economics Section.



Gip Robertson, left, and Director Gray.



P&R Engr. Al Johnson presents awards to Ed Johnson, above, and John Hume, below.



Public opinion: What people think people are thinking.

RETIREMENTS: Helen "Cookie" McCook, mail room supervisor, after almost 26 years of service; Chief of Computer Services Pat Huddleston after more than 29 years of service.



Who Is It?



Practically everyone recognized Barbara Oldham as last issue's Who Is It?

Those who called in included Rita Hardcastle, Computer Services; Joe Hicks, Roadway Design; Lucille Dishongh, Construction; Willene Dorris and Irene Hawkins of Accounting; Sibyl Maddox, M&T, and A. C. Ledbetter, Jimmy Giles and Richard Andry, all of Right-of-Way.

DEPARTMENT NEWS

CONSTRUCTION

by ron cofer

FINAL ESTIMATES

We have both good and bad news. First, the good news. In the last issue of the magazine we wrote that Neda Yoder was leaving the Department and had plans to move to Ohio. Well, Neda has decided to stay in Arkansas and has returned to our section. Gary Joe Lewis, who is Neda's squad leader, says that it sure is nice to have a new employee come in and sit right down and start working without having to be trained. The bad news is that Vickie Arthur, the reporter for the magazine in our section, has left the Department. We will miss her very much and wish her the best of luck.

In the last issue it was mentioned that Raymond Jones was the proud owner of a new fold-out camper. He and his family had a marvelous time and saw many beautiful sights while on a camping vacation through the wilds of Colorado. He brought back pictures to show us what we missed. (We missed seeing several lovable chipmunks.)



Tallant, left, and Rogers.

The newest member of our group, John Wilson, has been spending his time getting

ready for the bow-hunting season. He and his father-in-law have been practicing so much that John says he can now put an arrow through the eye of a needle. He has also been busy preparing for some night courses that he is going to take the next term at UALR.

Gary Joe Lewis used to have to use a conventional alarm clock just like the rest of us, but now he and Carolyn are awakened in the morning by their almost four-month-old Mark. It seems like Mark is doing just fine at keeping a good schedule that they can depend on; most of the time. Gary Joe came in sleepy-eyed for awhile, but now good ole Mark will sleep through most every night until he decides that it's time for breakfast. (One thing is for sure, you could never tell that Gary Joe is proud of that boy.)

Our secretary, Laura Malone, and her husband have taken a few trips to Lake Ouachita and also a trip to Six Flags. They have had a terrific time. Their two year old daughter Heather loves to play in the water, ride in boats and dodge mosquitoes. She hasn't been too successful with the latter, but she has enjoyed these trips as much or maybe a little more than her mom and dad.

Victor Moody and his family also spent several weekends on Lake Ouachita. They pitched a tent, cooked outside and swam. What more could one ask for?

Ann (Cowboy) Witham is still riding off into the sunset with a trophy or two from the horse shows, but now the big event is coming up. She is participating in Queen's Contest at the IRA Championship Rodeo at Pine Bluff, Sept. 24-29. We all wish her success.



MAINTENANCE

by melba shepard

The time has come to bid farewell, at least temporarily, to the golden months of sunbathing, picnicking, vacationing, boating and the like.

E. H. Hagar retired on August 31 after working 13 years with the Heavy Bridge Maintenance Section. He worked in John Gipson's crew prior to Gipson's retirement in November, 1972. From then until his own retirement he worked in Ralph Buchanen's crew.

Cake, coffee and "Maintenance punch" were served in his honor to him and Mrs. Hagar, their daughter and two grandchildren, Maintenance personnel and the Heavy Bridge crews.

Fellow employees gave him a fishing pole and tackle box. The Hagars live in Des Arc.



E. H. Hagar, center receives gifts from John Hall, left and Don Brown.



Ralph Buchanan, left, and Don Brown.

Jim Francis, chief of Roadside Development, and Ralph Buchanan, Heavy Bridge

Maintenance superintendent, received service awards in September, Jim has completed 15 years and Ralph, 5 Div. Engr. Bert Rownd presented Jim's. Don Brown presented Ralph's while he was working on a job.



Bert Rownd, left, and Jim Francis.



Diann Hall Fancher

John Hall inherited a son-in-law July 28. His daughter, Diann and Harley Fancher were married in the First Church of the Nazarene and are now living in North Little Rock. The Maintenance Division received an invitation to their wedding and they were the prettiest invitations I've seen.

All the fellows have purchased their sporty burgundy jackets and the place is abuzz with plans for SASHTO. Pat Sullivan's wife Sharon and Leonard Hall's wife Sandra will be modeling at the Tuesday luncheon.

On August 24, Carolyn Rownd baked a scrumptious cake and all of the Maintenance

crew gathered for cake and coffee. The occasion — Gerald Sisk was sixty-four years young!

We would like to say "Welcome back" to Jim Tucker.

Leonard Hall has transferred to District 6 and now is working for Bill Anderson.

Raymond and Hazel Behrens recently spent a week in Florida and reported a splendid time.

