

WINTER 1977



ARKANSAS HIGHWAYS

*Seasons
Greetings*



ARKANSAS HIGHWAY
COMMISSION

GEORGE KELL
Chairman

JAMES A. BRANYAN
Vice Chairman

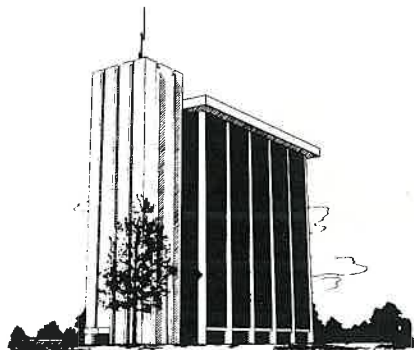
J.C. PATTERSON

DAVID SOLOMON

PATSY THOMASSON

HENRY GRAY
Director of
Highways and Transportation

Arkansas Highways



VOLUME 24 NO. 1
WINTER 1977
October – November – December

ARKANSAS HIGHWAY COMMISSION

GEORGE KELL, Chairman
JAMES A. BRANYAN, Vice-Chairman
J.C. PATTERSON, Member
DAVID SOLOMON, Member
PATSY THOMASSON, Member



HENRY GRAY, Director of Highways
and Transportation
B. K. COOPER, Deputy Director and
Chief Engineer

Editor

Charles Frazier

Art Unit

Larry Newman
Carolyn Bowden

Photographers

Johnnie Gray
J. Louie Greene

Prepared By
Mapping and Art Section
Planning & Research
Division

Arkansas State Highway
and
Transportation Department

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Front Cover: The Arkansas State Tree, the magnificent Pine, wears her coat of winter snow. Photo by Steve Wilson.

Back Cover: New Bridge on Highway 38 over the St. Francis River in St. Francis County. Photo by Johnnie Gray.



Henry Gray, Director

DIRECTOR'S DESK

CITIZEN'S INVOLVEMENT

Getting the average citizen involved in highway and transportation planning is a must, if our transportation system is to serve the public best.

The Department has been quite active over the years in going out across the State to meet with local citizens at Public Hearings, listening sessions and use of the Mobile Information Trailer.

Dozens of delegations appear before the Highway Commission each year to express their desires for highway improvements.

In October, the Highway Commission took another step toward more citizen involvement when it held the first of four planned regional public meetings in Springdale. Other meetings will be scheduled for Hope, Jonesboro and Monticello.

The Springdale meeting was the first time the entire five-member Commission has ventured out of Little Rock to discuss the State's transportation needs. The Springdale meeting concerned itself with Districts 4, 8 and 9.

The Commissioners spent parts of two days in Springdale listening to public comments and taking a first hand look at some of the road problems in the area.

Nearly 350 people turned out for the meeting, which extended over three hours. The requests were many and the suggestions were helpful.

It is this type of public involvement that is so necessary, if the Commission is to provide the best possible system of highways for our state.

Such meetings serve another purpose as well. They provide an opportunity for our State Senators and Representatives to see and hear what their constituents want in the way of a highway program.

Before any roads can be programmed, money must be available. It is the responsibility of the legislators to decide what portion of our taxes will be allocated for our highway and transportation facilities.

The Commission and Department staff will begin a thorough review of the comments received at these public hearings and draw up what we believe will be a comprehensive highway program, which will be presented to the Legislature at its next session.

I would like to thank each of you for your tremendous efforts this year and wish you and your family a Happy Holiday Season.

DIVISION PROFILE

LEGAL DIVISION FEDERAL AID SECTION

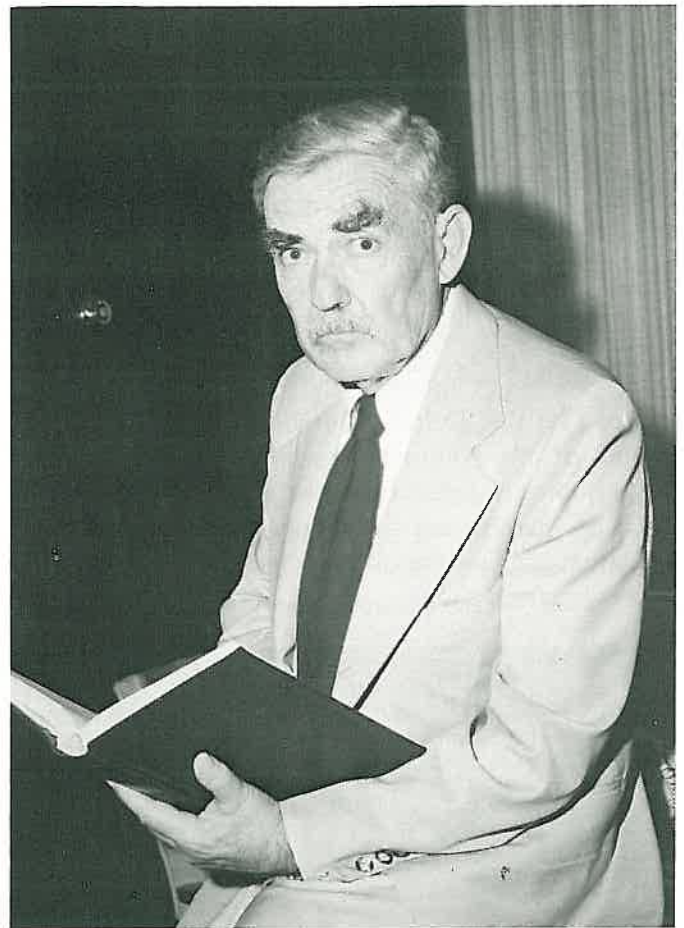
Amendment No. 42 to the Arkansas Constitution of 1874, creating the State Highway Commission, provided in Section 1:

1. There is hereby created a State Highway Commission which shall be vested with all the powers and duties now or hereafter imposed by law for the administration of the State Highway Department, together with all powers necessary or proper to enable the Commission or any of its officers or employees to carry out fully and effectively the regulations and laws relating to the State Highway Department.

Amendment No. 42 was adopted by the people of Arkansas in the general election on November 4, 1952. It provided that the Commission would elect, from its membership, a Chairman and a Vice Chairman and appoint a Director of Highways as the Chief executive officer of the Department.

It was at that time, 25 years ago this month, that the real need of the Highway Commission and the Highway Department for a full-time, independent, specially qualified and well-staffed legal division came into being. Prior to that time the Highway Department had received its legal advice and representation from (a) one or two-man staffs (Special Counsel and/or Highway Attorney designations); (b) attorneys from private practice engaged by contract on a part-time basis for special assignments; and/or (c) special representation by the Office of the Attorney General by assistant Attorney Generals designated to handle Arkansas State Highway Commission cases. The need for an expanded legal division was apparent at that time and has become increasingly self-evident with the passage of time.

In the 25 years since the State Highway Commission assumed the responsibilities of "carrying out . . . the regulations and laws relating to the State Highway Department," those regulations and laws have proliferated beyond all expectations. In 1956, the Congress, in the Federal-Aid Highway Act of that year, set a new milestone in highway affairs with the establishment of the Interstate and Defense Highways



Thomas B. Keys, Chief Counsel of Legal Division

Program and the planned acceleration of the regular Federal-Aid Highway Program. Combine the "regulations and law" attendant to this development with the expanded role of the Arkansas State Highway and Transportation Department in all aspects of transportation planning, and it can be seen that the legal problems confronting the Commission and the Department are of an ever-increasing, more complex, and frequently unique nature. There are seventeen employees in the Legal Division, including 10 attorneys. Donna Barbee is Division secretary.

CHIEF COUNSEL

In addition to administering the work load of the Legal Division under the Assistant to the Director for Administration, the Chief Counsel also fills two

other roles. As Chief Counsel he is constantly available to his primary clients, the Director and the Commission, for his counsel as to the resolution of legal problems of importance and immediacy. In addition, the Chief Counsel, through his staff, serves as "an In-House" attorney, on a continuing basis, for all other divisions of the Department.

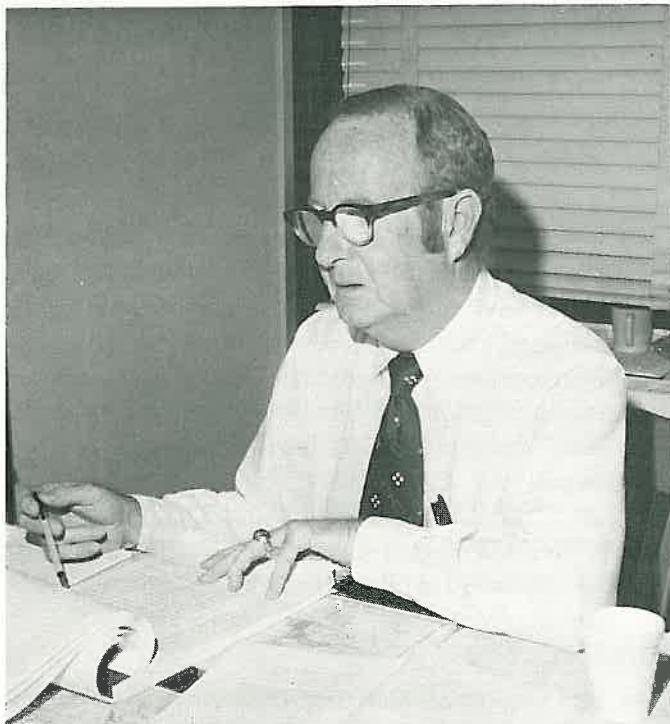
Chief Counsel Thomas B. Keys joined the Legal Division February 16, 1959. He succeeded John R. Thompson as Chief Attorney on November 1, 1967 and was designated as Chief Counsel July 1, 1969. As of November 1, 1977, Mr. Key's tenth anniversary as Head of the Legal Division, he has served longer in this position than any of his predecessors.

Keys is a native of Gurdon and graduated from Ouachita Baptist College (now Ouachita Baptist University). After serving 3 years in the U.S. Navy, he graduated from the University of Arkansas School of Law in 1949. Prior to working for the Department, he practiced law in Clark County for 10 years.

He is on the Eminent Domain and Land Use Committee of the National Research Council to which he periodically presents papers and speeches. He and his wife Marilyn are the parents of two sons and a daughter. He is a member of Second Baptist Church and enjoys traveling.

ASSISTANT CHIEF, LEGAL DIVISION

The Assistant Chief Counsel is essentially accountable for assisting the Chief Counsel on all matters



Ken Brock, Assistant Chief Counsel



Regina Laidler, Title Attorney

pertaining to the duties and responsibilities of the Legal Division and for serving as Division Head in the Chief Counsel's absence. In addition, the position has the function of a Trial Attorney to serve the Department in all types of litigation, and to work with the other staff attorneys performing the work of the Trial Section.

Kenneth R. Brock has been with the Department since June 23, 1966 and became Assistant Chief of Legal Division June 26, 1977. A native of southeast Missouri, he graduated from the University of Arkansas and received a LLB Degree from the University of Arkansas School of Law in 1950. He was in the insurance claims business for 17 years before joining the Department. He enjoys outdoor sports, especially fishing.

TITLE SECTION

A major portion of the work of the Legal Division is devoted to acquisition of title to highway rights of way by negotiation or by condemnation under eminent domain powers. An outstanding professional woman, Title Attorney Regina Laidler examines the title information on all real property the Department contracts to be purchased by negotiation. She also examines abstracts and title certificates in order to render legal opinions on each piece of property acquired, and then directs the preparation of deeds, affidavits, releases and any other legal documents considered necessary for the Department to obtain clear title.

In addition, the Title Attorney is frequently called on for other assistance in title matters, such as draft-

ing and preparing any type of legal instrument when needed by Right-of-Way Division, and preparing county court orders on release or exchange of real property. This position demands a tremendous amount of legal knowledge and experience, and holds a constant challenge in keeping abreast of Arkansas law relative to real property.

CLAIMS SECTION

The Claims Section processes two different types of claims: (a) claims in worker's compensation cases filed by employees for work-connected injury or disability, and (b) claims against the State Highway Commission filed in the Arkansas State Claims Commission.

Claims Attorney for Worker's Compensation claims is Robert L. Wilson. In processing the claims for on-the-job injuries, the Claims Attorney serves as an intermediary between the individual and the Claims Commission. A doctor's report is obtained and determination of liability is made. When an employee's working capacity is reduced he may receive disability for a limited period. Some cases must be contested, for example, heart attacks on the job or an injury involving a third party. In the majority of cases the

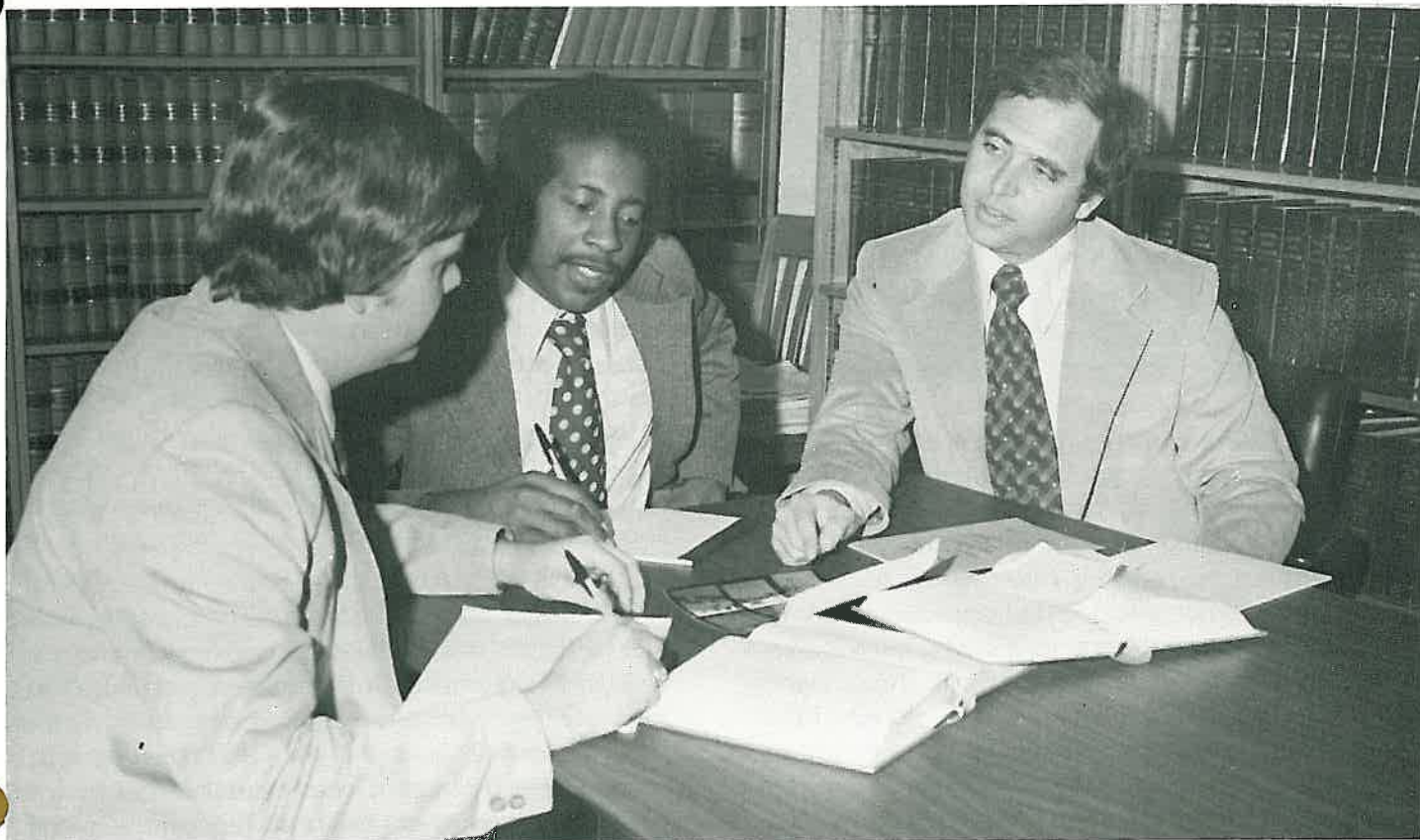
Claims Attorney admits liability and either covers medical costs or reimburses the individual.

Ted Goodloe is Claims Attorney for claims against the State Highway Commission and claims the Commission files against an individual. These claims involve personal or property damage either to the Department by an individual or to an individual by Department personnel. Because of the Constitutional prohibition against the Highway Commission's being sued in the State courts, these matters must be presented to the Arkansas State Claims Commission.

A person may file a claim with the Claims Commission and demand payment for damages. On the other hand, the Highway Commission may sometimes demand reimbursement for cost of repairs when damages are made to Department property. The claims are brought before the Claims Commission and a decision is made as to payment of the claim. Legislative approval of the awards of the Claim Commission is required.

TRIAL SECTION

The Trial Section, supervised by the Chief Counsel and his assistant, has the primary responsibility of preparing, filing and trying condemnation cases.



John Mundy, Robert Wilson and Ted Goodloe discuss and prepare briefs for a Workman's Compensation Claim.

It is the constant theme of the staff meetings of the Legal Division's trial attorneys that no amount of strategy or tactics can take the place of trial preparation. The normal condemnation trial usually revolves around a determination of what constitutes just compensation. Seldom does the Trial Attorney find himself faced with questions of necessity, public use, or other jurisdictional matters. If they are raised, they are legal in nature and are determined by the court before the actual condemnation trial gets off the ground.

Because value seems to be the real question that one must meet in cases of this type, the Trial Attorney must have a complete understanding of the appraisal process. Once it is known that a condemnation case is going to reach the trial stage, the Department Trial Attorney becomes an important member of a team. Generally this team is composed of the attorney, appraisers, engineers, and perhaps others such as a geologist, contractor, photographer, or model maker.

From this point on the trial attorney does not act alone. Because the presentation of the case will be a team effort, there must be close coordination between the team members and a complete understanding of the role each is to play. The testimony to be given by the witness members of the team is, of necessity, linked with the testimony to be given by the others. This in turn necessitates pretrial conferences, joint visits to the property being condemned, and a view of the comparative sales properties being used by the value witnesses, as well as those properties believed to be relied upon by the landowner's value witnesses. It may be noted that trial preparation is the "key to Key's direction of the Legal Division." In addition to Ken Brock, principal Trial Attorney, others assigned to the Trial Section are Phil Gowen, John Munday and Chris Parker.

VISUAL AIDS

It has long been recognized by advocates and instructors that combining "things" with words can increase understanding, and trial lawyers have been among the most innovative in pursuing this technique. The benefits are not singular. Judicious use of aids in combination with oral communications, in addition to increasing jury understanding, can shorten the communication process, help keep the interest of the juror, and enhance the convincing power of an argument.

