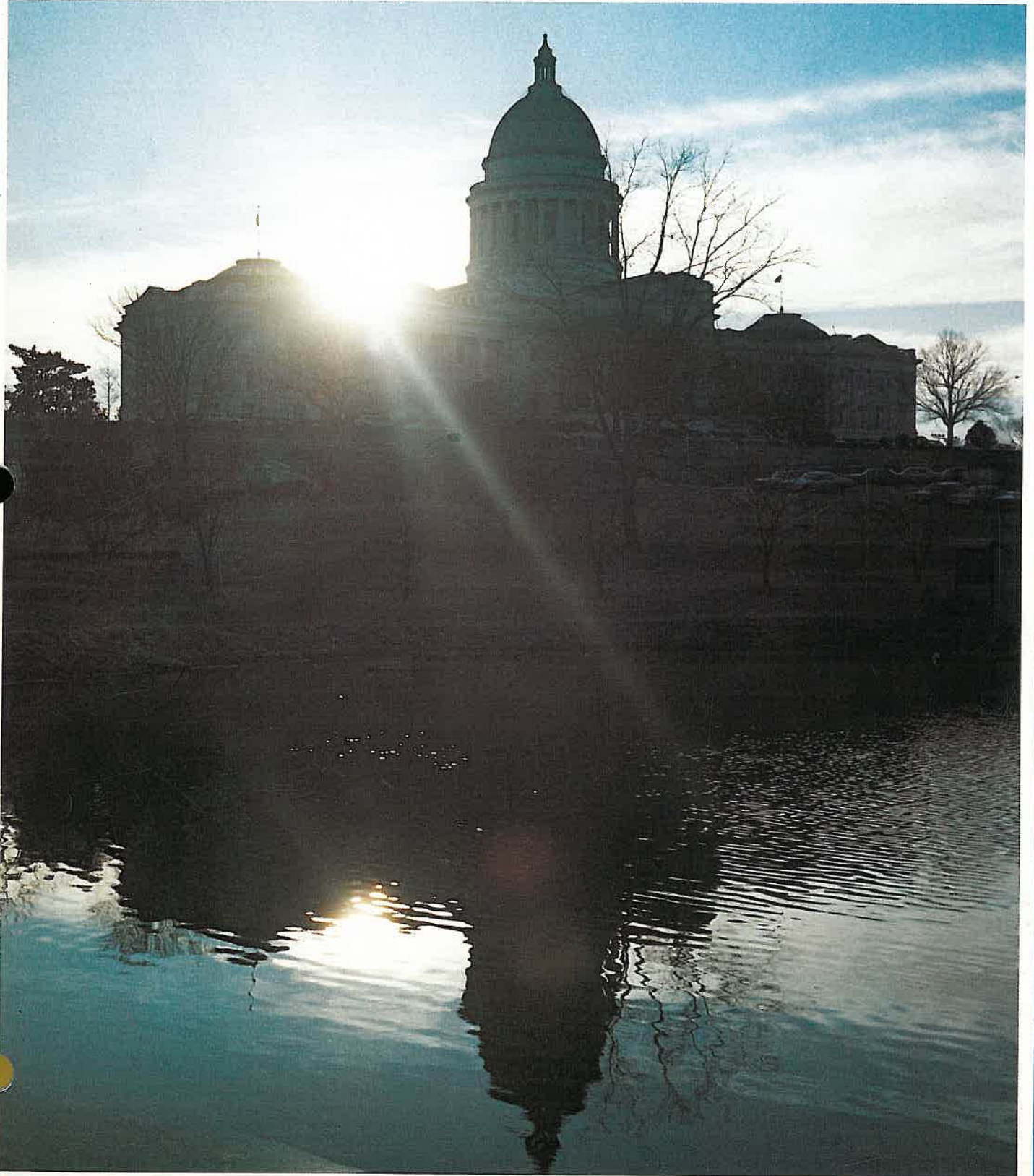


# ARKANSAS HIGHWAYS

 WINTER 1976





**ARKANSAS HIGHWAY  
COMMISSION**

**LAWRENCE BLACKWELL**  
Chairman

**J. C. PATTERSON**  
Vice- Chairman

**GEORGE KELL**  
Member

**JAMES A. BRANYAN**  
Member

**DAVID SOLOMON**  
Member

**HENRY GRAY**  
Director of Highways

# Arkansas Highways



VOLUME 23 NO. 1  
WINTER 1976  
October — November — December

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DAVID SOLOMON, Member



HENRY GRAY, Director of Highways  
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Arkansas State Highway Department

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Gray.

Back Cover: Winter Scene by Steve Wilson.

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## **DIRECTOR'S DESK**

### **1976 - A BANNER YEAR**

We approach the end of 1976 and can all be proud of the accomplishments of the Arkansas Highway Department and the part everyone has had in making 1976 a banner year for the State Highway System.

By the end of this year, the Highway Commission will have awarded 262 road construction and improvement contracts, totaling over \$143 million for the improvement of more than 1,200 miles of roads.

On June 23 and 24 the Commission conducted its largest letting in the history of the Department totaling over \$36 million.

The Department has been able, by thorough planning, hard work and implementation, to make the most efficient use of all funds available to it in both construction and maintenance.

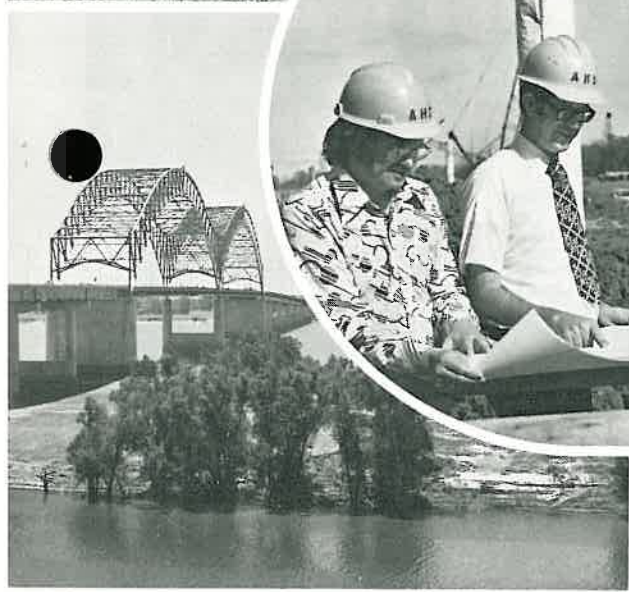
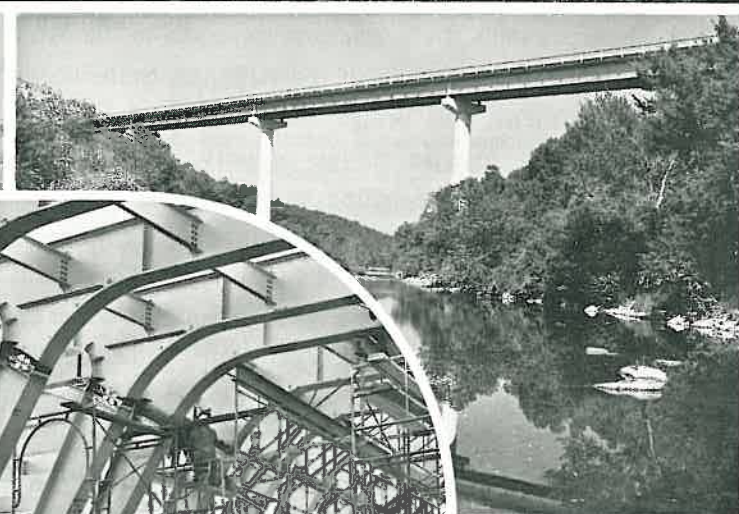
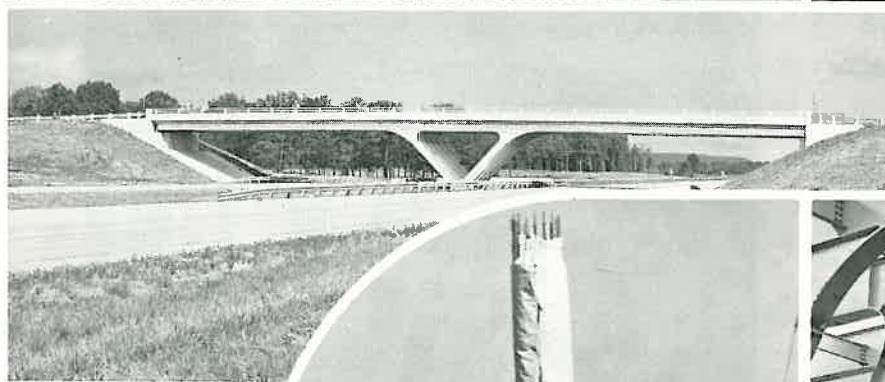


*Director Henry Gray*

I am extremely proud of the accomplishments of the Department over the past 12 months. In addition to the growing problems of improving and maintaining the 16,000 miles of arterial highways, even in the face of continuing inflation, our citizens are riding on a much improved highway system. And in addition, we are now assisting the county judges and city officials with special administrative engineering and construction on thousands of miles of their road and street work — all with no increase in the number of Highway Department personnel over the number we had ten years ago. This work could not have been carried out were it not for the excellent performance of all Highway Department personnel.

I want to take this opportunity to express my appreciation to each of you for a job well done and to wish you a Happy Holiday Season.





**BRIDGE  
DESIGN**





# BRIDGE DESIGN

## DIVISION PROFILE

By Susan Ishmael

Since the creation of the Arkansas State Highway Department, the Bridge Design Division has been a center of intense design activity. The division is responsible for designing and preparing plans for all bridges on the Interstate, Primary, Secondary and County Road Systems in Arkansas. The work of Bridge Design includes drawing plans for water crossings, interchanges, grade separations, pedestrian crossings and underpasses, all of which must be carefully structured to meet modern design criteria. The division also works drawings for retaining walls, structural supports for highway signs and various other miscellaneous components.

Regardless of the type of design, whether for a new structure or for updating existing structures, the design engineers use the most modern design theories, concepts, materials and equipment. These modern technical methods produce the best designs, economically speaking, and at the same time, meet the functional requirements and anticipated future needs of Arkansas road-users.

Engineer of Bridge Design, Veral Pinkerton, has worked with the Department 20 years. A native of Newhope, he studied 2 years at Southern State in Magnolia. He then attended the University of Arkansas where he received a BSCE in 1957. After having worked in the Surveys Division of the Department during the summers between his college semesters, Pinkerton returned to work as an engineer in Bridge Design after graduation. His area of interest was Structural Engineering. He was promoted to section head in 1965; to Assistant Division Head in 1968; and January 1, 1970 became Engineer of Bridge Design, replacing L. P. Carlson who retired. He is married and has five children.



*Division Engineer Veral Pinkerton*

Assistant Engineer of Bridge Design is Frank Harrison who has 16 years of service with the Department. He is a native of Fort Smith and graduated from the University of Arkansas with a BSCE. After graduation he worked with the Department for 2 months, and then went into the Service for 2 years. He returned to the Department in 1960 as an Engineer in Bridge Design and became Assistant Engineer of the Division in 1970. He is married and has two daughters.

In addition to coordinating with other design divisions in the Department, Harrison keeps abreast of incoming projects and makes work assignments within the division. He also counsels with consultants involved in highway bridge work and with the Corps of Engineers regarding drainage projects.



*Assistant Division Engineer Frank Harrison*

The Bridge Design Division is composed of three design sections and one checking section. Dale Loe, John Sage, and Jim Kuykendall are section heads of the design sections, and Jim Matthews is head of the checking section. Bonnie Wesson is division secretary.

The total office force of 29 has in its employ 23 engineers. The average education level of Bridge Design employees is between a Bachelor's and a Master's degree, with several individuals holding Master's or dual degrees. The high percentage of engineers in the division and their average education level give evidence to the complexity and intensity of engineering activity carried out within the division.

It may be noted that the employees of the division are also quite involved in outside activities in addition to their work with the Department. Several employees are in the Reserves or National Guard; seven employees serve on their Church Board; seven are Sunday School teachers and five are members of a civic or professional organization.

A typical bridge design section consists of one section head, five engineers and two technicians. The design sections select specific bridge types and sizes and develop plans and specifications for the bridge. In order to carry out these responsibilities, the design sections make geometric, hydraulic, foundation, structural and economic analyses.

#### **PURPOSES OF ANALYSES**

**Geometric Analyses** are made to determine the proper position of a bridge in order to satisfy alignment and clearance requirements. They are also a factor used in determining the shape and size of the bridge elements.

**Hydraulic Analyses** are used for bridges over streams, to determine the bridge waterway opening required to pass the design flood.

**Foundation Analyses** are used to determine the load supporting capacity of the soil and to select the size and type of structural foundation to support the bridge.

**Structural Analyses** are made to determine the load capacity of a bridge and to aid in the selection of the material, size and proportion of the bridge elements.