We are extremely glad to hear that retiree Dick Winfrey is at home again and doing fine. We all wish him well.

PLANNING & RESEARCH

kathy king

Football weather is here at last! Unfortunately, the Razorbacks haven't done very well. There's going to be a lot of disappointed fans if their luck doesn't change. (Football season is here, but remembering the heat at the OSU game, I can't say the same for the weather. Ed.)

Cecil Rider was honored at a retirement party of August 3. He was head of traffic in Current Planning and had worked for the Highway Department for 22 years. Mr. Rider is certainly missed around here but we wish him the best of luck in the future.



Arthur Mitchell, left, and Jim Head.

Arthur Mitchell of the Current Planning Section has completed five years of service and was presented a certificate and lapel pin by Jim Head, chief of the section.

We have four new employees, two in Advance Planning, one in Current Planning and one in the administrative office.

One of the two in Current Planning is Jerry Westerman, whose home town is Benton. He received a BSCE degree this year from U of A, is 23 years old, and single.

The second new employee in Advance Planning is James Sanders. He graduated from ASU in 1972 and received a master's degree from Murray (Ky.) State University this year. James is 24 and married.

Becky Dawson, who is 18, single and also comes from Benton, is working in Current Planning. Her hobbies are painting, drawing, cooking and watching football games.

Doris Griffin has replaced Judi Hathcock who resigned from the administrative office to stay home and be a housewife. When she left the last of August she was treated to lunch at Wyatt's Cafeteria and presented a charm bracelet from the Division. (Judi says she is enjoying catching up on the soap operas.) Doris is married and has two little daughters, Aleda, 6, and Stacy, 2. Welcome to all!



Left to right: Becky Dawson, Jerry Westerman, Jim Sanders and Doris Griffin.

Jessie Meabon and J. J. Milliken are new field men in Current Planning. Jessie transferred from District Six. He is married and lives in North Little Rock. J. J. is also married but lives in Little Rock. Sorry they were not available for pictures. Welcome to them, too!

Toby White and Nancy Gauntt were married August 28 and are now living in Little Rock, where they are attending UALR. Toby is the son of Mayo White in Current Planning. Congratulations to the newlyweds.

Ursula Schlesier was hostess for a baby shower given for Linda Taylor on September 18. The honoree received many

nice gifts for the baby, which is expected in November.

Little Gerald Maxwell, son of Jackie Maxwell in Current Planning, celebrated his fourth birthday on August 19.



Gerald Maxwell at his party.

PERMIT SECTION

by sammye martinez

We welcome three new permit clerks. Ginger Wylie, originally from Louisiana, is married to Tim Wylie from Little Rock. He is self-employed.

Laura Hinze is from Benton. She and her husband Lee have four boys. Lee is affiliated with Ditch Witch of Arkansas.

Julia Hopkins, from Little Rock, is a former Highway Department employee. She worked in the Sign Shop for five years. She is married to "Bud" Hopkins, who is affiliated with the Kroger Stores of Little Rock.



Laura Hinze, seated, Ginger Wylie, left, and Julia Hopkins.

PROCUREMENT

ann johnson

Summer is over and school has begun. I, for one, am quite pleased.

Several people in our office have recently taken short vacations. Juanita Knox and family traveled to Houston and the Texas Gulf Coast, where they really enjoyed the weather, the surf and restaurants in the area. They returned just before the hurricane winds hit the area.

Speaking of Houston, Rita Hart, a former employee in our division, dropped by the office recently to show off the newest addition to their family. Little Sheila is 2 months old, and already a veteran of surgery, having already had two operations. She is a lovely child and now doing well.

Patsy and Eulin Downing took a combination business and vacation trip to Boston and really had a great time. Eulin escorted several of his automotive students to a national convention and Patsy went for "the ride".

Christine Robinson recently celebrated her birthday, and received several nice cards and presents. We combined two occasions - Chris's birthday, and Carla Miller's going away to college - and had a Mexican dinner catered in Max Hall's office. Carla was a summer employee. (Hope Mr. Hall enjoys the odor of left-over mexican food.) At this writing Christine is in the hospital for tests and a biopsy. We hope her recovery is speedy.

This reporter's father, James K. Biddle, died suddenly this summer. A former employee of the Highway Department in the Legal Division, he was a lawyer in the Social Services Division at the time of his death. The kind expressions of sympathy from Department employees were appreciated, as were the cards and flowers for me when I was admitted to the hospital at Fort Smith.

The summer did end on a happy note for me and my family. My husband and I flew to New York to attend the wedding

of my brother at West Point Military Academy. It was a beautiful wedding and West Point is grand at this time of the year.

The men in the office have been busy lately. The Caples have taken several trips to enjoy fellowship with friendly magicians; and golfers. Speaking of golf, Frank Caple and his partner, John Davis III, won the Bullfrog Open this year. Mr. Caple seems to play well for no more practice than he finds time for!

