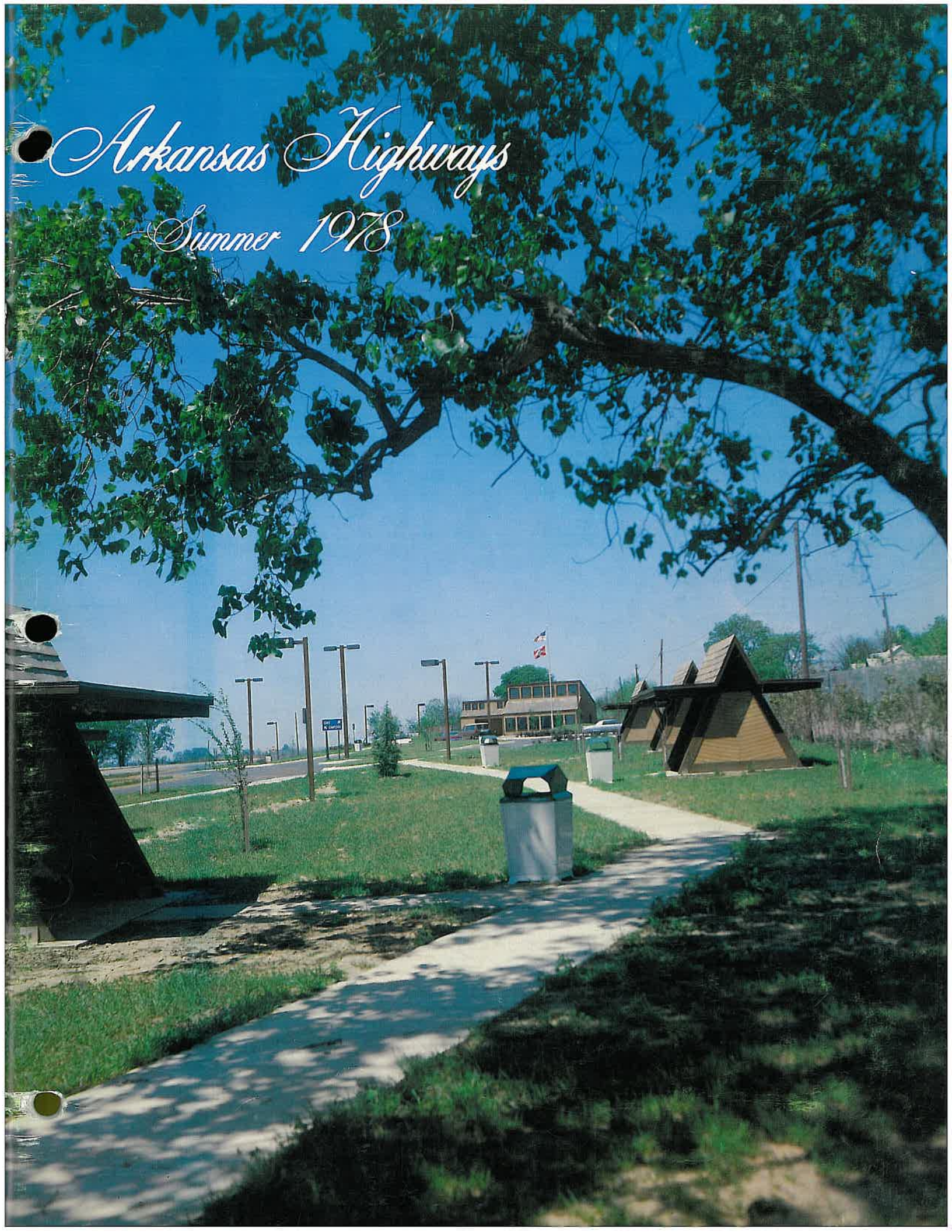


Arkansas Highways
Summer 1978





Director Henry Gray

DIRECTOR'S DESK

During the week of May 14-20 we observed National Transportation Week. All across the country there were speeches, open houses and dedications, all calling attention to the vital role transportation plays in our everyday lives.

In Arkansas, the dedication of the new Helena Tourist Information Center and improvements to Highway U.S. 49 from West Helena to Walnut Corner marked our observance of that special week.

Such occasions are necessary to remind us of the importance of a modern transportation system, including air, water, rail and highway. The efficient use of these various modes of transportation has aided Arkansas' tremendous economic growth in recent years.

This growth continues at a time when we are being warned of a scarcity of petroleum energy. This, coupled with increasing highway construction costs, is a cause for concern. As petroleum use declines, tax dollars derived from its use also decline. In order to meet the challenges ahead, we must find alternate sources of revenues. These sources of funds must be able to keep pace with the rapidly rising construction costs.

The Highway Commission is confident that the Department's needs will be met. In April, the Legislative Council's Highway Needs Study Committee hired R.J. Hansen Associates of Rockville, Maryland to prepare a report on the adequacy and future needs of and funding methods for all types of roads in Arkansas.

The information obtained from this study will be used to formulate legislation to take care of these needs and provide an adequate, continuing source of revenues.

Despite our funding dilemma, the Department continues to make great strides. This is due, in a large part, to the groundwork laid by planning and the dedication of our employees. We have never failed to match any of the Federal dollars made available to us. Setting priorities, and planning for them, has paid off.

The problem we are now facing means that many needed projects, vital to a total transportation system, will have to wait a while longer before we can proceed with them.

A handwritten signature in black ink, which appears to read "Henry Gray". The signature is fluid and cursive, written over a white background.

Henry Gray



Arkansas Highways

Volume 24 Number 3
Summer 1978
April - May - June

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James A. Branyan, Vice Chairman
J.C. Patterson, Member
David Solomon, Member
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EDITOR Bill Stanton
ART UNIT Carolyn Bowden
PHOTOGRAPHERS Johnnie Gray
Loule Greene

FRONT COVER - The Helena-West Helena Tourist Information Center located on Highway 49 in Phillips County.

BACK COVER - A San Francisco freight train travels the tracks next to Highway 63 just south of Mammoth Springs.

DIVISION PROFILE

RESIDENT ENGINEERS

By Susan Ishmael

From the public viewpoint, highway construction is the most visible sign of progress, and the first tangible evidence that the tax monies are being utilized to build or reconstruct a highway.

Once a construction project has been awarded and the work actually begun, a number of steps must be taken to insure that optimum levels of quality and accuracy are maintained by the Contractor. It is this realm of work which requires the expertise and knowledge of a very important segment of the Department — Resident Engineers.

Functioning as part of the Construction Division, and under the leadership of Construction Engineer, John Tallant, 35 Resident Engineers are located throughout the State and are directly responsible for the contracted work as assigned by the District Engineer.

Although there are periodic fluctuations in work load, generally there are three Resident Offices maintained in each District.

A Resident Engineer is qualified either with an engineering degree or with many years experience in the highway engineering field and may or may not be a registered professional engineer.

The Resident Engineer's daily operations demand multilateral responsibilities of applied engineering, roadway and bridge design, construction techniques, surveying, material testing, measurements and payment of quantities in accordance with contract specifications, and documentation to support auditable records.

As a liaison between Highway Department progress and taxpayer understanding, he must provide information to reassure adjoining property owners, alert and direct the traveling public, counsel other public officials and coordinate the Contractor's work with utility facilities.

As a personnel and training officer, the Resident Engineer must find those people with the desire and potential to be trained rapidly and accept immediate responsibilities. In order to train these people, he must have complete knowledge of all the activities that each of his personnel perform.

Optimum management of personnel, office equipment, vehicles, and field equipment is second nature to the Resident Engineer during the long hot days of summer.

A Resident Engineer is unique in that the work he begins is the combination of others' labor, his achievements and failures or an accumulation, not only of his own, but also those other engineers, and his pace is set, not only by him, but by the Contractor and weather.

From this brief description of a Resident Engineer, it is apparent that success depends on qualities such as sound engineering judgement, versatility and proficiency. It would be virtually impossible for the Resident Engineer to be on all his jobs at one time, so he must be supported with good personnel of similar qualities to represent him between crises. Thus, the Resident Engineer and his people combined, derive the formula which turns lines and dimensions drawn on a piece of paper into monuments of our culture. It is these monuments that give the Resident Engineer the satisfaction that all of his efforts were worthwhile.

It was not until the mid-1960's that residencies were established as they now exist. John Tallant, as a Resident Engineer in the early 50's, remembers that they moved around and set up temporary offices close to the construction sites. The Interstate System caused the need for permanent residencies because of the vast amount of construction work necessary in its creation.



B.J. Barnett
District 1



Claude Dunne
District 1



Ralph Hall
District 1



Virgil Shassere
District 1



M.D. Bagwell
District 2



Van Bratton
District 2



Leonard Hall
District 2



Ken Harris
District 3



Charles Mauk
District 3



Rodney Price
District 3

Because it would be impossible to highlight each of the 35 Resident Engineers, five have been selected to represent different areas of the State.

Virgil Shassere, Resident Engineer in West Memphis, has seen a lot of changes since he began working with the Department in 1946 in the same area and location as he is now. He began as inspector on the Mississippi River Bridge project at West Memphis. Ward Goodman was liaison engineer on the project, which was a joint effort of the Arkansas and Tennessee Highway Departments.

At that time, he worked for the Bridge Department which was later divided into two separate divisions: Bridge and Construction. Shassere became Resident Inspector in April, 1950 and Instrumentman in 1951. He served as Assistant Resident Engineer under Frank McCool from 1952 to 1956 when he was promoted to Resident Engineer.

"Things were different in the earlier days," Shassere said, "We had a minimum of paper work. Our main endeavor was simply to construct highways and bridges. We had the same basic problems back then, but in a way things are much simpler now with the modern sophisticated construction equipment. Years ago, there was much more hand labor and much smaller equipment."

He also remembers when his residency had a maximum of three jobs; his residency has 14 presently under construction. One of these is the Interstate 55 separation east to the Mississippi River Bridge.



Interstate 55 from the St. Francis Levee to the Mississippi River

Twenty years ago, the bridge contained four very narrow lanes and was widened to four 12-foot lanes with a 3-foot median. The current project consists of constructing two independent bridges with 12-foot lanes with full shoulder width. Yes, things have changed a lot!

A project recently completed is the complete rebuilding of Interstate 55 North from West Memphis to the Lake David Interchange, a distance of 17 miles. The road was resurfaced and the bridges rebuilt.

Shassere found something he really enjoyed doing and therefore has always liked coming to work and being around the people he works with.



Interstate 55 from the St. Francis Levee to the Mississippi River

Bob Myers, Resident Engineer in Camden, has been with the Department since 1963 when he came to work as an inspector and party chief in Fordyce. He became Assistant Resident Engineer in 1964 and has been Resident Engineer the past seven years.

His residency includes Dallas and Ouachita Counties and a portion of Calhoun. A project just completed is the Camden bypass, the clearing for which began seven years ago. The Ouachita River Bridge was completed last year.

A segment of the proposed four-lane corridor from El Dorado to Camden; Camden to Pine Bluff;



The Camden Bypass

Pine Bluff to Little Rock is under construction in his residency. A total of eight projects are currently under construction.

Two other projects under construction are the Bearden Bypass between Camden and Bearden, approximately five miles long, and the Eagle Mills to Bearden Bypass, also five miles long. The total cost of these two projects is approximately \$2.5 million.

Another project which should be completed early this summer is construction on Highway 7 to Highway 4 for a cost of \$1.25 million.

Myers enjoys his work and the sense of accomplishment it gives to him to see a project completed in a location which was once a wooded area.

He is very pleased with the progress made on the present projects. He also thinks the residency has a great crew which he is extremely proud of.

Ralph Jones, Resident Engineer in Little Rock, has 31 years of service with the Department. As did Shassere, Jones began as inspector on the West Mem-

phis Bridge project, working for Ward Goodman. He was Assistant R.E. under Goodloe Hampton during the LaHarpe Boulevard project and has been a Resident Engineer for 19 years, with the exception of one year served as Heavy Bridge Maintenance Engineer.

Jones is an engineering graduate from the International Correspondence School in Scranton, Pennsylvania. He is also a Registered Professional Engineer and a licensed Surveyor.