Legal Aid, Trial Exhibits is Herman Schmidt. Requests for the preparation of trial exhibits are initiated by the trial attorneys, who furnish Schmidt with



Herman Schmidt, Legal Aid Trials Exhibits

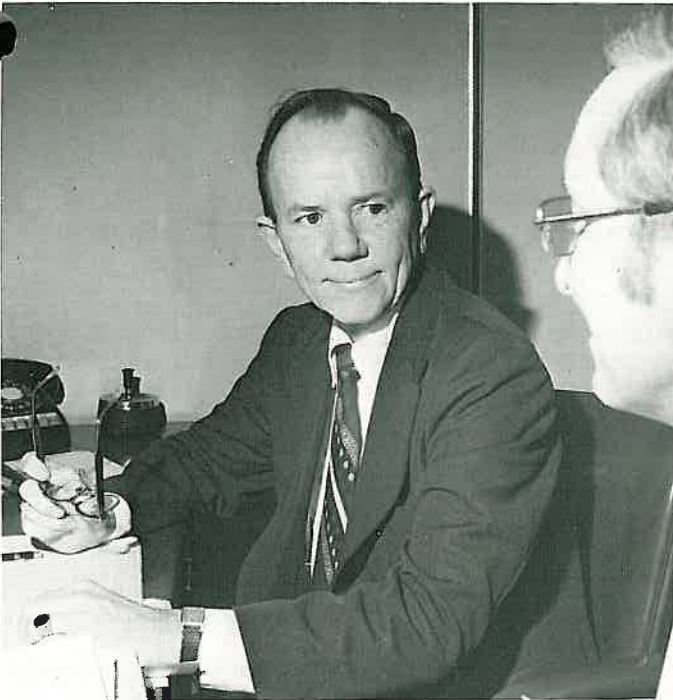
general instruction pertaining to the type, size and contents of exhibits. He assembles the proper data and materials and constructs display maps, scale models, or other exhibits which are used in court proceedings.

RESEARCH SPECIALIST

Although all attorneys are responsible for legal research into the issues presented to them by their assigned task, one attorney is concerned with continuous study, research and analysis on all legal matters affecting the Department. Jimmy Dowell, better known as "the Judge" is also called on for particular types of legal research for special purposes of a case during pretrial and trial, and supervises the appellate research on appeals from cases won or lost at the trial level.

The Legal Division, of necessity, must maintain a close liaison with every other segment of the Highway and Transportation Department's organizational structure. As your lawyers, they urge each division in the Central Office and in the field to come to them freely and early when Departmental problems arise. It is when they are consulted and acquainted with all aspects of a legal matter that they can best represent the Department.

FEDERAL AID



Jack Keilch, Section Head for Federal Aid

This section, a part of the Accounting Division, is responsible for two primary areas of work. These may be categorized as: (1) federal aid billing and maintenance of attendant accounting records and (2) audits and evaluations of payment claims for utility and railway relocation activities and services provided to the Department by consulting engineers. Section Head Jack Keilch supervises the federal aid billing operations which are conducted to secure funds apportioned for the Federal-Aid Highway System. A major role of this function is to ensure the Department's compliance with rigidly defined federal aid billing policies and procedures.

In applicable instances, vouchers are prepared for submission to the Federal Highway Administration and the Corps of Engineers to secure their share of costs of federal aid construction projects. Additionally, periodic reports are prepared, and billing account records are maintained, both of which are basic to control of fiscal resources. Included in the records maintained are: (1) the continual updating of a federal aid project ledger to reflect current status of all federally-funded projects and the preparation of monthly status reports for submission to the FHWA; (2) the coding of current and final contractor pay estimates for distribution to the proper federal aid project number and construction function; (3) the bi-weekly update of a construction job finder list; and (4) the correcting of unmatched job lists. The

accounting records must be complete, accurate and readily available for internal, legislative, FHWA and Corps of Engineers audits.

The other main area of responsibility involves scheduling and overseeing audits of payment claims for reimbursable utility and railroad relocation activities. Evaluations of fee proposals are made for services provided to the Department by consulting engineers and planning commissions. Correspondence is conducted with railroad and utility companies to resolve any problems which may arise regarding their billings.

The Section maintains close interaction with officials of several state agencies as well as Departmental divisions engaged in federal aid project development and monitoring. The object of this interaction is to achieve the optimum utilization of many resources.

SECTION OF I-30 RENOVATED



The eight-mile section of Interstate 30 from Arkansas 183 to the Saline River Bridge south of Benton was completed and opened to traffic on November 15.

The eight-mile section has been reconstructed with the latest safety design features, such as a non-skid seal on the surface, grade line catch basins in the median, extended culvert head walls and raised center line reflectors.

Resurfacing of the stretch of interstate began about June 1976. Another eight-mile portion of Interstate 30, from University Avenue in Little Rock to Arkansas 183 was resurfaced earlier. Both sections were part of a \$3.2 million project. Federal funds paid 90% of the cost.



AN INTERVIEW WITH COMMISSIONER PATSY THOMASSON

Miss Patsy Thomasson was appointed to the Arkansas Highway Commission January 29, 1977. Shortly after her appointment, the Department's name was changed, which initiated an entire new realm of transportation activity. Without a doubt, the first year of Miss Thomasson's tenure as Commissioner has been an extremely busy one for the Commission.

From the very outset, Miss Thomasson has taken her role seriously. Despite revolving around an already hectic schedule as Associate Administrator of Doctors Hospital, she embarked on her added career as Highway Commissioner with a warmth and enthusiasm that would grace any position.

She has proven an asset to the Commission, perhaps most notably by her eagerness to meet the public as a highway and transportation representative. During the past few months she has spoken to civic groups in numerous towns including Little Rock, North Little Rock, Pine Bluff, Dumas, Conway, Batesville, Sheridan, Camden, McGehee, Hermitage, Crossett and Dermott. She appeared on the "Challenge 77" television program in May, thus establishing her poise and confidence both as a speaker and a Commissioner. In October she participated in "Barriers Awareness Day" sponsored by the Environmental Barriers Council. This entailed carrying out her regular schedule for an entire day while confined to a wheelchair.

To better acquaint our readers with Miss Thomasson, the following interview was conducted October 20, 1977 by Susan Ishmael.

ISHMAEL:

You have been a member of the Highway Commission for a year and have had a chance to develop some sense of familiarity with your responsibilities. What does being a Commissioner mean to you?

THOMASSON:

I've thought about that a whole lot since that Thursday night when David Pryor called and asked me if I would serve on the Arkansas Highway Commission. I have thought about what it would mean and how it would affect my life. It plays a very important role in how I feel about things and how I react to situations. Serving on the Highway Commission gives me the opportunity to serve Arkansas in a way I've never had before. When you work for a Congressman, you serve and help a certain portion of the people. They all have some isolated problem they need assistance with. Serving on the Arkansas Highway Commission, you have a chance to help ALL the people of Arkansas in some way. I just hope I can live up to all their expectations.

ISHMAEL:

Patsy, you are especially familiar with rural needs and problems as a result of your childhood and your work for former Congressman Mills. Would you relate some of the feelings you have concerning rural needs and some of the improvements you are in favor of?

THOMASSON:

I would have to say that rural needs are our most severe needs in Arkansas, a state that is one of the only ones in the Country whose interstate is almost 100% complete. We have the opportunity now to concentrate on our rural needs and with over 1,500 miles remaining in the System of unpaved roads, the Commission has agreed since I've been a member that our main goal is to pave all the unpaved roads in the State Highway System. The State Aid Program, which the Legislature passed in 1973, has been a great thing for rural roads in Arkansas. Those roads that aren't in the State System are now, in many cases, better off than those roads in the State System because we just haven't had enough money to go around to save all our secondary roads. Whatever area I go into, whether

it's in the 2nd District or in the 6th District, there are roads that need to be paved. Our goal is to surface all unpaved roads on the State Highway System, and I'd like to see that done in the next nine years, before I go off the Commission.

ISHMAEL:

You obviously have deep-rooted feelings for your home State. Although you had the opportunity of living in Washington -- which many people think is a very glamorous life -- you eventually chose to return to Arkansas. Can you put your finger on what you love most about the State?

THOMASSON:

The people of Arkansas. The people of Arkansas are so kind and so generous and so real and so friendly. When I lived in Washington I watched the things that go on there, the things that affect Arkansas, and I finally realized that the only people who are going to help Arkansas are the Arkansas people -- and what better source of help could we have than our own citizens? All the Arkansas citizens, whether it's the Arkansas Razorbacks, or whether it's our hospitals or our schools -- we're all proud of what we have today in Arkansas. Arkansas. I want to be a part of that warm and friendly atmosphere.

ISHMAEL:

As Commissioner, you have already fulfilled a number of speaking engagements, both in and out of Districts Two and Six. You have acquired a well-merited reputation as a most popular and enjoyable speaker. Have you generally been well-received as a Highway and Transportation representative and will you continue to hold these engagements as your schedule allows?

THOMASSON:

I certainly will continue to speak as long as I am invited somewhere to speak. I've made a commitment to do that. I think our own people are the best source of good publicity for the Department and the Commission. I think that if we expect the State Legislature and the citizens of Arkansas to support what we are doing in the Department, we are the ones who must toot our own horn, so to speak. We have to be prepared to go out there and say "This is the number of dollars we have today; this is the number of dollars we need; and this is what we are going to do with those dollars." We have to tell the people. Yes, I'll continue -- wherever they want me to go, I'll go.

ISHMAEL:

We know that you have experienced a variety of accomplishments and held some interesting positions. Specifically, how did you benefit by working for Congressman Mills in Washington?

THOMASSON:

It gave me the opportunity to understand the number of different sources of revenue provided by the Federal Government. There are so many different kinds of programs, it's not so overwhelming to me now when they tell me there are 35 different sources of highway funds. Before I worked for Mr. Mills, I had no idea of the complexities involved in Congressional approval before the programs are passed. So I got a tremendous education working for him in his Washington office. I think that my work with Congress is a real asset to being a Highway Commissioner.



ISHMAEL:

Did your formal education especially prepare you in any way for your position as Commissioner?

THOMASSON:

When I was at the University of Missouri, I studied Consumer Economics and, yes, the type of Management and Economics they teach helped a lot. . . As a Highway Commissioner you have to establish policies and priorities for road improvement so the Management and Economics in my formal education are the things that help me in being a Commissioner.

**“I think that in the next Legislative Session
we are going to come out on top.”**

ISHMAEL:

I'm sure you have made many adjustments in your busy schedule to allow time to meet the demands confronting you as a Highway Commissioner. How do you keep up the pace required to fulfill your demanding job at Doctors Hospital?

THOMASSON:

I would be remiss if I didn't say it does put a strain on my schedule -- on me personally. Now the people who employ me at Doctors Hospital have been really great. They have been very, very understanding about the demands put on me as a Highway Commissioner. They have not, at any time said, 'You cannot do that'. At the first of each month I give my boss my schedule for that month. I try not to schedule any more than one appearance a week; I do a lot of them at night so I won't infringe on my job. I think the hospital and the people here realize the importance of serving on the Highway Commission and they feel that it's a good thing for the hospital as well as a good thing for me.

ISHMAEL:

What about the funding issue -- do you feel that highways should be financed by bond or "pay as you go?"

THOMASSON:

Since I have been on the Commission, there has been a lot of talk about bond issues and some members of the General Assembly went to Mississippi to observe their bonding program. Now, Mississippi has not done well with their bond program. The success of a bond program can be determined by the inflation rate as it relates to the interest rate. As long as the interest rate is less than the rate of inflation, a bond issue can be successful, but at the present time the economy is so volatile that it is impossible to predict what its future will be. Today, if a bond issue were passed without an increase in revenues to the Highway and Transportation program, we would be forced to dip into our existing funds -- this would mean less money for betterment, reconstruction, overlays and other routine maintenance. Until the economy is more stable, I think it is essential to stay on a "pay as you go" system.

ISHMAEL:

In this year's Legislative Session, the Highway and Transportation Department was labeled "LOSER". Do you disagree with this and what do you think is the outlook for the next General Assembly?

THOMASSON:

We have been labeled "The Losers," and I think that in some ways -- yes, we were the losers. In other ways, we weren't the real losers when you say "the Highway Commission." The people of Arkansas were the losers. The people of Arkansas are the ones who are going to suffer because we didn't get any money. We are not going to be able to do as much construction as we would like to be able to do. . . I think the Legislature is going to see that we've had to cut back on construction and every area of the State is going to have suffered. If we can show them how we've been spending our money, how much we would like to have to spend in the future and what we plan to do with the money, I don't think the Legislature will have any problem appropriating the money we need. I think that in the next session we are going to come out on top.

ISHMAEL:

What do you think about a gross receipts tax on the cost of gasoline?

THOMASSON:

The gross receipts concept helps us to combat a number of things that are plaguing the Department right now. At present, our sources of revenue are not increasing with inflation of construction costs. The gross receipts tax would provide us with a broad-based tax whose total dollar value to the Department would increase as the price of gasoline increases. Currently, the main source of revenue for the Department is the gasoline tax. The amount collected from this tax is not increasing. The more energy efficient cars on our highways today do not use as many gallons of gas, therefore, our income from that source is not increasing. I believe that people who use the highways are willing to pay their fair share for the Highway and Transportation Program. Therefore, the people who are using the motor fuels should bear the burden of the Highway System.

ISHMAEL:

What are some other alternate sources of revenue to finance our highway and transportation needs?

THOMASSON:

One other tax many of us believe should be reclassified as a highway-user tax is the tax on new vehicles. This tax presently goes into the General Revenue Fund, but in my opinion, it is definitely a road-user tax and should be assigned to the Highway and Transportation Department. This tax also has an inflationary factor. As the price of new cars and trucks goes up, the revenues to the Department would increase. The allocation of these two taxes to the Department would help us a great deal. Let me assure you that we want to come up with a funding program that would be palatable to most of the people. . . I sincerely believe that things are working for the Department right now.

ISHMAEL:

What is your opinion of Labor Unions and collective bargaining? Are you opposed to Unions in government?

THOMASSON:

I oppose Labor Unions in government. I am a proponent of employees having the opportunity to voice their opinions and of having a grievance procedure. But employees of government agencies that must continue to work to serve the public -- I am opposed to those people striking. I don't think it is necessary to have strikes, nor for employees to become that dissatisfied if there is an appropriate kind of grievance procedure. If you recognize an employee's rights and he's willing to accept his responsibility as an employee, and if the employer is willing to accept his responsibilities, then there won't be any need for a Labor Union. The grievance procedure is the key to this situation.



ISHMAEL:

You are an educated "career" woman with a top position in your field. The Highway and Transportation Department is basically an engineer-oriented organization. Only one woman engineer and only a few women college graduates are employed by the Department. Why do you suppose there are not more positions of this type available to women at the Department?

THOMASSON:

Women accept a specific role that we've been assigned for years and years, and now when a woman goes to apply for a job, the first questions asked are "Do you take shorthand and do you type?" The answer should be "NO! That's not the kind of job I'm looking for." Women should not accept less than what they go out for -- and many women do exactly that. . . A woman could be just as smart and as bright an engineer as any man could be. But tradition has said "Engineers are men." That's why there aren't more women engineers. Now we're seeing that change. I heard on the radio this week that the percentage of women graduates in professional areas is up 5% -- doctors of all types, lawyers, engineers. That's a good sign for women. The important thing is that women should establish themselves in the role they want to play and insist that they be treated that way. If you don't want to be a secretary, or you don't want to cook and sew, then don't accept the role you've been assigned. The highway engineers occupy a very important role because they are the people we depend on to make our bread and butter. They are sort of "the special people" and most of them feel that way to a large degree. But our engineers, just like we, the members of the Arkansas Highway Commission, must always keep in mind that every secretary, every guy that mows with a bushhog, and every girl who posts the time cards is essential to make a successful department. It happens in every walk of life -- those at the top may think of themselves as being the only ones indispensable -- but that's not true! For a corporation or a government to run effectively, it takes every one of the employees playing his active role. That guy who keeps the floor clean is just as important as the president of the company.

"Many times restrictions on people are self-imposed restrictions."

ISHMAEL:

You are obviously a woman dedicated to her career -- in fact, more than one career! Would you encourage other women to pursue a career and what are your feelings on combining marriage and a career?

THOMASSON:

I encourage every woman to be busy and stay active. Some women can stay active and busy in the home. Being a housewife and mother is a full-time job for some people because it takes a lot of energy to do it and a lot of education to run a good household today. I would not be happy spending 100% of my time doing that. I like meeting people; I like being out in the public. I like the thought of getting up every morning and dressing to go to work; I like the challenge I receive from other people. I also believe that as long as I live I will be employed in some capacity. If I were a wife and had children, I do feel that I would stay at home with my children until they were old enough to go to nursery school. Then I would go back to work. But even if I were home with my children, I would be involved in volunteer work, Heart Association, Cancer Society or something like that so I could still be in the public and meeting people. But I firmly believe that women can combine marriage and careers. A husband has to be understanding, and a woman must accept more responsibility. A relationship between two people -- a man and a woman -- is a great thing. It's a thing to be admired when people have a good relationship. It's a joy to share every aspect of your life with someone. I think that sharing what happens with your work is just one more way to share. I think it's a great thing for people to communicate. . . and I hope someday to be married.

ISHMAEL:

In recent years women have taken a more active role in business and politics. There is much controversy over the Women's Liberation Movement. What is your idea of a liberated woman?

THOMASSON:

I think the flag-waving, placard carrying, bra-burning part of the Women's Movement has declined and I'm pleased that it has. . . I've heard people say that the first three weeks of any problem -- for example, the first three weeks of the Energy Crisis, was a crisis -- now it's just a problem and we've accepted it. The Women's Lib Movement is somewhat similar to that. . . Women now are concentrating their efforts into giving meaning to improving their own personal status. By doing that, they are furthering the Women's Movement in a way they never did before. Improving their own plight is the best way they can improve the plight of women all over the world. It doesn't happen overnight; it's something that you have to continue plugging away at. I think women understand that now and they will do this. By plugging away at it on a regular basis, they will accomplish more for Equal Rights than they ever did carrying banners, although I think that might have been necessary at that time. A Liberated Woman? I think that my mother is a liberated woman. I think that I am a liberated woman. I have lots of friends who are liberated. Liberated to me means that I am free to pursue whatever I want whenever I want as long as I don't infringe on anyone else's rights; and I don't believe I do. . . So many times restrictions on people are self-imposed restrictions. I'm only conforming to Society in the things I'd like to conform to. I go to work every day and I wear a dress every day because I feel more comfortable. People, both men and women, should be comfortable in their role, whatever avenue it follows.

ISHMAEL:

How do you think the AHTD could overcome some of the negative publicity it has received? Do you feel it is warranted to any degree?