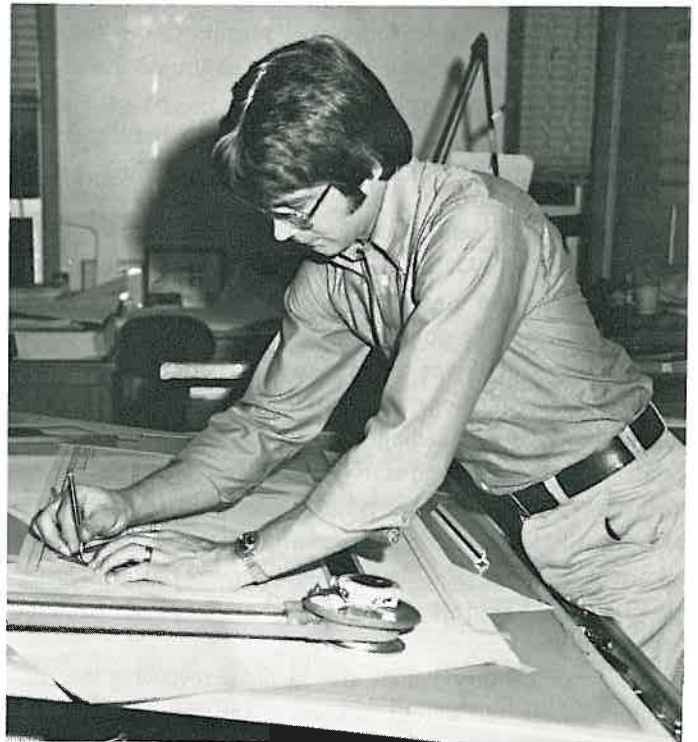
**Economic Analyses** are used to select a type of bridge or bridge element by comparing the costs of alternate designs.

As an aid in making these analyses, the design sections make extensive use of computer programs which eliminate many laborious, time-consuming calculations. This gives the design sections time to study and develop several alternate designs.

Once a design has been selected, the design sections develop bridge plans and specifications to express and record information necessary for the building of the bridge.

Bridge plans are drawings which show the shape and dimensions of bridge elements by a logical system of related "views". Bridge specifications are written as a means of controlling the quality of the materials and the methods of construction.

If the job is one which does not require lengthy designs or involve unusual problems, it may be assigned to one engineer, who then becomes responsible for the detailed phases of engineering work. When more complicated jobs are involved, the efforts of several engineers are incorporated. In many cases, different loads and loading combinations are considered including truck, military, wind, braking, and stream flow loads. Temperature expansion and contraction forces are also considered because of stress due to environmental conditions.





Bridges on grade separations which consist of highways, railroads, pedestrian crossings or combinations of these must be designed to meet current AASHTO specifications. Adequate vertical and horizontal clearances for traffic are the main criteria. In addition, bridges must be located to meet vertical and horizontal sight distances. This criteria necessitates the design of many bridges on horizontal curves or sharp angular crossings, and even some with varying roadway widths.

Bridge crossings over rivers and streams must be designed to function adequately during extreme flood conditions. Not only must bridges be designed in a manner to prevent their being "washed out" but their design must also provide a means of preventing backwater, due to the bridge, which could cause undue flooding to upstream property. Allowable soil pressure and settlement, riverbed scour, drift, and ease of construction must also be considered with each bridge site.

Sign supports — mainly those used on interstate routes— are also designed in the division. These include any type of structural support for overhead and roadside mounted signs, as well as those mounted on bridges. Each of these types must be designed and detailed to meet current AASHTO vertical and horizontal clearances, as well as wind-induced loads and harmonic vibrations.

Another aspect of the work of Bridge Design is that of coordinating with various outside agencies or groups to obtain certain approvals relative to bridge construction. Among the coordinations and approvals are:

FHWA — Approval required on all bridge layouts on Federal-aid projects according to type and size.

Railroad Crossings — Agreements must be made for the construction of railroad overpasses and underpasses.

Coast Guard — Navigation permits needed for construction of bridges over navigable streams.

Corps of Engineers — Section 404 permits govern the construction of bridges over waters of the United States and highway embankments in wetlands.

Drainage Districts, Levee Districts, County Judges, etc. — Projects approved which affect areas of their jurisdiction.

The other main section of the Bridge Design Division is the checking section. Not only is design important, but also that step which delves a bit further into the preparation for bridge construction by the contractors and materials suppliers. The primary responsibility of this section is to check shop drawings for certain verifications. Structural steel, reinforcing steel, bridge bearings and railing are checked to insure that the fabricated products conform with the design drawings. This check saves time and money for the fabricators, contractors, and for the Department by preventing fabrication based on incorrect drawings. The checking section also verifies that the materials to be used are those specified on the plans and in the specifications.

The work of this section also includes reviewing the contractor's plans for detour bridges — for the safety of the

traveling public — and reviewing cofferdam and forming details to insure the safety of personnel associated with the project.

Thus, the checking section serves as the contact point or coordinator for all bridges projects, from the moment contract is let until the construction of the project is completed.

As time and work load permit, the checking section also checks design drawings produced by the design sections to insure that the contract drawings are reasonably free of errors.

## SPECIAL PROJECTS

The division is presently engaged in a cooperative effort with twelve SASHTO States for the Upgrading of Bridge Design Computer Programs. The participating states are: Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, and West Virginia. The cooperative effort basically consists of two main functions:

1. Upgrading Bridge Design Computer Programs to comply with current design specifications.

2. Consolidating similar but individual computer applications into one general application with a unique function in order to reduce the number of existing computer programs. Without this cooperative effort, some 34 computer programs would have required modification by the twelve participating states. With the cooperative effort, however, there will be only seven computer programs to upgrade. It takes no great imagination to see the present benefits of this effort, which will be even more significant in the future.

Many functions of computer software used by bridge design offices of the various Departments of Highways and Transportation are obsolete due to changes in design specifications and advances in bridge technology. Thus, additional manual effort is presently required in the design process in order to



*Jim Matthews discussing new material with Veral Pinkerton.*



use the new specifications. By combining computer and structural advances, not only should bridge design offices realize a cost savings in bridges, and have structures designed more in line with their actual field behavior, but also design engineers will have greater flexibility in seeking workable solutions with more freedom from repetitious and time-consuming calculations.

Other advantages of this cooperative effort over individual efforts are:

1. The effort involved in developing, maintaining and enhancing these computer programs will be substantially less. By eliminating the duplication, considerable savings may be realized.

2. The overall task may be accomplished sooner, thus reducing manual effort in design and providing the capability of the new design concepts in all applications in the near future.

3. Through consolidation and amplification of existing programs, the programs developed will be considerable better than individual efforts.

4. With each participating state using the same structural programs, maintenance and enhancements can be accomplished by one agency, thereby reducing this costly work.

Arkansas' Bridge Design Division is responsible for the development of a simple span steel girder design program. The scope of this project requires that we consolidate existing programs developed by Alabama, Georgia, Louisiana, North Carolina and Virginia.

### BRIDGE INSPECTION PROGRAM

Following the December 15, 1967 collapse of the Silver Bridge over the Ohio River which killed 46 persons and dropped 31 vehicles into the river, the Federal Aid Highway Act of 1968 was enacted. This Act sets forth the requirements for each state to implement a Bridge Inspection Program in accordance with the National Bridge Inspection Standards. The primary objective of the program is to maintain highway bridges in conditions which will provide safe and uninterrupted traffic flow.

The inspection of each of Arkansas' nearly 7600 highway bridges is conducted at regular intervals (not to exceed 2 years) by trained bridge inspection teams representing each highway district under the supervision of a registered professional engineer. These bridge inspection teams are responsible for evaluating and recording on standardized inspection forms the size, shape, and structural conditions of all bridge components, bridge, geometry and roadway alignment, and other considerations which may affect public safety or impair the useful life of the bridge. These field completed standardized inspection forms are submitted to the Bridge Design Division for evaluation to determine the safe load-carrying capacity of the bridge. The load rating is performed by structural engineers within the Bridge Design Division. After a thorough analysis, a maximum truck load capacity is determin-

ed. Any bridge not capable of safely supporting Arkansas' legal truck loads will be posted to inform motorists what ton vehicle the bridge is capable of transporting.

The purpose of the load rating is threefold:

1. To be combined with other data in the overall bridge rating from which priorities for bridge replacement and repair can be determined.

2. To establish posted load limits on bridges not safe for legal Arkansas truck loads.

3. To establish a basis for permit loads.

The Planning and Research Division is responsible for maintaining, assembling, and organizing a permanent file of all bridges inspected and rated. Each inspected and rated bridge is also filed on magnetic tape by the Computer Services Division for fast, easy retrieval or updating of any recorded bridge inspection.

Not only are these field reports and office structural evaluations important for assigning priorities for bridge replacement and repair, and determining safe load limits on the bridge; but they are also an official legal record which may form an important element in some future litigation.

As credit to the work of the Division, three of Arkansas' bridges have won national recognition by the American Institute of Steel Construction. These honors include:

**White River Bridge (Beaver Reservoir, Rogers)** – "The Most Beautiful Medium Span Bridge." Opened to traffic in 1963; received award in 1964.

**Blackwell Interchange Bridge (Blackwell, Arkansas)** – "The Most Beautiful Highway Grade Separation Bridge." Opened to traffic in 1967; received award in 1968.

**State Highway Bridge Over Arkansas River (Ozark, Franklin County)** – "The Most Beautiful Long Span Bridge." Opened to traffic in 1969; received award in 1970.

The division tries to maintain a progressive approach to bridge engineering without making unwise ventures into areas of untried products. For example, Bridge Design was one of the first, if not the first such division in the nation to adopt the new Load Factor method of structural design, in place of the traditional yield stress or service load design. The new method provides a more uniform factor of safety for the various components of bridges and leads to added economy as well.

The art and science of design continues to change as new and better materials become available. New approaches to design and further development of computer technology also add to these changes. As an engineering center, the division must be constantly alert to these new ideas and make the necessary changes in order to maintain an up-to-date Bridge Design Division.

# STATE CAPITOL

*Therefore, when we build, let us think that we build forever. Let it not be for the present delight, not for present use alone; let it be such work as our descendants will thank us for, and let us think, as we lay stone, that a time will come when those stones will be held sacred because our hands have touched them, and that men will say as they look upon the labor and wrought substance of them, "See! this our fathers did for us."* by John Ruskin.

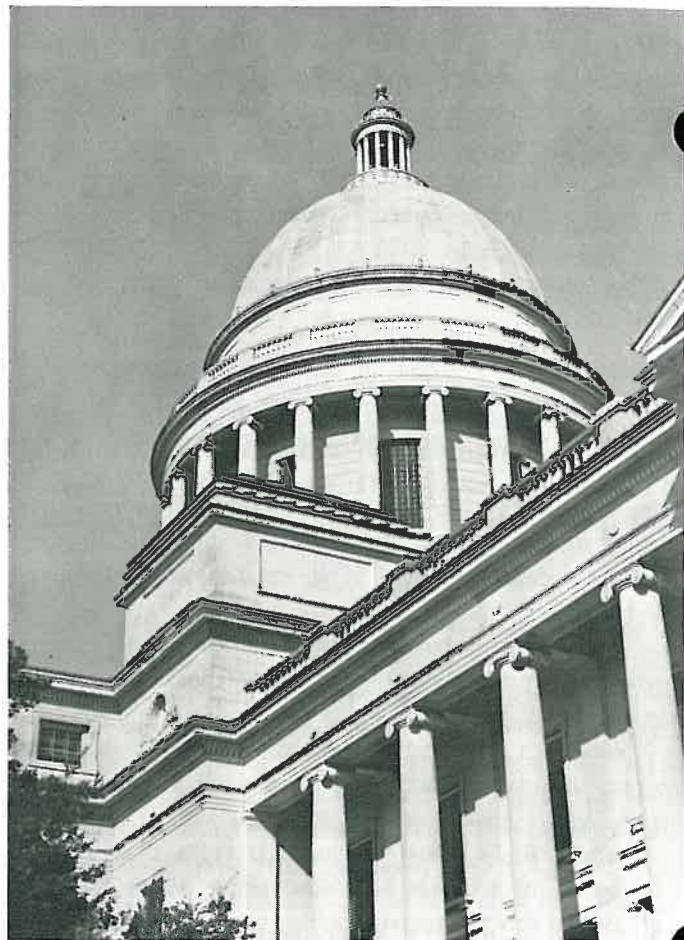
The intelligence and progress of a race is perhaps more clearly reflected in its buildings than in any other form of group expression, and they provide an interesting picture of the industry, intelligence and artistic development of a commonwealth. When looked at in this light, every building, in a sense, becomes important but some are so imposing and so enduring as to assume the character of monuments. As such, they become significant historical records of the age in which they were built.

In modern times the desire of people to perpetuate the thought and feeling of their time is expressed in the form of monumental architecture of which national, state and municipal government buildings are examples. And these successfully reflect the history of the modern age and the civic pride of the generation which erected them.

Erecting a great monument, however, is a vast undertaking. It necessitates great and prolonged effort and the expenditure of large sums of money. For this reason, as the history of building has proven great conflicts and dramatic situations usually arise. In this respect, the erection of the State Capitol of Arkansas is not exception.