His work has been very interesting, and he feels that being a Resident Engineer lends itself to learning something new every single day. In recent years, his responsibilities have grown tremendously with the expansion of the Interstate System. He is now supervising projects totaling \$30-35 Million.

Six projects are underway in his residency, all of which are on the East Belt Freeway.

"Work is moving very rapidly", Jones reports,



Leon Brewer
District 4



Jack Coleman
District 4



Ralph Fulton
District 4



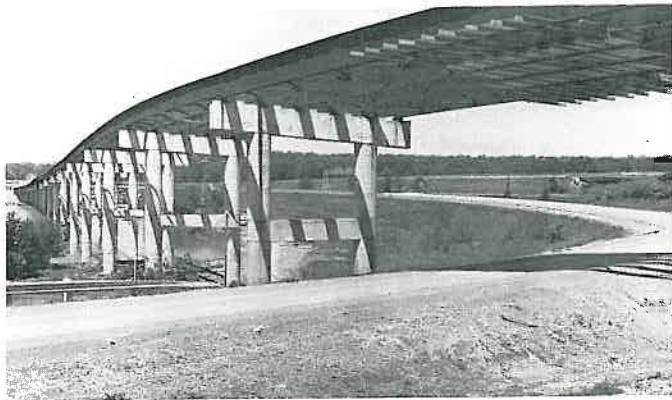
Harold Beaver
District 5



John Ed Smith
District 5

"in fact, faster than most Interstate projects. There was a time limit involved in the obligation of Federal funds on the East Belt, and a lot of contractors are involved in this project."

He is extremely satisfied with progress on the East Belt. Work has been underway approximately two years. Some bridge decks are nearing completion, and it is anticipated that one job may be completed as early as this coming fall -- the section of the Freeway from the South Terminal Interchange to Confederate Boulevard. Jones says the overall progress has been excellent and is even going ahead of schedule.



East Belt Freeway construction at Little Rock

Leon Brewer has served as Resident Engineer at the Springdale office for the past two years. His residency is somewhat unique in that it was previously a sub-district of the District Headquarters at Harrison. As a result, much of Brewer's dealings with the public concern maintenance questions and problems. Brewer seems to have become accustomed to this and will go to any lengths to find an answer, give information or whatever else he must to do help the individual.

Brewer first worked in Little Rock on a survey crew and later served as party chief. He worked for Dale Spencer, Resident Engineer at Mena for two years and in April, 1972 was transferred to Marshall to work in Gary Godfrey's residency. He worked in Rogers as Assistant Resident Engineer under Dan Flowers and then moved to Springdale.

He worked under Jack Briscoe before becoming Resident Engineer.

Since January, several projects have been let for Brewer's residency, including the Highway 68 widening project which will greatly relieve traffic problems in that area. Also, a project on Old Missouri Road was let, as was a grading and drainage structures project near Silver Springs.

A typical day for Leon Brewer begins with tackling the paperwork in his office for a couple of hours each morning. He then tries to visit each construction site every day to see that work is progressing smoothly. He returns to the office to answer phone calls and messages.

However, his schedule is not always this rigid. Inclement weather means that the contractors may not work that day or perhaps cannot begin working until noon. On those days a Resident Engineer must adjust his hours in order to be available when needed on the project site; therefore working exceptionally long days when necessary.

Brewer believes in "learning by doing" and tries to impress this philosophy upon his crew members. He feels that one of the greatest helps in the residency would be a condensed form of the Resident Engineer's Manual. He feels that such a book, available for use in the field, would greatly simplify dealing with specific problems involving coding, classification and documentation.

Resident Engineer at Yellville is Ronnie Garner who has been with the Department ten years. Originally from Hope, he was Assistant Resident Engineer there until 1974 when he transferred to Yellville as Resident Engineer. A great advantage to Garner's work is that he helped start the Yellville residency from scratch and has found a real challenge in watching the work grow and develop in that part of the State.

Ten projects are currently in progress in Garner's residency. Included are base and surfacing of Highway 377 from Witts Springs to Snowball; 26 miles of widening, overlay and widening of structures (Searcy County) from Marshall to Western Grove at a cost of \$2.5 million; two reconstruction jobs in Baxter and Marion Counties and a widening



S.L. Swink
District 5



Bill Anderson
District 6



Bob Cornish
District 6



Gayle Gunn
District 6



James House
District 6



Ralph Jones
District 6



Charles Means
District 6



Larry T. Polk
District 6



A.W. Hardy, Jr.
District 7



Gordon Hite
District 7

and overlay in Baxter County.

Garner enjoys the variety found in the work of a Resident Engineer. "A great part of the job", he said "is keeping up with changes. This includes a tremendous amount of public relations; being straightforward and telling the public fairly what is happening."

During the winter, Garner related, there are many meetings and seminars to attend. Spring means doing a lot of preparation for the work season which is concentrated during the summer months. During the summer, he is out of his office most of the time, but this is fine with Garner as he personally prefers field work to office work. He does not mind the flexible schedule which Resident Engineer's must adhere to.

Garner feels his jobs is most rewarding. Each project is completely different and each has its own set of problems and difficulties to be encounter-

ed. It is a great challenge, he feels, to watch a project develop from start to finish.

CONCLUSION

Each Resident Engineer comes in contact with every possible type of construction problem in the course of his job. But each of the five Resident Engineers interviewed stressed the importance of patience, tact and accepting the discouragements along with the rewards. This attitude is what makes a successful Resident Engineer.

The work of these five Resident Engineers is representative of the knowledge, experience, and talent found within the residencies as a whole. Resident Engineers are outstanding employees of the Department who fulfill a great responsibility in highway construction.

At this time we would like to thank our Resident Engineers for a job well done.



R.E. Myers
District 7



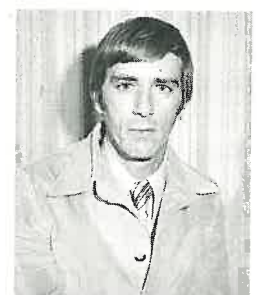
Bud McMillen
District 8



Elmer Smith
District 8



Chip Young
District 8



J.W. Brisco
District 9



Ronnie Garner
District 9



Gary Godfrey
District 9



B.B. Lofland
District 10



Frank Russenberger
District 10



Danny Stafford
District 10

Helena-West Helena Tourist Information Center and Highway 49 Dedicated

The dual dedication of the Helena-West Helena Tourist Information Center and the widening of Highway 49 between West Helena and Walnut Corner, May 5th, kicked off Arkansas' observance of National Transportation Week.

The information center, located on Highway 49 at Helena-West Helena will aid travelers entering the State from Mississippi.

Governor David Pryor delivered the address at the dedication which marked the official opening of the Information Center. The Governor pointed out that "this tourist information center is so important.

It offers concrete evidence of the support this community has expressed, a continuing support and interest in public affairs, in public progress, and in showing to others the attractive features of our State."

This beautiful modern facility was constructed by the Highway and Transportation Department at a cost of \$382,085 for the purpose of providing information and assistance to the traveling public. The tourist center also provides pleasant surroundings in which travelers can stop to rest, relax and enjoy a small segment of Arkansas' natural beauty at a better



vantage point than through a car window. Business persons and truckers as well as tourists make use of these centers to refresh before returning to their vehicles, which is believed to be an excellent safety practice.

Personnel, in attractive uniforms, from the Parks and Tourism Department work in the centers to furnish information and distribute color brochures. The considerate treatment given to tourists goes a long way in encouraging visitors to come to



An employee of the Information Center checks the maps that are available to tourists traveling through the state.



The Highway 49 Improvement included a 5.6 mile stretch of highway from the city limits of West Helena to Walnut Corner.

Arkansas.

Arkansas has all that a state could ask for in beautiful natural attractions, therefore, improvements to our transportation system should be top priority for the sake of promoting our tourist trade. The tourist season is just beginning in Arkansas and the opening of this useful center is extremely timely. The expenditure for the tourist information center was certainly worthwhile since tourists spent approximately \$1.2 billion last year with Arkansas businesses.

Following the ceremonies at the tourist center, Governor Pryor led a caravan to view the new 5.6 mile stretch of four-lane highway extending from the city limits of West Helena to Walnut Corner. The four-laning project has been needed for some time with the increase in traffic flow in the past few years. This area has much to offer tourists and with greater accessibility due to improved transportation facilities, the tourists should bring more revenue into the area.

The Highway 49 Improvement was let to contract on January 26, 1977 to Folk Construction Company of Memphis, Tennessee for \$2,932,135. The construction was funded as a Federal Aid Project. The facility will accommodate approximately 16,000 vehicles per day in the future.

Following the tour of Highway 49, a noon luncheon was held at the Phillips County Community

College. Congressman Bill Alexander, was the principle speaker at the luncheon. Congressman Alexander spoke on the future outlook for federal funds to continue upgrading the highway transportation system to retain Arkansas as a vital link in the nation's

transportation network. Over 150 persons including Governor and Mrs. Pryor attended the luncheon along with the Arkansas Highway Commission, local legislators, representatives from the Parks and Tourism Department and city officials and civic leaders.



THE AUTOMOBILE AGE IN ARKANSAS

PART VI The State Highway Program Fiscal Confusion-Independence-Depression 1927 - 1933

by John Hume

The autumn of 1926, an Indian Summer of golden economic euphoria in the Nation and in Arkansas a dichotomy of optimism and pessimism. The soaring industrialization of the North and East, fueled by the popular rush to embrace the new automobile life style, generated boom conditions in certain sectors of the Arkansas economy -- hardwood products, for example, for building the body frames of the automobiles and trucks, and lumber of the cottages to house the new urban residents who manned the assembly lines of the auto factories -- and optimism in the related sectors of retail and wholesale trade and some banking circles.

But Arkansas was, and is, a basically rural State whose major economic base was and is agriculture; and the depressed agricultural situation continued to cast its pall of deep gloom over the agricultural interests in most of the State. Cotton, still "King Cotton", was at or near its all time low of 5 cents a pound. As the dominate segment of the agricultural economy, about two thirds, it was planted in the creek and river bottoms and on the gentler slopes of even the upland counties. Planters then as now were operating at a loss. And in several hundred road improvement districts over the State these deficit operations were compounded by the assessments to meet the huge RID debt service burden for building roads, many of which were already wearing out.

Road construction by borrowings, i.e., the proceeds of bond sales, has been characterized too often by the unrealistic and surprising attitude of fiscal experts who approve maturity schedules of thirty even forty years to retire a bonded debt made to construct roads whose service life is at best fifteen or twenty years. Such a procedure effectively closes the door upon the next two or three generations of later construction as the debt schedule runs on, with its mounting non-productive interest demand upon revenue. This unfortunate situation is not really offset by the provision of a sinking fund, --- a provision which is almost unheard of in the public sector of highway, road and street fiscal management, --- unless the maturity schedule conforms rather exactly to the reasonably anticipated service life of the road or bridge being constructed with the borrowed funds.

Thus, in Arkansas in the autumn of 1926 the love-

ly blue haze and languor of an almost perfect Indian Summer was marred by confusion and controversy over the worsening situation of road improvement district debt and its concomitant, the unhappy foreclosures of mortgages made to meet tax payments, but followed by tax delinquencies and mortgage defaults as farm income dropped below farm costs. In desperate situations of a magnitude such that individual or group self-reliance (in 1926 still a highly respected and remembered virtue) cannot cope with it, its victims turned to government. In anticipation of the next session of the General Assembly to convene in January 1927, concerned legislators and their concerned constituents were deep in prolonged discussion of the parameters of the unhealthy economic conditions, the plight of rural landowners in road improvement districts, the true liability for fiscal responsibility in the provisions of public motor vehicular transportation facilities, and those coordinated courses of action which promise reasonably successful solutions to all of these and their inter-related problems.

The ultimate consensus resulting in eventual legislative action after prolonged and violent debate during the opening weeks of the session was Act 11/27, the Martineau Road Law approved February 27, a worthy successor to the Harrelson Road Law, Act 5/23SS, which created the State Highway System. It responded to many of the areas of concern -- assumption by the State of the road improvement district bonds obligations as to both principal and interest maturing on and after January 1, 1927; the construction of more and better roads in the State Highway System; a parity formula for State Highway development among the seventy-five counties; authorization for \$13-million annually in borrowings in the form of short term State notes for construction over the first four years; and a policy of significant State Aid to county road development. But most importantly it recognized the equity of placing the burden of fiscal responsibility for auto roads upon the road-user, -- relieving the owner of adjacent realty of arterial road costs, i.e., State Highway costs -- and reserving road-user taxation to the State.