THOMASSON:

We do have some bad publicity and part of it has been statewide; I regret that very much. . . I think we must work to overcome it and to do that, it is the responsibility of the members of the Highway Commission to go to the people to discuss the problems of roads and highways. I think that talking to civic clubs is one way we can do this. Another means that we (the Commissioners) are all working together on right now is the public meetings we have set up in the four corners of the State to talk to the people. We want to take the Highway Commission to the people -- they cannot manage to come to Little Rock to meet with us every time. It is our responsibility to improve our image and to be sure that the publicity we get is good publicity. That's one of the many reasons I participated in the "Barriers Awareness Day" in October. I want to do everything that I can personally to get good publicity for the Department.

ISHMAEL:

What is your opinion in general concerning the truck weight issue?

THOMASSON:

I know, from the information I've been able to glean since going on the Arkansas Highway Commission, that highways in Arkansas are not constructed to take an increase in weights. If we are willing to increase the truck weight limits then we must, at the same time, be willing to spend the number of dollars necessary to bring the roads up to standard to take that weight. I have no objection to allowing 80,000 pounds on roads constructed to carry that weight. Today we could allow 80,000 pounds on the Interstate System, but the highways would not last as long as they are designed to last. We would have to overlay and build new bridges long before we had planned. If we can, along with people in the industry, find a way to provide enough dollars to improve the roads to the standard to take 80,000 pounds, that's fine. But as long as we are searching for money like the Department is right now, I cannot be in favor of spending it all on building roads for 80,000 pounds. That would mean our rural roads would suffer. I don't want that to happen.

ISHMAEL: *You have stated that you endorsed raising the retirement age to 70. Do you think retirement should be mandatory at all?*

THOMASSON: I think that I'll be able to work a long time. As long as I'm healthy I'd like to work. I don't think there should be a mandatory retirement age. I think retirement should be based on ability to continue to work, and that could very easily be based on a physical examination every year, say, after age 60. Some people 60 years old are no longer capable of working, yet they plod along, becoming an albatross around some Department's neck until they finally turn 65 years old. Other people who are 70 are very capable of working, but no certain age is applicable in every case.

ISHMAEL: *You obviously enjoy public relations -- an area in which you excel. Have you ever considered running for public office?*

THOMASSON: Interestingly enough, I've had some people suggest that I should run for public office as early as this year. I think there are certain areas of State government that are ready to let women hold public office. I think women should strive to be elected to those positions. I don't know whether the people of Arkansas are quite ready to elect a woman governor or representative to Congress. But I think we're coming close to that. I am not considering running for office in the near future. Right now, I am trying to learn to be a good Highway Commissioner.

ISHMAEL: *The news media projects you -- as a woman -- as being deferentially treated by the other Commissioners, (ex. your corsages, discussion of what you wear painting you as a "typical woman," etc.). Deferential treatment can be nice but it carries with it the fact that you are very much a woman, thus treated differently. Do you ever object to this image of a "typical woman" -- as far as images are concerned?*

THOMASSON: No, because when it comes to things that really count, they treat me as fairly and as equally as they do any other Commissioner. I think it's really nice that I have a corsage to wear because I really like flowers. They won't let me pay for lunch when we all go have lunch together. They don't think it's proper for a lady to pay, and I don't mind that. I like for them to treat me like a lady. But when it comes to making decisions about highways, then my vote counts just the same as their vote counts. They give me every opportunity to speak my mind. I don't mind being treated the way I am, in fact I enjoy it.

ISHMAEL: *Do you personally feel qualified and are you reasonably comfortable making decisions concerning Highway Commission issues?*

THOMASSON: In most instances, I do feel qualified to make the decisions because I have such good support from the professional staff at the Department. Anytime I know I am going to be called on to vote on an issue or make a decision, I call upon the engineers to give me all the basic facts and the background of the issue so I can make a good decision. I have found them totally cooperative and more than willing to sit down and discuss the issue with me.

ISHMAEL: *Have you experienced any type of "generation gap" in your contacts with the other Commissioners or with people in your districts?*

THOMASSON: No, I don't think I have experienced a generation gap. However, it's almost sad to me that people are almost intimidated by a Highway Commissioner. They view a Commissioner as someone on a pedestal or somewhat of an "omnipotent person." I don't like that kind of feeling at all. Rather than a generation gap, I feel that kind of barrier between the people and me, and I am working to break down that barrier. People view a Highway Commissioner as having somewhat of an "all-powerful" position. Personally, I would like to be viewed as someone responsible for highways but someone who listens to the people and makes decisions based on what's best for them and on what they want.

ISHMAEL:

Does the fact that you have nine years remaining in your commitment as a Commissioner ever make you feel "tied down?"

THOMASSON:

If I were not so tied to Arkansas, I probably would feel tied down. But I'm totally committed to Arkansas, and I want to live here for the rest of my life, or at least the majority of my life. For that reason the idea of 9 more years doesn't bother me. In fact, it excites me because I know we can complete a lot more projects because I have 9 more years to go!

ISHMAEL:

What advice have you received from Miss Willie Lawson, the only other female Highway Commissioner in Arkansas history?

THOMASSON:

Miss Willie gave me some very sage advice when I went on the Commission. She said, 'Remember that you don't serve just the Second District and the Sixth District. You are a Highway Commissioner for the entire State, and that's a responsibility you have to accept and understand or you won't be very successful.' I try to live by that all the time.

ISHMAEL:

Would you share with us some of the goals you have set for yourself as Commissioner?

THOMASSON:

In a position appointed by the Governor, a position that extends for 10 years, one has a tremendous responsibility to remember what one's responsibilities are, not to become self-centered, and not to forget where you came from. When I was working for Congressman Mills in Washington, it was so important to remember what the constituency at home believes and thinks. He always said, 'Patsy, don't ever forget from where you came.'

I think that's even more important serving on the Highway Commission. I hope I can always keep sight of basic goals -- to pave all the roads in the State of Arkansas that are part of the State System; to improve substantially the System we have today; to make good arterial lines to the Interstate System; and to build good primary and secondary roads for the rural people of Arkansas. To do that and to keep from getting so involved in building four-lane highways everywhere, we have to remember from where we came. I came from a county that depends on the rural economy for its per capita income. I want to always remember that I came from Rison in Cleveland County, Arkansas.

"I would have to say that rural needs are our most severe needs in Arkansas."



"I'm totally committed to Arkansas."

THE AUTOMOBILE AGE IN ARKANSAS

PART IV

The State Highway Era Dawns "Road Funding Chaos and Order Out of Chaos" 1919 - 1923

By John Hume

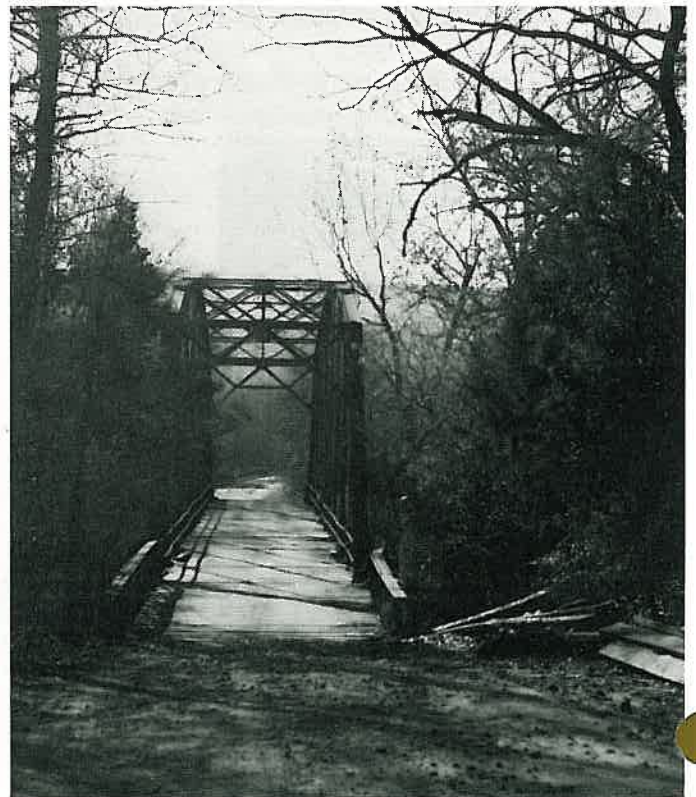
The industrial boom of the World War I years and the land boom of the early post-WWI years lured rural America -- rural Arkansas right along with the other States -- into a euphoria of haphazard and unorganized rural road improvement funding by borrowings. This was facilitated since the statutory provisions had been handily straightened out by Act 338 of 1915, the Alexander Road law. But by late 1920 the ill-famed agricultural depression of the 'twenties had set in and the long slide toward financial chaos was underway, a slide that would reach over the next half century as highway monies to liquidate these bond issues of the WWI years were paid out year by year to a final payment in April of 1972, when most of the roads, for whose construction the debt had paid, were worn out thrice over. And, lacking any sufficiently comprehensive statutory authority to allow a concerted plan of action, the resulting road improvements seldom served the productive arterial interest in improved road transport which would

bring increased road program support, economic growth and social progress.

Road improvement district improvements were with consummate logic designed to serve local traffic needs, that is, to satisfy the wishes of those who were underwriting the costs of the improvement, the land-owners of the district, as modified on occasion by the pressures and realities of the local political condition. The almost total lack of coordination in inter-district planning created a rather frequent situation where the automobile traveling upon a beautiful new graded and graveled roadway would drop off into hub-deep delta gumbo or run out onto rocky upland trails at the improvement district boundary, often a county line. This failure to accommodate any statewide or regional traffic interest as automobile ownership and usage broadened the road-users' horizons was the bitter pill which gradually awakened the citizens of Arkansas to the shortcomings of the district improvement concept for providing modern



"Typical RID improvements of the Better Types"



"Typical RID improvements of the Better Types"



roads in the motor vehicular age and to the advantages to be realized under the premises of "The Federal Aid Act of 1921" (November 9, 1921).

This Act called for order in the development of improved roads and initiated the new surface transport discipline for the Automobile Age. It was the outgrowth of two or three decades of Federal study by the Department of Agriculture (eight out of ten Americans at that time were rural dwellers, about half of them farmers, the rest residents of the very small towns, villages, and hamlets which then dotted the American scene; in Arkansas it was nine out of ten) and the considerable experience gained from two earlier exploratory Federal-aid Road Acts (7-11-16 and 2-28-19). Under these two acts, Arkansas received for use on any rural public road in the State the following apportionments:

YEAR	Under Original Federal-Aid Act Approved July 11, 1916	As Revised Under Amendments Act Approved 2-28-19.
1916	\$ 82,689.10	\$ -0-
1917	165,378.20	82,689.10
1918	248,067.30	165,378.20
1919	330,756.40	1,090,247.99
1920	413,445.50	1,596,436.09
1921	-0-	1,685,178.09
Total	\$1,240,336.50	\$4,619,929.47

The experience gained from these five years of experimental Federal interest in road improvement revealed several very basic factors:

- a. The dimensions of the problem were completely unknown. Arkansas had no accurate road maps of the State (few states had in those years) and the total rural road mileage in 1916 was estimated at only 36,000. The new State

Highway Department (personnel - 3) began its work with a handbook on road design, construction and maintenance for the guidance of road district overseers; and the initiation of an authentic road mapping program for the State in order to obtain some clear insight into the real dimensions of the problem;

- b. The haphazard uncoordinated application of Federal aid under these two Acts revealed with glaring clarity the vitally essential need for coordination in the planning of road improvement with at least an elementary level-of service concept in the parameters of that planning, uniform standards for construction and maintenance, and a business-like non-political administration of the road improvement program; and
- c. The desperate need to educate the people of the rural areas to a higher level of comprehension of the probable future function of a road network of arterial, collector and land access routes in a motor vehicular age still no more than dimly foreshowed - a comprehension based on economic rather than societal determinants.

The awareness of the new dimensions in surface transport opened up by the free-moving highly mobile motor vehicle was not limited to the Federal people involved in the U.S. Department of Agriculture inquiry into the road problem, an inquiry now over two decades old. Many foresighted citizens in Arkansas, as in other states, realized the high-relative-cost/low economic-productivity parameters of the local road improvement district funding approach to road improvement problems in the sparsely populated pri-

marily agricultural States of the South and West. Although Arkansas then had relatively little industry or commerce involved in interstate commerce outside of cotton and minerals, that little was young and vigorous and alert to the expanding horizons of the new socio-economic progress of the Nation, and the absolute necessity of arterial State, Regional and National highway networks to serve the motor vehicle. Their bankers were usually supportive of their interests as well. So too were the larger newspaper publishers of the State's metropolitan areas. Most of the County Judges with a somewhat narrower horizon were well above the road improvement district landowners narrowly focussed interest in land access/rail head local service. They were interested in an all-weather linkage of all county seats and those few major market centers which failed to fall into that category. They were, for the most part, in high dudgeon that the great welter of road improvement district projects had almost universally failed to do this. And in all fairness, a goodly number of the State's major landowners, although their shipment of cotton and livestock were by rail, recognized the simple wisdom of a national approach on a level-of-service basis to the planning and fiscal support of road improvement efforts.

Arkansas, along with many southern States, had constitutional prohibitions against bonded debt by counties and municipalities because of the disastrous abuse in fiscal practices and public borrowings during the Reconstruction Period. This left the Improvement District, the only political subdivision of the State, free of the Constitutional prohibition against borrowing, as the only avenue for funding road improvement with borrowings against the taxing power of the State and/or its political subdivisions when and if so empowered by the General Assembly under statutory authority.

The horns of the RID dilemma were found in the inescapable and innate dichotomy between (a) the motivation for road improvement; (b) the expanding outward interests of socio-economic progress in the technological growth of the Nation's industrialization and, (c) the controlling attitudes among those shouldering the funding responsibility, the inevitable, and necessity vital, introspective interest of the agricultural or, at least, rural landowners whose land would be assessed for debt service.

The solution lay in educating the total taxpaying population to see that

- (a) the self-interest of all was served by the objectives of road improvement, and
- (b) any inequitable disposition of the cost burden

would be ultimately self-defeating of that self-interest.

It was a formidable task and it took years to accomplish at the grass roots level although at the Federal level it had been demonstrated by the Department of Agriculture's road studies during the pre-War World I years and was conclusively proved by the inadequacies of the initial 1916 and 1919 Federal-Aid Acts, which decisively demonstrated the futility of an undisciplined and unplanned haphazard approach to the enormous task of road improvement which lay ahead. The Federal insight gained over their two decades and more of road study and the experience of the 1916 and 1919 Acts illustrated to the U.S. Congress the values of an informed road improvement discipline structured upon a joint State-Federal effort, and the essential basis of at least a broad road service classification -- arterial highways, collector roads, and land access lanes. On the basis of their debate during the years just after World War I on the Federal role in road improvement, the Congress enacted the Federal Highway Act of 1921 (approved November 9, 1921) which was a measure of immense foresight and great wisdom. It laid the foundation for the enormous socio-economic growth and development of contemporary America. The calibre of the legislation was so great that the basic structure of road improvement is essentially the same today as it was set up in late 1921 and the Federal-Aid Highway Program over the ensuing six decades has provided the most cost-effective use of the taxpayer's investment of any Federal program in the Nation's history.

But the task of educating the citizens of Arkansas was lagging.

The Federal Highway Act of 1921 was the catalyst which brought order out of the fiscal chaos in many States' road improvement programs. The chaotic situation in Arkansas in 1921 was as follows:

Road Improvement Districts:	527
Under Special Acts	317
Alexander Road Law (the general law)	210
Average Road Length of	
District Projects	30.2 miles
Average Estimated Cost Per Mile	\$14,500.00
Average Assessed Valuation	
Per Mile	+\$37,500.00
Average Acreage Per Mile	4.500 acres
Average Assessed Valuation	
Per Acre of Land in District	\$8.00
Bonded Debt - Issued & Proposed	\$750+Million

The general road law provided that the average cost per mile should not exceed thirty percent of the assessed valuation of the District. Yet the soaring

costs of the War World I years and the boom years immediately following had sent the ratio almost one-third over the statutory limit. As the agricultural recession worsened, land forfeitures followed and many districts were abandoned, some repealed, others amended or revised.

This haphazard group of road improvement projects, active and in process, dotted the State with almost 55,000 miles of contemplated road improvement -- by far the vast bulk of it calling only for grading, graveling and untreated timber bridges, in other words, improvements which would be totally consumed before the first third of the bond maturity schedules had been met. There was almost no coordination between districts so that most of these roads were functionally radial feeder routes radiating from market towns and railheads into local agricultural areas. Few attempts were made to link with another district's road at the far end. The result was that arterial traffic movement between towns was negligible other than by rail and its growth was not encouraged.

The Federal Highway Act of 1921 introduced highway planning at the State level. In the Federal aid program it called for:

1. A designated system of connected "primary and secondary" State highways not to exceed seven (7%) percent of the State's total public road mileage -- not over three percent to be "primary or interstate" roads, the balance of the mileage to be "intercounty" roads -- all to have 18-feet of surfaced width.*
2. Construction and reconstruction to be handled by a State Highway Department.
3. State or local governments to match Federal funds, dollar for dollar, and guarantee continuing proper maintenance of roads once constructed.

*(This is not the same terminology in use today. The Primary and Secondary roads in the 7% System are all now Primary Federal Aid Routes).

States unable to comply with these provisions because of constitutional or statutory restrictions were given three years in which to enact enabling legislation. This Congressional action in November of 1921 culminated several years of effort by the foresighted element in the Congress and the burgeoning automotive manufacturing industry to set up a uniform road improvement discipline over the Nation. During the time many bills had been proposed only to die or be defeated. At the same time the movement to bring some order into the chaotic Arkansas situation had

been gaining strength but the agricultural boom was still strong and the General Assembly in 1921 was notable for its opposition to any constructive legislation for bringing order into the road improvement program throughout the State. Legislative proposals (with the State's first reasonably accurate highway map) for a State Highway System were roundly defeated. The controversy continued throughout the State during 1922, heightened by the passage of the Federal Highway Act of late 1921. The General Assembly of 1923 convened with almost the certainty of an impasse, and so it came out. All State Highway System proposals were bitterly opposed and narrowly defeated. The legislature adjourned in the spring of 1923 with Arkansas apparently doomed to drop out of the Federal Aid Program before its next regular session.

But the citizens of the State, deep now into the agricultural depression, were rudely confronted with two inescapable facts --

1. They were saddled with an enormous debt load for roads, many of which were already deteriorating into muddy trails; and,
2. They were about to lose their chance to bring some hope into the picture because of a recalcitrant legislature moving contrary to the times.

"The Slow Train Through Arkansas" and "The Arkansas Traveller" were becoming bitter truths rather than amusing parodies, so the citizenry through the press and in person carried out an intensive educational program for the backward legislators during the spring and summer of 1923. The Governor convened a special session in late September to create a State Highway System and assent to Federal Aid Program provisions. The now thoroughly alarmed legislators were not slow to enact a comprehensive and modern State Highway law, the Harrelson Road Law, Act 5 of the 1923 Special Session, adopted October 10, 1923, creating a 6,700 mile State Highway System of State arterial routes and establishing an administrative structure to carry out a sound modern State Highway Improvement Program, a program now entering its fifty-fifth year.