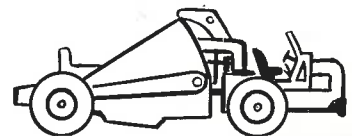
Bernie Cox has moved. After a number of years (he won't say how many) he decided to move closer to the Department. Jacksonville's loss is Little Rock's gain. He said he really had trouble getting to work the first day after moving. (He met two cars in a downpour of rain.) Being used to driving the freeway each day for years apparently gives one a new perspective when one finally reaches the point of leaving the house and arriving at work 5 minutes later.

Al Sacco and his family vacationed in Nebraska (again, Al?) and attended the wedding of his brother. Since he is an avid sports fan, Al is one of those people who enjoys this time of the year more than most.

Arnold Sanford spent the summer with friends at Fort Smith. He has lots of friends and they all stayed at a motel called Fort Chaffee.

Henry Plunk visited relatives in Kansas City during the summer. I am sure some of you have heard the expression, "I got your car back in one piece." Henry did get his friend's car back in one piece, but his friend was not so kind.

Last, but certainly not least, Lewis Wade. He spent the summer quietly and peacefully, taking a few days off for vacation and golf. He is the office bachelor, and apparently can't seem to change that status. He is not really trying.



REPRODUCTION

by sue walls

Patsy Roling became an official member of the Lunker Club at Greers Ferry Lake, when she caught a 2 pound, 4 ounce crappie out of Choctaw Boat Landing while trolling with a "bomber." Needless to say, she is really thrilled about it. Congratulations, Patsy! She also spent a few days in the hospital recently. We are happy that she has recovered from her illness and is now back at work.



Patsy Roling and her fish.

Frank Knowles has just returned from a week's vacation in Colleyville, Texas. While there he visited Six Flags Over Texas and learned to swim! Don't be surprised if he starts talking a foreign language, because he visited Chinese, Mexican, and Italian restaurants.

Gary Godfrey, Dick's son, has won several more horse races and is one of the top apprentice jockeys at Erie, Pa. where he races.

Congratulations are in order for two employees who have recently moved into new homes. Debra Allen and her husband Danny have a new trailer in Shannon Hills community. Larry and Janet Foreman are now in their new home at 4714 Stratton.

Tommy Daniel will be going to NCO Academy for the next seven weekends. He hopes to finish the advanced phase of this training next summer in Fort Riley Kansas.

Bonnie Hodge's daughter Suzanne, who is in the ninth grade this year, is begin-

ning her first year at the new Heritage Christian School.

This reporter has now completed ten years with the Highway Department. Ten years sounds like a long time, but the years have gone by so fast that it doesn't seem like it has been that long. If I keep at it, I may even retire from the Highway Department.



Sue Walls receives 10-year award from Allen Dunn.

RIGHT OF WAY

by the staff

ADMINISTRATIVE



Donna McInturff

Donna McInturff was transferred to us the first of September after working during the summer in Computer Services and other offices. She replaces Marilyn Ford as the file clerk, since Marilyn has transferred to the Engineering Section. Donna is 18 and a '73 graduate of Sylvan Hills High School. At present she is single but is planning a wedding for October 10.

We all welcome Donna and wish her much happiness.

Marie Crawford, Butch Wilson and A. C. Ledbetter attended the Razorback game in Little Rock to support the Hogs - but by the third quarter, we were even wondering if it was for real. We hope things get better.

We extend a belated official welcome to Billie Boyd although she transferred to our Section several months ago from Procurement. She replaced Retha Griffin as payroll clerk for the Right of Way Division. Billie and her family (husband Vance and three daughters) reside in in Bryant.



Billie Boyd

ENGINEERING SECTION

The month of September brought about several changes in our section. We lost one draftsmen and gained three new ones. Also, after being a one-girl office for several years, we now have two.



David Hathcock

David Hathcock, Joe Daven and Rusty Thompson are the new draftsmen. David is presently attending Capital City Business College at night. He, his wife Brenda and two-year-old David II live in Little Rock. David enjoys hunting and fishing.

Joe Daven graduated from Catholic High in 1971 and presently attends night school at UALR. He plans to be married in January. His favorite pastimes are riding motorcycles and skiing. Joe is 20 and lives on Lancaster Road.



Joe Daven

Rusty Thompson graduated from Northeast High School (NLR) this past May. A ten-speed bicycle enthusiast, he won fifth place in the race held in Little Rock September 16. Rusty has competition within his own family, since his brother is Arkansas-Mississippi state bicycle racing champion.



Rusty Thompson

Marilyn Ford transferred from Administration to Engineering. We are very happy to welcome her and proud that she has learned to make coffee so fast! Just in case there are any young, single men around the Department who don't already know — Marilyn is single.



Marilyn Ford

We hated to see Bill Courtney leave after being with us for nine years. He moved to Houston to be near his daughter and son-in-law, and to open a small business. At a going-away party for him on Friday, September 21, Fred Williams presented him a present from the Engineering Section. Don Martin presented the Division gift.



Bill Courtney, left, and Fred Williams.

Dick Kerr is staying very busy these days, attending the Graduate Institute of Technology four nights a week. He is working on his master's in math.