It was the first legislation since the Harrelson Road Law of 1923 but it launched an avalanche

of highway, road and street legislative proposals. Later in the session measures were enacted to:

- a. Repeal the tax on motor oil and increase the tax on motor fuel from 4 cents to 5 cents per gallon;
- b. Authorize the construction of toll bridges by the State Highway Commission, such bridges to become free bridges when sufficient tolls were collected to pay the construction costs with interest;
- c. Authorize exercise of the State's right of eminent domain to acquire rights-of-way and building materials;
- d. Provide up to 50% of the cost of improvements to continuations of State Highways within the corporate limits of cities of the first and second class (these continuations did not become elements of the State Highway System until 1941, Act 6/41 and this aid program was intended largely to facilitate the construction of bridges over major waterways within municipal corporations);
- e. Establish regulations for the preservation of roads and bridges against truck overloads;
- f. Provide for the use of Arkansas materials and personnel in the construction and maintenance of State Highways.

At last the State Highway System was to enjoy a rational and stable program of improvement and maintenance. The program's value was so well demonstrated in the first year of its administration, 1927-1928, that it was evident a more rapid program of State Highway development was feasible. The rapid economic growth of the Nation in the late 'twenties was generating economic growth in Arkansas as well, while relieving rural landowners of the exhausting burden of the RID debt paralleled by the easing of the agricultural slump supported real growth in motor-impost revenues during 1927 and 1928. The easing of the RID burden permitted rural land owners to redeem a half-million acres of forfeited land each of these years. Although this is probably less significant as an indication of the destructive burden of the RID assessments than data on foreclosures would be, if available.

The decline in pessimism and the spread of optimism brought increasing pressure upon the State government to accelerate the highway construction program. This led to a special session in October 1928 in which the annual construction program was increased by \$5-million to \$18-million for each of the remaining three years of the four year period. Other legislative measures enacted were:

- a. Increased State Aid to counties;
- b. Bridge Improvement District bridges converted to State toll bridges;
- c. Issuance of State toll bridge bonds for build-

- ing the toll bridges on State Highways authorized in the regular session of 1927; and,
- d. Prohibition of granting franchises for privately owned toll bridges on State Highways.

This first era of planned systematic State Highway System improvement, 1927-30, saw the completion of many miles of portland cement concrete two-lane pavements on several of the major routes of the State Highway System. Yet it is strange that the concept of a one-time construction and completion program for an adequate on-going State Highway network was unshaken. Even the unhappy examples of the many relatively short lived improvements in the road improvement district era did not illustrate the continuing long-term replacement process involved in sustaining adequacy on a highway network.

Among all the other problems and anxieties of the pre-Martineau Road Law period, the enormously disastrous flood of 1927 seemed utterly gratuitous on the part of fate. It inundated 1,242 miles of roads and washed out 293 bridges on State Highways. The new Martineau Road Program had not had sufficient time to get well underway so that the destruction involved for the greater part only the already deteriorated roads and bridges of the Road Improvement District Era, built between 1911 and 1927 to much lower standards than those set up for the new construction program.

The financial burden of the bonded road improvement district debt assumed by the State was close to \$100-million which was enormous for that time. (In those years, the term "billion" was used only in the context of astronomy). The 441 Road and/or Bridge Improvement Districts bond issues represented the following outstanding obligation at the time of take-over on January 1, 1927:

Outstanding Principal	\$64,169,100.00
Outstanding Interest	\$34,600,683.35
Total Debt Assumed	\$98,769,783.35

Interest rates at 5%, 5½% and 6% were pretty evenly distributed among the issues. Maturity schedules ranged from 25 years to 40 years and it would be the mid - 1950's before the debt was finally retired after two refundings, although many of the facilities built were wornout at the time of the 1927 take-over by the State.

These 441 bond issues were the outstanding remainders of bond issues sold over the preceding sixteen years but peaking in the years 1919 and 1920 immediately prior to the enactment of the 1921 Federal Aid Road Act. The dates of issue were distributed over the years as follows:

Year of Issue	Number of Issues	Year of Issue	Number of Issues
1911	3	1919	92
1912	0	1920	87
1913	5	1921	36
1914	7	1922	48
1915	5	1923	46
1916	5	1924	12
1917	18	1925	17
1918	23	1926	34
		1927	4

In spite of the millions of dollars spent, the accomplishments were very limited:

- Little or nothing was accomplished in the form of arterial route continuity,
- Construction was often to very low standards, and;
- The mileage of higher type improvement was disappointing.

The State Highway System comprised the following types of facilities:

- Paved Surface - 625 miles, spread over 23 counties.
- Bituminous Treated Gravel - 193 miles, over 8 counties.
- Graded and Gravelled - 4,075 miles over 71 counties.
- Graded only - 2,300 miles over 64 counties.
- Unimproved trails - 1,500 miles over 68 counties.

The Street Improvement District improvement method proved far more successful and continues in use until the present time.

The Martineau Construction Program took a far sounder approach, calling for high engineering standards in all its construction, especially on the major arterial routes. These standards were sufficiently high that much of the high type roadway built under the Martineau Program was never worn out but was lost to obsolescence due to technological change in the motor vehicle and the unprecedented traffic growth after World War II.

The greatest flaw in the Martineau Program was the failure to recognize the tremendous dynamism of motor vehicular usage. It was premised upon a static concept of building a complete State Highway System in a four year period which would then be good for many decades with little more attention than annual maintenance. The blindness was more that of legislators, bankers, and chambers of commerce than it was of the highway engineers themselves.

In spite of the enormous drain upon State Motor-User Impost annual revenue by the RID debt service, e.g.

1929 State Revenue (Reg. Fees and Gas Tax)	\$10.8 million
1929 RID Debt Service	6.4 million
1929 Martineau Notes Debt Service	1.2 million
Remainder available for current program	3.2 million
Maintenance	2.95 million
Administration	.25 million

The four years of the Martineau Construction Program were productive. The accomplishments are summarized as follows:

Contract Work -	
Number of Contracts	737
Total Commitment	\$51,574,131.46

State Forces Work -	
Number of Projects	612
Total Commitment	\$10,812,848.46

Grand Total - 1927/1930:	
1349 projects costing	\$62,386,980.27

Total Length Roadway -	4,337 miles
Grading and Minor Drainage Structures	2,466 miles
Gravel and Crushed Stone Surfacing	2,014 miles
Burnt Shale Surfacing	57 miles
PC Concrete Paving	438 miles
Bituminous Type Paving	34 miles
Bituminous Surface Treatment	12 miles
Bituminous Retread Surfacing	39 miles

Total Length Bridges -	190,335 lineal feet (36.1 mi.)
Timber Bridges	56,336 lineal feet (10.7 mi.)
Concrete Bridges	116,152 lineal feet (22.0 mi.)
Steel Bridges	17,847 lineal feet (3.4 mi.)

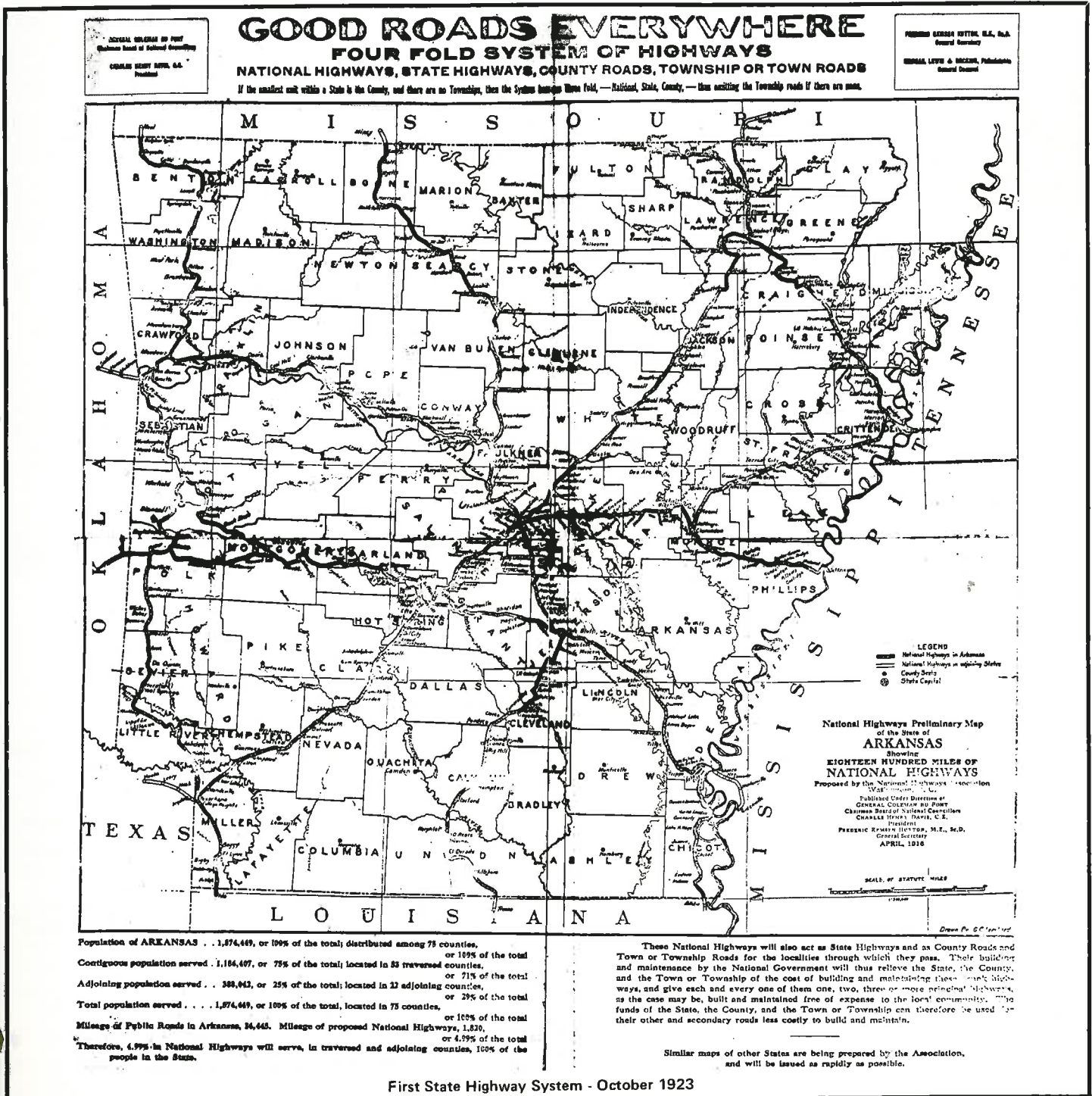
By the summer of 1928 the success of the new construction program and the burgeoning economic growth of the Nation and in the State engendered widespread public awareness of the new importance of the arterial highway function to all citizens in the State and the concomitant importance of an independent administration, all of whose energies and attention could be devoted to and focussed upon its management. There was also a growing recognition of the need to modernize the existing highway law for efficient administration and development of the State Highway System.

All of this led to the enactment of Act 65 of 1929, a remodification of existing highway statutes, which separated the State Highway Department from the sixteen year old Department of State Lands, High-

ways and Improvements, and made the State Highway Commission a separate and independent body, appointive by the Governor. It also re-created the State Highway System and created the State Highway Fund and provided that all motor-user imposts revenues should be placed therein. It closed the pioneering chapters of the Automobile Age in Arkansas and opened up the consolidation of gains phase with rational management and financing provisions. Additional legislation enacted in response to the growing interest in modern highways:

- a. Increased State Aid to counties;
- b. Provided for continuing CPA audits;
- c. Established judicial guidelines for right-of-way condemnation suits;
- d. Created a State Road Patrol under supervision of the State Highway Commission; and,
- e. Revised surety bond provisions to assure that the Commission was protected from failure in faithful performance by contractors.