Arkansas at last had a State Highway System and after years of disastrous controversy and foolish disorder had the promise of bringing order out of the unhappy chaos. But the road ahead was not to be without the bumps and potholes of a heavy carry-over RID debt load, political corruption, national depression, and global war -- yet it was an orderly progress throughout a half-century of enormous, and at that time almost unbelievable change.

NEXT: The State Highway Program - Early Years



Mr. Lawrence Blackwell

MACK-BLACKWELL AMENDMENT IS 25 YEARS OLD

Friday, November 4th, marked the Silver Anniversary of Amendment 42 to the State Constitution, better known as the Mack-Blackwell Amendment, which established the five member State Highway Commission answerable directly to the Legislature and the people.

Amendment 42 was approved by the citizens of Arkansas on November 4, 1952 by a landslide vote (231,529 for; 78,291 against), setting up an independent Highway Commission that is charged with providing the state with an adequate transportation network. The Commissioners serve 10-year staggered terms and are appointed by the Governor. The Commission hires the Director. Since the passage of the amendment, the State Highway System has grown from a total of 9,993 miles to a total of 15,947 miles. The Commission and the Department have also taken on new responsibilities following the passage of Act 192 of 1977 changing the name of the Department to Arkansas State Highway and Transportation Department.

Prior to the passage of the Mack-Blackwell Amendment it was common practice to abolish the Commission and reconstitute it to serve the political purposes of incoming Governors. Over the years there was a proliferation of Commissioners rising from 5 to 7 to 10 and finally to 12. Our highway program, if in fact it was worthy to be called a program, was one of "stop and go". This came about because incoming governors had made their own road promises and had

no interest in prior commitments. Highway jobs were also influenced by political patronage. Following the election of a new governor, patronage committees would spring up in each county and exercise the function of naming District Engineers and all other personnel down to the common laborer.

Since the passage of the amendment, Arkansas has moved forward in its highway program. It is one of a very few states to have its Interstate System virtually complete. Only 4.5 miles of I-630 remain incomplete. The efforts of the Highway Commission over the past 25 years have provided the citizens of Arkansas with a completely debt-free highway system valued at almost two billion dollars. The Mack-Blackwell Amendment has also been responsible for the establishment of a modern and unique state aid program to assist the counties and cities of Arkansas in a comprehensive program of county road and city street improvements, and a statewide rest area and tourist information center building program.

A telegram was sent by Commission Chairman George Kell of Swifton to former State Senator and Highway Commissioner Lawrence Blackwell of Pine Bluff, who along with the late Senator W.M. Mack of Moorefield, co-authored the Mack-Blackwell Amendment.

Mr. Kell expressed the Commission's appreciation to Blackwell for being one of the co-authors of the Amendment.

PUBLIC HEARINGS



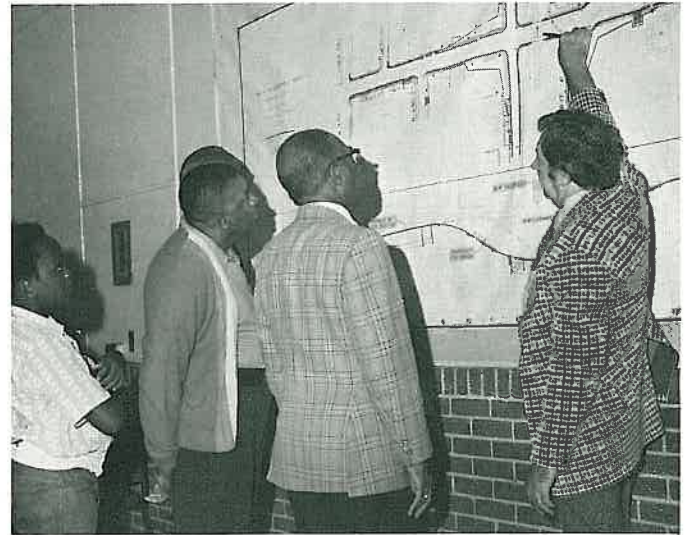
Springdale



Willford



North Little Rock



Hope

Public Hearings on 5 proposed highway projects were held September 13th through November 8th.

Department personnel traveled to Springdale, September 13th to discuss the proposed widening of Highway 68 between Springdale and Tontitown. Preliminary plans call for widening the existing 2-lane facility to 5 lanes with a continuous left turn lane.

Highway 7 between the Union County line and State Highway 376 in Camden was the topic of discussion at a public hearing in Camden, September 20.

The preliminary plan calls for relocating the highway to the east of the existing location. The highway will ultimately be a divided 4-lane facility connecting with the 4-lane Smackover bypass.

Over 50 people showed up at Willford in Sharp County, October 11th to voice support for a new bridge over the Spring River on Highway 58.

The present 1-lane wood and steel structure will be replaced by a modern 2-lane bridge and railroad overpass. A portion of Highway 58 will also have to be relocated as part of the project.

On October 13th, the Department presented its preliminary location study to over 200 North Little Rock citizens who turned out to discuss the North Riverside Expressway.

The proposed project generally consists of constructing a multi-lane expressway on new location along the Arkansas River to connect Pike Avenue and the East Belt Freeway.

Reconstruction of the Highway 4 Railroad Underpass at Hope was discussed November 8th at Hope. Preliminary plans include widening the roadway to 4 lanes and constructing a new railroad bridge over the highway.

COMMISSION BEGINS REGIONAL MEETINGS



The Highway Commissioners preparing for the regional meeting held in Springdale on October 27th, 1977.

More than 300 persons turned out October 27th in Springdale for the first of four regional public hearings scheduled by the State Highway Commission.

The Commission is holding the meetings in order to give local citizens the opportunity to express their desires and make suggestions concerning the highway program in their area.



The highway programs in the 22 counties, comprising Districts 4, 8 and 9 were discussed at the Springdale meeting. The Commission heard suggestions and pleas for transportation improvements from 49 citizens of the area during the three hour meeting.

Among the requests was one from a Fort Smith delegation urging the Commission to construct a north-south, four lane highway from the Missouri border to the Louisiana border to replace U.S. Highway 71.

One speaker opposed to such a freeway, said it would take away the valley land, which is the "backbone of the farmer's livelihood." He urged the Commission to consider upgrading the existing Highway 71.

Other requests concerned the upgrading of Highways 62 and 65 at Harrison, Highway 64 at Clarksville, an interchange of I-40 near Jamestown and Highway 295, and a gravel road between Wesley and Hindsville in Maddison County.

There were also suggestions from environmental groups on how to take more care to protect streams from erosion during construction projects.

The Springdale meeting was the first time the entire five member Highway Commission has traveled outside of Little Rock to hear citizens complaints, requests and suggestions.

The Commission plans three more regional meetings in the future at Hope, Jonesboro and Monticello.

HIGHWAY 214 DEDICATED

The Newport Chamber of Commerce and a group of interested Poinsett County residents formally dedicated the recently completed 8.3 mile Highway 214 paving improvement, Thursday, October 6, 1977.

The principal speaker for the event was Highway Commissioner David Solomon of Helena. Highway Commission Chairman George Kell of Newport, Poinsett County Judge Frank Dean, and Newport Chamber of Commerce President Jim McClarty were among the dignitaries present for the dedication.

The 8.3 mile section of Highway 214 between Highway 39 and Uno was formerly a very narrow gravel road. The new 20 foot wide, double bituminous surface roadway opens up a much safer, shorter route from Highway 39 to Newport. This road will greatly improve the transportation of agricultural products from the farm to market and provide an improved school bus route.

Reynolds & Williams, Inc., of Little Rock, was the contractor on the \$756,116 state-funded project.

Traffic projections indicate that the new highway will carry about 500 vehicles per day in the future.



Highway Commissioner David Solomon at Dedication Ceremonies for Highway 214.



Ribbon cutting ceremonies for the official opening of the recently completed 8.3 mile section of Highway 214 in Poinsett County.

ASP-ACSM CONVENTION - A SUCCESS



Highway Commissioner George Kell speaking at ASP-ACSM luncheon.



John Shields, Deputy Director of Finance for the ASP-ACSM Convention presents Roger Taylor, Convention Director a plaque of appreciation.

For the past two years a large number of Highway and Transportation employees have been preparing for the 1977 Fall Technical Meeting of the American Society of Photogrammetry and the American Congress on Surveying and Mapping, which was held in Little Rock, October 18-21.

Roger Taylor, head of the Department's Photogrammetry Section, was Director of the 1977 Convention. Department employees, involved in all phases of highway work, volunteered their time and effort to help make this convention one of the best ever held by the ASP-ACSM.

More than 1,000 delegates from throughout the United States and several foreign countries attended the four day convention at the Little Rock Convention Center. The theme of the Convention was "Charting a Better Tomorrow."

Charles H. Andregg, deputy director of the Federal Defense Mapping Agency, delivered the opening address on "Where is Technology Taking Us?" William A. Redlinski, associate director of the U.S. Geological Survey spoke on "The National Energy Plan - A Challenge to our Profession." State Highway Commission Chairman George Kell was the featured speaker at the ASP-ACSM luncheon on October 19th.

Technical papers and exhibits about aerial photography, the analysis of photogrammetric data, the processing of images, land surveys, land use studies and other areas were featured. There were also booths operated by exhibitors for national companies that make cameras and other equipment.

Photogrammetry involves obtaining information about the environment and objects through recording, measuring and interpreting photographic images and



Debbie Knight, ASP Secretary, cuts the ribbon at Opening Ceremonies as Roger Taylor, Convention Director; Elsworth Stanley, President of ACSM and Vern Cartwright, President of ASP, look on.



A.E. Johnson, Chief of Planning and Research for the AHTD explains the freeway system to Lamonte J. Urban of the Public Works Department in Albuquerque, New Mexico.

patterns of electromagnetic radiant energy and other phenomena. One of the most common applications of photogrammetry is preparing topographic maps and surveys of areas, showing accurate contours of the terrain, using data obtained from aerial photographs.

The objectives of ACSM are to: (a) advance the sciences of surveying and mapping in their several branches, in furtherance of the public welfare and in the interests of both those who use maps and surveys and those who make them, and establish a central source of reference and union for its members; (b) contribute to public education in the use of surveys, maps, and charts and encourage the prosecution of basic surveying, mapping, and charting programs; (c) encourage improvement of college curricula for the teaching of all branches of surveying and mapping both in the technological sciences and the professional philosophies; (d) honor the leaders in the sciences of surveying and mapping; and (e) support a program of publications that will represent the professional and technical interest of surveying and mapping.

AHTD HOSTS CONFERENCE



Claude Parton, Assistant District 7 Engineer, Harold Landrum of the North Carolina Department of Transportation, Jake Clements, 1977 Convention Chairman and John Adams of State Aid Roads, discuss the convention events.

Approximately 100 engineers, representing 15 states and the Federal Highway Administration, attended the four day conference, which dealt with the various areas of the geotechnical field including bridge foundations, soil testings, embankment designs, and recent technological developments.

Various equipment manufacturers also displayed and demonstrated their equipment.

The Arkansas State Highway and Transportation Department hosted the 9th Annual Southeastern Transportation Geotechnical Engineering Conference, October 25-28 at Hot Springs.

BRIDGE INSPECTION FORUM HELD



Bert Rownd, State Maintenance Engineer, at Bridge Inspection Forum.

Over 40 AHTD Engineers and Bridge Inspectors attended the Department's Bridge Inspection Forum at the Central Offices in Little Rock on November 9.

The purpose of the forum was to serve as a refresher course in subjects relative to bridge inspection policy and procedures, present revised inspection forms, review additional items to be included in the inspection program requested by the Federal Highway Administration, and review general problems encountered with the overall inspection program.

Other items discussed included safety of personnel and public, responsibilities of the inspector and structure analysis and rating.

The Federal Aid Highway Act of 1968 requires that all of the bridges on the State Highway System be inspected every two years. The completion of the past Inspection Programs yielded data that was used for determining load limits, scheduling bridge replacements and needed repairs.

John Hall, Bridge Maintenance Engineer, said the program has been met with much enthusiasm and he commended the engineers and inspectors for their dedication to the program.



Speakers for the Bridge Inspection Forum were Hurley Perkins, V.O. Selby, Bob Kessinger, John Hall, Garland Land, E.T. Fain and Steve Teague.



AHTD TESTS SAFETY BARRICADES

A new type of traffic barricade made of lightweight polyvinyl chloride (PVC) plastic pipe that provides more safety for the motorists is being tested by the Arkansas State Highway and Transportation Department.

The PVC barricades are about 30 percent cheaper than conventional wooden barricades and the lightweight non-rigid construction allows them to be taken apart and reassembled in a matter of minutes when relocation is required.

The highly visible barricades are white in color and the white face panels are striped with orange scotch-lite reflectorization.

Accident experience with PVC barricades in Arkansas has supported its safety benefits. Only one vehicle was slightly damaged by hitting a barricade and no injuries to vehicle occupants has occurred. In every case, the vehicle was able to be driven away. Conversely, conventional wooden barricades have been

known to cause heavy damage, injuries, and even fatalities when the heavy wood shattered windshields after impact. When a PVC barricade is hit by a car, it flies apart, and its plastic pieces do very little, if any, damage to the vehicle or to the PVC components. This means that the barricade can usually be re-assembled by replacing only one or two pieces instead of the whole barricade.

The Arkansas State Highway and Transportation Department Research Section personnel are monitoring three installations of PVC barricades on I-30 in Saline County, Wilbur D. Mills Expressway in Little Rock (I-630), and U.S. 63 in Jonesboro. With its inherent advantages over conventional wooden barricades, PVC barricades may be one of the solutions to the problem of motorist safety in highway construction.

The Arkansas State Highway and Transportation Department has ordered 500 more for state-wide use.

LETTERS

Mr. Jim Chaney
District Engineer
Ark. State Highway and Trans. Dept.
Batesville, Arkansas 72501

Dear Jim:

On behalf of the Agriculture Committee of the Newport Area Chamber of Commerce and myself, we want to thank you and your staff for the fine way that you handled the traffic over the White River bridge here at Newport, during the time of repairs.

As you know the farmers on the west side of the bridge began to be nervous about long delays in getting their harvested grain to the elevators in the afternoons. The delays have been at a minimum of 5 and not over 10 minutes. This has let your men continue working and has given a fairly steady flow of traffic both ways.

We want you to know how much we appreciate the cooperation by the Highway Department in letting the traffic move smoothly and as rapidly as possible during your working hours. We hope you will let your men know that their help has been appreciated.

Sincerely,
Leonidas Mack, Chairman
Newport Area Chamber of
Commerce Agriculture Committee

Mr. George Kell, Chairman
Arkansas Highway Commission
P.O. Box 2261
Little Rock, Arkansas 72203

Dear Sir:

I have followed with great interest the recent meetings in Northwest Arkansas in regards to the questions about interstate highways, four lane highways and the roads in Arkansas in general.

First let me say, I was born in Ireland, and the most precious possession I have, is my American Citizenship, worth more than all the money in all the banks in all the world. Freedom, "Oh, how sweet it is," and although I am physically disabled, I still enjoy life so very much because I live in the best and most beautiful state, in the greatest land on earth.

The question is not should we build four lane highways but when?

Our beautiful state has attracted so many visitors, and new residents, that our roads are feeling the strain.

The longer we wait the more it will cost, but the need is real and serious, our present highways just cannot handle the load, and two lane main highways are not safe.

But, the real purpose of this letter is to express my heart-felt gratitude, and my sincere appreciation to everyone in the Arkansas Highway Department for the great joy they bring to us citizens, because of the great job they do, in the office and on the road. My feelings of thanks are indeed the thoughts of thousands and thousands who use our highways.

When we have bad weather, storms, snow, whatever the problem, the next day, the road crews are out repairing our roads and highways so that the flow of traffic is not stopped by the weather caused road conditions and not enough can ever be said to give credit to the wonderful people in the road crews, who never fail to give their best.

And our highways are patrolled by the best force of lawmen in the nation, "the Arkansas State Police", about whom a book of praise could be written. Fine, wonderful lawmen and women, like Trooper Spencer, Charles Brooks and Tommy Williams. People who year after year risk their lives to keep us all safe. May God ride with them on each and every patrol.

"So" to the men and women who build new highways in our great state, to those who keep them safe for us to travel on, the road crews and to those who patrol them day and night, let me say this. Your efforts are never, ever taken for granted, but very deeply, and very sincerely appreciated. Always remember those who count (law abiding citizens) respect you.

"The others?" Well it doesn't matter what they think. The Arkansas Highway Department is indeed the finest in our land. Thank you so very much for doing a great job.

God Bless America and God Bless You.

Respectfully yours,
Joe M. Sharry
Greenland, Arkansas

November 1, 1977

Mr. Charles Mitchell
District 3
Hope, Arkansas

Dear Mr. Mitchell,

I received your much appreciated letter yesterday concerning my discovered wallet. I lost it on a trip to California the second week of September.

September 1, 1977

I really admire the honesty and integrity of Mr. Bobby Calhoon, one of your employees. These traits are characteristics which are rarely found in men today. Please let these few words go on this man's present performance record. Men of this caliber should be looked up to for future advancement.

Thank you for offering to return my wallet as soon as possible. My present address is the same as the address on the driver's license.

Once again I applaud the conduct of Mr. Calhoon. You should also.

Yours very truly,
Jeffrey H. Ross
Memphis, Tennessee

Editor's Note: Mr. Calhoon is a Job Superintendent in District 3. He found the wallet on Interstate 30 working with the Interstate crew. It contained driver's license, pictures and \$52.00 cash.

Arkansas Highway Department
Little Rock, Arkansas

Dear Sirs:

We have just returned from a two day stay in your lovely state.

The courtesy of the people, the condition of the highways, the lack of litter, and the cleanliness of the rest areas and facilities are but a few of the best invitations to come back. (Which we hope to do).

Again, thank you for your hospitality.

Sincerely,
Mr. and Mrs. Harry Trimble
Akron, Ohio

August 4, 1977

Department of Highways
State of Arkansas
Little Rock, Arkansas

Dear Sirs:

I recently made a trip out west and while on this journey I covered Interstate 40 from one end of Arkansas to the other. I just wanted to compliment you and give you my thanks for building and maintaining one of the best sections of Interstate highway I've ever travelled. The highway was smooth, well marked and had more than an ample supply of well lighted, clean, heated, and well landscaped rest areas and rest rooms. My compliments and thanks on a job well done.

Once again, thanks,
Lewis E. Smith
Goose Creek, South Carolina

Arkansas Highway Department
Interstate 30 West
Little Rock, Arkansas

Gentlemen:

On the night of May 26th, 1977, my family and I spent the night at the Morgan Rest Area off Interstate 40. We found the rest rooms clean, the grass well trimmed, and even the tops of the picnic tables were clean. Yours is the cleanest rest area we have ever stopped at in all our travels.