Ground breaking for the Arkansas State Capitol Building was July 4, 1899. The Cornerstone was laid on November 27, 1900.

The building was completed in 1915 at a total of \$2,205,779.42. George Mann of Little Rock was the architect who originally designed the building. Cass



Gilbert who was recognized at the time as probably the foremost architect in America, was employed in 1909, to take over the work of replanning and rebuilding the upper part of the Capitol, including the dome and such other parts of the interior as might be found necessary.

The Legislature of 1911 was the first to sit in the new building, then only partially complete.

The greater part of the stone used in construction, commonly known as Batesville marble, was quarried in Arkansas.

From an architectural point of view and the beauty of the landscaping of the grounds, the Arkansas State Capitol is second to none in the entire country. Plans of our Capitol Grounds have been sent to capitols of 20 to 25 states and quite a few have adopted our over-all plan to conform to the typography of their grounds.

The building is 420 feet long, plus terraces at each end. It's average width is 150 feet. The top of the dome is 230 feet above the ground and the interior height of the dome from the first floor level is 185 feet. The top of the dome is covered in 26K gold leaf.



The six doors at the front entrance are made of copper bronze, and were made by Tiffany of New York at a cost of \$10,000.00.

The Capitol has four floors and a basement, containing 350,000 square feet of floor space.

There are two monuments of heroic proportions on the front grounds. One is a monument to Confederate Women, J. Otto Schweizer, sculptor, dedicated May 1, 1913, which cost \$10,000.00. The other is a monument to Confederate Soldiers. It was designed by F. W. Ruckstuhl in 1904. The Legislature of 1903 appropriated \$5,000.00 and another \$5,000.00 was provided by the United Daughters of the Confederacy, the United Confederate Veterans and the Sons of Confederate Veterans. The monument is surmounted by a lonely herald angel. The angel and an identical twin were designed to perch atop the sub-dome of the building. The twin was crushed enroute from an eastern foundry, so the survivor was erected as a monument on the grounds, along with the figure of a Confederate infantryman. The Confederate Seal is on the back.

When Arkansas was made a state the population was about 55,000.

At that time the state government was set up much as it is today. The construction as adopted in 1836 provided for a bill of rights defining the rights and privileges of citizens, a legislature made up of two houses, an executive department (the governor and other state officials), and a judicial department.

In 1836 there were seventeen senators and fifty-four representatives. They were apportioned to counties and districts according to population. At that time Washington County had two senators and six representatives. The district of Pulaski, White and Saline Counties had one senator, and Pulaski had one representative. Today Pulaski and Perry have two senators, and Pulaski has seven representatives. Washington County has two representatives, and the district of Washington and Madison Counties has one senator. The total membership of the legislature is limited to one hundred representatives and thirty-five senators.

Representatives are elected for two years, senators for four. The legislature meets in January of odd years and may be called in special session. The initiative and referendum allow the people to pass laws and to



reject laws passed by the legislature. The governor was elected for four years up to 1874, since then for two years. No one may be elected governor who is not a citizen, thirty years of age, and for seven years a resident of the state. Senators must be twenty-five years of age, representatives twenty-one. All may be re-elected.

The construction also provided for a system of courts, headed by a supreme court. The state supreme court at first had only three members or justices, as they are called; today it has seven. One is chief justice, the others associates. All are elected for eight years.

James Conway was elected first governor of the new state. He was also the first governor to serve in the new Capitol.

This is a conclusion of our Bicentennial series of articles on Arkansas Capitols and it's Past.

These were stories of what has already come to pass in Arkansas. What happens in the state from now on depends upon us who live here. Will Arkansas continue to grow and be a great state? The age of the pioneer with a rifle over his shoulder has passed. It is not merely wearing a coonskin cap and fighting Indians that makes a poioneer. A pioneer is someone who explores and takes the lead so he can prepare the way for others.

## DEDICATION HELD FOR S.H. 125 AT EROS



Before



After

More than 100 local citizens attended the dedication ceremonies for the newly paved Eros Road (Highway 125) on October 8 at the Bruno-Pyatt School Gymnasium in Eros.

Speaking at the dedication, Third District Congressman John Paul Hammerschmidt said, "It goes without saying that the permanent two-way bridge over Clear Creek is a far cry from the old, one-way span, which, a few years ago, simply gave up and collapsed."

When the bridge fell in, it became a critical financial problem to improve the road. With state highway funds already allocated, the only source of funding was revenue sharing funds.

Congressman Hammerschmidt praised the revenue sharing program saying, "Such successful projects as

this new road demonstrate the practical wisdom of making Federal Revenue Sharing Funds available to states and localities with as few strings attached as possible." He urged local members of the Arkansas General Assembly that were in attendance to make sure that the Legislature and Governor will continue seeing that some portion of revenue sharing allocated to Arkansas remain in the Highway Construction Improvement Program. "Without it," he said, "I don't know where they would get the funds for projects like this."

Also on hand for the dedication was Joe Robertson, the man who was driving the bulk-feed truck across the old steel thru-truss bridge when it collapsed. Fortunately, he was not seriously injured.



## A. E. JOHNSON JR. RECEIVES AWARD



A. E. Johnson, Jr., Engineer of Planning and Research, was recently the recipient of the Distinguished Service Award which was presented to him by the Multi-State Transportation System Advisory Board.

Elton B. Stephens, Chairman of the Board, praised Johnson, saying, "The Board takes great pleasure in

recognizing the most substantial contributions you have made in furthering the goals of the realization of the Multi-Mode Transportation System linking the Mid-West with the South Atlantic Coast."

Stephens acknowledged Johnson as having been one of the most dominant supporters of the program since initial contact with him in 1972. Stephens said Johnson "opened the doors in Little Rock for the State of Arkansas and by positive attitude and demonstrated support, we have enjoyed undisputed cooperation and support from every official source in your State."

Several of Johnson's contributions were of particular note. He made a presentation for one of the seminar sessions of the board, and was the luncheon speaker at a semi-annual meeting in Memphis in 1975. He served as chairman of the Multi-State Joint Development Committee and proposed legislation was developed through his leadership. He was called on in December 1975 to accompany the Advisory Board delegation to Washington to assist in the presentation at the White House.

Johnson has also provided advice, suggestions, and information which have been helpful and beneficial to the program.

Stephens awarded the honor to Johnson, saying, "Your support is an example of what is required to make this program successful. So it is with extreme pride and personal pleasure that your friends on this Advisory Board present the Distinguished Service Award as an expression of our gratitude and thanks."

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## INTERSTATE HIGHWAY SAFETY PROJECT

The program for the installation of raised pavement markers on the 526-mile Interstate Highway System in Arkansas is nearing completion.

The raised reflective markers enhance traffic safety by providing motorists with the most modern pavement markings in use today. The raised markers greatly increase the visibility of the lane lines at night and during inclement weather.

The first project, which included 143 miles of I-30 and I-40, was let to contract in April, 1974, at a cost of \$361,000. Since that time the Department has begun using the raised markers on major 4-lane Urban Highways, non-interstate freeways, and

high volume arterials in urban areas as funds become available.

In urban areas and at ramp exits, thermoplastic striping material, instead of paint has been installed to increase traffic safety. Thermoplastic is approximately eight times thicker than paint and is much more durable.

In the off-ramp areas, special markers are used so that if a motorist attempts to enter the freeway in the wrong direction, the markers reflect a red color which signifies to the motorist he is traveling in the wrong direction.

All that remains is 43 miles of Interstate currently being reconstructed.

# PUBLIC HEARINGS



## HARRISON

About 250 persons were on hand August 24 at Harrison to hear Highway Department personnel explain plans for widening Highway U.S. 65 from State Highway 43 in Harrison west to near Bear Creek, a distance of 4.9 miles.

The proposed \$4 million improvement project calls for the present two-lane facility to be reconstructed and widened to a four and a five-lane facility with a curb and gutter in the city limits. The continuous left turn lane within the city and to the Airport Road will provide additional traffic capacity and make the new roadway safer.

From the Airport access road to Bear Creek, the new highway will be four lanes with paved shoulders.

Brooks Nichols, roadway design engineer, explained that the proposal also will include driveways and some unique picnic facilities for the new tourist information center. The Tourist Center building itself will be let under another contract.

The proposed project received support from many civic and business leaders in the Harrison area, as well as local Government officials.

Harrison Mayor Eugene Martin said 80,000 people use Harrison as a service center and most use Highway 65. He said he wholeheartedly supported the project.

Representative-elect Hugh Ashley of Boone County also endorsed the proposal.

## MONTICELLO

There was standing room only in the Monticello City Council Chambers when the Highway Department conducted a public hearing there September 2.

The proposed highway improvement includes widening Gaines Street (Highway 4) to four lanes from Highway 81 to near the junction of North Hyatt. North Hyatt is to be widened to a 43-foot curb and gutter section from Gaines to West McCloy Avenue. McCloy is to be widened 36 feet from Hyatt, eastward, a distance of about 600 feet.

The project received the support of Major James Jordon, the Chamber of Commerce, County Judge Vernon Roberts and several residents who live along the proposed project. However, a few who live along Gaines Street expressed opposition.

The part of the project on Gaines is a joint effort between the City and the Highway Department. The Highway Department will be responsible for the engineering and construction, and the City will be responsible for furnishing the right-of-way



The Hyatt Street and McCloy Avenue section will be a combination City and Federal Aid Urban Improvement project.

## DEQUEEN

The first of two hearings on the proposed relocation of Highway 41 at DeQueen was held October 14 at the Sevier County Courthouse.

The new project would make provision for relocating the existing narrow highway into the southern edge of the City. Two alternate routes were presented to the local citizens at the hearing. The first would be only about 1.2 miles long and would require an expenditure of approximately \$918,000. The second alternate would be approximately 2.4 miles long and would cost over 41.7 million to construct.

Residents expressed a desire to have the highway relocated, since the existing route detours through the middle of town and has four railroad crossings. However, several citizens testified of their concern about the shorter route proposed, because they feared possible flooding of their pastures; and two businessmen wanted additional information on possible effects to the local economy and to the city's business along the old route.

Once a final route location is selected, the Highway Department will begin to prepare the design plan and conduct another public hearing.

## JASPER

There was no direct opposition expressed at Jasper on October 5 for the planned County State Aid improvement to FAS Route 1069.

The proposed project would begin at the junction of Highway 327 and extend northwestward generally along the existing route to Diamond Cave, distance of approximately 1.0 mile. This scenic route serves a large percentage of tourist travel to this area.

The present dirt and gravel road would be paved to a 24-foot bituminous surface and would provide two new permanent concrete bridges to replace a low-water and an old narrow timber truss bridge that had become extremely unsafe for highway users.

There was a question raised as to why the county road was receiving improvements before State Highway 327. John Kizer, State-Aid engineer, explained the difference in the funding arrangement for a State Highway and a State-Aid project. He said the funds for the county road were available now, whereas money for the State Highway was not.

## COMMISSIONER KELL SPEAKS IN MICHIGAN

Arkansas Highway Commissioner George Kell of Newport was the main speaker at the Michigan Highways Hall of Honor induction ceremonies September 23, in Lansing, Michigan.

Commissioner Kell is better known in Michigan as a TV baseball announcer and former Detroit Tiger star.

Besides delivering the main address, Commissioner Kell also had the honor of crowning a new Miss Michigan Transpo for 1977. She is Gloria Crafton of Lansing, a secretary with the Department of State Highways and Transportation.

The Michigan Hall of Honor was established to honor some of the individuals who have made outstanding contributions to the development of Michigan's highway, road and street transportation system.



Commissioner Kell crowning Miss Michigan Transpo for 1977.

# THE RAILROAD ERA

It was the railroad that brought the hinterlands of Arkansas into the mainstream of modern history. Prior to the railroad, the agricultural activity taking place more than a one-day wagon trip away from a navigable river was very primitive, really little more than a barter system of subsistence farming. For the last decade or two of the Territorial Era until the outbreak of the War between the States the booming years of the steamboat era created a vast socio-economic gulf between the progressive affluent culture of the steamboat-oriented plantation-agriculture society lying in ribbons along the navigable rivers, and the poor-white hill economy away from them. Away from the rivers in the delta country of east Arkansas there were few settlers, the wetlands proving too inhospitable for subsistence agriculture and market access too uneconomic for even the high level productivity potential of its fertile soils.

After Reconstruction the railroads changed all that! Transport slowly turned its back on the rivers and the bustling river ports dwindled by the turn of the century to sleepy villages.

Meanwhile, Arkansas grew. During the Territorial Years, (1803-1835) Arkansas averaged 1,600 in annual population gains (1803 – less than 200 whites; 1835 – 52,000); but between Statehood and the Civil War, the average annual gain was about 15,000 persons. Many chose the upland plateaus of northern and northwestern Arkansas establishing a self-contained, self-reliant small holders society with a very low level of commercial activity. Almost all of the foreign-born residents of Arkansas, mainly Irish and German, numbering less than 4,000 lived in this area. Five of the upland counties – Washington, Independence, Carroll, Benton, and Lawrence – led the State in white population.