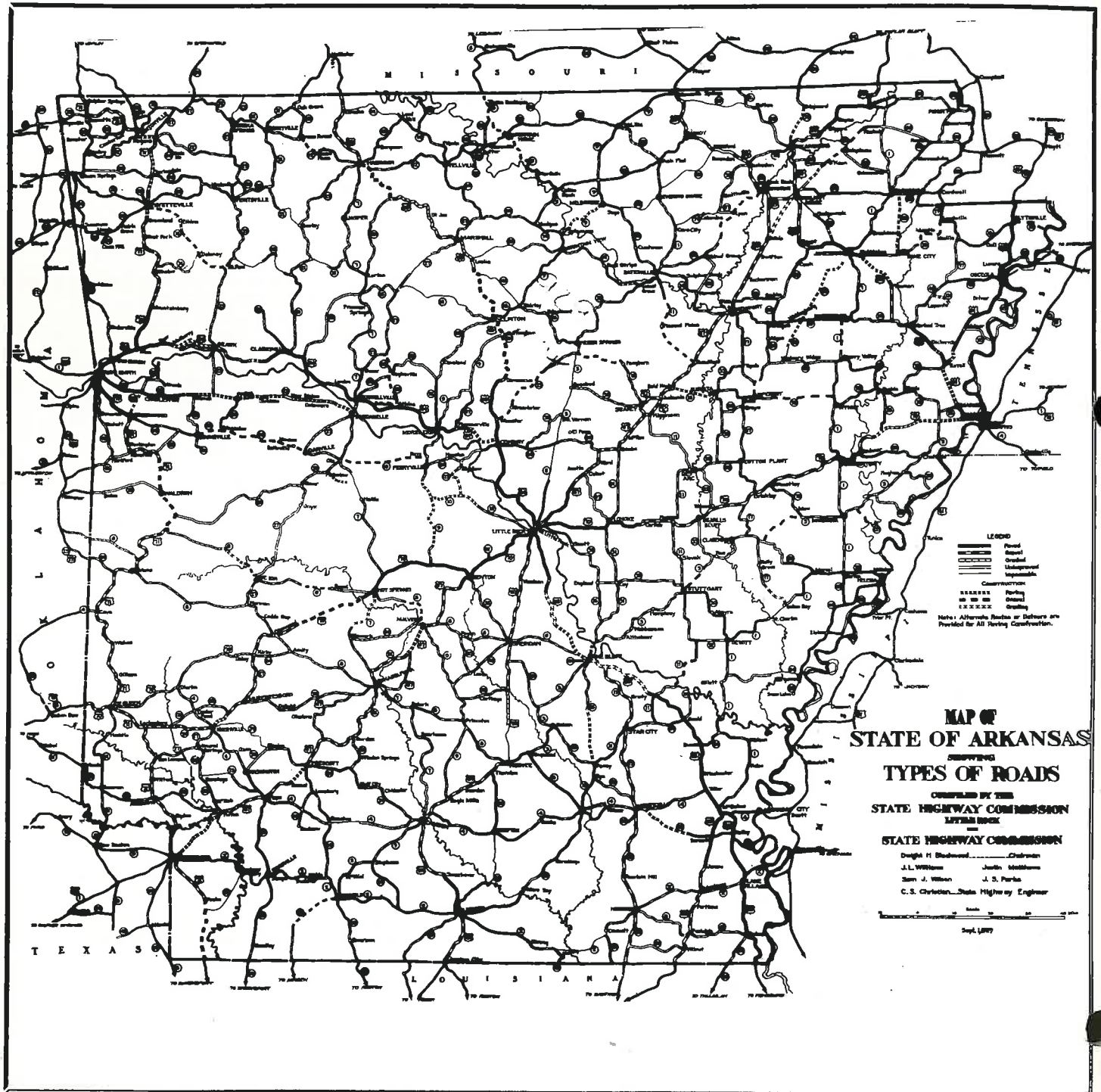
It was a spring and summer of high hopes, that year of 1929, and of brightly optimistic plans with con-



struction activities tripling any annual program of prior years. Then came Black Tuesday, October 29, 1929, the Stock Market Crash, to close the construction season and introduce fiscal confusion in a heretofore undreamed of degree. It would become the decade of "The Great Depression" but the momentum of the Martineau Road Program would carry its construction activities on into its opening years

NOTE: The map published with the last article was not the official map of the first State Highway System, but was instead a Good Roads Association map prepared before World War I. The 1600 miles of arterial routes it showed became elements of the State Highway System in 1923 along with over 5,000 miles of other roads not shown in the Good Roads map. The official 1923 map is published with this article as well as the official 1929 map.

NEXT: Maintenance has first call on dwindling revenue and refunding blues.



Regional Meeting Held at Hope



Mr. Bill Looney, Public Information Officer for the Highway and Transportation Department conducts the Hope Regional Meeting.

The Fair Park Coliseum in Hope was the location of a regional meeting on Tuesday, March 21 at 7:00 p.m. The Highway Commission held the meeting to hear suggestions from a 16 county area comprising Districts 3 and 7. More than 300 people turned out to offer their recommendations to highway officials. This meeting was the third in a series of regional meetings being held by the Highway Commission to get the public's comments on the highway needs of the state.

Many suggestions were made during the course of the meeting. The Hope delegation requested an eastern bypass of the city which would provide a railroad overpass along with a safer time-saving route.

A plea was made by citizens from Langley for the paving of Highway 369 from Langley to the Montgomery County line.

The widening of Highway 71 from two to

four lanes north of Texarkana to one mile north of Ashdown was suggested by a group from Texarkana.

A delegation from El Dorado spoke in favor of a four-lane highway from El Dorado to Camden. The group also requested that the Commission program construction for a four-lane highway extending through southern Arkansas to Little Rock.

A large party from the Wickes-Umpire area urged that Highways 4 and 246 be blacktopped.

Judge May of Pike County commended the Highway and Transportation Department for the State Aid to Counties Program which has improved approximately 1800 miles of county roads statewide since the program began in July of 1973.

Each request received at this meeting, plus the comments from the two previous regional meetings will be reviewed by the staff and the Commissioners before any decisions are made.

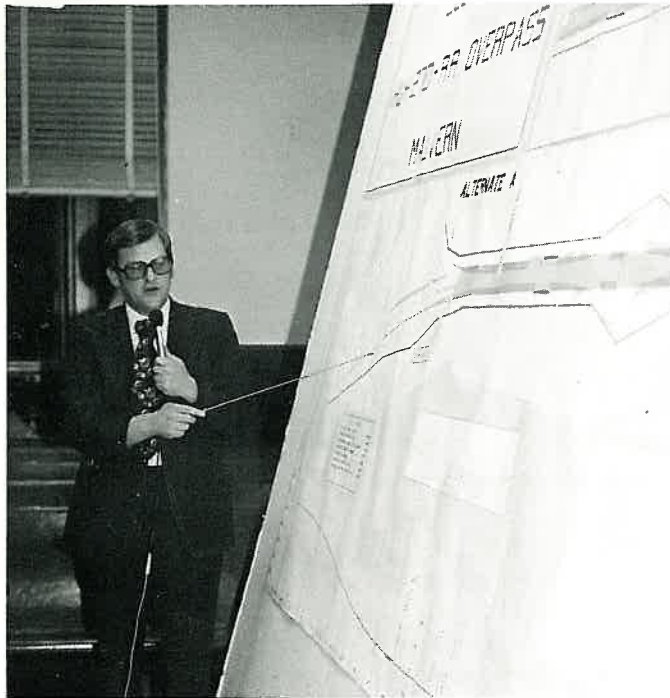
PUBLIC HEARINGS

During the spring, the Arkansas State Highway and Transportation Department held three public hearings over the state. These hearings were held in an effort to keep the Department in close contact with local citizens which the planned highway im-

provement projects will most directly effect. Private citizens and business concerns took the opportunity to attend and furnish the Department with not only their verbal suggestions but many sent in written recommendations at a later date.

MOUNTAIN HOME

A public hearing was held on April 4, in the Baxter County Courthouse in Mountain Home concerning Highway 62 Relocation. Three alternative bypass routes for the relocation were discussed. The proposed project will relocate Highway 62 for a distance of approximately five miles, providing a future four lane routing around Mountain Home that will relieve the existing traffic conjection. The project will provide a badly needed bypass for the city.



MALVERN

The Hot Spring County Courthouse in Malvern was the site of a public hearing on April 13. About 90 persons were present to discuss two alternates for widening the Main Street overpass to four lanes. The proposed project will cost approximately \$1.5 to \$2 million depending on the alternate chosen. The project will replace a two-lane bridge with a four-lane facility needed to handle the amount of traffic being fed onto the bridge from a modern four-lane access highway. This overpass will serve traffic traveling on Highway 67, 270 and 9 within the city limits of Malvern to Interstate 30. Approximately 26,000 vehicles each day are projected to cross the bridge in the future.

FORT SMITH

The Phoenix Avenue Reconstruction was the subject at a public hearing held in the Creekmore Community Center in Fort Smith on May 10. The project will widen Phoenix Avenue from two to four lanes for a distance of 2.2 miles. The improvement extends from State Highway 45 to the Oklahoma state line. Financing for the project will be provided by a combination of Federal and City of Fort Smith funds.





Michael Bureman of Denver, Colorado presides at the public hearing.

Historic Preservation Hearing Held for I 630

The eastern section of Interstate-630 in Little Rock was the topic of discussion at a public hearing held by the Advisory Council on Historic Preservation on May 8th. Mr. Michael Bureman of Denver, Colorado represented the Advisory Council and acted as moderator during the meeting. The hearing was held to allow governmental agencies, public and private organizations and concerned citizens to voice their opinions on the section of freeway which will pass through Quapaw Quarter, Little Rock's Historic District.

This hearing was conducted to gather information from the local public in order that the Advisory Council on Historic Preservation may make a recommendation to the Federal Highway Administration.

The Quapaw Quarter Association's Board of Directors went on record as favoring the completion of the expressway. They did urge that the freeway be constructed with as little disturbance to the area as possible. The proposed plans for the freeway were designed to make the roadway compatible with the historic area. These plans include beautiful landscaping and color selection that will contrast as little as possible with the area. The roadway itself will be constructed at least 20 feet below ground level and every effort will be made to minimize the effect on the environment.



Ms. Anne Bartley, the State Historic Preservation Officer, addresses the audience.

Cox Visits Arkansas



Mr. William Cox

William M. Cox, Federal Highway Administrator, visited the State on April 7, 1978. The purpose of the visit was to view at ground level the problems in Arkansas' highway system. The visit was also prompted by the fact that the Federal Transportation Department's new highway budget omitted money to complete the East Belt Freeway at Little Rock, to reroute railroad tracks away from downtown Pine Bluff and to build a bridge on the White River at St. Charles. Cox was shown the terrible shape of Arkansas roads after the severe winter weather in an effort to secure federal funds for repair of the roads.

Cox traveled to the unfinished end of the East Belt Freeway, south of the Arkansas River to see the site for the bridge. A news conference was held on a dusty section of the freeway. Cox listened to promoters of the three projects and county officials asking for aid in repairing the winter damaged roads.

The Federal Highway Administrator spoke at a luncheon at the Camelot Inn. Included in the luncheon were county officials who talked of the difficulties in maintaining highways.

Afterward, Cox went to the Federal Office Building in Little Rock to meet with Pine Bluff residents who reported to Cox on the importance of routing the railroad tracks away from the downtown area.

East Belt Bridge Approved by Coast Guard

The Arkansas State Highway and Transportation Department received the bridge permit for the Arkansas River Bridge on the East Belt Freeway project in Little Rock-North Little Rock from the U.S. Coast Guard in May. The bridge permit reaffirms the 500-foot navigation span that was approved by the Coast Guard on June 20, 1977.

The Highway Commission awarded a \$5.7 million contract to Massman Construction Company of Kansas City, Missouri on June 1st, 1978 for the three navigation piers.

The project is being financed out of Federal Urban High Density Funds, of which Arkansas has a current balance of approximately \$4 million. Approximately \$36 Million additional Federal Urban High Density Funds will be required to complete the East Belt Freeway and hopefully will include this in this year's Federal Transportation Act.