Ray Sherwin made another trip to Florida during July and had a real good time. He has a new hobby — model airplanes. Unfortunately his model plane crashed. So maybe Ray doesn't have a new hobby!

Harold Highsmith (Quint) has a new car. It is a 1972 Mercury Montego MX Broughman and Quint reports his silver and black beauty is a real cream puff. Carl Keehn and Dave Hathcock have new Chevies — Carl a new 1973 Impala and Dave a new 1973 Chevelle. Drive your new cars safely!

Edman Shelton took a nice long vacation to California. Ed drove and stopped to see the many beautiful tourist attractions along the way. Ed recently returned to work after a week long bout with the flu. We are glad you are feeling much better.

Ronnie McDonald and his wife took a leisurely vacation to Missouri and northern Arkansas. In fact, that section was well visited by the Engineering Section. Vic Winchell and family, Fred Williams and family and this reporter and family all visited there during August, too.

Neil Gibbs has just returned from a fishing trip to Florida. He doesn't have many things to report but the fellows who went with him sure do! They all had a great time.

ENVIRONMENTAL DEVELOPMENT

gwen sheffield

If you've been to the Environmental Development Section lately, you've noticed that the staff has doubled. Three persons have come aboard since June — Clell Bond (archeologist), Bob Grubbs (geologist), and this reporter (sociologist). Our office is now wall to wall desks and people.

The high mortgage rates didn't discourage several environmentalists from joining the ranks of homeowners — right, Bryan Davis, Larry Long and Mike Hunter?

In the coming months, Arkansas' population will increase by two more as Bob Grubbs (October) and Steve Wilson (February) once again become proud fathers.

Jennifer Fox is becoming a real epicure, cooking beer-basted chicken for family and friends. She's giving her kitchen an exceptional workout.

By the way, don't even ask Gwen to identify a bird for you. She, as her co-workers have discovered, doesn't know a bat from a vulture (but she's learning!).

It is expected that the walls of our office will soon be decorated with pictures of float trips taken by Jim Gaither with his new Pentax.

If you're ever riding in the Environmental pool car, feel proud because your ancestors may be traveling with you — on

the floor in the back. Clell is forever digging up something or someone around the state.

RELOCATION mary dry



Mike Sessions, left, and Mike Bearden are new coordinators in Relocation.

UTILITIES SECTION dorothy hupp

We all welcome back Buddy Cazer, our permit clerk. Jim Moody is especially glad, as he filled in during Buddy's absence.

We're looking forward to the fall season and the pretty view we enjoy from our window. Football excitement is rising and RED is the color.

David Shaw, is wife and another couple enjoyed a week's vacation in Florida. David is interested in tropical fish and has several aquariums.

SECONDARY ROADS

by shirley wesson

Secondary Roads welcomes two of our newest employees, Brenda Kay Seford and Ralph Williams. Brenda, a draftsman, is married to Frank Seford. She is a native of Kaufman, Texas, where she completed her schooling. Her favorite hobbies are cooking and sewing.

Ralph Williams, Engineering Aide II, fills the vacancy left by Jerry Bobeck, who resigned to seek other employment in Texas. Ralph was previously a student both at Fayetteville and UALR. Before a student, he was a dispatcher at Shearman Concrete Pipe Co. He has been married to

the former Marilyn Prescott for 3 years and is interested in golf, football, tennis, fishing and basketball. His hobby is photography, as he owns many types of cameras. He won 1st, 2nd, and 3rd place ribbons in a state-wide checker championship in a three year period.



Ralph Williams and Brenda Seford.

David Covey has an interesting hobby. On September 1 he and his wife Diane became certified divers. The course lasted six weeks and he said it was very thorough in teaching diving skills. They plan to continue diving all through the winter, doing mostly spearfishing and cave diving. David says, "Its really a completely different world underwater."

Barbara and Jim Oldham celebrated their 11th wedding anniversary in July. Congratulations!! May you have many more years of happiness. Their baby is now 10 months old, has 7 teeth and, my, how he's growing. Barbara says he's walking all over the house by himself. Believe it or not, Johnnie Bryan is even trying to help his mama sew a little, too. (Smile)

John Kizer enjoyed a week's vacation in Florida. He and his family pulled a camper out. He brought back a deep-dark suntan as proof of having been there. They visited Disney World and Cypress Gardens among their sightseeing tours. Mr. Kizer is trying to learn to ski without skiis. Dig that! (JK thinks feet are better than skiis.) Barbara and I were grateful to him for remembering us with souvenirs.

I enjoyed my vacation in Detroit, Michigan again, but I must say even better than last year, because I had my twin

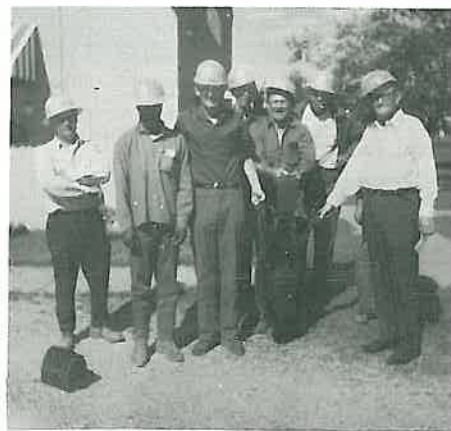
sisters, Brenda and Linda, with me. We also went to Flint and through the tunnel to Windsor, Canada. After leaving Detroit, Brenda spent a few days with us in LR before going back to her home in Augusta, Georgia.