Before the Civil War, Charleston, South Carolina, was the leading American city in international banking circles, out-ranking Boston, New York, and New Orleans. Early national interest in railroads centered in the financial offices of Charleston and the scientific circles of New York. The pragmatic Charleston bankers acted and the first commercial railroad operation in the Nation went into action between Charleston and Columbia in 1830. It was at that time the longest railroad in the world, 137 miles long. During the 1830's and 40's, short-line railroads gradually fanned out from



the great ports of the Eastern seaboard and the fall line or the head of navigation on the navigable rivers. But it was 1849 and California gold that really lit the fuse for the transportation explosion of the Railroad Era, that and three thousand miles of land (or 20,000 of sea) between the Eastern seaboard banks and the California gold. Charleston led the thinking about a transcontinental railroad, a line to link Charleston, South Carolina, and San Francisco, California – and in so doing to traverse south or central Arkansas on its route. Leading citizens



throughout the State, having the exception of the big planters having their own steamboat landings and thus content with river transportation, were potential of the railroads during the 1840's. Paradoxically, Arkansas' early interest was in terms of regional or national links to the outside world, while across the Mississippi the older States found the nearby and local service more interesting.

The first railroad chartered in Arkansas, August 1852, was the Mississippi, Ouachita & Red River Railroad, the first link west of the Mississippi River, in the transcontinental Charleston-San Francisco route. The links east of the River were already under construction or operating segmentally.

The first railroad built and operated in Arkansas (chartered January 1853; surveyed 1854) was the eastern division of the Memphis & Little Rock Railroad in 1858 from Hopefield Point on the west bank of the Mississippi opposite Memphis to Madison on the St. Francis River, a distance of about 39 miles. In 1859/60 the western division of the M&LR RR was built from Little Rock to DeValls Bluff, a distance of about 45 miles. Many travelers between Memphis and DeValls Bluff came by steamboat down the Mississippi and up the White Rivers. Others ferried the Mississippi to Hopefield Point to travel by train to Madison thence by stagecoach to Clarendon and by steamboat to DeValls Bluff, and finally by train on into Little Rock. The central division of the M&LR RR between Madison and DeValls Bluff was not built until long after the Civil War in 1868 or 69; however, the railroad bridge with a drawbridge span for steamboats at Madison was completed just as the Civil War began in 1861. The Little Rock to Memphis trip — by rail to DeValls Bluff by steamboat to Clarendon, by stage to Madison, by rail to Hopefield and ferry to Memphis — took only thirty-two hours in 1862, twenty-four hours less than any other route. The fare was \$10.00.

The first three long-line railroads in Arkansas were surveyed in 1854, the Cairo & Fulton RR (Later the St. Louis, Iron Mountain & Southern, and today the Missouri Pacific) from the Missouri State Line to the Texas border, some 301 miles and estimated to cost almost \$6½-million to build; the Little Rock & Fort Smith, 154 miles and almost \$3-million; and the Memphis & Little Rock RR, 128 miles. The latter two later became a part of the Rock Island line. The Memphis and Little Rock was the only one on which any construction was done prior to the Civil War.

In 1853 the federal government began making land grants to the State for the benefit of proposed railroads. These three roads eventually gained possession of 2,600,000 acres of Arkansas land — one-twelfth of the State's area.

Leadership in railroad construction, a major but obscure causative factor in the Civil War, was torn from the Southern States by the Northern during the Reconstruction Period. Southern agriculture and industry were constrained behind discriminatory rate barriers for many decades, until the 1950's and the impetus for transcontinental railroad construction was focused upon the industrial East, primarily Boston, whose

bankers belatedly recognized the potential of the transcontinental route more than a decade behind the Charleston group.

In the decade following the Civil War the old Cairo and Fulton was reorganized as the St. Louis, Iron Mountain, and Southern with northern capital and rather vague transcontinental aspirations. But the initial dream of the Charleston to San Francisco line through Arkansas was given its death blow by the Boston bankers. Reconstruction groups used railroad speculation to enrich their personal fortunes but built no railroads, just added millions of dollars to the State debt. Local railroad interest gradually revived and work was resumed on the pre-war roads, but when they applied for aid found they must compete with dozens of new companies. By the end of 1871, Reconstruction governors had chartered 86 railroads all controlled by less than twenty politicians and their allies. In 1873 the Cairo and Fulton Railroad was in operation from the Missouri segment through Corning and Little Rock to Arkadelphia. The Little Rock and Fort Smith operated as far as Clarksville, the Memphis and Little Rock was complete, and the Arkansas Central ran from Helena to Clarendon. Further work, after the corruption of the Reconstruction was brought to an end, was delayed until the decade of the 80's by the nationwide depression of the late 1807's.

In the two decades regional networks developed, the McPac, Rock Island, Frisco, Cotton Belt, and KCS, absorbing transcontinental arterial corridors.

In their early years the rail lines, other than the timber industry's, were often dominated by the strong and colorful characters who built them. A particularly interesting example is the case of the Hot Springs RR company from Malvern to Hot Springs. The line was planned and built by Reynolds, a Chicago industrialist and friend of Philip Armour of the Armour Meat Packing Company. Mr. Reynolds numbered among his interests cattle, hides and tanneries for which he used the brand Diamond Jo, i. e., the name Jo inside a diamond or lozenge shaped outline. His railroad achieved fame as the "Diamond Jo Line". Mr. Reynolds suffered miserably from "rheumatism" or arthritis and was advised to seek relief in the healing waters of Hot Springs. He was appalled by the misery suffered by the ill on the twenty-five mile stage ride from the railroad depot at Malvern to Hot Springs over the primitive roads of the day. He vowed to do something about it and the narrow-gauge (36") "Diamond Jo" was built to the highest standards of the day, with luxury cars upholstered in velvet with silk curtains at the windows and linen curtains at the windows of the locomotive's cab. Hot Springs attracted many prominent people who created a very "clubby" atmosphere on the "Diamond Jo."

Locomotives were fired by wood in those earlier days and it was customary in good weather for the passengers to get down from the train at fueling stops for a stroll to ease the fatigue of their trips. Male passengers often pitched in to help with loading the wood into the tinder thus speeding up

arrival at their destination. A journalist traveling in these early years on the "Diamond Jo" noted among the "wood passers" Charles A. Dana, editor of the New York Sun and assistant Secretary of War under President Lincoln; Admiral George Dewey, victor in the Battle of Manila Bay; John L. Sullivan and James J. Corbett, boxing champions; Billy Sunday, Chicago White Sox ball player and later a great revival preacher; James G. Blaine, Speaker of the House and Senator from Massachusetts in the U.S. Congress; Philip Armour, meat packing tycoon and old friend of Reynolds; and Jay Gould, railroad baron. From the shadow of their parasols and the cool shade of a large oak, the ladies watched, Mrs. George Pullman, wife of the sleeping car magnate, Helen Gould (Mrs. Jay), and Emma Abbott, dramatic soprano in the New York Academy of Music, the "American Canary."

As the timber industry developed during the last two decades of the Nineteenth Century, short line railroads proliferated until, during the first year prior to World War I they numbered well over one hundred lines, ranging from little over a mile to two hundred, but most of them falling into the 25 to 50 mile bracket.

By and large the men belonged to the group lampooned by the press in the last decade of the Nineteenth and first decade of the Twentieth Centuries as the "R" Barons, Railroad or Robber, they called both. In 1880 there were just 822 miles of railroad track in Arkansas; in 1890 over 2,200 miles and in 1897 some 2,750 miles, over seventy-five percent of it owned by five companies of Northern capitalists, prominent among them the Wall Street financier, Jay Gould, who wanted to constrain Arkansas as an economic colony almost in a territorial status, and did so in almost a century.

In a very real sense the scores of shortline railroads which laced Arkansas together in a proliferated network — offering, first, freight transport but carrying, secondarily, a collateral passenger service, always useful but always accommodated to the freight transport's primacy — probably provided, under the societal and economic goals and objectives of the time, relatively the most efficient and effective transportation of the State's history. In the heyday of the timber cropping frenzy in Arkansas' forests, those decades just before and after the turn of the Century and just prior to the dawn of the Automobile Age, the railroads created a new concept for the road function; a radial spider web network of collector roads focused upon the railroad and bringing the produce of the tributary area to the shipping point. This was a vastly different function from the plantation lanes leading to the plantation steamboat landing and the primitive trails leading from the hinterlands to the scattered riverport towns along the navigable streams. For the first time it put the inland farmers of Arkansas on a competitive basis in regional and national markets.

Governmental seats and railheads were ordinarily one and the same so that the focus of transportation was served by the same road network. This led to concepts of fiscal support by road users since their best interests — political, societal, and

economic — were all served and tax support of these radial road networks was an obviously profitable investment for the land-owning farmers, who numbered more than ninety percent of the State's population. The riverside planters were the exception to this but their individual holdings were large, hence their votes fewer. Thus, there began a tradition of road improvement by the road-user, albeit at a local land-access level of service tied to the fixed route railroad arterial transport.

Railroad management itself had to be educated to the great regional and national function of the railroad, in spite of the early far-sighted vision of the Charleston group. The first management generation were almost entirely concerned with a local service to one or two key termini. The second generation moved up into area concepts as rail equipment technology advanced during the 'seventies and 'eighties, but it was not until the third generation in the late 'eighties and the 'nineties that the regional and national concepts evolved and the age of cutthroat financial manipulation reached its full bloom. The paltry corruption of the Reconstruction carpet-baggers was a bush-league operation compared to the greed of the rail magnates of the '90s and the early 1900s. Although the whole history of railroad corporate fiscal practices has been appalling, it did produce a rail transportation service in the United States second to none — but admittedly at several times the fair and equitable cost.

If the Railroad Age had never seen the invention of the internal combustion engine and the highly mobile free-moving motor vehicle — the horseless carriage! — the Automobile! — the road and street function would have remained a correlate of the horse, the mule, and the ox — a spider-web network of collector roads radiating from the government seat/railhead.

But the Automobile Age dawned and almost simultaneously the timber cropping of the forests passed its peak. As the Century turned the railroad expansion in Arkansas had leveled off at close to three thousand miles of track, a level maintained through World War I. With the 1920s began the accelerating decline of the shortline railroads, the spur lines and the branch lines of the Class I railroads, and the citizens in many areas of Arkansas found themselves without transportation as tracks were pulled up or abandoned.

This was happening over much of the Nation and it led to recognition of a great need for a public transport function if the economic gains of the past half century were not to be lost.

The organized recognition of the need began in the spreading "Good Roads Movement" spawned first by bicyclists (a universal and popular transportation mode of the more populous and urban areas of the Nation in the 1880s and 1890s. But the new passenger toy, the automobile, was to take over the movement in the first decade of the Twentieth Century and build it into a nationwide mass movement that laid the foundation for our present highly mobile life style.

(NEXT, YEAR — four articles on the Automobile Age in Arkansas.)



# 1976 FALL MAINTENANCE ACADEMY HELD



The 1976 Fall Highway Maintenance Academy held October 18-21 in North Little Rock brings to end the first in a series of training sessions for Maintenance Supervisors.

The Academy started in the Spring of 1975. Its purpose was to provide the supervisors with basic maintenance training in such areas as: Equipment Operation and Maintenance; Labor Relations; Attitude and Morale; Signing and Safety; Asphalt Paving Maintenance; Maintenance Math; and the Legal Aspects of Maintenance. Also included was a tour of the Central Office complex in Little Rock.

There were 35 supervisors enrolled in the last session, bringing to 155 the number who have attended the Academy.

Those attending were: District 1 — Jack Lindley.  
District 2 — Brewster Shalmy, John Herrington.  
District 3 — W. E. Miller, A. G. Owens, Bobby Calhoon.

District 4 — Don Turner, Leo Seal, Ralph Goodson, D. R. Jennings.

District 5 — R. W. Reynolds, Fred Boutwell, Kirby Johnson, Orville Schales.

District 6 — Felix Hall, Monte Deakins, Charles Broadway.

District 7 — Ruben Fields, R. M. Belt, R. L. Hamaker.

District 8 — J. K. Brown, H. C. Eggleston.

District 9 — Frank Rose, Jim Godfrey, John W. Parker, Kenneth Oxford, J. L. Dickey, F. M. Parker.

District 10 — Rex Hall, James Tritch.

Heavy Bridge Maintenance — J. M. Burchfield, R. E. Buchanan, M. H. Childers.

The Maintenance Division is now making plans for a Phase Two, which will include upgrade training in the same areas.

# CONSTRUCTION MANAGEMENT OPENS RESIDENCY



The Construction Management Research Staff, consisting of Ralph Blackwell, Bill Tippin, Ron Price and Harold

Rothbart, (who represents the project consultant), Public Administration Service, has opened a Resident Engineer

Office in downtown Little Rock. The Residency will be staffed with fourteen people, most of whom have been transferred from other offices in District Six.

Resident Engineer's Office 69 has four jobs assigned to it. These are: Maumelle New Town (c-60-59); Markham Street-Parkway (s-60-5); Hensley, Woodson, and Bingham Interchanges (6981); and Highway 65-167 Interchanges (60074).