Construction of the Arkansas River Bridge has been delayed approximately six months due

to the litigation over the width of the navigation span. This delay has resulted in an increase of approximately \$3.5 Million to the road users, due to additional costs for inflation and additional operating cost for those who must travel the existing circuitous routes each day in reaching traffic generators that would be served by the East Belt Freeway, such as the Airport, Riverport and industries in the area. The Arkansas Highway and Transportation Department is hopeful that the project can proceed uninterrupted since it is behind schedule and that there will not be further litigation. At a meeting in the Governor's Office in November, 1977, waterway operators who had filed litigation challenging the adequacy of the 500-foot span were reached by the Coast Guard's decision based on the outcome of the public hearing which was held January 18, 1978. The decision to approve the 500-foot span was reached by the Coast Guard after reviewing the information that was provided at the January public meeting.



South Terminal Undergoing Change

The South Terminal Interchange in Little Rock is undergoing some major revisions and additions. The work is either a part of, or necessitated by the East Belt Freeway which will link Interstate 30 in Little Rock with Interstate 40 in North Little Rock.

The South Terminal is where Interstate 30, Highway 65-167 and the East Belt come together. Over \$30 Million in contracts have been awarded since June, 1976 for work on the additional ramps, lanes and bridge revisions that will tie the facility in with the existing interchange. Six separate contracts have been awarded to date and at least one other surfacing contract will be awarded in the near future.

Since most of the work involves bridge structures, the contractors have been busy driving piles, constructing concrete piers and erecting steel beams.

The two existing bridges on Interstate 30 that cross over the Rock Island Railroad's Biddle Shop Yard are being widened. The northbound bridge will have a new acceleration lane added to handle the traffic flow off the East Belt. Both of the bridges will receive wider shoulders for improved safety.

The Fourche Creek bridges on Highway 65-167 will also be widened to provide full shoulder width and acceleration and deceleration lanes where they tie in with the East Belt.

The Arch Street overpasses on Interstate 30 just west of the South Terminal are being widened from their present two lane width to three lanes with 10 foot shoulders on each side. Work is already underway on the bridge piers. The contract also calls for resurfacing the existing structures.

In order to adequately handle the increasing traffic volumes on Interstate 30 and the anticipated traffic from the East Belt Freeway, two additional lanes will be built from the Arch Street overpasses to 65th Street, a distance of approximately two miles. There are six bridges along this section of Interstate 30 that will be widened and a median barrier wall will also be built for nearly the entire length of this project.

Naturally, with this much construction activity underway in one small area, there will be some inconveniences for the motorists. Every step possible has been taken to hold these to a minimum. In addition, signs have been placed on Interstate 30 in Little Rock just west of the Interstate 430 interchange and on Interstate 40 in North Little Rock cautioning motorists about the construction and urging thru traffic to use Interstate 430.

Work on the East Belt Freeway will continue for approximately four years and the best estimate is that it will be about two years before the work in the South Terminal Interchange is completed.

April Letting Sets Record

Eleven times a year the Arkansas State Highway Commission meets to open bids on highway construction projects. Commission day or letting as it is sometimes referred to, can be quite hectic for those involved.

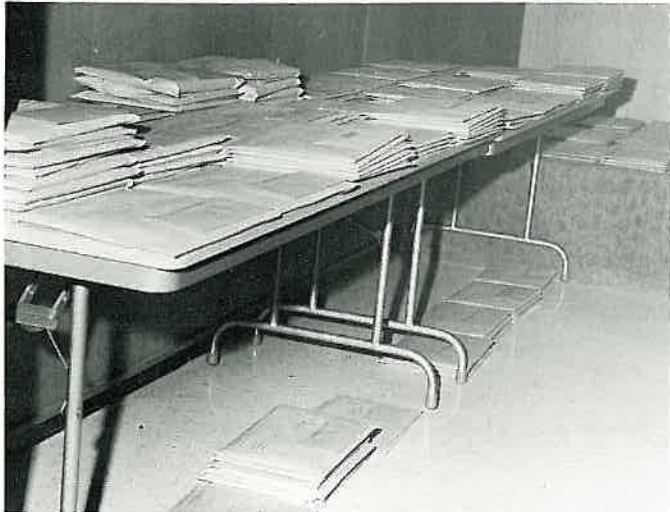
Last year alone, a total of 366 jobs were advertised, resulting in the issuance of 4,340 bid proposals to prospective bidders, and the receipt of 1,466 bids.

In April of this year the Commission advertised bids on 68 projects, the largest number of projects advertised for any letting in the Department's history.

The total dollar amount of the 61 bids that were approved was \$23,483,570, which is not a record. More than half of the jobs awarded to contract in April were for overlays.

Each bid proposal received must be accompanied with a bid bond in the amount of 5 percent of the bid. If the bond is not present, the bid is not opened.

Once a bid is opened and read publicly to those in attendance, it is reviewed for accuracy. If the low bid is acceptable, it is then awarded by the Commission.



Each bid for a job is received in a sealed envelope and are opened and checked at the letting.



Hub Holland of Office Engineer, reads the bid amount for each contractor as the bids are opened.



The bids for the jobs are read to the contractors as the Commissioners and Mr. Gray oversee.



AHTD ADVISORY COMMITTEE CHAIRMANS: Front Row, Kenneth Ellis, District 8; W.L. Bradford, District 6 alternate; M.J. Jordon, District 1; Melba Shepard, EEO. Back Row, Lloyd Burgess, District 9; Ouida Grimes, District 2; LeRoy Ray, District 3; Bobby Bolin, District 5; Bennie Robbins, Central Office; Kim McDowell, District 4; Calvin Bridges, District 7; and Gene Henshaw, District 10.

Advisory Committee - It Works For You

Do you have any suggestions you consider would improve working conditions or relations with the Arkansas Highway and Transportation Department?

There are five employees from each District and in the Central Office who are anxiously waiting to hear from you. Do you know who the members of the Advisory Committee are who represent you? Your suggestions could help you as well as your coworkers.

The following is a list of each District Committee and the Central Office:

DISTRICT ONE: M.J. Jordon, Chairman, B.J. Barnett, John Chambers, R.D. Smith, Mildred Stacy, O. Swanigan, Jr.

DISTRICT TWO: Ouida Grimes, Chairman, L.J. Brunson, E.W. Pridgeon, B.R. Henley, G.R. Barfield.

DISTRICT THREE: Leroy Ray, Chairman, Curtis Crow, Susan Martin, Junior Purtle, Willie Shepard.

DISTRICT FOUR: Kim McDowell, Chairman, Jack Coleman, Gene Corley, George Tucker, Stanley

Arocha.

DISTRICT FIVE: Bobby Bolin, Chairman, Floyd Lancaster, Norma McKinney, Neil McCandlis, Orville Elumbaugh.

DISTRICT SIX: Olga Estell, Chairman, Shorty Bradford, Fred Doles, David Armstrong, Fred Evans.

DISTRICT SEVEN: Colin Bridges, Chairman, J.M. Renfro, Danny Foster, Allen Cheatham, Jimmy Wynn.

DISTRICT EIGHT: Kenneth Ellis, Chairman, A.G. Rives, Jr., Tom McGuire, Utah Graddy, James McFerran.

DISTRICT NINE: Lloyd Burgess, Chairman, Harley Thomason, Lynn Rand, Phill Taylor, Edwina Jones.

DISTRICT TEN: Eugene Hanshaw, Chairman, Nancy Mahan, Troy Smith, Ronnie Blankenship, Hollen Jefferson.

CENTRAL OFFICE: Benny Robbins, Chairman, Kerry Nichols, Harry Wilcockson, Al Collins, Jan Weinberg.

EEO HIGHLIGHTS

The Supervisor's EEO Handbook states: "The Department's promotion program will be publicized by highlighting breakthrough promotions and advancement of minorities and females to key positions in the Highway Magazine." Ms. Susan Ishmael, of the Planning and Research Division, has been designated to interview such employees and write the articles for the magazine. Should this type of advancement occur in your area of responsibility, contact Susan at 569-2428.

EDWINA JONES

Office Technician, Jack Briscoe's Residency

By Susan Ishmael

Each Resident Office in the State has a field inspector who is responsible for assuring that certain policies and procedures are followed by contractors working on highway construction projects. Three of our Resident Offices are somewhat unique in that their field inspectors are women.



Edwina Jones

One such office is Jack Briscoe's Residency in Bentonville. Edwina Jones, having nearly fifteen years of service with the Department, was promoted to Office Technician (Highway Engineering Aide III) in July 1977. She formerly worked in Gary Godfrey's Residency in Harrison; in the Springdale Office when it was a sub-district; and at Dan Flowers' Residency at Rogers.

During this time she had become thoroughly familiar with the activities carried on in a Resident Office, therefore the duties and responsibilities her present job entails are certainly not new to her. She is extremely qualified to carry out the various functions of her job.

As Office Technician, she serves as E.E.O.

Officer, Safety Officer and Labor Compliance Officer. She is responsible for monitoring each construction project in the residency and maintaining up-to-date records showing that the contractors are in compliance with all policies pertaining to E.E.O., Safety and Labor Compliance.

As E.E.O. Officer, Mrs. Jones monitors bulletin boards on project sites to see that the E.E.O. policy is posted. She checks to see that each contractor has an E.E.O. Officer employed at all times and that the workers are aware of E.E.O. policies. She looks for minorities and women on the jobs and checks newspaper advertisements to see that the contractors state they are E.E.O. Employers. These and other methods are used to assure compliance. If the contractor is lacking in some area, Mrs. Jones informs him of what steps must be taken to fully comply.

As Safety Officer, she inspects the project for all safety related measures. The contractor's safety program must adhere to the O.S.H.A. Policy set by the Federal Government. She also drives the route traveled by the public through the construction project. This is done to assure that sufficient signing has been made to allow as smooth and safe a traffic flow as possible. Her guidelines are found in the "Uniform Traffic Control Devices" booklet used by City, County, State and Federal offices and the AHTD Safety Manual.

Her third area of work, Labor Compliance, involves checking the contractor's payroll to see that at least the minimum salary amounts are being paid for each particular type of work on the job. She follows the Federal wage/rate determination scale in conducting this inspection. She must also assure that the workers are paid time and one half for overtime.

Mrs. Jones was appointed to the Employee's Advisory Committee in February. This, combined with her various duties, demand a very busy schedule which she manages to follow both confidently and competently. A quiet, patient and determined person, she is more than adequately able to deal with problems which may arise on her job.

"I am enjoying my work as Office Technician," she said, "because it gives me a chance to get out of the office and do a different type of work than I have been accustomed to."

She seems to have overcome any problems she has encountered as a woman inspector dealing mostly with men. "The men, in general, have been very cooperative," she said.

FRED DOLES

Permit Clerk, District Six

By Susan Ishmael

Every weekday morning, almost 4,000 employees of the Arkansas Highway and Transportation Department, in various areas of the State, report to their respective jobs. Their job may take them to a large office, on an extended trip, to a construction site or perhaps to a small resident office. Whoever the employee may be or whatever his or her particular job responsibilities entail, few -- if any -- are as proud to be a part of the Department as is Fred Doles, District Six Permit Clerk.

Doles was promoted in October 1977, to his present position and now has nearly six years of service with the Department. He formerly served as field inspector in Bob Cornish's and Jim Gee's Residencies.

"I am so happy to be doing what I am doing," he says, "that I actually enjoy getting up in the morning and coming to work. In fact, I love to come to work!" Listening to him talk about his job and the Department could initially give the impression that all this is too good to be true. But it doesn't take very long to realize Fred Doles is 100% sincere, and it is true for him.

As Permit Clerk, Doles is faced with the task of confronting and pacifying sometimes irate people who wish to obtain permits for utilities and access driveways. After an individual has been issued a permit, Doles inspects the work to see if it meets with the approval of the Department and is in accordance with permit requirements. If the work is satisfactory, the bond is then released.

If a request does not fall within the regulations, Doles must explain why it does not and then proceed with helping the applicant understand what he must do to qualify for a permit. Of course, there are some cases wherein it is impossible to issue a permit under any condition, and this type of case requires a tremendous amount of expertise, tact and patience.