We've done quite a bit of travel in our VW camper, and when we get together with other campers and compare notes, your rest area is one of the spots we recommend to other campers heading out Highway 40.

Thank you for the great job your maintenance crews have done.

Sincerely yours,
David E. Morde
New Bern, North Carolina

Major Johnson
Weight Division

All of us at Coleman Dairy certainly appreciate the most helpful action these men took in helping extinguish a fire in one of our trucks. . . Your help saved our truck from being a total loss.

I wanted you to know and please say "thanks" again.

Sincerely,
W.C. "Buddy" Coleman

The men referred to are Major Henry Johnson, Lt. Arando Reginelli and Cpl. Wayne Slaughter, all of the Lake Village area.

October 27, 1977

Arkansas State Highway and Transportation Dept.
District 9, P.O. Box 610
Harrison, Arkansas 72601

Dear Sirs:

We wish to thank your department for the excellent job they did in mowing the streets in Diamond City. It has been a big safety measure as well as an improvement in appearance. As you know, we have a great many tourists in our immediate area, and I am sure it has given them a better impression, also.

Thank you again,
Sincerely yours,
Harold Whitenack, Mayor
Diamond City, Arkansas



SERVICE

AWARDS

SEPTEMBER

30 Years

Nathan E. Bingham, P&R
 Ralph B. Jones, District 6
 Jessie F. Williams, District 6

25 Years

Otis B. Brown, District 7
 William C. Doughty, District 8
 Gerard L. Dumeny, District 6
 Henry H. McCrotty, Traffic
 James W. Phillips, District 8
 Norman D. Pumphrey, District 10
 Marion E. Rodgers, District 6
 Curtis E. Woodfield, District 2

20 Years

James M. Garrison, District 7

15 Years

Arthur L. Butler, District 8
 Norman E. Cobb, M&T
 Frank A. Cross, District 3
 Robert W. Erwin, District 6
 Henry C. Gray, Director
 Charles F. Mauk, District 3
 Howard E. Morehead, District 5
 Hesterly Purtle, Jr., District 3

10 Years

Earl E. Bates, District 4
 Edgar L. Clements, District 7
 Nelson Farmer, Weights
 Kenneth R. Gower, Accounting
 James H. Hunter, District 3
 Ruben Hurst, District 9
 Joe M. Johnson, District 3
 Carlos J. Lester, Weights
 Lavan McDaniel, District 5
 Barbara J. Mize, District 6
 Joe R. Shuffield, District 8
 Jackie L. Smith, District 6
 Marvin E. Staton, Office Engineer
 Kenneth H. Stokes, District 4
 Roger F. Taylor, Surveys
 Eddie R. Woodward, District 5

5 Years

George H. Barfield, District 2
 Charles P. Brand, Bridge Design
 Bobby J. Brown, District 3
 William O. Carpenter, District 2
 William H. Cox, District 9-HF
 Mary E. Crow, Accounting

Perry L. Dollarhide, District 3

John L. Hall, District 6
 Roy H. Holder, District 3
 Carroll G. Horton, District 9
 Kenneth R. Hunt, Heavy Bridge Maint.
 David J. Kelsey, District 1
 James N. Mallett, District 9
 Susan E. Martin, District 3
 Jacquelyn A. Maxwell, P&R
 Floyd R. Slayden, District 5
 Roger D. Smith, District 1
 Leslie F. Tannahill, Weights
 Robert E. Tyler, Environmental
 Bennie L. Walker, District 4
 Steven N. Wilson, Environmental

OCTOBER

35 Years

James E. Lewter, P&R

30 Years

Robert C. Conley, District 5
 Lendell C. Holder, District 3
 John W. Michael, District 4

25 Years

Frank R. Battisto, Surveys
 Jefferson D. Willis, District 1

20 Years

John F. Ashby, District 1
 Dempsey M. Burrow, District 6
 Kenneth O. Carpenter, District 5
 Muril Cater, District 2
 Ferrell D. Cato, District 8
 Virgil E. Stephens, District 5
 Carl U. Williams, District 10

15 Years

Jessie J. Beliew, District 2
 Paul L. Broyles, R-O-W
 Lyndal J.R. Brunson, District 2
 Bertie L. Carr, Chief Engineer
 Larry E. Cox, District 6
 Troy L. Ellison, District 4
 Orville L. Gold, District 5
 Jimmie D. Head, P&R
 William E. Kirkpatrick, State Aid
 Hugh K. McMurrrough, R-O-W

10 Years

Jayne T. Carley, District 10
 Charles E. Ghormley, District 3
 Gary C. Hawkins, District 8

Ewell H. Hightower, Traffic
 Earnest M. Howard, District 6
 Marion D. Lingo, District 3
 Carl C. McChesney, P&R
 Birtrum M. Price, District 3
 Joe M. Sorrels, District 8
 Ralph L. Mack, Traffic

5 Years

Leslie R. Barnett, District 4
 Frederick S. Doles, District 6
 Robert S. Durham, District 3
 Leroy Farr, District 6
 Jerry M. Hillman, Internal Audit
 William P. Hogan, State Aid
 Henry E. Isbell, District 6
 Lloyd A. Jones, District 4
 Jim S. Mize, District 10
 George H. Montgomery, M&T
 James E. Moody, R-O-W
 Jimmy M. Whitlow, Weights
 Larry R. Williams, District 8
 Robert L. Williams, P&R

NOVEMBER

30 Years

William B. Duncan, Jr., District 3

25 Years

Louis C. Parker, District 2
 Willie G. Peterson, District 2

20 Years

Gary C. Anderson, District 5
 Saxton L. Ivy, District 5
 Donald R. Stovall, District 6
 Calvin E. Voyles, District 1
 John D. Waller, District 7

15 Years

Harlan W. Gimlin, District 4
 William R. Jennings, Weights
 William R. Shelton, District 9
 Jerry L. Thornsberry, District 4

10 Years

Leon B. Holland, Surveys
 John R. Lewallen, District 5
 Otis D. Mason, District 10
 Robert L. Parsley, District 6
 Odis M. Seaton, District 4
 William F. Spears, Jr., District 6

5 Years

Gary M. Blackwood, District 1
 Larry E. Bowren, District 5
 Ronald N. Brixey, District 4
 Betty B. Carter, District 2
 Horace R. Corder, District 4
 Robert D. Hausam, District 4
 Samuel R. Horton, District 2
 Danny L. McLean, Weights
 Larry D. Richard, District 9
 Byron Smith, District 9
 Dennald C. Stroud, Roadway Design
 Albert D. Taylor, District 4
 Barry W. Tice, District 9
 John L. Turner, Weights
 James L. Watson, Maintenance

HIGHWAY SIGNS DAMAGED BY VANDALISM

Over the past five years, the State of Arkansas has spent an average of \$50,000 a year just to replace and repair highway signs damaged by vandalism.

The most common type of vandalism is gunshot. The main target of the shotgun, rifle or pistol appears to be the roadside sign, especially in rural areas. The average cost of replacing the most frequent vandalism targets is \$33 for stop signs, yield signs, curve signs, speed limit signs and other signs of this size.

All of these messages are necessary to ensure a safe journey and every effort is made to eliminate all unnecessary signs, thus, minimizing confusion and the number of roadside sign posts that might be struck by vehicles.

Attempts are made periodically to inspect each sign and to repair all damaged signs immediately.

The State Highway System now has approximately 370,000 warning, directional and regulatory signs on its 16,000 miles of road. The current value to all signs is estimated at more than \$13 million.

Vandalism of signs is not only costly in terms of dollars, but it can also be costly in terms of lives lost should a motorist be involved in a fatal accident simply because someone damaged a sign beyond recognition or removed it.

Vandalism is a crime. In Arkansas, a person convicted of intentionally damaging or destroying a roadside sign valued at less than \$50 can receive a penalty of not less than \$25 nor more than \$250, or be imprisoned in the county jail not more than 30 days or both.

The penalty for damaging a sign valued at more than \$50 is a fine of not less than \$500 nor more than \$1,000 or imprisonment in the penitentiary for not more than 3 years, or both.

RETIREMENTS

SEPTEMBER:

Johnnie C. Flippo, District 5
Julia Mae Rowe, Materials & Tests
Virgil L. Taylor, District 5
John M. Gross, District 4
Margaret L. Weathers, Construction
Noel D. Jester, District 3
Kenneth C. Isley, Weight Division
Joe R. Doss, District 2



OCTOBER:

Raymond L. Crites, District 8
Johnnie J. McCabe, District 1
Winfred R. Willis, District 6

NOVEMBER:

Charles E. Boothe, District 3
Chester J. Siesicki, Roadway Design
Earl G. Wright, District 3

Around the Department

ACCOUNTING

By Meribeth Adney

The Accounting Division is happy to welcome a new employee, Teresa Harris. Some may remember her when she was employed at District Six part time and attending college. Teresa is married and lives in Little Rock. Her husband Michael, also a Highway employee, works for Resident Engineer W.P. Anderson. Teresa enjoys sewing and spending leisure time camping, hunting and fishing with Mike.

Teresa replaces Mell Jones who moved to California to be closer to her parents. A party was given for Mell and the women in the office took her to El Chico for a farewell luncheon. We all wish Mell the very best in the future.

Accounting has also lost another employee. Cindy Hawkins has left the division to accept other employment. She was presented a gift and taken out to lunch by her friends and co-workers. We hope Cindy will get a chance to come by and see us some time.

Two of our employees were honored for their years in the division. Ken Gower, our Utility Auditor, received his award for ten years of service. Mary Crow, one of our payroll clerks, received her five-year pin and certificate. An office party was held for them and refreshments were served. Ken and Mary are very enjoyable people to be around and we hope they plan to stay at least another twenty or thirty years!



Kenneth Gower and J.E. McCarthy

Congratulations are in order for some parents and grandparents. Richard and Barbara Blaine are the proud parents of their second child and first son, Martin Thomas Blaine. Martin was born August 16 and tipped the scales at a healthy 9 pounds and 1 ounce. He's a cute little boy. Hope to get a picture of him for a future magazine issue.

Clara Alexander is a grandmother again thanks to son and daughter-in-law, Mike and Cathy. Cory Michelle Alexander was born August 22. As you can see, she is quite a doll. Clare is happy to be sharing the honors with Frank Battisto in Surveys, Cathy's father.

In October Pat Koonce enjoyed a trip to Salt Lake City, Utah as a delegate to an ABWA convention. Among other things, she visited Mormon Square, the Great Salt Lake and heard



Corey Michelle Alexander

a Sunday morning program by the Mormon Tabernacle Choir. Evidently the convention was the result of some great advance planning - four thousand women in town and all the men were gone deer hunting!

APPRAISAL SECTION

By Jeannie Barrett

Herbert E. Hooten, Chief of the Appraisal Section, received his 20 year pin in October and is very proud of this accomplishment. He has several career employees who have been with him many, many years, which proves what a fine boss he is.



Don Martin and Herbert Hooten

We would like to welcome Ken McGaughy to the Appraisal Section. He is a graduate of



Robert Palmer and Herbert Hooten

Henderson State University, is married and lives in Alexander, Arkansas.

We would also like to extend a warm welcome to Don Matthews who recently transferred from the Relocation Section to the Appraisal Section.

Flash from the deer woods: Randy Lewis and Jimmy Sanson tried their luck with their bows this year. Was it beginners luck? Randy bagged a deer and is very proud of it.

Linda Coogan is looking forward to the Volleyball season and her trip to Colorado in December.

Jeannie and Ron Barrett enjoyed their recent trip to Houston, but declared it wasn't nearly as exciting as Toronto. The weather in Houston was lovely. We must have gone at the right time, as we were told it rained all week in Little Rock while we were gone.

Z.L. "Zack" Mashburn has been by the office to visit recently, as have Charlie Scott and Robert Palmer. We certainly miss our retirees and those who have resigned, but appreciate the fact that they miss us enough to come back and visit with us.

Ken McMurrough is very proud of his new grandson. His name is John David Montgomery. Ken is elated about being called "Grandpa."



John David Montgomery

Robert Palmer, who had been with us more than four years, left the AHTD to go to work for Fausett & Company. Robert has been back to visit with us a few times - but we certainly do miss his pleasant personality and quick wit he added to our working environment.

Alas, the "great one" has left us to go into a business venture of his own. The person I'm speaking of is none other than our football advisor, William T. "Bud" Brooks. Bud was a successful businessman before joining the Appraisal Section and has decided to return to a self-employed basis. We wish you much luck, Bud.

The Appraisal Section had a party for Robert Palmer, and a party for Bud Brooks with cake and punch served, along with other goodies (nuts, mints, etc.). Bud's lovely wife,



Jan and Bud Brooks with Herbert Hooten

Jan, attended and we all had a lot of fun, even though both parties were sort of sad occasions. Lots of success to both of you.

BRIDGE DESIGN

By Bonnie Wesson

David Lambert, design engineer in John Sage's section, has transferred to Bill Anderson's residency to work in construction. We have really missed Dave. He says he is enjoying on-the-site work. David was an excellent bridge designer for five years and we know he is a real asset in the construction field.

Tim Daters, also a former design engineer, is now a capable construction engineer. Tim and David are adding a variation of experiences to their careers. Best of luck.

We have a few very proud dads to mention. B.J. McAlister, design engineer, and his wife Jeanie have an adorable daughter Keri born January 12, 1977. B.J.'s parents are Mr. & Mrs. Bill McAlister of Dover. Mr. McAlister is a job superintendent in Chip Young's residency in District 8.



Keri McAlister

Eddie Fain, design engineer, and Vicki have another baby girl, Kimberly. She was a year old on November 18. Big sister Kristin is now 4½ and has a real doll to play with.

Eddie and Garland Land, design engineer in John Sage's section, have been conducting periodic on-site structural evaluations of several truss bridges around the state in an effort to determine their load carrying ability. In nine on-site inspections they have rated 48 truss type structures, thereby considerably reducing a backlog of unrated structures remaining in our office files.



Kristin and Kimberly Fain

Gary Ashley, assistant squad supervisor, and Brenda have a son Jason, born May 28, 1977. Jason has already been on skiing, hunting and fishing trips so its almost sure, he'll be a great sportsman.

Frank Harrison, assistant bridge engineer, brings pictures of his cute granddaughter Carole for us to admire. He even gets to babysit once in a while. Carole belongs to Frank and Barbara's daughter Jenni and Steve Douglas. Jenni graduated from UALR last January and is now a math teacher at Little Rock Central. It was just 1974 that Jenni graduated from Parkview with high honors. Frank and Barbara often play mixed doubles at the Racquet Club and are very good players. Their 15 year old daughter Laura is also a good tennis player. She is in the 9th grade at Horace Mann. Barbara is a teacher at Gibbs Intermediate School.

Jim Matthews, Section Head, has a new granddaughter Jamie Joanna, born June 21, 1977. Jim and Mini's grandson Matt, age 2, has been all the things a first grandson should be. Their daughter Mary Celia and James Johnson are the parents of this little pair. Mary Celia writes very interesting articles for the Arkansas Democrat and being a very capable teacher, she has been tutoring some students, including my daughter Sonya. Sonya's knowledge of Spanish has greatly improved and we really appreciate Mary Celia adding Sonya to her already busy schedule.

Alice Dong, engineer in Jim Matthew's checking section, spent a delightful weekend in New Orleans with her friends from West Memphis recently. Her son Tunney is the editor of the yearbook at Ole Main. So far, the yearbook is way ahead of schedule and will surely be the best one yet under Tunney's able direction.

L.D. Finister, also in Jim Matthew's section, is the proud captain of the Caravelle, a beautiful 17 foot boat he and Susan bought this summer. No more dull weekends, they spend every one at the lake. Their daughter Lynne worked at Pulaski Federal this summer where Susan is assistant vice-president in the Loan Dept. Lona (15) was "lady of the house" this past summer,

meaning housework has her diversion from a carefree summer.

Phil Brand, design engineer, and Teri have moved into their new home in south Little Rock. We celebrated Phil being a five year employee in October with delicious donuts from the cafeteria. Also, Phil is now a registered P.E.

Carl Lindstrom, design engineer in Dale Loe's section, and Sandi are active tennis and racquetball players, often teaming with Mike and Linda Coogan, and some others in Bridge Design. Sandi resigned from her job in P&R and is back at UALR to get her degree in nursing next June. Carl recently received his five year pin with celebration. It has been a pleasure knowing Carl and also Phil Brand. They are both from Missouri but have made Arkansas their home for the past five years.

Chuck Sherwood, design engineer, is a newly registered P.E. He is also a member of Southwest Toastmasters. They practically guarantee perfection, so you're in good hands, Chuck.

Ross Wylie, design engineer in Jim Kuykendall's section, is now a five year employee. He and Vicki live in Westpark Meadows Apartments. Vicki is employed by Pulaski Federal. Ross, B.J. McAlister, Chuck Sherwood and Bill Wall of M&T are often a foursome at racquetball.

CONSTRUCTION

By The Staff

Margaret Weathers retired the 1st of September after 24 years of service in the Construction Office. Her employment spanned service under five Construction Engineers with payments made to contractors on literally thousands of estimates. During this time the firm assertion to "Get It Right" was constant with her handling of estimates and, at times, prompted many "notes" from her to the field from the time everything was laborously typed to our present computerized system. Margaret will be missed in our Construction Division.

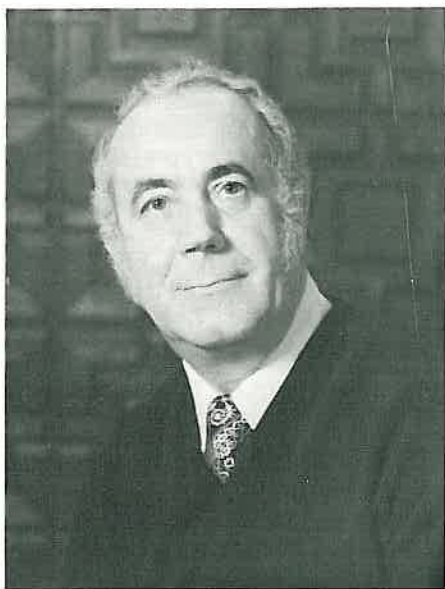
Amanda Moore assumed the responsibility of processing estimates upon the retirement of Margaret. Amanda's vivacious nature and pleasant attitude will surely be noticed and appreciated.

We welcome Patti Robinson to the Construction Office. Having two Pattis on the same telephone extension has caused no small problem, but her attractive red hair certainly identifies her physically. Patti has come to us from a local chemical supplier where she was employed for the past four years. She will be handling requisitions, correspondence, weekly reports and distribution for the office. We are sure that you in the District and Resident Engineer's offices will find Patti very helpful and obliging.