The purpose for opening the Office is to allow the Construction Management Staff to test new construction management techniques under actual field conditions. One of the most important management tools being tested is a contractor scheduling system. This manual system includes a schedule for contractors to plan a complete construction project for all field operations, as well as a schedule to plan for two-week periods.

If there are any questions about the project please contact the Staff at P.O. Box 2261, Little Rock, Ark., 72203 or call 569-2251.

## INDIAN ENGINEERS VISIT AHD

The Arkansas Highway Department hosted four United Nations Fellowship recipients from India for a special two-week orientation training program.

The four — Mr. Gour Challopadyaya, Mr. Dhan P. Gupta, Mr. N. Sankara Raman and Mr. N. Sivagura — were enrolled as non-degree students at Ohio State University for the winter and spring quarters of the 1975-76 school year studying various areas of highway construction.

They spent a two-week period in Arkansas in special training in the Planning and Research Division, Traffic, Design, and Materials Division.



Bill Looney and Hurley Perkins with Indian Visitors.

Prior to arriving in Arkansas, they spent two-week sessions in Illinois, South Dakota, Kansas and Oklahoma. After the two-week orientation program in Arkansas, the group visited Tennessee.



# AWARDS

## AUGUST—SEPTEMBER—OCTOBER

### 40 YEARS

Robert O. Jarbor, District Two

### 30 YEARS

Guy B. Williams, District 10  
Emit F. Anderson, District 1

### 25 YEARS

Marvin I. Bunch, Roadway Design  
Thomas C. Faubus, District 9  
Earl E. Hillis, Traffic  
Herlee Johnson, Traffic  
Billy E. Meachum, District 1  
Charles N. Roach, M&T  
John A. Sims, Surveys  
Dan Smith, District 6  
Ruel K. Staggs, District 3  
Omel L. Fields, District 9  
Robert G. Joshlin, District 1  
Leonard C. Keeling, District 8  
Jewel D. Kuykendall, District 4  
Billy F. Prince, Surveys  
Frances I. Roller, M&T  
Grover G. Wise, Jr., District 7  
William F. Denniston, District 5  
Donald R. Jennings, District 4  
Edmund N. Orsini, Internal Audit  
Joyce D. Spencer, Director

### 20 YEARS

Clinneth O. Adams, District 3  
Milton A. Edwards, District 8  
James B. Gibbens, District 5  
Marvin H. Goodner, District 4  
Johnny A. Harmon, District 5  
Bobby L. Ingle, District 6  
Thomas F. Kinslow, District 8  
Gerald T. Kirksey, Surveys  
Donald H. Martin, ROW  
Charles L. Perry, District 1  
James M. Renfro, District 7  
Francis J. Smith, District 9  
Jackie B. Hollingshead, District 6  
Leonard B. Ingle, District 6  
Glendon L. Parker, District 10  
Donald L. Potter, State Aid  
Archie E. Smith, District 5  
Jimmy D. Wynn, District 7  
Joe R. Fowler, District 9  
R. C. Hudson, District 2  
Vernon J. McMahan, District 6  
Simon R. Pyeatt, District 9

### 15 YEARS

Fletcher Beavers, District 8  
Mary N. Carlson, District 7  
Edward D. Carson, Construction  
Shannon M. Cotton, District 8  
Robert S. Ellis, District 3  
Sammy L. Evans, District 8  
Charlie E. Fox, District 7  
Utah G. Graddy, District 8  
Keith G. Richardson, District 5  
Truman S. Sims, District 9  
Gary C. Sipes, Roadway Design

Jerry P. Wright, District 10  
Fred D. Boutwell, District 5  
Olen Brooks, Jr., District 4  
Alvin C. Cunningham, District 6  
Orville G. Elumbaugh, District 5  
Don E. Finkbeiner, P&R  
Joe D. Fulmer, District 3  
Albert C. Jackson, District 2  
Gary D. Williams, District 2  
Johnnie B. Heavener, District 8  
Ezra Horton, District 9  
Melvin S. House, M&T  
James L. Pounders, District 10  
Cecil N. Weaver, District 8

### 10 YEARS

James I. Fletcher, Jr., District 2  
Harrell D. Henry, Traffic  
W. E. Hughes, District 5  
J. C. Keen, District 1  
Cleaudus H. Minor, District 3  
Billie D. Morgan, District 1  
Samuel L. Oliger, District 5  
Jessie D. Reeves, District 10  
Donald L. Wilkinson, District 8  
George B. Williams, District 4  
Vickie G. Winchell, ROW  
James H. Chism, District 8  
Cletus N. Cravens, District 8  
Loy C. Cross, District 7  
William T. Garner, District 6  
Daiel D. Hyde, District 10  
Jeanne F. Johnson, District 7  
Herman F. Pierce, District 4  
Reather B. Reynolds, Bldg. & Grounds  
Richard E. Siegler, Roadway Design  
James A. Todd, District 4  
Earnest R. Waid, District 8  
Fred J. White, District 8  
Amos O. Zimmer, District 4  
Archie D. Johnson, District 5  
Jimmy F. Austin, District 8  
Marion D. Bates, District 2  
Clifford C. Brewer, District 3  
Allen J. Dunn, Records & Repro.  
Robert L. Hamaker, District 7  
Claudie R. Lovell, District 2  
James M. Mitchell, District 10  
James L. Reeves, District 2  
Benita J. Robbins, Roadway Design  
Herbert Watlington, District 1  
Thomas V. Woods, District 1

### 5 YEARS

Lee R. Baker, District 6  
William J. Braggs, District 5  
Palmarion T. Brown, District 4  
Jerry F. Burnett, District 3  
James W. Bush, District 7  
Victor G. Capshaw, District 1  
Ray Couch, Weights  
Kenneth E. Cowart, District 3  
James D. Crockett, Surveys  
Ronald W. Fitchue, District 9  
James F. Hoggard, District 5  
Gary H. Loggains, District 5  
Herbert E. Ogden, District 3  
Jay I. Sasser, District 9  
Robert B. Skinner, District 1  
Arthur M. Tedder, District 10

Francis Ward, District 4  
Doyle C. Watson, District 5  
Melvin S. Yates, District 5  
Farrell R. Adams, Surveys  
James E. Alexander, District 7  
Alan D. Carmack, District 3  
James R. Davidson, District 2  
Joe R. Davidson, District 9  
Anthony Dixon, District 3  
Calvin J. Douglas, District 10  
Wilburn F. Dycus, District 6  
Elmo L. Fennell, M&T  
J. Louie Greene, Reproduction  
Thomas A. Hale, District 4  
Jerry L. Hunsucker, District 4  
Melvin R. Polk, Weights  
Randy B. Ratliff, District 5  
Ronnie F. Risley, District 9  
Jack T. Stockslager, District 3  
Ray Wren, District 8  
Archie F. Blanton, District 4  
Robert L. Brinkley, District 5  
William J. Cook, District 9  
Kenneth W. Crews, District 3  
Edward W. Cummings, District 9  
Charlie M. Enlow, District 7  
Calvin R. Lassiter, Traffic  
Jessie U. Meabon, P&R  
Milton D. Patton, District 4  
Anthony W. Quimby, District 7  
Johnny D. Sprayberry, District 7  
Jerry T. Walker, District 5

# RETIREMENTS

## AUGUST—SEPTEMBER—OCTOBER

Silvester Mathis, District 9  
Edgar H. McClure, District 5  
Arthur Pilgreen, District 3  
Robert E. Coder, Weight Division  
William A. Spratlin, Office Engineer  
Henry W. Garner, District 7  
William A. Batson, District 5  
Milton A. Edwards, District 8  
John M. Hollis, District 2  
William R. East, District 10  
Elmer G. Horn, District 3  
Wayne A. Coonfield, District 9 (Const.)  
John M. Tate, District 9  
Bont Carter, District 4  
William C. McDougald, District 7  
Carl J. Dycus, District 6  
George A. Heath, District 2  
Robert L. Goforth, District 5  
Roy S. Jackson, District 6

# AROUND THE DEPARTMENT

## TOASTMASTERS PRESIDENT HONORS DIRECTOR!

Highway Director Henry Gray was presented the President's Medallion by Mr. Bob Blakely, president of Toastmasters International, November 1.

In presenting the Medallion, Mr. Blakely commented Mr. Gray "for his continuing effort of encouraging highway department employees toward better thinking, better listening, better speaking and better communication with their Faith, their family, their profession and their fellow man through Toastmasters."



Hurley Perkins with Director Henry Gray

## ASSISTANT CHIEF ENGINEER

J. E. Lowder, Assistant Chief Engineer for Operations, was presented a 25 year pin by Chief Engineer B. K. Cooper at a reception held in his honor November 1.

Lowder began his career with the Highway Department as an assistant resident engineer and instrumentman in 1951. He has also served as Engineer in the Maintenance Division and District Engineer of the Hope District.

Lowder has been in the present position since July 1969.



Mr. Lowder receiving award from B. K. Cooper.

## COMMISSION SECRETARY



Joyce Spencer with Lawrence Blackwell

Highway Commission Chairman Lawrence Blackwell presented a 25 year Service Certificate and pin to Joyce Spencer, Secretary to the Highway Commission, at an informal get together with the other members of the Highway Commission and friends on October 28.

Joyce began her service with Mr. V. E. Scott, Administrative Assistant to the first Highway Commission to serve under the Mack-Blackwell Amendment, and Secretary of the two-year-old Employees Retirement System, and assisted him in setting up the permanent records.

After being drafted by the Director as his secretary, she remained in that office for 13 years, serving under five Highway Directors. She then served 3 years as Secretary to the Chief Engineer, and has spent the last 7 years in her present position - quoting Mr. Blackwell, "taking good care of us."

## COMPUTER SERVICES

First, we would like to welcome our new employee Reba Pettus, Data Input Operator of Key Punch Section.

Early in July, IBM conducted a 3-day In-House Training Program here in the Highway Department. These classes were to instruct Computer Services Programmers and Operators in the use of OS/VS JCL and Utilities in preparation of the change-over to 3330 disk drives. After completion, each person attending these classes was issued a Certificate to that effect.

On August 27 Computer Services employees assembled in the Key punch room to join in the presentation of a 5-year pin to Jim Tucker and 20-year pin to Floyd Pharris, Jr., presented by our Chief, Vershall Roy, along with a few words of encouragement to each. Also, on this occasion Donald Burnham, Programmer, was presented a farewell gift and our best wishes for the future. Don resigned in order to accept other employ-

ment in Washington, D. C. On the afternoon of the same day, we had a party for Grover Smith (Smitty) honoring him for 30 years of service with AHD. Vershall Roy presented him with a 30-year pin and certificate. Cake and punch were served to all Highway employees attending along with some visitors. We were delighted to have Pat Huddleston as one of our guests.



Smitty receiving his 30 year award



Floyd Pharris, Jr.



Jim Tucker

In September Vershall Roy attended the SASHTO Convention in New Orleans. He gave a speech on Building an Integrated Accounting System at the Convention.



Art Johnson attended the Data Processing Management Association's International Directors Meeting in El Paso, Texas on September 23-25. Art is International Director for the Central Arkansas Chapter.

October 5-7 Jim Tucker attended the HEEP Convention in Los Angeles.

## CONSTRUCTION



**Bobby Joe Parker**

Congratulations to Bobby Parker and Doyle Carson for their 15 years of service with the Arkansas Highway Department. Bobby is the Assistant Construction Engineer and Doyle handles the payroll.

Coffee and cake were served among the office.



**Doyle Carson**



**Judy Besancon**

Judy Besancon is a new employee in the Construction Management office of the Construction Division.

She lives in Benton, single and holds the Arkansas State Women Golf Champion for 1976.

Welcome to our staff.

## INTERNAL AUDIT

BY Virginia Williams

Two new auditors have joined the Internal Audit staff.

J. Gary Martin came to the Highway Department from Arkansas Rehabilitation Services where he was an Accountant. He is a graduate from Henderson State University and has a BSBA degree. He is a member of Phi Sigma Epsilon Fraternity and his hobbies are motorcycles, hunting and fishing.

Alfred Kisner is a graduate from St. Mary of Plains College, Doge City, Kansas. He has a BA degree and his hobbies are bowling, tennis and golf. He is married and has three children and one grandson.

## MATERIALS & TESTS

Charles Venable presented Coach Jake Clements with a plaque from the players of the AAPA softball team. Punch and cake were served to the team at the Materials and Tests building. The party was a climax to a successful year of 52 wins and 22 losses.



**Charles Venable, left with Jake Clements**

## PHOTOGRAMMETRY

BY Margaret Hudson

Roger Taylor and Larry Fenton recently attended the ACSM-ASP Fall Technical meeting in Seattle, Washington. The 1977 Technical meeting will be held in Little Rock. Roger is the Director of this coming convention and Larry is the Committee Coordinator. They have really been working hard getting ready for the convention. They need volunteers to help during the convention, also. If you are able to help, let Roger or Larry know.