His love of people is Doles' most outstanding qualification for his new job. Another important factor in his success in dealing with the public is his overwhelming sense of loyalty to the Department. "To me", he says, "the Department is like a huge family, and the friends I have made here during the past six years are an invaluable part of my life."

Doles states further that he enjoys every minute of his job and finds a real challenge in dealing with the public. His overall goal is to help the permit applicants solve their problems while leaving a good impression of the AHTD at the same time. He strives to represent the Department without running over anyone or causing any bad feelings whatsoever on the part of the public. He comes in contact with

people who have formed the opinion that the AHTD is working against them, and he works hard to prove that the opposite is true.

Doles also represents District Six as liaison with Environmental Division for outdoor advertising and junkyard control. He attended a seminar in Fort Smith March 24-26 for which he received a certificate of 24 hours of training.

Additionally, he serves on the Employees' Advisory Committee, a position he enjoys because of the opportunity it affords him of helping his fellow employees.

He is involved in numerous activities outside the Department. He is a 32nd Degree Mason and a Shriner, he enjoys bowling and travel and claims he is a "football fanatic." He and his wife Betty Jean are the proud parents of a 6 year old son and 5 year old twin daughters.



Fred Doles

Fred Doles says that he knows a good thing when he sees it, and his promotion to Permit Clerk is the best thing that has ever happened to him. He is more than grateful for this opportunity and is already putting everything he has into fulfilling his duties. "I feel very fortunate in having a job I love so much. There's no way I would leave either -- they would have to run me off!"

Weights Division Holds Training Program for Officer

The Weight Division (ARKANSAS HIGHWAY POLICE), Arkansas State Highway and Transportation Department, under the direction of Chief Roy L. Johnson, initiated an intensive in-service training program during August, 1977. The program is directed in accelerated qualification of all officers in fundamental law enforcement skills, technique and procedure, and then to maintain a high proficiency level. The program also encourages officers to participate in the Law Enforcement Education Program (LEEP). This program offers no cost courses at accredited universities and colleges throughout the State for law enforcement officers and is sponsored by the Law Enforcement Assistance Administration (LEAA) U.S. Department of Justice.

The Division is directly responsible for protecting 16,000 miles of Arkansas State Highways and 16,000 state bridges. To accomplish this, 160 State Highway Patrolmen operating 18 Port of Entry Weigh Stations, and 38 marked and unmarked highway patrol units are deployed throughout the State of Arkansas on a 24-hour basis. Although the commissioned officers of the Division have the same authority and powers of the Arkansas State Police, the primary responsibility of the Division focuses on enforcement of the axle and gross weight laws pertaining to vehicles traveling on state highways; proper licensing of trucks, trailers and other vehicles;



Kathy Mills takes aim at a target during a training session on the safe use of firearms.

laws pertaining to the tax required on motor fuel used by commercial vehicles, and tax on motor fuel imported into the State in bulk shipments; enforcement of oversize vehicles laws which require permits, and restricted travel. The highway patrol units are equipped with portable scales, radar, and other equipment enabling them to function as mobile Ports of Entry. During 1977, about four and a half million trucks were weighed and inspected by officers of the Division.





Russ Bintliff shows two AHP Officers the proper way to use handcuffs.

The decline of freight and commodities movement by rail in past years has caused the trucking industry to expand at overwhelming rates, and has also attracted persons who infiltrate the industry appearing to be legitimate, however, carry out criminal activities. These activities include transporting stolen commodities and equipment, stealing or hijacking trucks, operating with stolen license plates, forged registrations, and transporting narcotics and drugs. As a result, Division officers stopping or detaining a truck which appears legitimate for a routine check could become a tragedy unless the officers are adequately prepared.

To ensure that all Division officers maintain a high degree of proficiency, Chief Johnson employed Sergeant Russell L. Bintliff as the Division Training and Education Officer. Bintliff came to the Division from nearly fifteen years of law enforcement with the Federal Government. He is an accredited criminal investigator, and is a graduate of multiple law enforcement and related academies. His last assignment was that of a personal bodyguard to three Secretaries of Defense and other prominent persons associated with the Federal Government, traveling worldwide in that capacity.

The Division Training Program has developed to provide all Division officers with a minimum of sixteen hours training in law enforcement related subjects and firearms qualification each quarter. In addition, all new officers are required to attend and successfully complete an orientation course within 90 days after employment.

In-service training courses are normally conducted at Blytheville, Hope, Fort Smith, Lake Village and Little Rock. The courses presented begin at a basic level, progress until advanced proficiency is attained, and then continue by review and introduction of new subjects.

Fundamental law enforcement courses presented include firearms, emergency first-aid procedures, unarmed defense, law enforcement technique and procedure, Arkansas rules of criminal procedure, and other related subjects. Two of the courses are unique: Firearms and Unarmed Defense. The firearms course is patterned after those used by several progressive academies and agencies which teach the officer to react to a life and death situation without having to consider what action to take.

Bintliff relates that an officer in a crisis situation will do exactly what he has been trained to do. As a result, the A.H.P. Firearms Course is rigorous and requires a 92% score just to qualify; most agencies allow qualification at 75%. The unarmed defense course is a martial art known as "AI - KI - DO" which originated in Japan some two thousand years ago. Sergeant Bintliff lived in the Far East over seven years and during that time learned four martial arts, his favorite of which is Aikido, and the one he believes most effective for law enforcement officers.

During the initial planning stages of the Division Training Program, Chief Johnson directed that a comprehensive law enforcement manual designed specifically for A.H.P. be prepared. In accordance to this direction, during April, 1978, a 370-page manual was published and issued to each officer.

In keeping with the best tradition of the Arkansas Highway and Transportation Department, the A.H.P., through aggressive training, exemplifies a spirit of the officers by being Affirmative, Highly Specialized and Professional.



Sgt. Jan Weinberg and Patrolman Albert Smith check targets at the firing range.



Secretaries from all Districts and the Central Office attended the Seminar held at the Highway Building.

First Annual Secretarial Seminar Held

The titillating tune of tens of typewriters toned down Tuesday, May 9th, the starting date for the Arkansas Highway and Transportation Department's First Annual Secretarial Seminar. Secretaries from each District and Division attended the two day meeting.

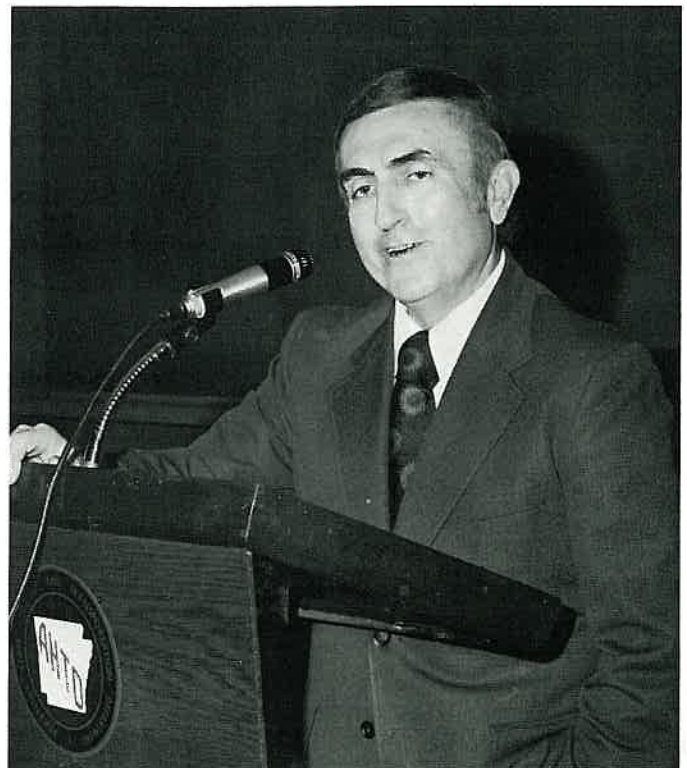
This will be an annual event at AHTD during the first week of May, for the purpose of acquainting secretaries with the various functions performed at the District, Division and Section levels. This will result in a more in-depth comprehension of the hows and whys of operational procedures.

Mr. B.K. Cooper, Chief Engineer, delivered the welcoming address and expressed his appreciation to the secretaries for the vital role they contribute to a smooth running Department.

Ms. Pat Williams, Department of Local Services, presented a dynamic session on job motivation. The audience participation during this session was indicative of the need for and appreciation of this type presentation.

Mr. John Tallant, Construction Engineer, then gave a slide presentation depicting the history of the Arkansas Highway and Transportation Department.

The afternoon session was devoted to project development and was educational in that a project



Mr. Bill Cooper, Deputy Director and Chief Engineer opened the Seminar with an address to the secretaries.

was traced from inception through completion. The functions of each Section within the Department were explained in detail. Mr. Gip Robertson, Assistant to the Director, Mr. J.E. Lowder, Assistant Chief Engineer of Operations and Mr. C.E. Venable, Assistant Chief Engineer of Planning were speakers during this session.

A banquet was held Tuesday evening at Cajun's Wharf. Ms. Patsy Thomasson, Highway Commissioner, was guest speaker. She, too, expressed her appreciation of the Department's secretaries and added that



Ms. Pat Williams

she had started her career as a secretary.

Ms. Nelda Branch of Southwestern Bell opened the meeting Wednesday morning with a presentation on telephone etiquette.

Mr. James Tucker followed with an informative session on the working process of Computer Services.

All were in agreement that the meetings were beneficial and enjoyable and expressed appreciation to Ms. Kay Jones and Mrs. Ann May who coordinated this successful seminar.



Ms. Kay Jones

Lonoke Struck by Tornado

The Arkansas Highway and Transportation Department, along with city and county workers aided Lonoke residents by clearing the debris from a tornado that touched down the evening of April 17th.

The strong winds, accompanied by heavy rain, damaged a 24-block section of town along with causing spot damage in other areas of the city. Ten homes and two mobile homes were destroyed and over 140 other homes were damaged leaving 105 persons homeless. Fortunately, there was only one injury serious enough to require hospitalization. Damage to the area was estimated at \$750,000.

Residents were evacuated from their homes and were given refuge in the National Guard Armory due to a leak in gas lines. The leaks were repaired a few hours later and people were allowed to return home.

Maintenance employees from the Lonoke Area Headquarters worked into the night to help residents return to their homes.



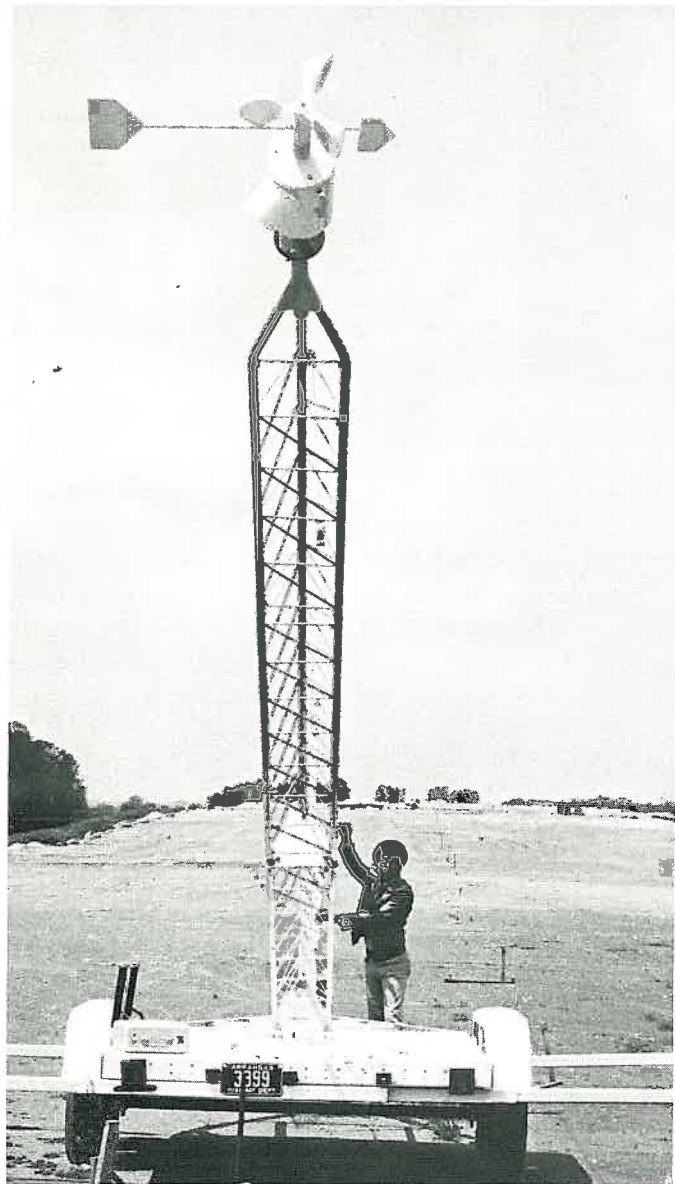
AHTD employees help residents of the Lonoke area clean up after the tornado which struck on April 17th.