There's a new addition to Max Hall's family and guess what, she's black . . . (A miniature poodle named Sassy.) She seems to get her way around that house.

DISTRICT NEWS



It's time to report all the spectacular dove and squirrel stories, camping and fishing trips, summer vacations and preparation for deer and duck seasons. The great sports - World Series and Razor-back football - are at hand and everyone has his own favorite bet.



Jarboe, right, and Martin display one of the beavers. With them are the other crewmen.

Bob Jarboe's crew at Lake Village and John Hollis and his bridge crew made three or more attempts to discourage some beavers from damming the end of a 4 ft. x 4 ft. box culvert nine miles north of Lake Village but the critters, with their innate tendency to build dams, persisted. In fact, they packed so much mud and timber into the culvert, the bridge crew

had to use a wrecker truck to clear it. Finally, drastic action had to be taken. Coon traps, furnished by crewman Doyle Martin, were set. Two beavers, weighing between 40 and 50 pounds, were caught.

James Henderson, an equipment operator assigned to the District 2 shop, has completed 20 years' service. Dist. Engr. John Harris presented his certificate and lapel pin. He is a member of Indiana Street Baptist Church, where he serves as head usher. He likes to hunt and fish and is a member of the Liberty Hill Hunt Club at Rison. For the last eight years James has bagged 1-2 deer per season. He is also an avid sports fan and saves part of his vacation to watch the World Series on T.V. James and his wife of 34 years, Emma, have seven daughters, four of whom are graduates of UA-PB and are now teaching.



John Harris, left, and James Henderson.



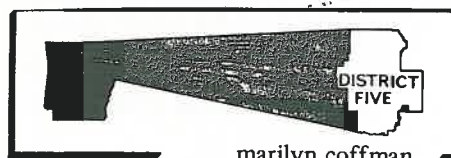
Lora Denise Davidson

Lora Denise Davidson, 4-month-old daughter of James Ralph and Denise Davidson, is both a "highway" daughter

and granddaughter. James Ralph is with Van Bratton's residency and I've never seen a more devoted father. Lora's paternal grandfather, also James R. Davidson, is employed in the district shop. Her maternal grandparents are Mr. and Mrs. Hubert Goodnight of Okmulgee, Okla.

Communications Clerk Betty Carter and her daughters, Candy, Connie and Christie, modeled at the B&PW Club's recent benefit style show. The show, held at Eden Park Country Club, was in honor of B&PW's birthday observance.

We have many employees on the sick list. We wish a speedy recovery for each of them.



marilyn coffman

The fall of the year is when most people think about raking leaves, football, and of course the time when parents reluctantly send their children off to college. Several members of our staff have children in college. Winona Jones has just sent her daughter Marla to Jonesboro, where she will be a freshman at ASU. Freese Kimmer's son Irvin is now a senior at the School of Pharmacy in Little Rock. Marilyn Coffman's oldest daughter Susan is a sophomore at Arkansas College in Batesville. She is majoring in physical education. Debbie Apple, daughter of C. C. Apple, is in her second year at SCA, majoring in nursing. O. H. Stanbrough's daughter Vicki is a senior at UALR. She is taking bookkeeping to prepare to be a dental technologist.

For those who are more sports minded, Rickey McKinney played Little League baseball this summer. His team won the league championship because of his superior pitching ability which won him the individual pitching award. Rickey is the son of Norma McKinney, secretary to Resident Engineers Wyatt and Smith.

Asst. Maint. Supt. and Mrs. George McElmurry vacationed in Hawaii the first of September. They made a bus tour of the western states on the way to San

Francisco. From there they flew to Hawaii to visit their son and his family who are stationed there.

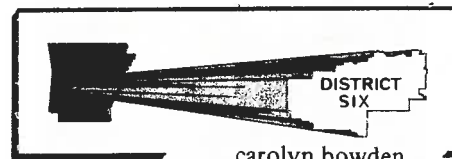
Roy Goatcher spent Labor Day week-end in Atlanta, Georgia visiting his son and daughter-in-law.

Our deepest sympathy goes to the family of Thomas Brinkley who passed away August 16. He was from Bald Knob and worked six years for the White County crew. Sympathy is also extended to Oscar Syfert, stock room, on the passing of his father-in-law September 12.

Elmer Wall retired September 13. He worked for the Independence County area foreman and had given 19 years of service to the Highway Department. Another retiree, Esthal Curtis, retired September 7, with 18 years of service. Esthal worked on the district sealing crew.

Among our many employees, we have two new proud grandparents. Mary Lee McCown of our office, became grandmother to a boy, Reid Alexander Altom, last spring and John W. Odom, area foreman at Bald Knob, has a grandson, Bryan Heath Odom. We wish them and all other grandparents luck with the "younger generation".