We have two UALR students working in Photogrammetry. Roger Taylor and Bob Barnett recently enrolled in some night courses and are always wanting someone to help them with their homework.

These two fine boys are Travis and Michael Adams, ages 4 and 1 respectively. Their dad is Farrell Adams, one of our Photogrammetrists and their grandfather is J. L. Adams, who is a Party Chief in Surveys.



**Travis and Michael**

Lynn Bridges left us to attend UALR full time. He and Cheryl Bradshaw were married September 18 at the First Church of the Nazarene. We wish them lots of happiness in their life together.

Taking Lynn's place, is Larry Sandage. He is married to the former Carrah Dunham. She is a librarian at Henderson Middle School. Larry is a Viet Nam veteran and has lived the past 8 years in Vermont. We're glad to have you, Larry.

Terry McClure is our new Civil Engineer. He is a graduate of Memphis State, is single, and likes to play Racquet Ball, so watch out girls.



**Jessie Susan Alexander**

Charles Alexander is walking around like a peacock. He and his wife, Mary, are the proud parents of a baby girl, born on October 13. Jessie Susan Alexander weighed 6 lbs. 14½ ozs. when she joined the Alexander family. We wish to congratulate them.

## PLANNING & RESEARCH

BY the staff

You might think that one fantastic trip to New York City would be enough for a while. Not for Tom Davis of Transit Planning! Not only did he make a trip there in August, but he will be returning in January to attend the wedding of another friend. James Sanders, also of Transit Planning, made a trip to Florida on his vacation. He and his wife toured Disneyworld and had a most enjoyable trip.

Current Planning has in its office a new Grandmother and a new Aunt. Polly Cloud has a precious black-haired granddaughter, Ashley Michelle, born September 27. The proud parents are Tiger and Connie McLain. Ashley was a big baby, weighing 9 lbs. 10½ ozs.

The new aunt is Debbie Barclay whose sister-in-law gave birth to a 7 lb. 1 oz. baby girl on October 4. Her name is Christina Diane and Debbie says she's beautiful! Debbie's brother, the happy father, is Greg Hill who is a former employee of the Highway Department and now teaches at UALR.

Jackie Maxwell is back again in Current Planning after a leave of absence and a new baby. Wayne Harper is back in the office after working on the road several months. He has been involved in checking speed by radar units. Also in Current Planning is a new employee, Reggie McAlister. She is a senior at Mill's High School in the C.O.E. program.

New Section Head of Current Planning is Bob Kessinger, formerly head of Research. Steve Teague of Program Planning has replaced Bob as Section Head of Research.

Darrell Dobbins of Program Planning has left the Department to finish college. Good luck to Darrell! Ed Johnson is now in Program Planning. Several of that section's employees have taken vacations, including Roger Almond who went to Dauphin Island for a week. Mark Bradley made a trip to Indiana and Sandy and Carl Lindstrom went to Kansas City where Carl was best man in his brother's wedding. Dan Morgan didn't exactly go on a vacation, but did go on National Guard Camp for two weeks at the end of October.

Toastmasters' Area Humorous Speech Contest was held October 9 at Coachman's Inn. Several P&R employees were present, including Carl McChesney, Dale Gossien, Eric Phillips, Susan Ishmael and Ken O'Donnell. Ken was a participant in the contest and gave a very humorous speech entitled "Ice-Cream, Ice-Cream!" he did a fine job and we were all proud of him.

A former employee of P&R, Gloria Holliday dropped in for a visit in October. She now lives in Colorado and it was nice to have her back for a little visit.

Larry Newman of Mapping and Art will be married to Donna Roy, November 26 at the Wakefield Baptist Church. Congratulations to Larry and Donna and we wish them the very best of everything!

Another employee of Mapping, Don Finkbeiner, recently received his 15-year pin and certificate. Cake and punch were served in his honor and many Congratulations go to him.



Don Finkbeiner honored by the Mapping & Art Section.

Troyce Wilson and husband have been going to all the Razorback games. They are trying their best to cheer their team on to the Cotton Bowl, as are many other avid fans around the Department.

Economics Section has lost one employee and gained two new ones. Jim Gilbert transferred to Personnel, and a small going-away party was given in his honor. We miss him and wish him lots of luck in his new job. We are glad, however, to welcome our two new employees, John Bodiak, formerly of Mapping, joined our office as did LaVerne Burton, who is new with the Department. John works as an administrative assistant, and LaVerne as a statistical assistant. She is a native of Benton,

now lives in Bryant and has a cute 10-year old daughter named Tracy Ann. We're happy to have both of you!

## RECORDS & REPRODUCTION

Most of the men in our Section are getting excited and making plans for the upcoming deer hunting season.

We welcome our new employee, John Jackson, who is working in our Microfilm Section. John transferred to us from District 6. Girls, he is single and available!! His favorite hobbies are tennis, golf and girls.

At present Louie Greene is on duty at Little Rock Air Force Base. Congratulations to Louie on recently receiving his 5 year pin and service certificate.

Debra Allen has been busy showing her Alaskan Malamute Juneau. They have made trips to Shreveport, La., Nashville, Tenn., Jonesboro, and are planning more.

Alama Stephens and Patsy Latson accompanied their husbands to the Central States Shrine Association Convention September 16-19 in Des Moines, Iowa.

## RIGHT OF WAY

BY Shirley Childress

A reception was held for Don Martin on September 2 in honor of his receiving his 20 year pin and certificate. The presentation was made by Mr. Gray and many friends and co-workers came by to congratulate him on this accomplishment. A special guest at the reception was Don's wife Ernestine, who we were very happy could attend.

A small office party was held for Vi Winchell when he was presented his 10 year pin and certificate. Wanda Tackett is taking a cake decorating course and she made a very pretty and tasty cake for the occasion.



LaVerne Burton





Mr. Gray presenting award to Chief Don Martin



A. C. Ledbetter, right with Vic Winchell

Glendol Jackson attended the Highway Management and Transportation Conference at Stowe, Vermont September 12-17 then traveled from Vermont to New Orleans, Louisiana to attend the SASHTO meeting. His wife, Geraldine, took off two weeks from her job as a third grade teacher at Benton to go with him. They both enjoyed the trip very much but were happy to get back home to their family.



Kevin Lance King

This handsome young man is Kevin Lance King, the number one son of Kathy and Olan King. Kevin was born in Benton on July 15 and weighed in at 7 lbs. 5 ozs. Kathy, who is secretary in the Acquisition Section of Right of Way, has returned to work although it was hard to leave Kevin. We are very happy to have her back and looking forward to hearing about all the cute things Kevin learns to do and say.

**UTILITIES SECTION**

Utilities Section of the Right of Way Division has two transfers. They are Ralph Williams and Michael Tackett. Ralph transferred from State Aid. Michael transferred from the Engineering Section of the Right of Way Division. We welcome these two young men to our Section and hope they will enjoy working with us.

**STATE AID**

BY Shirley Wesson

This division welcomes John Zenone, an Industrial Cooperative Training Student from Hall High School, who came to work for us on part-time basis. John is a member of the VICA Club, past member of the band and says he enjoys playing the guitar in his spare time.



Shirley Wesson

This reporter was the recipient of a 5-year service pin & certificate which was presented on August 18 to her by John Kizer. The presentation was attended by her family, several friends, and fellow co-workers. Everyone enjoyed cake & punch served in her honor.



Tiger with Ashley Michelle

Tiger and Connie McLain were proud parents when Ashley Michelle made her debut on September 27 in Saline Memorial Hospital. Ashley tipped the scales weighing 9 lbs. 10½ ozs. I would say that she was a nice and healthy baby at birth, wouldn't you? Connie and Tiger brought her up so that all of us could see her. She looked so cute in her red and white outfit.



Don Potter and family

Don Potter, Professional Engineer, received his 20-year pin & certificate on September 27, from John Kizer. The reception was attended by his wife, Oleda, his mother, Mrs. Hicks, and a host of friends and fellow co-workers. Don, being a member of Toastmasters, gave a brief talk concerning his beginning at the Highway Department 20 years ago up to the present. The speech was very enjoyable. Cake and punch was served to all attending. Don, "hang on in there for 20 more." (smile)

We extend our sympathy to Brenda Seford in the death of her grandmother.

Max C. Hall, Assistant State Aid Engineer retired at the end of October with 22 years of service with the AHD.

The State Aid Division held its largest party to honor Max who most people have considered to be synonymous with county roads in Ark. His wife, Mary, and many, friends from around the department, county judges, district engineers



Max Hall with John Kizer

and resident engineers stopped in to wish him a happy retirement.

Mr. Kizer, presented Max with a weed eater and a special appreciation plaque shaped in the form of a county road sign from his fellow workers. Frank Dean, president of Arkansas County Judges Association, also presented Max a framed resolution from all the county judges expressing their appreciation for his expertise and interest in the county roads of Arkansas.

Max leaves many behind who will miss him and look forward to his coming back to visit often.

## SURVEYS

BY the staff



Gerald T. Kirksey received his 20 year award from Bob Mattox, Chief of Surveys.

## TRAFFIC DIVISION

By Bobbie White

Everyone works so hard in Traffic. We decided to take a few minutes to let you know the latest news!

Rick Hendrix purchased a new home a few weeks ago. He moved from LR to No.LR. We

know his wife and two sons will be happy.

JoAnn Niehaus took 5 children to the livestock show this year. She was a little tired after her trip.



Vararie Teishar White will be two years old on January 2. Varlarie is the daughter of Houston and Bobbie White.

Mike Selig is a member of a bowling team known as the "Jivin five." They are the Champs at present (Oct.) but as he stated that could change.

Good luck, boys.

November 22 will be the wedding anniversary for Charles and June Rain. Happy Anniversary!

## WEIGHT DIVISION

This is a photo of Jason Lynsey East born July 8, weighing 8 lbs. 15½ ozs. He is the son of Linda and Gary East. Gary is a State Highway Patrolman, assigned to the Garland City Weigh Station.

Miss Marquetta Lynn Russell and Dennis Warmack were married in an impressive cere-



Jason East

mony August 6, at Sheridan Church of Christ.

The bride is the daughter of Mr. and Mrs. F. B. Russell. Captain Russell is a Weight Division Supervisor.

Marquetta's brother is also with the Weight Division, Patrolman Gaylon Russell, stationed at the Thornton Weigh Station.

It has been of interest to many that the wedding gown was designed and crocheted by the bride's mother.



Mrs. Dennis Warmack

## DISTRICT TWO

BY Betty Carter

District Two has started the hunting season and the talk these days centers around squirrels and the weather. What a good way to put to use your leave that's left over. This district is known for "it's fearless hunters."

Several of the employees were "well fed" recently by some of the residents in Arkansas County. It really made the headlines that day as the women had tables full of fried chicken, creamed potatoes, fresh vegetables, sliced tomatoes, and home made pies. It's not every day you get to eat like that. An appreciation dinner was held at the home of Mrs. Eula Bonner for the officials and crew working on the extension of Highway 44 through Webber to the White River Refuge line near LaGrue Bayou. Currently the road is being widened and is expected to be asphalted in the spring of 1977. Assisting in the preparation were: Mrs. Henry Rhodes of Stuttgart, Mrs. Ruth Ogle of Dewitt, Mrs. Luna Peterson of Dewitt; Mrs. Rosebud Nicholson of DeWitt and Mrs. Leo Brown of Tichnor. This was a "well appreciated treat" to the men of District Two.





Bill Granderson is a personality over looked in this district since his arrival two years ago. Being a native of Pine Bluff he came back after spending 2½ years in the Army. A graduate of the U of A, he has degrees in Natural Science and Civil Engineering. Shown in the picture are Bill and his family, his wife Suzana, son Josh age 3½, and daughters Carrie, age 2 and Anna Jo, 4 months. He is assigned to the Van Bratton Residency and is currently working on the Pine Bluff to Little Rock Four Lane Highway.

The special committee for Records Management met in Pine Bluff recently and were conducted on a tour of the business office and filing system by the office manager and member of the committee, James Pierce. It was a pleasure to have these visitors with us.

The crew in the Stock Room traveled this summer during their vacations. Ed Nissblatt and his wife Mozelle spent some time in New Orleans visiting with an old "Army buddy" and family. "Sarges" former company clerk during the war showed them a good time. They managed to bring back a trunk full of the Gulf shrimp. Joe Leopard and his wife, Louise, drove to Atlanta and Columbus, Georgia and visited Stone Mountain and other points of interest. Bennie Roberts and family toured North Arkansas, including Eureak Springs and all the tourist spots.

The biggest event this summer was the opening of the new convention center and of course the biggest star that could appear, ELVIS!! Three of his most loyal fans were there opening night, that being Selma, Ouida & Bettye from the District office. You never saw such excited employees the next day. It was great!