Maintenance Division Holds Seminar

Traffic control devices through highway maintenance zones was the topic of a one day seminar held on April 11th by the Maintenance Division. Department personnel involved with highway maintenance took part in the seminar in an effort to become more aware of ways to improve traffic control measures for greater safety to the workers as well as the motorists.

This more recent seminar was similar to one held in February by the Construction Division on traffic control through construction zones.

The Federal Highway Administration recommended last year that there needed to be a continuing education program addressing work site safety and the usage of traffic control devices. These seminars are a step in that direction.



Bert Rownd, State Maintenance Engineer, addresses maintenance employees at the seminar.

Mobile Weather Station In Use

The Environmental Division began using its new mobile meteorological stations in May on the East Belt Freeway at Little Rock and along the proposed alternate corridors for the Highway 71 relocation between the Fayetteville Bypass and Bella Vista.

The weather stations themselves are not new, but the mobile trailers that the stations are placed on are new. Before purchasing the trailers, personnel from the Division had to locate the monitors on utility poles or other fixed objects in the area where the Air Quality Survey was being conducted. The use of a mobile trailer enables personnel to locate the device practically anywhere it is needed.

The weather station takes an hourly reading of the wind direction, wind speed and air temperature. This information is then used with the data collected from the air sampling devices located near the weather station to determine the amount of carbon monoxide in the air and the time of day of the heaviest concentration. It also indicates which way the pollutants are being dispersed.

All of this information is needed in order to provide its Environmental Impact Statements for the various highway construction projects and to determine future concentrations of carbon monoxide.

Letters

April 4, 1978

Mr. John Tallant
Arkansas Highway Building
Interstate 30
Little Rock, Arkansas

Dear Mr. Tallant:

Mr. Norman Pumphrey with the Arkansas Highway Department of our district did a splendid job of speaking before our Chamber of Commerce meeting here in Lepanto yesterday. We had a large number present, including Rep. W.H. (Bill) Thompson. We feel the Highway Department is fortunate to have Mr. Pumphrey represent them.

Sincerely,
Sue L. Chambers, President
Lepanto Chamber of Commerce

April 4, 1978

Mr. Roy Johnson
Arkansas Highway Department
Little Rock, Arkansas

Dear Roy:

I am sorry to be so long in conveying my appreciation for the assistance that Captain Bob Barker, Lt. Henry Burke and their men rendered during the train wreck and explosion in Lewisville, Arkansas on March 29, 1978.

The men are to be commended not only for the manner in which they conducted themselves on the road blocks, but also for the assistance they gave to the citizens in the area.

It is gratifying to know that enforcement personnel of other state agencies can be relied upon when situations warrant such actions as were taken in Lafayette County.

Again, I wish to express my appreciation to you and the men on this assignment.

Sincerely,
Captain Milton Mosier
Commander District G
Arkansas State Police
Hope, Arkansas

Mr. Vernon Ellis
Prairie County Area Foreman
Arkansas State Highway Department
Hazen, Arkansas

Dear Mr. Ellis:

Please accept my sincere thanks for making yourself available on April 1, 1978. The response you made with the truck and sawdust was very important. The use of this sawdust may have averted any further serious incident regarding this very valuable and sensitive government cargo.

Your kindness and cooperation in this matter is very much appreciated by all at American Farm Lines. It is encouraging to know that there are nice people like you around.

Sincerely yours

Pete Maddon
Director Safety & Security
American Farm Lines
Oklahoma City, Oklahoma

May 11, 1978

Mr. Roy L. Johnson
Arkansas Highway and Transportation Dept.
Weights & Standards Division
Little Rock, Arkansas

Dear Sir:

Subject: Letter of Appreciation
William Cogburn
John Howell

I want to take this opportunity to thank your organization for the prompt response and assistance from Mr. Cogburn and Mr. Howell during the chemical spill which occurred on the evening of May 7, 1978.

The cooperation displayed by all elements of local and State government during this emergency prevented a serious chemical spill from becoming a major emergency.

Sincerely,
Bill E. Nelson
County Coordinator
Office of Emergency Services
Polk County

April 1, 1978

Arkansas Highway Department
McGehee, Arkansas

Dear Mr. Bagwell:

Please accept our thanks on behalf of the school and the Board of Education for the good job of keeping our overpasses clear of ice during the winter. You have assisted us in reducing the number of days we are going to make up by your work during this time.

We also appreciate the other efforts you have provided for us at bus stops.

Many thanks.

Sincerely yours

Buford R. Conner,
Superintendent of Schools
McGehee Public Schools

RETIREMENTS

MAY

Ed F. Myhand	District 2
Bryant G. Hatridge	District 7
Victor W. Adams	District 10
James E. Lemons	District 2
Buster Murdock	District 5
Adele H. Fiedler	Chief Engineer's Office
Leroy Brooks	District 2
James O. Britt	District 7

APRIL

Eugene C. LeMarr	District 9
Huie T. Flowers	District 8
Benjamin W. Walsh	District 7
Raymond R. Webb	District 9
Thurman R. Hankins	District 8
Woodroe W. Taylor	District 1

MAY

Loy M. Hale	District 8
Grover G. Wise, Jr.	District 7
Eugene V. Slaton	District 7
Travis G. Orton, Jr.	District 2
George H. Brewer	District 5
Ralph E. Toward	District 7
Elmer O. Diggs	District 6



MARCH 35 YEARS

Leo E. Parker District 6

30 YEARS

James E. Burns District 1

25 YEARS

James A. Ford District 6
Claude O. Roberson P&R
Roy E. Shelby Computer Services
Carlton C. Tidwell District 2

20 YEARS

Donald D. Brandon District 7
Huie T. Flowers District 8
Roy C. Glasco District 10
Fred Medlock District 5
Hubert G. Miller District 3
Samuel E. Pack Weights
Alvin T. White District 7

15 YEARS

Carl E. Clack District 7
Robert C. Evans R-O-W
Dale F. McKinney District 3
Douglas K. Thacker Environmental
James W. Welcher District 6
Stanley T. Young District 5

10 YEARS

Leroy Brooks
Olen R. Crawford
Melvin W. Hall
Billy J. Henry
James E. Lemons
Larry J. Meyer
James L. Squires, Jr.
Granvel P. Townsend

District 2
District 4
State Aid
District 8
District 2
District 9
Roadway Design
District 7

James C. Lowe Roadway Design

20 YEARS

Presley D. Blankenship District 9
James L. Dickey District 9
William E. Martin District 8
David L. Moore District 8
Aaron D. Pannell District 10

5 YEARS

Boyce Bohannon
Stanley F. Burris
Brenda M. Colburn
George L. Conway
Conrad E. Crouse
Cleland H. Davis
Pamela Z. Fry
Elmer L. Glover
Rosa C. Gray
Jerry D. Greitens
James H. Hall
Carl C. Hankins
Stanley R. Henderson
James R. Hickman
Bonnie D. Hodge
James A. Hughes
Chester M. Jones
Raymond R. Mitchell
Harrison F. Oliver
Cleveland B. Pierce
Drew E. Plunkett
Charles M. Rodgers
Donald L. Rouse
Vernon J. Smith
James W. Stone
Ronald G. Villines
David A. Webb
Bud Young, Jr.

District 9
District 2
District 8
District 10
District 6
District 4
Const.-OC
District 10
District 6
District 10
District 8
District 1
District 9
District 5
Records & Reproduction
District 8
District 10
District 7
District 9
District 1
District 2
District 4
Central Shop
District 4
District 5
District 9
District 10
District 9

15 YEARS

Monroe P. Black District 3
Clinton K. Bohannon District 2
Ray H. Clark District 1
Shirley S. Fuller Equipment
Thomas E. Martin District 1
John L. Martin, Jr. District 8
Anslie D. Simmons District 8
Roland O. Thompson District 1

10 YEARS

Loranza Bishop, Jr. District 2
J.C. Collins District 6
Jackie M. Dodson District 9
Lawrence W. Gee Weights
Thomas M. Hayden District 2
John Herrington District 2
Kay E. Jones Assistant to the Director's Office
Lloyd E. McFall District 1
Jim B. Murray District 10
Doyle C. Powell District 3
Billy W. Wood District 7
Albert Woods District 1

5 YEARS

Debra E. Allen Records & Reproduction
Bobby G. Cobb Weights
Edd Cooper District 1
Beulah Crain District 2
Grady B. Cullins District 6
Willis Drinkard District 5
John W. Glass District 3
Johnie R. Hyslip District 5
Thomas E. Inman District 5

APRIL 25 YEARS

James W. Clark District 3

Warren T. Marks	District 6	Earl Page	District 8	Joe W. Stevens	District 8
James M. Mayberry	District 3	Lloyd D. Scott	District 7	John P. Sumner	Bridge Design
Daniel J. McCarey	Weights			Claude E. Taylor	District 9
Garry K. McNair	District 1	15 YEARS		Bill J. White	Weights
John F. Michael	District 10	Joe R. Barham	District 3		
Larry L. Moore	District 8	Hester Brown	District 4	5 YEARS	
Larry G. Neff	District 4	Thomas C. Daily	District 8	Jimmy D. Aydelott	District 5
James A. Patterson	District 5	Tilford Ennis	District 6	Henry H. Baker	District 7
Earlie D. Ruth	District 6	Rosevelt D. Foster	District 7	Danny R. Bradford	District 8
Leon Segrest	District 2	Rufus W. Harvell	District 8	Tommie L. Brown	District 6
Debra K. Simpson	Maintenance	Jimmy R. Lashley	District 10	Ernest E. Bruce	Traffic
Lee Roy Smith	District 4	Fred W. Pearce	District 5	Jimmy W. Bryant	District 1
Jammie Smith	District 6	Carmath A. Phillips	M&T	Linda G. Coogan	R-O-W
Jammie Taylor	District 6	Max R. Shrable	District 9 HF	Carl D. Dodd	District 4
James W. Tracy	District 5	Homer O. Story	District 1	James T. Freeman, Jr.	District 10
Johnny A. Turner	District 1	Jerry R. Whitehurst	District 3	Albert E. Hatfield	Weights
John B. Wagner	District 4	James S. Willis	District 7	William A. Hickman	District 7
James D. Washington	District 8	Albert D. Wyers, Jr.	District 4	Clois R. Hill	District 4
		10 YEARS		Glenna K. Holt	R-O-W
				Michael E. Hottinger	District 8
MAY		Freeman Bishop	District 1	Millard J. Hunter	District 6
35 YEARS		Freddie L. Bradley	District 1	Roy G. King	District 2
Eugene E. Vawter	District 9 HF	Bobby J. Brisco	District 9	Leo D. MCCurter	District 9
		James H. Cantrell	District 7	Otis R. Millard	District 8
25 YEARS		Floyd L. Cates	District 8	Terry A. Nanney	Permit
Osmond S. Langford	District 8	Frank E. Coffel	District 10	J.C. Parrish	District 4
Clemons E. Pectol	District 5	James E. Everidge	District 5	Joseph L. Qualls	Roadway Design
William O. Schales	District 5	Jimmy L. Leath	District 6	Olive A. Rash	District 6
Lawrence O. Turner	District 8	Richard P. Leonard	District 3	Winfred D. Reed	District 5
		C. Doyle Linam	District 6	George H. Richardson	District 7
20 YEARS		Noah S. Medford, Jr.	District 4	Lile C. Richardson	District 3
Chester R. Ketchum	District 6	Jarrell T. Presley	District 5	Christine Robinson	Procurement
Eward E. Lindsey	District 7	James L. Rackley	District 8	Cecil E. Robinson	District 9
Charlene McClain	M&T	James R. Smith, Jr.	District 4	Richard R. Steen	District 3
Erwin E. Olinger	District 8				

Safety Certificates Presented

The 1977 Accident Prevention Honor Roll has a total of 44 supervisors earning certificates.