Last, but certainly not least, I must mention that we are being visited by Internal Auditors David Pyle and Paul Plue. They are two really great guys and even though we hate to see them coming, we will hate to see them go!



carolyn bowden



Jason Vint

District 6 is full of proud parents and grandparents this summer. Jim Vint, who

works for I. H. Nute in North Little Rock became the proud papa of a future highway foreman on September 10. Born Jason Allen Vint, he weighed 6 pounds and 12 ounces. Congratulations Jim and Regina.



Kelly Glover holding Jason Ingle.

Asst. Maint. Supt. George Ingle became a grandpa for a second time, this time to a grandson, also named Jason. He is the son of Mr. and Mrs. Gary Ingle. Congratulations, George, on your two beautiful grandchildren, Kelly Glover and Jason.

Eileen Taylor, clerk typist at the District 6 office, will be leaving in December to become a mother. We wish her and Ray the best of luck.



Mr. and Mrs. Johnny Cheek

August 4 was the date of Lonoke County's centennial celebration. Area Foreman Johnny Cheek and his wife attended in full swing. You'd better be careful with those guns, Johnny! You and Jim Rives could play cowboys. He rounded up a horse running loose on Baseline.

Summer means vacation time and Felix Hall took off a few days from the sealing crew and drove his family to Carlsbad,

New Mexico. They also traveled over to Old Mexico and visited some of the larger markets and other sights.

Georgia Russenberger, secretary to District 6 Engr. Don Cahoon, and her husband Sonny drove to Fort Belvoir, Va. to visit their son Butch and then on to Washington, D.C. to see some of the historical sights of our country.

Monte Deakins finally got out of paying rent after 13 years. He has bought himself and his family a brand new home in North Little Rock. Congratulations, Deak!

B. E. Woodyard retired as equipment superintendent from District 6 on October 4. We all wish him the best of luck in his retirement.

Also retiring on the 31st of October is M. L. Hardin, a district-wide heavy equipment operator.



Several employees received service awards last month. Hubert W. McMahan, an auto/diesel mechanic, has completed 20 years.

Eight employees received 10-year certificates. They include John H. Harvey, accountant; Res. Engr. Robert Myers; crew leaders Bobby D. Reddin and Edward P. Carter; and equipment operators Clyde C. Miles, Clarence W. McCaskill, Ernest Ponders and Larkin H. Gilbert.

Those receiving five-year awards were Herley G. Loe, auto/diesel mechanic; Burl R. Priddy and Clarence C. Copeland, equipment operators; and William G. Nix, laborer.

District Engineer Coy Campbell's new house in Fairview Division is almost complete and they will probably be moved by the time this is published. I am sure that he, Earlene and the children are looking forward to enjoying their new home.

Sherri Dixon is our new receptionist. She and her husband Ben have a daughter, Kelli, 2½ years, and son Bart, 14 months..

The children take most of her time but hobbies she enjoys are music and sewing.



Sherri Dixon

Phil Griffis has been transferred to the Ouachita County crew with T. L. Lindsey. George L. Lindsey transferred from Construction to replace Phil in the stockroom.

John Beasley of Myers' residency and his wife Beverly announce the birth of their first child, a daughter, Dana Lynn, on August 10. The grandparents are Mr. and Mrs. Carl Tucker and Mr. and Mrs. Eddie Beasley. Eddie is an engineering aide at Camden, also.

Lida, our custodian, and Ira Cruce were married this summer and have purchased a lovely mobile home. We wish them much happiness.

This writer and husband have another granddaughter. She was born June 21 to Marcia and Gary Howard of Fort Smith. This makes six grandchildren for us!

The Highway Department was saddened by the death of Walter E. Hicks, who was the district engineer in District 7 for 15 years, and then highway director a year before he retired. We extend our sincere sympathy to Mrs. Hicks and the daughters.

District 7 lost another friend and former employee when Hugh Anderson passed away on June 5. He was the equipment superintendent before he retired in March, 1969 after 26½ years with the Department. We also extend sympathy to his family.

Others who have had recent deaths in the family are Sula Burnham, whose mother died September 4 at the age of 91; and Mr. and Mrs. Ray Rogers of Columbia County. Mrs. Rogers' mother died August 21.

Payroll Clerk Helen Turner spent an exciting vacation in Hawaii and returned with an enviable tan.

Mildred Russ' husband John is home after undergoing surgery at St. Vincent's. He still has complications but is enjoying a visit from his mother, whose home is in Cleveland, Ohio. We are hoping for the very best for you, John.



Tina Swofford

"Little Miss Calhoun County" is Tina Swofford, five-year-old daughter of Mr. and Mrs. Phillip Swofford of Hampton and granddaughter of Mr. and Mrs. Emon Gilbert. Emon is an equipment operator for Area Foreman Donald Brandon in Calhoun County.

Charles Binns has finished another piece of clever woodwork. His latest creation is an unusual "Suggestion Box" with trap set, etc. It will have to be seen to be appreciated. (No suggestions have been received yet.) Binns is a construction inspector for Bob Myers.