Leslie Johnson and husband, Clyde attended the annual Arkansas Fox Hunters Assoc. field hunt and show held recently in South Arkansas. Both Leslie and Clyde spend their spare time raising and showing field dogs. They have had



Fish fries are always fun and the employees and their families really seemed to enjoy the one held in honor of John Merle Holles who retired after 25 years with the Highway Department. Fish, french fries, hush puppies and all the trimmings were served in the District Shop to show appreciation to John Merle the Superintendent over the Bridge crew. A resident of Rison in Cleveland County, he enjoys tomato farming there. The employees and friends presented John Merle with a fishing tackle to show their appreciation for his years of hard work. Special guests were: Mrs. Hollis, Johnny and Randy Hollis and John S. Harris, Jr., former District Engineer. Jim Allbritton and "Peanut" Woodfield were in charge of the arrangements for this event. John Merle has many friends in the Highway Department and all will miss him.

Left to right: Lester Rabb, J. M. Hollis, and "Peanut" Woodfield.



Left to right: John Harris, John Hollis, and Sam Smith.



Bill Granderson and family.



several winners in the judging events.

Ken Tyler and his family spent their vacation driving through Wyoming and the western states. They say the country is just beautiful out there.



**Lester Rabb receiving 30 year award**

Several District Two Employees were recognized for their years of service: Shown in the picture is Lester Rabb, Job Supt. with the sealing crew district wide. Lester and his wife reside in Monticello in Drew Co. He has been with the Department for 30 years. Timmy White has completed 20 years of service. He and his wife reside in Rison and where he holds the title of Highway Area Maintenance Foreman in Cleveland Co. Also a Area Foreman for 15 years recognition was given to Scarler Lyons of Stuttgart. Scarler is one of the Foremen in Arkansas Co. Receiving awards for 10 years of service were: Steve Reeves from Lincoln Co., Wesley W. Fairchild from Ashley Co., Kenneth Turner with the St. Charles Ferry, also Thomas T. Rotton and Mack Jackson, Sr., of Chicot Co. and Robert L. Haynes, Drew Co. for 5 years.



**Tanya Michele Ferguson**

Shown in the picture is the grand daughter of Virgil Green, Job Supt. over the Equipment Crew who suffered a fatal heart attack this summer. Tanya Michele is the daughter of Irma and John Ferguson and was born October 29, in Pine Bluff. Irma is the only child of Virgil and Ruth Green.



**Kimberly Lynn Williams**

Kimberly Lynn Williams, born June 27, at the Jefferson Hospital in Pine Bluff, is the daughter of Roger and Betty Williams. Roger works with the Dist. painting crew out of Pine Bluff. Being the first child for Roger and Betty Kimberly is the grand-daughter of Mr. & Mrs. El L. Williams and Mr. & Mrs. Clifford Gene Todd.



**Timothy Atkinson**

Shown in the pictures are the grandchildren of Mr. & Mrs. John C. Ashcraft of Rison. Jack is the station attendant at the Area Headquarters in Cleveland County. Timothy Atkinson, age 2 years, is the son of Mr. & Mrs. Gary Atkinson of Pine Bluff. Mrs. Atkinson is the youngest daughter in the Ashcraft family. Monica Ashcraft is the 2 year old daughter of Mr. & Mrs. John Edward Ashcraft of Rison. The grandparents report that both children like to come to their house and get out in the country to picnic and play in the out of doors. We know that makes the grandparents happy as they are; two children to be proud of.

Wedding bells rang on October 8 at the East Side Pentacostal Church in Pine Bluff for Ricky Harrison and Brenda Crutchfield. Ricky is the son of Rev. & Mrs. Adam Harrison of Star City and Brenda is the daughter of Mrs. Wilma Willis of Pine Bluff. Rev. Harrison is employed in the District Shop and Ricky works



**Monica Ashcraft**

at the service station here at the District Headquarters. We send best wishes to the both of them from all of us at District Two.



**Mr. & Mrs. Ricky Harrison**

District Engineer "Sam" Smith and Mrs. Smith attended the SASHTO convention along with the other District Engineers and wives in New Orleans, La. Mr. Smith reports it was a great convention and especially a fun place to visit.



**Mr. & Mrs. Steve Pate**



On September 18, at Mt. Zion Baptist Church near Rison, wedding vows were exchanged in a double ring ceremony for Stephen Lee Pate and Gail Bradford both of Rison. Steve is a new employee with the District Bridge Crew and the son of Mr. J. B. Pate of Clinton and Mrs. Betty Pate of Rison. Gail is the daughter of Mr. & Mrs. Bobby D. Bradford of Rison. Welcome to District Two to Steve and his new wife.

Certainly a face that will be missed around the Resident Engineers office in Monticello is Allena Moseley. Mrs. Moseley has been a pleasure to work with and is known to all her friends in District Two and especially "Her boys" at the Monticello office as a very nice and special lady. Good luck, Allena.

### DISTRICT THREE

BY Sharon Bailey



**Dale Fulmer**

Service Awards were given to the following employees in District 3. Ruel Staggs, 25 years; Thomas Adams, 10 years; Robert Ellis and Joe D. Fulmer, 15 years; C. H. Minor, 10 years; Jack Stockslager, Anthony Dixon, Alan Carmack, Herbert Ogden, Kenneth Cowart, and Jerry Burnett, 5 years.



**Christy Foster**

Our bicentennial cutie is Christy Foster, daughter of Mary and Stephen Foster. She is

23 months old and is an absolute doll. Stephen works in our District Construction Crew.

Congratulations to the following:



**Bridgette Delaney**

Billy and Geneva Delaney on the birth of their second child, Bridgette, on August 9. Their son, Mark, is 3 years old. Billy is one of our District mechanics.



**Jesse Lee Evans**

Cecil McCorkle, who works at the District service station, became a grandpa for the second time on August 3. Jesse Lee is the 10 pound 8½ ounce baby born to Mr. & Mrs. Terry Evans.

Judy Clark who was one of the recipients of the Henderson State University margin of excellence scholarships, a \$400 gift by the HSU Alumni Association. The daughter of Mr. and Mrs. Elmer M. Clark, Judy is currently enrolled at Henderson where she plans to major in Economics. Elmer is our oil house man at the Hempstead County Area Yard.

### TEXARKANA RESIDENCY

BY Debby Eaton

Larry Myers resigned in July to accept a position with Cooper Tire & Rubber Co. and Wayne McKnight resigned in September to begin work with the Belk-Jones Co. Larry had worked with the Department out of this residency for nine years and Wayne had been with us for two years. We would like to wish

both of them the best of luck in their new jobs and to say we miss them very much.



**Gary Roberts**

Charles Mauk, Resident Engineer, presented Gary Roberts with his 10 year pin and service certificate in August. Gary is our rodeo bum and we would like to congratulate him. Congratulations also to Dale Fulmer on the receipt of his 15 year pin and service certificate in September. Dale is the father of two children and is the party chief in one of our survey crews.

Happy Birthday to Porky Burt and Tom Hubbard in August. Wayne McKnight and Dale Fulmer in September, and Doug Ward and Dennis McWilliams in October.

Jim Karnowski and family would like to announce the birth of their new babies! The Karnowskis are raising rabbits as a family hobby and their doe presented them with a new litter recently. We hope Jim will invite us over for "rabbit stew" when they are a little older.



**David & Mike**

We would like to welcome David and Mike Giles to our office. They were employed in August as temporary workers to help in our survey crews. Both young men are so nice and courteous to everyone, they are a joy to have around. Davis is 24 and Mike is 18 and both are single.

Larry Nine and family have just returned from a vacation. They attended the Arkansas State Fair in LR, the Texas State Fair in Dallas and visited the Carlesbad Caverns in New Mexico. Larry said they were plagued by bad weather most of the way but they enjoyed the trip.

Well that's all the news for this issue; but we want to wish everyone a nice Thanksgiving and hope you enjoy the turkey.

**OBITUARY -**

James Charles Prather, 48, of Texarkana died October 29 in a local hospital.

He was a life-time resident of Texarkana and was an employee of the Arkansas State Highway Department in District 3.

Survivors include his mother, Mrs. Erma Prather, a brother, Glen, five aunts, and one uncle.

Services were held at the Landmark Baptist Church. Burial was in the Rondo Cemetery.

**DISTRICT FOUR**

BY Helen Butler

Not much news, but several new home owners.

Tommy Trotter, Distr. Yard Station Attendant, and Della built a new house in the Greenwood area; they and daughters Pat and Elaine have just proudly held Open House.

Bill Hartman (Stockroom), Betty, and their 5-year-old daughter, Valinda Renee, have moved into their very own house and think it feels wonderful.

Kim McDowell, Permit clerk, now has room to breathe in a larger house; wife Nancy and sons Travis and Jason think it is a good move, too.

Tex Brown and family also changed dwellings. We wish them all happiness in their new homes.

In the baby department, Peggy (Payroll clerk) and Jimmy Adair presented their daughter Kristie (5) with a brother, Michael Lee, born September 13.



**Melissa Lynn Williams**

Ralph Fulton Residency has a proud grandfather, Roy Williams, Roy is showing off pictures of his black-haired granddaughter, Meliora Lynn. His son, David and Phoung are the proud parents.



**Anna Beth Anderson**

Anna Beth Anderson, born July 24, is the daughter of Harold, Contr. Insp., and Bertha. We welcome all these Spirit of 76' babies.

Also, another son to be proud of is that of Gerald Stockton, Engr. Aid, and Wilma. Mike, 17, enlisted in the Navy in August. He is now in Boot Camp in Orlando, Fla. and will have further training at the naval station at Great Lakes, Ill.

Charles Means assumed duties of Resident Engineer at Hot Springs on September 17. We all wish him well in the new position.

The responsibility of the Waldron Engineering office will be assumed by Jack Coleman who will maintain his office in Van Buren.

Welcome to our new District 4 Storeroom Supervisor, John Sloane. John worked in our office last summer, so some of us were already acquainted.

Bont Carter is our retiree this month. He has been with the Greenwood area for the past 10 years. We wish him a happy retirement.

**JACK COLEMAN RESIDENCY**

On September 24, our residency enjoyed cake and punch to celebrate the awarding of service pins. J. D. Kuykendall was awarded his 25 year pin and certificate by District Engineer, Calvin Peevy. Resident Engineer, Jack Coleman, awarded pins to Olen Brooks for 15 years and Jerry Hunsucker for 5 years.



**Jewel Don Kuykendall, right.**



**Olen Brooks**



**Jerry Hunsucker**

Scott Campbell, 11 year old son of Shirley Campbell, is now pursuing another sport—bowling. As if football, soccer, baseball and basketball isn't enough. Oh well, what's one more activity. At least he stays busy. Pictured here is Scott during baseball season.



**Scott Campbell**

Don Wilkinson's small son, Dave graduated from school in June, rather Kindergarten. He sure was proud of himself. And I'm sure he wasn't the only one that was proud of the accomplishment.

Shawn Kuykendall, 3 year old grandson of J. D. Kuykendall, is pictured here in school.





**Shawn Kuykendall**

Recently while exploring the world on his tricycle. Shawn somehow broke his big toe. But it doesn't take much recuperating for the little tyke, for soon he was back out on the road, trying out some new adventure. We're also told that Shawn gets along fine with his grandpa's horses. He visited his grandparents this summer and really enjoyed the stay. Shawn is the son of Mr. and Mrs. Gary Don Kuykendall of Memphis, Tennessee.

**OBITUARY**



Diane Stockton, age 15, died August 6 at McKinney, Texas. She was enroute home to Fort Smith after vacationing in Dallas. Cause of death was determined as Cardiac arrythmia. Diane was the daughter of Gerald and Wilma Stockton. Gerald is an Engineering Aide in Ralph Fulton's Residency in Ft. Smith.

Diane was active throughout her life in church, school and community events. She was a member of her church choir from the age of 7. At age 8 she began entertaining at local banquets, County Fair Talent Contests, and was featured Guest Entertainer at the First 'Little Missy Contest' held in Safford, Arizona.

Diane held the office of Musician for the Faith Assembly of the International Order of

Rainbow for Girls in Fort Smith. She played clarinet in the Northside High School Band and the tenor saxophone in the Northside Stage Band. She was a member of the United Methodist Church and was piano accompanist for the Youth Chior.

Diane was Sebastian County Sweepstakes winner in the 4-H Fun-O-Rama this last Spring, and placed second in the District competition at Fayetteville. She was due to go to Conway to represent Sebastian County in the State 4-H Rama on August 9.

She is sorely missed by those who knew and loved her.

**DISTRICT SEVEN**

BY Althea Campbell

Wasn't it great to see each District represented in our Highway Magazine; all of the pictures too!

We have enjoyed visits with Leon Sneed, with Safety Section, these past few weeks. He has been working Safety Meetings with the various offices and headquarters in District Seven.

Judy and Gilbert Loe, of Nacogdoches, Texas, presented Vernell and Ben Loe (Auto/Diesel Mechanic) with a granddaughter on August 12. Cindie has an older sister, Christie. Gilbert is a brother of Vickie Loe, our new Payroll Clerk.

Louise McMahan, who worked temporarily last fall, is our new Receptionist. These changes came about when Helen Parton left for a similar position with Highland Resources in East Camden. We all miss Helen and hope she finds happiness in her new job and still finds time to visit with us often.