INTERNAL AUDIT

By Virginia Williams

A retirement dinner for Mr. Ed Orsini, Chief Auditor in the Internal Audit Section, was held at John Barleycorn's Vision on December 17. Mr. Orsini has completed 26 years



of loyal service with the department beginning as a field auditor in Accounting in 1951. He has been Chief Auditor since 1970. Mr. Orsini is a native of North Little Rock. He is a graduate of Arkansas Law School and is also an accountant.

Mr. Orsini plans to spend much of his retirement in traveling, seeing his children and grandchildren, golfing, fishing and hunting.

An office party was also recently held for Mr. Orsini with his friends and fellow employees attending.

MAINTENANCE

By Debbie Simpson

Congratulations to George Weatherley, a carpenter in the Heavy Bridge Maintenance crew for his completion of 20 years of service with the Department. George received his certificate from Don Brown, HBM Superintendent.

Kenny Hunt, also a carpenter in the HBM received his five year pin and certificate from Don Brown on October 14, 1977. Kenny works in Joe Burchfield's crew. Congratulations, Kenny. Hope you're with us many more years to come.



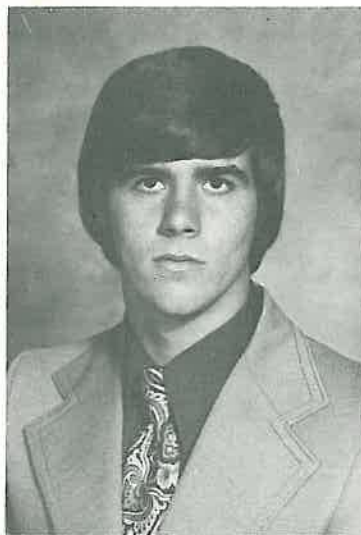
Don Brown and George Weatherly

Johnny Nalley of our Radio Section is always crowing about his son, John Doyle Nalley,



Don Brown and Kenneth Hunt

and now we know why. Here are a few of his achievements - Sophomore Class President, Sophomore Class favorite, Key Club, Student Council, Kiwanis honor roll, Science Club, Math Club, Football "B" Club, National Honor Society, Boy's State, Senior Senate, Optimist Youth Appreciation, Junior Rotarian, Track, Who's Who Among American High School Students AND a freshman at the University of Arkansas studying in Civil Engineering. Of course, his father thinks his biggest achievement is that he looks an awful lot like his dad.



John Doyle Nalley

If you've been hearing a new voice when you call Little Rock Central, her name is Evelyn Kiernan. Evelyn is married to Thomas A. Kiernan and has two children, Evelyn Ann and Thomas A. Kiernan III. She has one grandchild,



Ronnie Schuman, Jr.

Ronnie L. Schuman, Jr. and as you can see, he sure is a honey. Evelyn Ann and her husband and child live in Myrtle Beach, South Carolina. Her son Thomas is a freshman at the University of Arkansas and is in the Marching Band. We're glad to have her with us and if you're ever in the neighborhood, stop in and see her sometime.



Carl "Dub" Colvert

Congratulations to Carl "Dub" Colvert, a mechanic and Jack Barnes, a welder, at Central Shops in Jacksonville, who were recently presented their 20 year pins by Maurice Head, Equipment Superintendent.



Jack Barnes

As everyone knows by the leave cards coming in by the tons, it's deer season again. How they shoot those brown-eyed little darlings is a wonder to me. Oh well, at least we get some good stories out of the deal and a lot of write-ups for the next issue of the magazine. As almost every man in my office will be gone, I have no doubt that my next story will be a dandy.

MATERIALS & TESTS

By The Staff



James Garner and Joe Magness



G. Sneed



N. Cobb



R.C. Turney and Joe Magness

Congratulations to James Garner who received his 30 year pin and certificate from Division Head, Joe Magness. Also receiving service awards were R.C. Turney, 25 years, Gerald Sneed and Norman Cobb, 15 years. Celebrations were held for each employee honoring their accomplishment.

PERMIT SECTION

By Angela Blackwell

We extend our sympathy to Donna Crain of our section, her father, Marvin Staton of Office Engineer and their families in the recent loss of Marvin's father, W.R. Staton of Antioch.

Happy Birthday greetings go to Terry Nanney, Julia Hopkins and Jeanie Kittler.

This reporter and her husband, Richard, recently spent three weeks in Europe. We visited England, Italy, Switzerland, Austria, Germany, Holland, Belgium and France. We had a great time and it's a trip we'll always remember.

My dad, Cactus Vick, retired November 20th from Wonder Bread Continental Baking Company after 22 years of service. He's given over 8,000 birthday parties and that's a lot of ice cream and cake! Although Cactus is retired from Wonder Bread Company, he will still be giving birthday parties and presenting his magic act and puppet show on his own. He also has completed 2 books, "The Cactus Vick Memory Book" and a storybook entitled "Li'l Kiew and Friends".

PHOTOGRAMMETRY

By Margaret Hudson and Sue Walls

The biggest news in Photogrammetry is the completion of the 1977 ASP-ACSM Fall Technical Meeting. We feel that it was a big success and worth every bit of the hard work used to put it together. It was very exciting for most of us

because we had never participated in a convention before, but we are all glad that it is over.

Margaret Hudson and her family took a three week vacation in August and headed towards the west coast. On the way, they took time out to spend the day at the Grand Canyon. They really enjoyed hiking down into the Canyon and thought it looked just like a post card. They spent four days in the Los Angeles area visiting Busch Gardens, Olvira Street, Chinatown and a lot of old friends. The rest of the time was spent touring Herst Castle at San Si trip was spent touring Herst Castle at San Simeon, California and Sequoia National Forest. Margaret lived in the Los Angeles area for 20 years, so she acted as navigator on the freeways while her husband, Troy, did the driving. She said they only got lost once and that was because they had the street sign turned the wrong way. A likely story, she probably had the map turned the wrong way.

Randy and Alena Boyd are the proud parents of Jerahbem Randolph Boyd, born September 9. Jerry weighed in at 8 pounds and 14½ ounces. Congratulations Randy and Alena.



Jerahbem Randolph Boyd

We had our division picnic at DeGray Lake on September 10. The day started out looking rainy, but by picnic time, the sun was shining and we had a beautiful day. The children enjoyed swimming, the adults enjoyed pitching horseshoes and everyone enjoyed eating Kentucky Fried Chicken. A good time was had by all.



Ferrel Magby is the proud owner of a new 1978 Chevy Malibu. Even though it is brand new, it still has one slight problem, it isn't timed for 8:00 a.m. Just a little humor there, Ferrel.

David Hunter is also driving a new vehicle. It is a 1978 Chevrolet Van. David has a lot of hobbies that seem to be growing great guns, so he decided he would buy something that would accommodate his many interests and that new member of his and Linda's family.

One of David's many interests is making wooden toys. He recently took his handiwork to a craft show at War Eagle, Arkansas where he was very successful in selling them. He really is quite good at making these toys, and everyone here is proud of him.



Dollene and Roger Taylor with Bob Mattox

Our boss, Roger Taylor, received his ten year certificate on November 4, from Bob Mattox, Engineer of Surveys Division. We honored him with cake and punch, and everyone seemed to have a good time. We were pleased to have Mr. Taylor's wife, Dollene, with us on this occasion. We wish to congratulate him on ten years of service with the Highway Department.

PLANNING & RESEARCH

By Eris Bays

Kathy Furrer is the new employee in the front office. She is a senior at McClellan High School and a C.O.E. student. Kathy is single and likes tennis, swimming, skiing and dancing. Welcome to P&R, Kathy.

Well, all of the fellows have been looking forward to deer season. Don Finkbeiner has been growing a beard. Maybe the bears will think he's one of them?

Katie Brasel took an excursion for the Fall Review recently. She and some friends drove



Charles Frazier and Robert Williams

up the scenic trail on Highway 7 through Jasper and Harrison. She bought a watercolor that she's very proud of. We sure can't wait to see it.

Paul Edwards bought a new Jeep CJ-5. It sure must be a honey because he's out there everyday at lunch grooming it.

Robert Williams received his 5 year certificate on November 4. Refreshments were served and everyone enjoyed it. Congratulations, Robert.

Joe Lovell bought a cute little 1963 Volvo that he is going to give new life to. Being an ancient Volvo owner myself, I think Joe made a wise choice.

Carl McChesney, Engineer of the Advance Planning Section, completed 10 years with AHTD in October. He is pictured here with his certificate of service. Also, Carl recently received his MA in Public Administration.



Carl McChesney

Ed Hoppe's wife, Celeste, began nursing school at the Baptist Hospital for the fall semester. Says Ed, "She is doing well, but finding out that I'm not the chemistry teacher she thought I'd be." They have planned a trip to St. Louis for a holiday visit.

If the Razorbacks make it to a bowl game this season, as seems likely at the time of this writing, you can be assured that Advance Planning's Chief Hog Caller, Dale Gossein, will be there. He has attended 39 consecutive games since the middle of the 1974 season.

Eric Phillips, his wife and parents all went to New York on vacation in October. Eric says that they had a good time and didn't get mugged once. However, the day they planned to see the Statue of Liberty was also the day that the Puerto Rican Nationalists took it over. They went back and saw it the next day, though.

Mark Bradley and family visited family and friends in West Virginia and Indiana during September. By the way, Mark is now a registered Professional Engineer. Congratulations, Mark!



Pictured is Dana Lynne Johnson, former summer employee in Weights Division and daughter of Ed Johnson, in Program Planning. Dana just graduated from Henderson State University with a BSE in Home Economics. She is a member of Kappa Kappa Gamma (UALR), Gamma Beta Phi and Kappa Delta Pi.

Roger Almond and family went to Florida in August and visited Disney World and Jacksonville Beach.

Glenna and Skipper Bosley are the proud parents of a new baby boy, C. Cort Bosley. He arrived September 24 and weighed six pounds and 10½ ounces. Looks like he's going to take after his daddy! Cort's older sister, Christina, enjoys having a new playmate.



C. Cort Bosley

Sandi Lindstrom of Finance and Economics resigned and returned to college this fall. She lacks only one year in completing requirements for her Nursing Degree. She reports that she loves being back in school but doesn't have quite as much free time as she had expected because she studies day and night. Looks like it's paying off. We wish Sandi the best of luck as she finishes school and begins her nursing career.

Economics gained an employee when Ed White, formerly of Personnel Division, transferred to Planning & Research. He has been with the Department 8 years so he's not a stranger around here. Many of you have seen him escorting visitors on tours of the Department. Ed enjoys gardening and being a grand-



Shanna Moore



Malanya Moore

ather to his cute granddaughters Shanna Moore, 3, and Malanya Moore, 10 months. Welcome to P&R, Ed!

Tom Lorenzo and wife Jackie enjoyed their second annual vacation trip to Las Vegas. For some reason, they really like that place. Saw some good shows and had a great time. Better not ask him how much money he won!

Jay Warren has departed AHTD for employment with the Corps of Engineers at New Orleans. He came to Transit Planning from the employee interview team and was a member of Resident Engineer Bob Cornish's crew prior to that.

Tom Davis went to see the King Tut Treasures display at New Orleans in October and said it was more fabulous than he had ever imagined.

It's full steam ahead for Tom and all his friends - and his friend's wives - who are working like a colony of beavers on his house. Tom unfortunately sustained a bad cut from a window glass. Although it temporarily slowed his momentum, he's doing much better now.

Paul Simms was married since the last issue of the magazine. His wife, Janet, is an electrical engineer with Southwestern Bell. They are pre-

sently house-hunting and hope to stay in Little Rock for a while. Best wishes to Paul and Janet.

New car fever seems to be running high. Betty Wiggins has one ordered and Melanie and Charlie Keene are looking.

The word in Research is that Jerry Rogers has become the office adventurer. He began taking flying lessons in September and says he'll have his license before the end of November. He's really excited and will talk about it to anybody who will listen. According to other Research personnel, Jerry's lessons give everyone else a chance to move up in the organization in case he decides to keep flying on into the "wild, blue yonder."

Congratulations to Debbie and Doug Barclay. They are the proud parents of a baby girl, Towney Lynn. Towney was born October 5th weighing 7 pounds and 7 ounces. She sure is a beautiful young lady!

Karen Cummings has a new niece. Aunt Karen says her name is Angela Mae Beshears.

Jackie Maxwell doesn't have a new baby but she does have a new '77 black Oldsmobile. Jackie has just completed five years with AHTD. She is pictured receiving her certificate from Bob Kessinger. Congratulations, Jackie.



Jackie Maxwell and Bob Kessinger

Reggie McAlister is now a full time employee in Current Planning. Reggie graduated from Wilbur D. Mills High School and was a summer employee.

We have two other new employees. Pictured is Dana Read. Dana was a summer employee in Procurement. Dana is single, and loves dancing, horseback riding, shuffleboard and good looking men.



Dana Read

We also want to welcome Eileen Taylor. She is married and has a 3 year old daughter. Eileen transferred from District 6 and is presently working in Mayo White's office.

Neb Bingham received his 30 year pin on October 21. There was a reception with punch and a beautiful cake that covered a whole desk-top! Everyone attended in his honor and had a marvelous time. Congratulations, Neb!



Neb and Blanche Bingham

Wayne Harper is no longer an eligible bachelor. He married Ms. Dorothy Decker on October 1st. They spent a few days at Red Apple Inn and traveled around the state. Congratulations and a happy life to both of you.

Dana, Monica and Ramona Johnson, children of Ed Johnson, spent the Thanksgiving Holidays on an eight day "Visit America Tour" in the Caribbean Sea. They visited Puerto Plata, Dominican Republic; St. Thomas, U.S. Virgin Islands; San Juan, Puerto Rico; and Cap Haitien, Haiti.

PROCUREMENT

By Ann Johnson

It has been said that June is the month for weddings, but in this office, it is August.

Bernie and Mildred Cox' youngest son (and the last of 5 to leave the "coop"), Rick L. Cox and Gloria Yvonne Cole were married August 5th at Immanuel Baptist Church in Little Rock. Gloria is the daughter of Jack L. Cole of



Gloria and Rick Cox

Benton, and Mrs. Carleen C. Peterson of Little Rock.

Then, to further the cause of August as the month of weddings, Mark B. Buchanan and Cindy Elizabeth Campbell were married August 13th at the First Southern Baptist Church in Bryant. Cindy is the daughter of Mr. and Mrs. Charles E. Campbell of the Avilla Community (Saline County) and Mark is the foster son of Mr. and Mrs. Harvey A. Johnson. Mark's parents are Mrs. Anna B. Butler of Little Rock, and W.R. Buchanan of Chidester.



Mr. & Mrs. Mark Buchanan

This office extends best wishes to both couples in their lives together.

Now for a change of pace! Patsy and Elin Downing have moved into their lovely new home and this office has just about invited themselves over for that open house I mentioned previously. Not only can we "open" a house, we can warm it up, too. All of us are a marvelously talented bunch of people!

Everyone knows that Arkansas is different but the main reason for the difference is that our state has five seasons instead of the usual four that Mother Nature designated. Football season begins about the first of September and usually extends until the end of November (give or take a few Saturdays), and if things go well, there is a really big party to celebrate at the end of "The Season". This party is usually held in Dallas, but is subject to change from year to year.

I bring up football for one reason. We have an employee in this office whose education has been sadly neglected until the last two Seasons. Nikki Lewis has seen less than 10 football games in her life - in person that is. She attended one of her first Razorback games at War Memorial Stadium not too long ago and sat dumbfounded almost 3 quarters. Finally she gathered by observation that it was a large cocktail party with live entertainment - the entertainment not necessarily restricted to the football field itself!

Shirley Butler is learning about another aspect of football games - that of being a chaperone on band trips. Her daughter, Vicky, is a

member of the McClellan High School Band. So far, Shirley has managed to keep her balance on the side of a hill at ASU (Jonesboro) while holding 30 blankets and enjoys a trip to Memphis - both trips in conjunction with college-sponsored band competitions.

Lewis Wade has really kept himself busy since his son, Kevin, went to college at Fayetteville. We asked him why he cleans house so much and he mumbled something about being lonesome, and that was how he kept his sanity. We are not sure now just what the definition of homesickness is!

The rest of the office is keeping quiet - and staying out of trouble - which for some of us is extremely hard to do.

RECORDS & REPRODUCTION

By The Staff

We have enjoyed the beautiful fall colors this year. As usual, God did a fantastic job!

The main topic of discussion in our office is deer hunting. We might have more to report on this after the third week of November.

We welcome Joyce Everhart who transferred to our Section from Building and Grounds. Joyce is single and available. She lives in Benton. She is working in our Microfilm section.

Debra Allen spent an enjoyable week in September traveling with her mother and son, Casey, in a motor home to Gatlinburg, Tenn. and Cherokee, North Carolina. They did a lot of sight seeing and shopping.

Frank and Janean Knowles are the proud owners of a 1977 blue Honda Accord. They will soon be moving into a new home in Benton. Must be nice to be rich!!

Patsy Roling is planning a trip to Hawaii the last of November. She says she can't believe she is going until she gets on that plane. I'll bet she's getting excited, though. We will report more on this in the next magazine.

Pete and Betty Escarre have recently opened a new business. It is the Crafty Corner Gift and Hobby Shop located on the Bryant exit to the service road in the log cabin. If you are in that vicinity, Pete invites you to stop by, look around and SPEND MONEY!

Melvin Moss left our section for employment elsewhere. We had cake and coffee which he almost missed. We will miss Melvin and "Harvey."

RIGHT-OF-WAY

By Shirley Childress

Congratulations to Butch Wilson on receiving his 15 year pin and certificate. Although trying to keep a secret in the Administration Section is next to impossible we did do a fairly good job in surprising Butch with a potluck lunch when he received his pin. We almost had to cancel because Butch kept talking about this diet he was on. We were very happy that his wife, Ruth, could join us for our luncheon.

Butch decided to celebrate his 15 years with the Department by buying a brand new green and white Malibu Classic. He broke it in by



Ruth and Butch Wilson

going to a Razorback game at Fayetteville, then it really got broke in when he took it to the dealership to have some work done on it and a garbage truck hit it while it was parked on their lot.

The guys in the Administrative Section are still supporting the Razorbacks by their loyal attendance to the games. We did have heck around here for a week following the Texas game by our loyal Texan, Vic Winchell.

A.C. Ledbetter and wife Frances have been enjoying their motor home with trips through Arkansas and a trip to Texas for the Thanksgiving holidays.

The Engineering Section would like to welcome Shirley Wright to the Right-of-Way Division. Shirley transferred to the Engineering Section of Right-of-Way in September from the Internal Audit Section, where she was a summer employee. She was married in August to Preston Wright and is living in North Little Rock.

Congratulations to Jackie Stephenson and London Sabb, of the Engineering Section, on their promotions to Right-of-Way Technicians. Jackie and London have worked hard and are great assets to the Department.