Eugene Slayton, a custodian, and his wife Edith are new grandparents. Their older son, Jerry Victor and his wife of Columbia, Miss. have their first child, a son William Victor, born September 20.

John Harvey, accountant, is very proud of his two nieces, Michelle and Jennifer. They are the daughters of Leota and James Harvey of Camden.

Thirty days hath September,
April, June and November;
All the rest have thirty-one —
Unless you hear from Washington



Michelle Leigh Harvey



Jennifer Lynn Harvey

Carolyn Milner is still an avid Razor-back fan (who isn't?) and anxiously awaits each home game.

REESE'S RESIDENCY

Mickey Reese, our newest resident engineer, came to this office from the residency in Prescott. He replaces Jim Williamson, who resigned to become self-employed in his own engineering business. We wish Jim the best of luck.

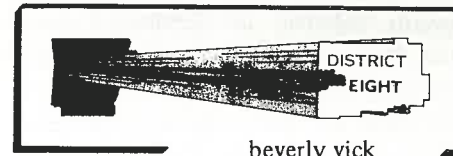
The Reese family, in addition to Mickey, are Carolyn and children Terri and Darrell. They are living at 3113 Morgan Lane. We are happy to have them and hope they enjoy El Dorado.

This reporter hosted a "going-away" fish fry for Jim Williamson, which was attended by most all our gang and their families. We presented him an engraved desk set.

"Red" and Myrtle Hatridge had planned a trip to Horseshoe Bend but had to

cancel it when Myrtle became suddenly ill. She is in Ouachita County Hospital.

Larry and Kathleen Beard celebrated their seventh anniversary on August 28.



On September 22, the Pope County crew sponsored a district-wide picnic at the Lake Dardanelle Marina. Chicken, fish, fun and games were on the menu. A large crowd attended and everyone had lots of fun.

Kenneth Ellis and Bill Alexander came back to work in July after being off a long time. Kenneth had been on leave recovering from an automobile accident he had in March and Bill suffered a heart attack last April. We are unhappy to say, though, that in August his doctor decided that he should quit work and take life easy. Bill comes in to see us often and gives progress reports on his guitar pickin!

Neal Turney of the Pope County crew suffered a heart attack September 22. At this writing he is still in intensive care at St. Mary's Hospital here in Russellville. We are certainly hoping and praying that he has a speedy recovery.

"Get Well Soon" wishes go out to Virgil Eggleston who is recovering from major surgery. He was the stockroom clerk until he retired 7 years ago.

We welcome Donnie Duvall who was employed in the district shop in June. Congratulations are also due him on his July 6 marriage to Jackie Powers, daughter of Mr. and Mrs. Archie Powers of Atkins. In his spare time, Donnie plays base guitar with the Oak Grove Singers. He says they now have three albums out.

Another new employee we are happy to welcome to the district is Henry King. He has been spending most of his spare time setting up a new mobile home. As soon as he finishes, he's going to enjoy some hunting. Mr. King and wife, Martha, have seven children, 11 grandchildren, and expect two more grandchildren soon.

Those from the headquarters receiving

service awards were: Dist. Maint. Supt. John Sanders, 20 years; Maint. Coord. Thomas Dailey, 10 years; & Bill Alexander and Joe Stevens of the shop, 5 years each.

Those in the county crews who received awards included: Ed DeSalvo, 5 years, and Rufus Harvell, 10 years, Conway County; Floyd Cates, 5 years, Earl Page, 15 years, and James Sandlin, 10 years, Johnson County; Elbert Pack, James L. Rackley and Bernam Shields, all 5 years, Pope County.

Also Lawrence Turner and Osmond Langford, 20 years each, E. E. Olinger, 15 years, and Freddy D. McCain, 5 years; Thearon A. Barter, 5 years, Perry County; Robert Hutchins, 10 years, and Auzzie Harnes, 5 years, Van Buren County; Thomas J. Mailk, Conway residency, 5 years; Cecil S. Colburn, Johnson County, 5 years; Tommy J. Ellis, 5 years; and Noah Moody and Thomas Bowling, 20 years. Congratulations!

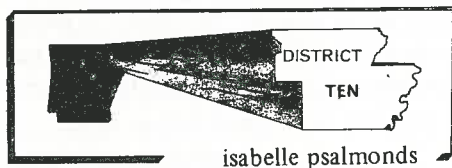
Don Price is the new stockroom clerk. He, his wife Joyce, and their two children enjoy boating and water skiing in their spare time.

Gary and Patsy Renfroe are the proud parents of a baby girl, Stephanie Gwen, born September 16.

Don Wilkinson caught a 7 pound, 6 ounce large-mouth bass from DeGray Reservoir on Labor Day. He says that fishing at 3 p.m. with a black plastic worm is what did the trick.