The residency of Bob Myers held a fish fry for employees and families Saturday evening, October 9, at White Oak State Park. All reported a delightful time and lots to eat.

Jodie Waddle, Lafayette County Area Foreman, is literally greeted with open hand when he visits the District Headquarters. He always has a supply of gum and life savers for each of the girls in the office. Thanks, Jodie.



**John Alvin Watson**

Mildred Russ (Fuel Clerk) and husband, John, attended the NW Arkansas Regional Convention for FGBMFI in Fayetteville the weekend of October 9. They heard Harald Brendesen, well-known Lutheran Minister and Author.

Doris and Arvis Loe (Auto/Diesel Mechanic) has a new granddaughter. Medryth Yvonne Marguerite, born to Teresa and Larry Loe of Colorado.



Titled "One of the Joys of a Car Pool" — members of A. W. Hardy's residency on a recent trip to Magnolia. Their residency is in Camden across the Highway from District Office and these five commute. G. G. Wise, Calvin Shaw & Jimmy Wynn (2 doing the work), Jeanne Johnson and Alan Cheatham.



**R. D. and David**

Nicole and L. D. Hopper (Equipment Supervisor) are proud of their two baseball players, R. D., 10 years & David, 8 yrs., are sons of Delores & Roger Hopper of Mountain View. R. D. won his trophy for most RBI's and David had most runs scored for their particular age division.

John Alvin Watson is the son of Carolyn & James I. Watson, Equipment Operator II for Doyle Jacks, Area Foreman in Columbia Co. John Alvin was born May 3, and weighed 7 lbs. and 14 ozs.



**DISTRICT EIGHT**

BY Jane Magsam

Those receiving Service Awards in August were: Don Wilkinson, 10 years; M. A. Edwards, 20 years; Utah Graddy, 15 years; S. M. Cotton, 15 years; Fletcher Beavers, 15 years.

Those receiving Service Awards in September were: Leonard C. Keeling, 25 years; Ray Wren, 5 years; Fred J. White, 10 years; Earnest R. Waid, 10 years; Cletus Cravens, 10 years; James H. Chism, 10 years.



On September 3, David Moore, District Engineer, presented Certificates of Service to the following at the District Headquarters: R. C. McConnell, B. R. McAlister, Jean Blalock, Sam Evans, and Thomas Kinslow.

A fish fry was held at the Van Buren Co. Area Headquarters on October 8, for all present and retired employees. There was plenty for all to eat and everyone had an enjoyable time.

Mr. and Mrs. W. E. (Wayne) Blair are very proud of their new daughter, Tracy Suzann Blair. Tracy was born on April 20, and weighed 8 lbs. .8 ozs. Wayne Blair works as an Equipment Operator with the Perry County Crew.



Tracy Blair

John Gruben, Equipment Operator from the Van Buren Co. Area Headquarters, has an unusual hobby — he raises queen bees. Mr. Gruben is an expert on the raising of queen bees, and he ships his bees to all parts of the country. He sells the bees for \$5.00 each, and

he has already sold 200 this year without even advertising.

Joey and Linda K. Ashlock are the proud parents of a beautiful little girl born on October 9. Jennifer Lynn weighed 6 lbs. 8 ozs. Joey Ashlock works as a sign man at the District Headquarters.



M. A. Edwards

Mr. M. A. Edwards retired on September 1, after 20 years of service. Thomas F. Kinslow, Maintenance Superintendent, presented Mr. Edwards with a 20 year pin and certificate. Cake and coffee were served at the presentation. Mr. Edwards worked as an Equipment Operator.

**CONWAY RESIDENCY**

BY the staff

We want to congratulate Eddie & Carol Deckard on the birth of their second child, a daughter, Kimberly Dawn born July 27 weighing 6 lbs. 7¼ ozs. Big brother Russell, age 8, is very proud of his new sister. Eddie is our Materials Inspector.

Wedding vows were exchanged on August 17 between Miss Pamela Ann Magness and David Smith in the Garden Room at the home of Mr. & Mrs. Lloyd Mobley of Russellville. Pam is the sister of Joe Magness of the Materials & Tests Division and David is the son of Mr. & Mrs. Elmer Smith. Elmer is the Resident Engineer in Conway. David is employed in the District Headquarters.

Wedding bells rang again in this office. On September 18 Miss Alice DeSalvo and Edwin Riedmueller were wed at St. Joseph's Catholic Church in Center Ridge. Edwin is a Hwy. Engr. Aide I in the Conway Residency and Alice is the daughter of Ed DeSalvo, Retired Conway Area Foreman.

We wish the best of luck to both newly wed couples.

We are certainly glad to see Elmer's bright and smiling face back at work. He has been on sick leave for a few weeks. We sure hope he isn't over doing it too soon!

Our Assistant Resident Engineer, Mike Jetton resigned October 1, to accept a job with

Freshour, Inc. We wish Mike all the luck in the world with his new job.

Over the Labor Day weekend, our Field Clerk, Patsy King and her family took a trip to visit relatives in eastern Tennessee. They drove through the beautiful Smokey Mountains and stopped along the way to view places of importance in Tennessee history.

**DISTRICT NINE**

BY Donna Biddle

On September 17, District 9, was the host for a retirement party given in honor of the following: Silvester Mathis, 23 years; J. M. Tate, 29 years; W. A. Coonfield, 25 years; and S. E. Villines, 13 years. We wish them all many, many happy years of retirement. Mr. T. S. Sims, who passed away September 1, was also honored for 15 years of service to the Department. His son, Marvin Sims, accepted the award posthumously.



Service Awards were presented at the Sept. 17, Supervisor's Meeting to the following: Dan Terpening, 15 years; Jack Renfroe, 20 years; Omel Fields, 25 years; Dean Smith, 20 years, and Fred Freeman, 10 years.



Omel Fields receiving 25 year award.



Jack Renfroe



Dean Smith





Fred Freeman

Dan Terpening

Congratulations to Ronald and Kathy Jones who are proud parents of Byron Allen, born September 15, weighing 8 lbs. 10 ozs. Ronald is the Stockroom Supervisor for District 9.



Left to right: Ronald Jones, Dennis Jarrette, Leslie Gregory, Frank Rose & Kenneth Oxford.

There have been some recent promotions in District 9. Frank Rose was promoted to Asst. Maint. Supr. & Ronald Jones to Stockroom Supr. with Dennis Jarrett as the Asst. Stockroom Supr. In the Maint. Division, Kenneth Oxford is now the Marion Co. Foreman with Leslie Gregory as his Asst. following the retirement of J. M. Tate, former Marion County Foreman.



Mr. & Mrs. Raymond Holland

Congratulations to Mr. & Mrs. W. R. Holland who celebrated their 60th Wedding Anniversary on September 17. Mr. Holland is a retiree in the District.

We are happy to report that Shirley Morton will be back with us on October 13. Shirley has been off work 8 weeks due to surgery and we are looking forward to her return. Welcome back, Shirley.

## DISTRICT TEN

BY Isabelle Psalmonds

We are having some beautiful fall weather. Crops are being harvested and the trees are beginning to color. This is a lovely time of the year.



W. R. East, receiving award

W. R. East, Equip. Opr. at Marked Tree, was presented his 20 year pin and certificate by the Area Foreman, Dairl Hyde. The crew had coffee and doughnuts honoring Mr. East. He retired on September 15, and plans to devote much of his time to his favorite sport "playing golf." Best wishes for a long active retirement, Mr. East.

C. D. Alexander, also Equip. Opr. at Marked Tree, received his 10 year pin.



Darrell Holder, right with Mr. Batesman.

Waukeen Batesman, Dozer Opr. Paragould, was presented his 25 year pin by Darrell Holder, Maint. Supt. That crew also had coffee and doughnuts.

The wife of R. C. Glasco, Equip. Opr. at Marked Tree, has returned home from the hospital after surgery and is recuperating quite well.

Bob Harris, Assistant to Res. Engr. at Osceola, has spent several weeks in a Memphis hospital as the result of an automobile accident. Bob went through the windshield of the car and has extensive facial lacerations. He lost most of his teeth and sustained a broken leg and required surgery on the ankle of the broken leg. Bob is

home now and hopes to be back to work soon — maybe on crutches — but a work. We wish for Bob a quick and complete recovery.

Some changes have been made in the District office. Phil Camp, Office Manager, resigned and Dewayne Combs, Stockroom Supvr., was promoted to that position. June Chapman Stockroom Clerk, was promoted to Stockroom Suprv. Congratulations to Dewayne and June.

J. M. "Mike" Cameron, Res. Engr. at Jonesboro, resigned to accept the position of Director of Public Works with the City of Jonesboro. We wish him much success in his new position.

B. B. "Sonny" Lofland, Res. Engr. at Walnut Ridge, is now at Jonesboro and is directing the work at both Jonesboro and Walnut Ridge.



Jeremy Lewis

We had a couple of new arrivals this summer. Jeremy Lewis Tillman, son of Mr. and Mrs. Darrell Tillman, made his appearance on August 20. Darrell is Equip. Opr. at Blytheville. Jeremy is their first child. He weighed in at 8 lbs. 4 ozs. He is a fine looking boy.



John R. Porter & Crystal

Another was Crystal Gale Porter, daughter of John and Betty Porter. John is District Permit Clerk. Crystal arrived on August 29, and weighed 7 lbs. 11 ozs. She is the first child for the Porters and she is a doll.

Jerry Maness, Equip. Opr. at Marked Tree, was married on July 25. His wife's name is Betty. Congratulations and best wishes to Jerry and Betty.

October is a month of weddings in the District.

Norman D. Pumphrey, Jr., "Butch" and Anita Sue Holley were married on October 9. at the Geyer Springs First Baptist Church in LR. The couple will be living in LR where the bride is employed by the Ark. Forestry Commission and the groom by the Federal Highway Adm. Butch is the son of District Engineer Norman and Mrs. Pumphrey. Anita is the daughter of Mr. and Mrs. Robert Holley of Little Rock.

Friday night, October 15, Ben Holder and Debbie Gordon of Paragould are to be married. Ben is the son of Maint. Supt. Darrell and Mrs. Holder.

On Friday night, October 22, Dennis Herren and Paula Smith will be married. Dennis is the son of Mr. and Mrs. Lowell Herren of Paragould. He is Equip. Opr. and his mother Ruby is Payroll Clerk.

Our wish for all these young couples is for a long happy life together. We hope to have some pictures of these weddings for the next magazine.



Mrs. Norman D. Pumphrey, Jr.

#### ARMORY NAMED AFTER BILLY C. HYDE

The Blytheville National Guard Armory was named the Billy C. Hyde National Guard Armory during ceremonies on October 10.

Hyde, who died February 11, was an employee of the Highway Department and a Platoon Sergeant in the 875th Engineer Battalion at Blytheville. He had worked for the

Highway Department 20 years and was Engineering Assistant in the Osceola Residency.

At the dedication ceremonies. Mrs. Billy Hyde was presented the Army Commendation Medal which was posthumously awarded to her husband.



Al Dunn receiving 10 year award from Gip Robertson, Assistant to the Director.

## WEIGHTS DIVISION PROMOTIONS



Trooper Jimmy M. Whitlow, one of several being promoted, is shown receiving his commission from Chief Roy Johnson.

#### PROMOTED TO CORPORAL:

Ronnie E. Anderson, Newport Roving Unit  
Bobby G. Cobb, Hope Weigh Station  
Glenn T. Cross, Ratcliff Roving Unit  
Billy Dan Farley, Pine Bluff Roving Unit  
Darrel W. Foster, Mena Roving Unit  
Gene Hatfield, Little Rock Roving Unit  
Bobby G. Roberson, Newport Roving Unit  
William C. Simpson, Thornton Weigh Station  
Shelton T. Smith, Sheridan Roving Unit  
John L. Turner, Marion Weigh Station  
Jimmy M. Whitlow, West Memphis Weigh Station

#### PROMOTED TO SGT.

John W. Bellar, Jr., Hoxie Weigh Station  
Bobby F. Hamrick, Jonesboro Roving Unit  
Donald G. Hastings, Sheridan Roving Unit  
Robert W. Lusk, West Memphis Permit Station  
Herman D. Pierce, Corning Weigh Station  
Roy W. Sessions, Thornton Weigh Station  
William D. Smith, Springdale Weigh Station  
Thomas E. Whitlow, Hoxie Weigh Station

#### PROMOTED TO LT.

William R. Jennings, Harrison Weigh Station  
Herman Reginelli, Lake Village Roving Unit  
C. Eugene Williams, Bentonville Roving Unit





**THE RETIREMENT  
BOARD**

**J. E. LOWDER**  
Chairman

**M. S. SMITH III**  
Vice-Chairman

**B. K. COOPER**

**MRS. NANCY J. HALL**

**RICHARD E. HEATH**

**J. E. McCARTHY**  
Executive Secretary



**THE MAGAZINE STAFF**

**NOTICE**

The Spring issue of the Arkansas Highway Magazine may be delayed due to a review of printing of State Publications by the Legislative Council and the State Printing Board in accordance with I.S.P. 75-102 (H.C.R. 211).



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