Several of our employees played on the Highway Department's softball teams this summer and now that the season has passed they are forming volleyball and basketball teams. If you would like to go watch some of their games, I am sure they would appreciate your support!

Congratulations to Paul Broyles of the Acquisition Section, who recently completed 15 years of service with the Department. As proud as Paul is of his 15 year pin and certificate, I think he is much prouder of his new grandson, Casey Michael, who was born August 24 and weighed in at 7 pounds and 10 ounces. The happy parents are Paul's daughter Cindy and husband Kenneth Culpepper. The Culpepper's live in Greenville, Texas. This is Paul's second grandson, and there is only 10 months difference in their ages. I am sure Paul would show you some pictures if you asked him to.

Fred Sloan recently became a grandfather for the fourth time when his son and his wife, Fred Jr. and Ann Sloan, presented him with his fourth grandson, Michael Hoyt. Michael's three older brothers are Todd, age 7, Patrick, age 5, and Scot, age 2. Michael had to undergo sur-

gery when he was only 6 weeks old but is doing fine now.

We were sorry to see Mike Sessions of the Relocation Section leave but would like to wish him luck in his new adventure.

Secondary Roads Section

By Pat Thompson

The Secondary Roads Section is pleased to welcome our newest employee, Darrell Finney, to our department. Darrell is originally from Hot Springs by way of Jefferson City, Missouri. He was employed by the Missouri Department of Conservation and attended Lincoln University.

Darrell and his wife Becky have two children, Meisha and Jason. They have recently purchased a new home in western Little Rock. We are looking forward to our first Squad Party at their new house. How about that Darrell??

Speaking of parties, Clif and Jackie Thomas had a terrific poolside and cookout party at their place this summer for all the employees of our section and their wives. Plenty of good food, refreshments, and by all means, loads of fun!

Didn't know we had so many olympic swimmers in our bunch. Our boss, Richard Siegler, performed with utmost confidence during all of the water sports and events. (He doesn't swim, you know). Bobby Welch would have to be considered the winner as far as the diving competition is concerned. (He got his training swinging off of some grapevine into a creek over around Hot Springs where he grew up as a kid).

The "Boogie-Down Contest" was won by Jerry Kinney and Gena Siegler. Talk about being smooth on the dance floor, this couple oozed!

Congratulations are in order for several of our fellow employees. To begin with, Bobby Welch received word this past July that he had passed his Professional Engineers exam. Bobby formally received his certificate on October 19 at a dinner meeting. The guys in our office also took him out to lunch to celebrate the occasion.

Monday, October 3rd marked the final day for Chester Siesicki, who retired, with 35 years service from our Section. Coffee and donuts were served to our Division and a farewell gift was presented to Chester by his many friends and fellow employees. We congratulate him and wish him many happy years of retirement. He will surely be missed by all of us.

It goes without saying, we are really proud of Clif Thomas. He recently won first place in the Humorous Speech Contest, sponsored by Southwest Toastmasters Club, of which Clif is a member. This win qualified him to enter the Area Contest held recently at the Camelot Inn. Again, Clif won first place. He now goes to Memphis in a couple of weeks to compete in the District-wide contest (Arkansas, Louisiana and Mississippi). GET BACK CLIF, and bring home the bacon.

Four guys in our section are members of bowling teams this season. Darrell Finney, Bobby Welch and Clif Thomas are on the team called "The Bionic Balls" (No. 1 in the league so far), and Jerry Kinney is bowling with the "Roadway Rollers".

Speaking of Jerry, we are happy to report that he finally received his I.C.E.T. certificate. It was quite a lengthy time between the time he passed the exam and finally was certified.

Lois and Pat Thompson have been busy calling the Hogs this season. They went up to Fayetteville several times to visit with daughter, Kim, and enjoyed the hospitality of Delta Gamma Sorority of which Kim is a member. Both agreed they had a lot of fun, particularly during the Texas weekend, but couldn't hold up under the strain as a regular student. (A weekend is about enough!)

STATE AID

By Shirley Wesson

Bill and Rosemary Hogan were parents for the first time when Robert Stephen made his arrival on August 20, 1977 weighing in at 8 pounds and 2 ounces. Congratulations to you all on such a fine baby boy.



Robert Stephen Hogan

LeRoy and Connie McLain's daughter, Ashley, celebrated her first birthday on September 27, 1977. She is really growing up and from what I hear she keeps her parents on their toes and let's them know who's the boss.

My nephew Herman celebrated his third birthday on August 9th. We gave him a small party at home and his cake was decorated with his favorite cartoon character Scooby-Do. Herman is now attending pre-kindergarten and learning a lot of songs, nursery rhymes and everyday things. I'm real proud of him.

On October 7, 1977 three men in this office were recipients of a combined 50 years of service. They were John Kizer, 15 years, John Adams, 20 years, and Lindsey Bellomy, 15 years. The presentation of Mr. Kizer's service pin and certificate was made by Mr. C.E. Venable and Mr. Kizer in turn presented John and Lindsey their pins and certificates. The reception was an enjoyable one with Lindsey's



Lindsey Bellomy, John Adams and John Kizer

wife attending and other co-workers and friends. Congratulations to all of you on your achievements.

Mr. Max Hall who retired from the State Aid Division one year ago called to reminisce about how swell his party was and to say how he's enjoying the easy life now. He does a lot of traveling and just keeps active. We were glad to hear from him and he is certainly missed a lot. We say to you Mr. Hall "Right On" and "Keep in Touch".



Terri Edwards and Johnnie Oldham

Terri Edwards, the 1977 Poultry Princess loans her crown to Johnnie Oldham at the Arkansas State Fair at the Chicken Kitchen where Johnnie was the favorite "peewee". Johnnie is the grandson of our Chief Photographer, Johnnie Gray. Terry is well-known as Dogpatch character "Moonbeam McSwine".

TRAFFIC

By Bobbie White

Last issue we had one error in the magazine. Julia Grooms did graduate from McClellan but per picture was not in the magazine. The young lady in the picture was Sheila Renee Brown, June Rain's daughter. Renee is a 1977 graduate of Central High School.

Mike Selig is now working in the Safety Section. We are very impressed with Mike. It is nice being in the same office with your supervisor.

Danny Moore is happy these days. His daughter Ashley Moore is growing into a pretty baby. She is 7 months old and weighs thirteen



Sheila Renee Brown

pounds. I know Danny and his wife, Amanda, enjoy Ashley's new experiences.



Ashley Moore

Mike Selig had an exciting, exuberant vacation this summer in Gatlinburg, Tennessee, and the Great Smokey Mountains. He said there were far too many things to see and do. He says he will go back in the near future. He also enjoys the scenery - girl watching that is!

WEIGHT DIVISION



In the picture of two Razorback fans are Grandpa Roy Johnson and one year old grandson, Wes Long. Wes is the son of Mr. & Mrs. Billy M. Long of Tichenor, and brother of seven year old Heath. Grandpa Roy has been taking Heath to the Razorback games since he was "a little guy". It will be safe to assume that by next season Roy Johnson will have the added fun of having both grandsons "Calling the Hogs" with him at the games.

DISTRICT ONE

By Janet McElduff

The bathing beauty shown below has been on my desk since early August, but due to circumstances beyond my control, missed the last issue. She is the charming 14 month old granddaughter of Eugene Horton, District One Stock Clerk, and daughter of John Horton, until recently Assistant Resident Engineer in Wynne. Jenny is king of the hill out at Newcastle, a small community in St. Francis County, where she rules over her parents, grandparents, and great-grandmother, and other friends and small animals. She is just as cute as she looks, too.



District One has two new employees in the office filling vacancies caused by the retirement of Dick Ethridge, former fuel clerk, and the resignation of the receptionist. Darlene Farmer is holding down the fuel clerk's position and comes to us in an indirect manner from Smackover. Her husband, David, is with AP&L, and she has a darling little girl and boy. Lavern Thompson, a native of Wynne, recently returned to this area from Little Rock with her husband and young son. Her husband is Capt. Buddy Thompson of the ASP, and they also have a daughter who is a senior at Henderson State College. Lavern is handling the duties of the receptionist and radio operator.

Employees attending the recent Nuclear Gauge Training Course in Wynne and who will be certified as Nuclear Density Gauge Operators, are as follows: J.G. Chambers, G.N. Charlton, W.W. Doss, R.J. Hall, C.L. Perry, W.R. Ray,

V.M. Sanders, V.H. Shassere, J.A. Vickery and R.J. Woodruff.

We extend our sympathy to the family of Mrs. Charlie M. Matthews who died recently. Mr. Charlie Matthews who was District Engineer in Wynne until his retirement, is recovering from recent surgery and it was good to see him out and in the office this week.

If anyone wants to know what is going on in the Big Apple, I'll be glad to relate all that I saw and most of what I did on a recent visit. My son and daughter gave me an early Christmas present in a trip to the big city so that I could see my daughter, Ellen, in a performance at the off-Broadway Public Theatre. There is not room to write it all, but the trip, performance, and all were great!

We have great plans for our annual Christmas party on Thursday, December 8, at District Headquarters. Good food, Santa Claus, country music and square dancers from Mountain View will be the features of the evening.

A Merry Christmas from District One to all!

DISTRICT TWO

By Bettye Carter



Mr. Appling and M.S. Smith

Fall is in the air and as the leaves turn, all the talk around District Two is of football and hunting season. What would be a better way to use up that leave than spending a week at the deer camp. We have some fine deer hunters in Southeast Arkansas. Look for some good "stories" and pictures next time. The office and shop got together recently and put on a celebration at noon to honor Earl Appling, who retired after 14 years of service with the Highway Department. Mr. Appling worked as the station attendant Superintendent at the District Headquarters. Here to enjoy fried chicken and all the trimmings were special guests Mrs. Appling and their son, Joe, and daughter, Ann, and also retiree I.V. White of Star City. A farewell gift of fishing equipment, to enjoy in his retirement, was presented from the employees by M.S. Smith, District Engineer. We hope Mr. Appling will think of us often and come back to visit soon.

A couple of us girls in the office decided to cook turnips and greens for the office and

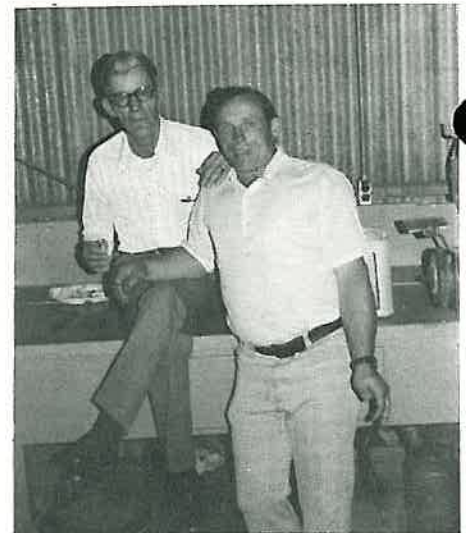
shop employees recently and we put it together with beans, corn bread, slaw, potatoe salad and cake. You can't beat a feed like that at noon on a foggy, rainy, wintery day.

Service awards were recently presented to the following employees. Receiving five year awards were William M. Reed, Equipment Operator at Stuttgart, and Robert C. Puckett, Equipment Operator II at Rison.

Awarded fifteen year service awards were Lyndal J.R. Bruson, Equipment Operator III at Star City and Jessie J. Belieu, Equipment Operator II at Stuttgart.

Receiving a twenty year service award with the Highway Department was Muril Cater, Equipment Operator II at Monticello.

A well remembered employee died recently at the Davis Hospital where she had lived for the past years, Mrs. Inez T. Royston. At age 95, she was born in Northfield, Iowa and moved to Pine Bluff in 1891, a member of the First Presbyterian Church and the Business Women's Circle. She was married to Frank Lee Royston in 1905 at Pine Bluff and he died in 1923. Survivors include a son, Arthur L. Royston of Little Rock, two grandchildren and two great-grandchildren. Mrs. Royston retired from the Highway Department in 1956 after 33 years of service as the District Headquarters Office Manager.



Mr. White and Mr. Ashcraft

Shown in the picture is a recent retiree, LeRoy Ashcraft and Tommy White, Cleveland County Area Foreman. Mr. Ashcraft was honored recently with a fish fry at the Area Headquarters at Rison with the entire crew attending. The wives and families were there to enjoy fish and all the extras.

Leonard Hall is a new employee in District Two being assigned as Resident Engineer at the Monticello Residency. Mr. Hall is originally from Boone County, Arkansas and has worked as assistant Resident Engineer to Mr. W.P. Anderson in Little Rock, where he and his wife and three children have lived for the past five years. Welcome to District Two, Leonard.

Also new to District Two is Kevin McCormick, having joined us this summer from Ama-



rillo, Texas where he was employed as a Junior Engineer II with the Pioneer Natural Gas Co. Kevin and his newly wedded wife, Betty Dianne, are now making their home in Monticello, where he is Assistant Resident Engineer.

Joining the Highway Department in October were Gerald (Boo) Bennett and Richard Wright. Enjoying fishing, hunting and football, Boo moved to Monticello from Rockwall, Texas. Richard and his wife, Shirley Ann, are now living in Monticello after moving from Pine Bluff.

After all the upsets in Joe Akin's family of a horse riding accident followed by a motorcycle accident, his two sons were still able to participate in the Monticello Little Britches Rodeo.

Danny Lawson is the proud father of a baby girl, Kerri Rebecca, born May 1. This new addition has brought much joy and many hours of happiness to Danny and his wife, Joy.



Mr. & Mrs. Joe Friend

Wedding bells rang for Joe Friend and his bride Martha Coleman at the Church of Christ in Crossett, on Tuesday, July 12. Vows for the double-ring ceremony were exchanged under an arch of greenery with candle trees with Earl Madden officiating. Music was recorded by the Harding College A Cappella Chorus. A reception was held in the annex building at the church

with a daisy decorated three-tiered wedding cake. After a wedding trip to north Arkansas, Mr. and Mrs. Friend, reside in Monticello, where Joe is employed in the Resident Engineer's office and Mrs. Friend is a nursing student at the University of Monticello. Congratulations to both of you from all of us in District Two.



Clinton Bohannon

Pictured is Clinton Bohannon, Area Foreman in DeWitt, dressed in the colorfully designed clown attire of his own design. This was all in order for the annual Arkansas County Livestock Fair and Rodeo Parade held each year at DeWitt. The float shown is one of Mr. Bohannon's designs built by the Lions Club to explain the Great River Road, over the White River at St. Charles. Good work, Clinton, keep it up and we want you to model that outfit for us.



Several employees have been hospitalized lately, among those are Scarler Lyons, Floyd Fullbright, Calvin Rawls, Cleo Jackson, and Joe Hays. We wish a speedy recovery to all and want you to know we're all thinking of you.

Our sympathy is extended to Billy Johns, the Area Foreman in Jefferson County, who lost his father recently. Mr. Johns was a resident of Wilmar in Drew County.

DISTRICT THREE

By Sharon Burns

Congratulations to Lendell Holder on reaching 30 years with the Department; Kenneth Kidd for 20 years; Charles Mauk, Hesterly Purtle, Frank Cross, Ed Fears for 15 years; Joe Johnson, James Hunter, F.D. Ward, Charles Chormley, M.D. Lingo, B.M. Price for 10 years; and Laverne Arledge, Susan Martin, John Parks, Roy Holder, Perry Dollarhide, Bobby Brown, Johnny Wake, George Neal, Harold Brooks, and Robert Durham for 5 years.

Pictured is Dale Spencer presenting Charles Mauk, Texarkana Resident Engineer, with his 15 year certificate and pin.



Dale Spencer and Charles Mauk

Effective October 6th, the following changes were made in our District. Clovis Tittle, Equipment Supervisor, retired after 28 years of service. He began as a mechanic, was Shop Foreman for 9 years, then Equipment Supervisor for the last 3½ years. A fish fry was given in his honor where he was presented a gift. We all wish Clovis a very happy retirement and we want him to know that he will be missed.

Thomas Adams was promoted to Equipment Supervisor. During his 21 years with the Department, 3½ have been served as Shop Foreman and the remaining 16½ as a mechanic. Charles Chormley was promoted to Shop Foreman. He has been with the Department for 10 years, all of which have been served as a mechanic. Congratulations from all of us.

TEXARKANA RESIDENCY

By Debby Eaton

James (Porky) Burt, Chapter Dad, and the local Demolay Chapter of Texarkana attended the 50th Golden Arkansas State Conclave for 1977 at Jonesboro, August 4-6. James chaperoned the group which was accompanied by the Texarkana Chapter Sweetheart.

Tom Hubbard and his wife toured Canada late this summer. They traveled through 19 states getting there and back and saw such sights as Niagara Falls, New York City and Boston, Massachusetts. The tour took 13 days and Tom was certainly glad to get home again.

Besides vacationing, most of the crew has been getting ready for hunting season. We've had reports of several squirrel hunts, but most are saving their ammunition for deer season.

HOPE RESIDENCY

By Kathy Barksdale

Pictured on the right is Frank Cross, Engineering Aide IV, receiving his 15 year certificate from Resident Engineer Rodney Price. Thank you, Frank, for your many years of service to the Highway Department.



G.D. "Buster" Royston, Jr., Engineering Aide III, has a new addition to his family. Buster became a grandfather to a baby boy named Wade Wright Scruggs. Wade, the son of Mr. and Mrs. Joe B. Scruggs of Kansas City, Missouri, was born on September 22, 1977, and weighed 10 pounds and 5 ounces.



Wade Wright Scruggs



B. Walker, B. Royston and C. Caldwell

Buster was recently selected as the Outstanding Cooperator in Hempstead County for 1977 in an Acres for Wildlife contest sponsored by the Federation in cooperation with the Arkansas State Game and Fish Commission and the Cooperative Extension Service. Shown presenting the wildlife award to Buster are Ben Waller, County Wildlife Officer, and Calvin Caldwell, the local County Extension Agent. Local residents will recognize Mr. Waller as being the son-in-law of Doug Waters, an Engineering Aide II in our office.

We have another very happy grandfather in our office. Dennis Ray Sparks was born on September 30, 1977, weighing 9 pounds and 10 ounces. He is the son of Mr. and Mrs. Harold Sparks and the grandson of Mr. and Mrs. Terriel Sparks. Terriel is an Engineering Aide III, and Harold was formerly employed as a mechanic in our District Shop.



Rodney Price and Birt Price

Another one of our employees received a Certificate of Service. Birt Price is pictured receiving his 10 year certificate from Rodney Price, our Resident Engineer. Birt is an Engineering Aide III and a very hard worker at everything he does! Congratulations, Birt.

DISTRICT FOUR

By Kim McDowell



V. Carpenter



T. Cowan

District Four has had several Service Awards since our last writing. Vard Carpenter, Assistant Job Supt., received a 20 Year Certificate from Bud Hodnett, District Maintenance Supt. Bud also presented T. Cowan a 15 Year Certificate. Cowan is in the Franklin County Area Crew.