Don's large mouth (the fish that is)



Permit clerk James C. Cobb retired from the Highway Department on July 1 after 25 years' service. We had cake and coffee and presented him a watch. James Carr is missed around the office but we wish him a long happy retirement. Not long ago he came by to visit and show us the newest picture of his grandson. Retirement certainly agrees with him — he looks great. He is now working part-time with his brother in Blytheville.



Dist. Engr. Smith, right, presented James Cobb's gift.

Four employees, two of them brothers, received 20-year certificates during the past two months. Alfred and Lloyd White began work for Dist. Engr. J. C. Perkins in Paragould on August 17, 1953, Alfred as a truck driver and Lloyd as a laborer. Alfred is now the service station manager at the Paragould headquarters and Lloyd is a crew leader for Area Foreman J. C. Pillow in Greene County. Each is married and each the father of three children.



Lloyd, left, and Alfred White.

Others who received 20 year awards were bridge foreman Lester Wycoff and Joe Pickett, engineering aide with H. C. Martin's residency. Somehow we failed

to get Joe's picture — maybe later.



Lester Wycoff, left, and Sam Smith.

The Light Slow-Pitch Softball Team won first place in the State Class A Tournament and went to Pennsylvania to participate in the national tournament. We're sure that three reasons they did so well were catcher Connie Baine and pitcher Ronnie Blankenship, both engineering aides of Paragould, and left fielder Charlie Dachs, engineering aide of Jonesboro.



State Class A Softball Champs.

Susan Dawn Stafford was born July 31 to Mr. and Mrs. Danny Stafford. Danny is an engineer with the Paragould residency.

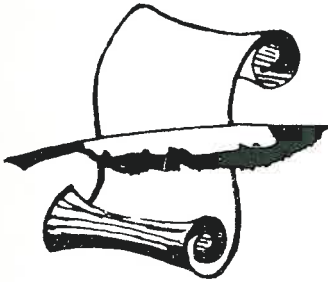


Susan Dawn — bright eyed at 2 days.

**THIS'LL
KILL YA**



The preacher came along and wrote upon the signboard:
"I pray for all."
The lawyer wrote underneath: "I plead for all."
The doctor added: "I prescribe for all."
The plain citizen wrote: "I pay for all."



Letters

September 25, 1973

Commissioner of Highways
Little Rock, Ark.

Dear Sir:

We were traveling through Ark. on Hwy. I-30 today and we stopped at the Social Hill rest area. I left my handbag there and didn't realize my loss until we had traveled 77 miles. We returned to the rest area and the two state employees, Eula Fenter and Jessie Adamson, had found my handbag and kept it for me until I returned. It contained my glasses, money, credit cards, keys, etc. It would have been quite a loss to me.

We thought that you should know that two such honest people are working for you. They certainly should be commended. We feel that they represent the people of the State of Arkansas.

We shall never forget their kindness and honesty while we were visiting Arkansas.

Sincerely yours,

(Mrs.) Dorothy Gaskill
220 Chestnut St.
Runnemedede, N.J.

Mayor — "I never saw the park littered so with paper as it is this morning. How do you account for it?"

Superintendent — "The Park Commissioner had leaflets distributed yesterday asking people not to throw paper about."

Perfume Salesgirl to customer: "Just a word of advice — don't use this stuff if you're bluffing."

Woman driver: A person who drives the same way a man does, only she gets blamed for it.

Speed Limit: That's what a lot of drivers observe while driving behind a police car.

Junior: "Sis, who was Hamlet?"

Sis: "Bring me the Bible, you ignoramus, and I'll show you."

Parking Space: A space that's on the other side of the street.

Reckless driver: A reckless driver is one who passes you on the highway in spite of all your car can do.

September 5, 1973

Mr. Bryan H. Davis
Chief, Environmental Development

Dear Sir:

I received a letter from your office and I am writing you . . . about it.

(Last October Mr. Jacobs passed away, so we have no more sign company.) But I am very much a conservationist, and belong to numerous societies which are trying to protect, preserve and clean up our environment, and I am so glad to know our Highway Department is in there plugging along. I just had to write you this note of approval of what you're doing, and I am so glad we have people like you and the others in the Highway Department who are conscious of this. When my husband was living he absolutely hated road signs and he never made one, except when he absolutely had to to keep a good customer happy! And he always hoped all road signs would be outlawed, and only the ones put up as state and national road and directional markers by our Highway Depts. would be used on our roads. May I congratulate you and our other environmentalists in the Highway Dept. who send out good letters like this to sign men who might unknowingly do things to our roadways which are not good.

Sincerely,

Doris Ellen Jacobs
310 N.E. "B" St.
Bentonville, Ark.



ARKANSAS HIGHWAY DEPARTMENT
P. O. Box 2261 Little Rock, Arkansas 72203

Address correction requested
Forwarding and return postage guaranteed

Where Is It?

Last issue's Where Is It? was identified first by Dist. Engr. Charles Mitchell and Helen Glanton, accountant at the Hope office as being the water tower at Mineral Springs, located at the intersection of Highway 27 and 355. The Methodist Church is in the background. The tower was also correctly identified by Lloyd Clements of Abby Hardy's residency at Magnolia, and Wilbert Chapman of P&R.