Coy Ellison, Assistant Job Supt. in the District Bridge Crew, received a 15 Year Certi-



C. Ellison



M. Gross

ificate from Kim McDowell, District Bridge Superintendent.

A retirement party for Melvin Gross was held August 19 at the Greenwood Area Headquarters. Calvin Peevy, District Engineer, presented Mr. Gross with a gift. Congratulations to Mr. Gross. . . We wish him the best!

Also at the party, W.A. Harrison with the Greenwood Area Crew, was presented a 5 Year Certificate by Don Turner, Assistant Maintenance Superintendent.



Don Turner and W.A. Harrison

We were all saddened at the death of Gene Wray. Gene passed away on August 19, he was an Engineer Aide in Jack Coleman's Residency and had been with the Department for 9½ years. Our condolences to the Wray family.



Casey Glenn Turner

Buddy Turner in Jack Coleman's Residency, became the father of a baby boy on August 12, this also makes Don Turner a Grandfather. Buddy has also been busy in the woods, he is pictured with his 3rd turkey of the season,



weighing 18 pounds with a 10 inch beard. Also on October 23, he shot a four point buck with a bow.

David Becker and wife Nancy became the parents of a baby boy in September.

Mr. & Mrs. Cliff Gilbert wish to announce the birth of their first grandchild, Meghan Amanda Gilbert, she was born September 29 and weighed 7 pounds and 1 ounce. Cliff is a diesel mechanic in the District Shop. Cliff's son Max and daughter-in-law Debbie live in Little Rock where Max is employed as a graphic artist for the Department of Parks and Tourism.



Meghan Gilbert and parents Max and Debbie

Carl Sanders, Darrell Roper, Alvis Pense, Bill Sanders, James Seay, Ralph Goodson, Gene Holloway, Kim McDowell and A.O. Zimmer attended the Cardiopulmonary Resuscitation Course held at the District Headquarters on October 3rd.



Mrs. Mike Corley

Mr. and Mrs. Jack Coleman wish to announce the marriage of their daughter Alva Eileen to Mike Corley, son of Mr. and Mrs. Harold Corley. Mike and Alva were married August 27th at the Grand Avenue Baptist Church in Fort Smith.

E.L. BREWER RESIDENCY - Springdale

A retirement party for Garlen Austin Bowling was held May 13 at Springdale with all eleven employees and families attending. Mr. Bowling had been with the Department for 23 years.



We were sad to hear that Mr. Bowling's wife, Ana Jo, passed away August 10.

The Springdale Residency has two transfer employees - Mr. Linville D. Goodman, Hwy. Engineer Aide V transferred from District 1 and Mr. Robert D. Hausam, Hwy. Engineer Aide IV transferred from District 9. Mr. Hausam will be the new office technician.

Our sincere sympathy is extended to Mrs. Kathy Stukey whose mother, Mary Joe Gordon of Gilbert, Arkansas, passed away on August 31. Mrs. Stukey is the wife of Gerald B. Stukey, Hwy. Engineer Aide IV at Springdale.

The Springdale Residency Bowling Team, Tuesday night Men's League consists of L.D. Goodman, D.J. Creech, C.F. Collins, R.D. Hausam, G.E. Stewart and W.E. Beth.

DISTRICT SIX

By Olga Estell

District Six had an award party on September 2, 1977. Service awards and pins were presented to Georgia Russenberger, 15 years, Henry Laws, Jack McMahan and W.R. Willis, 20 years. Coffee and cake were served for the occasion.



W.W. Willis, Georgia Russenberger, Henry Laws

Olga Estell, bookkeeper in the District Headquarters received her five year service award back in July and celebrated with cake and coffee.



Olga Estell

The wedding bells are still ringing in Cynthia Hannah's (now Hodges) ears. She made the drastic change on Saturday, October 8, 1977. She left here as sweet Cynthia, and returned on Monday, a gripey old married lady!



Kim Hall, Kim Evans and Jamie Patrick

Her car fell apart, and there was no end to the things that followed. But things are smoothing out now and she is adjusting to her new way of life, what with school and work, it is a headache, I'm sure.

During this year's Arkansas State Fair, two cowgirls and a cowboy competed in a simulated competition for the title of World's Champion Roping and World's Champion Barrel racing for six years old and under riding a motorized mechanical horse.



Kim Hall

Kim Hall, age 5, the daughter of Freddie Hall of District Six was awarded the trophy and title of "World's Champion Roping for Six Years Old and Under" for her performance in the rodeo.



Kim Evans

Kim Evans, age 6, daughter of Mr. and Mrs. Chuck Evans of Mayflower, won the trophy and title "World's Champion Barrel Racing for Six Years Old and Under."

Jamie Patrick, age 3, son of Mr. and Mrs. Jim Patrick, won the trophy and title "World's Champion 'All-Around' Cowboy for Six Years Old and Under."

The motorized mechanical horse, named 'Jimson' in honor of Jamie, is totally automatic



Jamie Patrick

with just the use of the bridle and reins and is powered by a 12 volt battery. Push the reins forward and the horse will move forward, pull the reins back and he will stop or continue to pull back and he will back up. Neck-rein the horse either left or right to make him turn.

The production model of this horse is currently being built and will soon be on the market. When the horse is on the market, Local, State, and National competition is planned as demonstrated during this year's rodeo.

Jim Patrick of Roadway Design Division is the designer and also has a patent on the mechanical horse.

LARRY POLK RESIDENCY

Our office technician, Kim Lowrance, came to work for the Highway Department on September 15, 1977. He recently graduated from the University of Central Arkansas. Kim is married and he and his wife, Sue, have a daughter, Jennifer Kaye, 15 months old. He is originally from Shirley, but now makes his home in Conway. His hobbies are fishing, hunting, baseball and activities with the family. Welcome, Kim!

Congratulations to Jack Beale, Assistant Resident Engineer, and his wife, Pat, on the birth of a daughter, Jill Courtney. Jill was born on October 29 at Baptist Medical Center. The Beale's have two other children, Jon, 5 and Jamey, 4.

The spirits of all hunters and outdoor lovers are always brought to a peak with the beginning of deer season and squirrel hunting at its best, and this year is no exception, as "Buck Fever" is spreading through this office and the employees are beginning to check on how much vacation time they will have available when deer season opens. What a surprise it would be to see the boss enter the office after deer season with a bushy beard!

JAMES HOUSE RESIDENCY

Congratulations to Larry and Benita Wilkins on the arrival of their first born, Matthew



Matthew Smith Wilkins

Smith. He was born August 19, 1977 weighing in at nine pounds and eight ounces.



Joseph Michael Holland

Congratulations to Harry and Peggy Holland on the arrival of their son Joseph Michael. He was born August 19, 1977 and weighed eight pounds and ten ounces.

DISTRICT SEVEN

By The Staff

The Nuclear Gauge Training Course was taught by Jim Briley, of Materials and Tests, at the District Headquarters on October 25th. Those in attendance were: A.W. Hardy (Resident Engineer), L.E. Hardaway and J.D. Sprayberry; Gordon Hite (Resident Engineer), R.L. Lea and R.G. Covey; Bob Myers (Resident Engineer), K.S. Wendell and S.T. Bradshaw; and Claude Parton (Assistant District Engineer).

Leon Sneed, Assistant Safety Officer, has been holding our Annual Safety Meetings the last few weeks. They are being held at residences, area and district headquarters.

Bob Bingham, with the Arkansas Department of Labor, held a Cardiopulmonary Resuscitation Course at the District Headquarters on November 1st. Those in attendance were: Claude Parton, Larry Hollis, R.L. Hamaker, Harry Castleberry, Jodie Waddle, Doyle Jacks, L.D. Hopper, W.V. Bradshaw and George Griffis.

A.W. HARDY RESIDENCY

By Theda Huffman

We are very happy to have G.G. Wise, Highway Engineer Aide IV, back on the job. Mr. Wise spent several weeks at a local hospital but is not as good as new.

My daughter, Susannah, celebrated her fourth birthday in October with a party of relatives and friends. She received so many gifts it was unbelievable! They also had fun playing a new version of a conventional party game, "Pin the Tail on the Devil." (This picture was taken of Susannah before the party began; I think it was the last time she sat still the whole day.)



Susannah Wilson

With deer season and holidays right around the corner, we decided to have an office party early. We got the whole gang together at the Hush Puppy restaurant in Camden, and celebrated a year of hard work. We had more fish than we could possibly eat and a wonderful time. Our special guests were Mr. Claude Parton,



A.W. Hardy

Assistant District Engineer, and his wife, Helen. We presented Mr. Hardy with a beautiful carved walnut name plaque for his desk. Here is a picture of him trying hard not to smile.

I have a new nephew, David Jay, born to my brother David and Judy Huffman of Malvern. David Jay was born August 29th at a measly five pounds, but he is gaining every day.

DISTRICT EIGHT

By The Staff

Those receiving service awards in July were G.O. Martin, Jr., 15 years; L.B. Allen, Willard W. Williams, Isaac A. Pointer, and Cecil Garrett, 10 years. Those receiving service awards in August were Vernon L. Stormont and David C. Bunn, 5 years. Those receiving awards in September were James W. Phillips and William C. Daughy, 25 years; Arthur L. Butler, 15 years; and Joe Shuffield, 10 years. Those receiving service awards in October were Farrell Cato, 20 years; Joe M. Sorrels and Gary Hawkins, 10 years and Larry R. Williams, 5 years.

We were saddened by the death of Lunos F. Bradford. He died September 6 and was buried at the Hardin Cemetary near Clinton. Before his retirement, Lunos worked with the Van Buren County Crew.



Meredith Leigh Martin

Meredith Leigh Martin, daughter of Mr. and Mrs. J.L. Martin, Jr., was born October 1, 1977. She weighed 7 pounds and 4½ ounces. J.L. works out of Chip Young's residency in Russellville.



Laura Ann Baskin

Bo and Anna Baskin have a new baby daughter. Laura Ann was born October 17, 1977, at St. Mary's Hospital in Russellville. Laura Ann weighed 5 pounds and 8 ounces at birth. She has an older brother, Kevin, who is a freshman at Clarksville High School. Bo works with the Johnson County Crew.



Jason Kennedy



Melissa Kennedy

District secretary, Nancy Kennedy wanted to share these pictures of her little ones. Jason is 3 years old and Melissa is 1 year old.

DISTRICT NINE

By Shirley Morton

Cadet Joe D. McMullen, son of Mr. and Mrs. Bill McMullen, is enrolled at Wentworth Military Academy high school at Lexington, Missouri for the second year. Joe is assigned to Charlie Company and is performing the duties of a rifleman. Upon completion of ROTC courses at the Academy, he will receive a commission as a Second Lieutenant in the U.S. Army Reserves. The proud father is the District Equipment Supervisor.



Joe McMullen

Barbara B. Spikes is the County Extension Agent-Home Economics for Perry County and is the daughter of Benton County Area Foreman Paul Bennett and Mrs. Bennett. She received the National Florence Hall Award at the National Convention in Boston, Mass. in September. This award is for professional improvement and is presented to six extension home economists throughout the United States each year for outstanding work. Mrs. Spikes' award was presented as a result of her SHARE project. This project has now been initiated in all 75 Arkansas counties as a statewide Extension Homemakers Family Life Program. She is working on her masters degree at the U of A, majoring in home economics with emphasis in human relations and housing. The award will be used to complete the degree.



Barbara Spikes

Anthony Dwight Faulkner, son of Madison County Foreman Glen Faulkner and Mrs. Faulkner, is three months old now and really growing. He is such a handsome happy boy and we know all of the Faulkners are very proud of him.

Keith, age 4, and Jody, age 5 months, are the sons of Billy Pat and Marell Phillips. Bill is an assistant in the Yellville Residency and should try to stay in shape if he expects to stay up with these two fine boys. They are good looking boys and we hope they will come by to visit with us soon.



Anthony Dwight Faulkner



Keith Phillips

Jody Phillips

Larry Hodnett, District Maintenance Superintendent, had a Halloween visitor who posed at his desk. Who was she, Larry???



Surprise Halloween Visitor?

The following were presented service awards at a recent supervisors meeting: Vernie Berry



Curtis Pangle and Vernie Berry



B. Wildner



C. Rushing



P. Webb



D. Cox

and Buster Widner for 25 years; Calvin Rushing for 20 years; and Don Cox and Pete Webb for 10 years. Also, 5 year awards were received by Gene Horton, W.H. Cox and J.N. Mallett. Congratulations to all of you!

J.T. Richardson, Boone County Foreman, was a contestant in a local "Miss America" contest at the high school gym. This contest was sponsored by the Junior Class and was lots of fun for everyone. J.T. as "Miss Pennsylvania" was stunning in a ballerina costume.

Mark Pangle and Scott Hodnett have been active on the Senior Goblin Football team this season. Mark is a senior and recently played with the Gobblins for the last time. Scott who is a Sophomore will return next fall. Both have been outstanding in their positions. Tim Hodnett is a Junior Goblin and is a real hustler. Needless to say, the Pangles and Hodnetts have spent numerous evenings this fall at the stadium.

Congratulations to Marvin Holt, son of Marcie and Joe Holt, who won "All Around Cowboy" at the Johnson Ranch Little Britches Rodeo. He was presented a beautiful sterling silver belt buckle for this recent achievement.

The Holt's eldest son, John, is the proud owner of a Leather Shop in Harrison. He has a good supply of saddles, belts, etc. and does custom leather craft. He is well known in a growing vicinity for his expert craftsmanship and is taking Christmas orders.

Merry Christmas and Happy New Year to all from District Nine.

DISTRICT TEN

By Isabelle Psalmonds

Many of the men are sitting on "GO" ready for a deer hunt next week. By the time the magazine is received, they will be back on the job and we will know what kind of luck they had.

Mark Powers, Equipment Operator II, the Greene County Crew, recently was driving down the highway going to the job when he saw a woman running out of a trailer as if she

needed help. He stopped and she yelled, "Fire". He ran into the trailer and she followed. The smoke was so bad they could hardly see and the woman fell over a stool. Mark picked her up and carried her outside, then went back into the trailer and extinguished the fire. The store in the trailer had blown up and caught the wall on fire. We are always glad to hear reports when AHTD employees go beyond the call of duty and help those in trouble. It just goes to prove that when an AHTD employee starts out to a job, he never knows what he may be called on to do before the day is over.



Dale Arnold

Dale Arnold, Auto Diesel Mechanic, resigned October 21st to work in Corning and eventually to farm. Dale was a fine employee and we will miss him. Good luck in your new venture, Dale. We had cake and coffee and presented Dale with some hunting equipment which we are sure he will enjoy.



Barney Barnhill, who was working in Jonesboro, was transferred to Paragould to replace Dale.

Tim Mangrum and John Farley are recent employees in the Stock Room. Actually they have been here several months and we failed to put their names in the magazine and they wanted to see their names in print. Anyway, welcome to Tim and John!

W.D. Jackson and William Vance of Paragould, both received their ten year certificates. Congratulations to you both.

Keith Lynn Smith, an Engineering Helper at Paragould, became a married man in October. Congratulations. Maybe we will have more details next time.

Recent Grandpas are Darrell Holder, Maintenance Superintendent; James Tritch, Job Superintendent; Rex Hall, Job Superintendent; and Waukeen Bateman, Equipment Operator III. Congratulations to these "old" men.



W.D. Jackson and W.M. Vance

Jim Garrett, Resident Engineer at Osceola, was transferred in September to the Office Engineer's office in Little Rock. We wish for Jim the very best as he works in the Little Rock office and hope he will come back and visit with us sometime.

We welcome Frank Russenberger who was transferred from Little Rock to Osceola to be Resident Engineer. We look forward to working with Frank.

Jim Briley, of Materials and Tests, was in Paragould on November 3rd and taught a Nuclear Density Gauge Training Course. Those attending were: Jerry Barnes, Earl Bragg, Jerry Burton, Hayden Cockrill, Charles Ellison, James Garner, Warren Glenn, Jack Jones, Sonny Lofland, Leonard Norton, Frank Russenberger, Danny Stafford, Lyndall Waits, and Brent Watkins.

EEO



Melba Shepard was recently promoted to an Administrative Assistant in the EEO Section. Her new title is EEO Procedural Specialist.

Mrs. Shepard has been with the Department for 8 years. Her first assignment was as Clerk Typist in the Procurement Office. She later transferred to Roadside Development, where she served as Section Secretary for 3½ years. She was then transferred to EEO and was Section Secretary there for 3½ years.

As EEO Procedural Specialist her primary responsibilities will be to write the Department's Affirmative Action Program and monitor the internal activities to assure that District Engineers and Division Heads are aware of and complying with their Equal Employment Opportunity requirements.

She has just completed the "Supervisor's EEO Handbook," which will serve as a guide to personnel serving in a supervisory/managerial capacity.

EAST BELT FREEWAY BRIDGE



AHTD Director Henry Gray at discussion meeting of the East Belt Freeway Bridge on October 7th, 1977.

A delegation of Legislators and businessmen from Arkansas, Lonoke and Pulaski Counties, joined forces October 7th and urged the State Highway Commission to proceed with plans to construct the East Belt Freeway Bridge with a 500-foot navigation span.

State Representatives William Foster of England and Wayne Hampton of Stuttgart arranged for the delegation to meet with Highway and Transportation Director Henry Gray, Highway Commission Chairman George Kell and Vice-Chairman James Branyan to voice support for the bridge.

State Senator Ralph Patterson of North Little Rock has joined with representatives of the various barge lines operating on the Arkansas River who oppose

the 500-foot span are urging the Commission to build a 600-foot span, which they say would be safer and offer more protection for the Little Rock Port, which is just downstream from the proposed bridge.

Robert Brave, executive director of the Port Authority, appeared with Foster's delegation and told the Highway officials the bridge would have a tendency to protect the port facilities from river traffic.

In his opening remarks, Foster said the people in the area he represents had been waiting for years on a bridge over the Arkansas River east of Little Rock and were disappointed "when we heard of the opposition to it from people mostly from Oklahoma whose main concern is the dollar and not the safety of the people who travel the roads in the State of Arkansas."

Hampton, who also is a former Highway Commissioner, urged Kell and Branyan to listen to their professional engineers who designed the bridge.

"You have the best staff in the country right here in Arkansas," Hampton said. "Listen to them, not the out-of-state barge operators and those who are paid to speak for them."

A Highway and Transportation Department spokesman told the delegation that each year's delay in construction of the bridge would cost more than \$7 million due to inflationary increases in construction costs and fuel costs to motorists who will have to use longer routes.

The 500-foot span proposed by the Department will be the largest on any bridge crossing the Arkansas River. The bridge will also have a 300-foot auxiliary span.

The design has been approved by the Army Corps of Engineers, the Federal Highway Administration and the U.S. Coast Guard.



*Happy
Holidays*



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