The supervisors earn the certificates through the accident prevention of their crews. A crew must work the entire calendar year without a lost-time personal injury or a chargeable accident to a motor vehicle or equipment.

The accident free years are accumulated even though they do not occur in succession. For instance, a crew could work three years, have an accident or injury the fourth year, work three more accident free years and accumulate six years of safe job performance.

Safety is a happening that does not occur by itself. Every man in a crew must be safety conscious at all times to achieve an accident free year.

The number of accumulated accident free years is indicated by parentheses:

District 1: E.M. West, Job superintendent (1), Jimmy Goade, Foreman (1), J.L. Carter, Area Foreman (6), and Ben Watson, Area Foreman (3).

District 2: John Harrington, Job Superintendent (1), C.K. Bohannon, Area Foreman (5), R.O. Jarboe, Area Foreman (3), M.D. Bagwell, Resident Engineer (5), and Leonard Hall, Resident Engineer (1).

District 3: John W. Barnham, District Wide Sealing Crew (9), Robert Skinner, Job Superintendent (1), Hermit Vestal, Foreman (9).

District 4: C. Peters, Foreman (1), A.O. Zimmer, Area Foreman (3), J.N. Faubus, Area Foreman (2), Leon Brewer, Resident Engineer (2), Jack Coleman, Resident Engineer (5), Jerry Clemence, Foreman (1).

District 5: O.H. Stanbrough, Jr., Equipment Supervisor (3), R.W. Reynolds, Job Superintendent (1), Kirby Johnson, Job Superintendent (5), Jimmy Tom Sexton, Foreman (2), R.C. Montgomery, Area Foreman (4), Bobby Hubbard, Area Foreman (2), S.L. Swink, Resident Engineer (6), Harold Beaver, Resident Engineer (2).

District 6: Jim Bumpus, Sign Foreman (1), Paul Griffith, Area Foreman (4).

District 7: J.W. Millican, Foreman (1), J.F. Jones, Foreman (2), Homer L. Wilson, Area Foreman (3), A.W. Hardy, Jr., Resident Engineer (6), G.R. Hite, Resident Engineer (1).

District 8: Joe DuVall, Sign Crew (9), Elmer Smith, Resident Engineer (9), C.W. McMillian, Resident Engineer (2), M.C. Young, Resident Engineer (2).

District 9: John Parker, Job Superintendent (3), J.L. Dickey, Job Superintendent (4), C.R. Garner, Resident Engineer (3).

District 10: Charles Hopper, Job Superintendent (1), Richard Stuart, Bridge Foreman (1), Jerry D. Greitens, Sign Crew (1), R.C. Blackwell, Ferry Foreman (2).

Around the Department

CHIEF ENGINEER'S OFFICE

By Billie Boyd

A retirement party was held on Friday, March 10th in the Commission Room for Adele Fiedler. Adele was secretary to Mr. Charles Venable, Assistant Chief Engineer of Planning. Adele left the AHTD with 22 years of service.

Guests included Mr. and Mrs. John Harris, former District 2 Engineer, Lanky Reeves, formerly of Surveys Division and many of Adele's friends and co-workers.



Adele Fiedler and Mr. Venable

ACCOUNTING

By the Staff

The Accounting Division would like to welcome four new employees: Cindy Talley, Bill Sears, Jane Bussa and Evelyn Buchanan.

Evelyn Buchanan is a senior at McClellan High School. She is a part time employee and hopes to become a full time employee for the Department after she graduates in June. She enjoys baking, sewing and playing softball.

Jane Bussa is married to Michael Bussa and has a son, Carra, who attends the University of Arkansas in Fayetteville. Jane enjoys refinishing antiques in her limited spare time.

Bill Sears replaces Meribeth Adney, who transferred to Planning and Research. Bill is our Federal Aid Clerk. He is married to Mary Groome, and they have three children: Wayne, Linda and Allen. He is retired from the Federal Highway Administration.

Cindy Talley is our new file clerk. She is a graduate from Mills High. Her hobbies are ice skating and oil painting.

Kennie New transferred from Accounting to Final Estimates Section in Construction. Kennie's replacement was Brenda Ragsdale from Personnel. Also, Melvin Hood transferred from Procurement.

Tony and Diane Keene are the proud parents of a baby boy born to them on March 1. He weighed 6 pounds and 2 ounces. His name is Brad Allen. Also proud parents of a baby boy are Steve and Jane Brown. Jane is a former employee. Casey Stephen weighed 7 pounds and 4 ounces. He was born on April 24.

We would like to extend our congratulations to the following expecting parents in Accounting: Eddie and Deana Keathly, Vickie and Pat Martin, and Sherre and Dale McGinley. We wish them all the best of luck.

Softball season is once again upon us and keeping a lot of our employees busy both playing and spectating. Shirley Brooks is playing on the AHTD girls team, better known as the "Chris-T Emulsion Tar-Babies." They are definitely working hard and a must to see.

We've had two early vacations. Mary Crow and her husband Tommy took a trip to the great state of Hawaii. Clara Alexander visited a few relatives in Texas and journeyed on to New Mexico. Hope they enjoyed their trips.

The Highway Department was sorry to hear of the recent death of former employee, Mrs. Aline Boysen Faulkner. Our sympathy goes out to her family.

BRIDGE DESIGN

By Bonnie Wesson

It is with deep regret that we report the death of our friend and co-worker, Jim Kuykendall. Jim had been with the Department in Bridge Design for eight years. We appreciated his knowledge and ability as well as his ready wit to make the days more enjoyable. He is greatly missed by his friends here and will always be fondly remembered.

It looks as though Harry Dinsmore has taken the leisure trip of the season. Harry and his mother, Mrs. Ethel Dinsmore, took a most pleasurable trip by bus to Yuma, Arizona. He said the visit with relatives was nice, but being able to relax and enjoy the countryside was magnificent. Harry said the farming of cotton, lettuce, citrus fruit and other agriculture commodities was particularly fascinating because of the elaborate canal system of irrigation. In the past, the Colorado River was a navigable river used by steamboats but is now used mainly for irrigation. In the Yuma area, it is comparable in size to the Ouachita. A massive dam controls the flow of water into the canal system irrigating the valley on each side of the river for farming. A treaty with Mexico controls the amount of water that must be left in the Colorado River for Mexico's use.

We want to welcome a new employee, Jack Stevenson. Jack is a civil engineer and is assigned to John Sage's design squad. He is a native of Arkansas and lives in Broadmoor. Jack has been employed by AFCO but has had a structural steel detailing business of his own for the past eight years. His wife Alice is employed by the Little Rock School System as a counselor at Pulaski Heights. Their daughter Mary Beth (23) is a senior at U of A at Fayetteville majoring in social science, and son Bill (21) is also a senior at the University, major-

ing in medical science. Bill will be entering dental school in Kansas City in August.

Tom Ballard, draftsman, was married to Kathy Barnes on March 17 at Tom's parents home in Allendale. Kathy has an adorable one and a half year old daughter named Kitty. They are living in southwest Little Rock.

Congratulations to Dallas Vire on being promoted to design squad supervisor. Dallas is a 25-year employee and we are all very happy for him in this new position. He is a pleasure to work with and his wife Alice is the most appreciated and best cook we know. She periodically sends sweetrolls, cookies and fried pies for the whole division and we can't thank her enough; especially since they are always still hot from the oven. The Vire's sons are Clay and Craig, seniors at Ouachita Baptist University next fall; Dennis, a freshman at Ouachita in the fall; and Mitchell, a freshman at Cloverdale Junior High. Our sympathies to Dallas and family in the death of his mother, Mrs. Lucy Vire, on April 24.

Phil Brand is also to be congratulated on being promoted to assistant squad supervisor to John Sage. Phil has been with the department over five years. He and Teri have two children, Gay and A.J., and are expecting a third in October. The promotion could not have come at a better time, and to a very deserving person.

J.P. Sumner and Frankie Jo have moved into their new home on Evergreen Circle. J.P. designed the house. During the snow, he had to walk nearly a block to his car carrying groceries and children. By next winter, maybe he will take a tip from the Alaskans and build a family sled. His family is Kelly (8) and Susan (3) and wife, who is a first grade teacher at Wakefield Elementary School.

Wayne Major and Kay are busy building a new home in Echo Valley. They designed the house and hope to move in, in June. Wayne is spending some nights at the site guarding the material and has invited all of us to bring hammer and nails to help. I don't think the invitation extended to me; however, he did mention he might could use me as a night watchman.

Chuck Sherwood is also selecting carpet, appliances and drapes for his new home in Pecan Lake. He plans to give up carefree apartment living in May for busy evenings outside - not charcoaling, but planting grass and shrubs.

Congratulations are also in order for Mike Coogan for 5-years service in Bridge Design. Mike is very enjoyable to work with and we wish him many more years with the Department. Recently, he won second place in the Highway Department Golf Tournament, Handicap Division. He said he hadn't decided what to buy with the prize money, but it was suggested that a bowling bag might be good for his golf clubs. What an unkind remark! Mike and Linda spent a week snow skiing at Angel Fire, New Mexico. Mike said he was a picture of grace skimming the slopes, whether on skis or on his backside.

Garland Land has been assigned squad supervisor to Dallas Vire. He has been with the Department for eight years. Garland is

also a very skilled wood craftsman. He has made some unique pieces of furniture.

We were sorry to see B.J. McAlister transfer to Bob Cornish's residency. B.J. has a masters degree in civil engineering and has worked in Structural Design for over five years. Our loss is the construction field's gain. We wish B.J. and his family the best. He gives us a call occasionally when the bridge plans don't quite match the construction.

Jim Matthews is a proud grandpa again. His son Jim and wife Janet have a dear little girl, Rhiannon, born April 4. The Matthews family has become a really nice clan.

Leslie McSwain, engineering aide, is devoting a lot of time to the Church of Christ. He teaches a Bible Class on Tuesday nights and a junior Sunday School class. Teaching the Bible is a big responsibility so Leslie spends many hours in preparation, which he says he is enjoying very much.

Ed Fain has been officially designated as the Computer and Bridge Rating Coordinator. He has been working almost exclusively in this field for nearly a year. His area of responsibility will consist of: (1) maintaining existing structural related computer programs and furthering computer usage by locating and/or developing structural applications programs; (2) assuring that each bridge on our State and Federal Highway System is structurally evaluated at least every two years to determine its safe load carrying capacity and furnishing these results to the Technical Services Section which will incorporate this information as part of the federally required National Bridge Inspection Program.

L.D. Finister has good reason to be proud of his daughter Lona. She is in the top two percent of the sophomore class at McClellan High School. Lona and her family attended the Thirteenth Annual honors Banquet on April 18. The appropriate theme was "Reach for the Stars."

COMPUTER SERVICES

By The Staff

Congratulations to our new Chief, Jim Tucker. He has taken a tremendous challenge. We are all with you, Jim!

Art Johnson attended a meeting of the AASHTO Sub-Committee on Computer Technology held in Oklahoma City, on April 10 through 12.

Open house was held on Friday, April 28, for Roy Shelby honoring him for 25 years of service with the Highway Department. Art Johnson made the presentations.



Roy Shelby and wife

We are happy to have Gene Ashcraft of Construction and Larry Allen of Research join our staff as Coordinators.

Kathleen Wells is the pretty new addition to our Computer Room. Kathy became our second shift Computer Operator on April 24. Welcome aboard, Kathy.

In March, Robert Lee became the proud father of a baby girl. Computer Services' staff presented him with a gift for the baby.

On March 7, Reba Pettus of Data Entry and her husband, Mike, became the proud owners of this beauty. Mike passed out cigars in honor of the event at Jones Truck Line where he is employed. A gift of a photo album was presented to Reba from Marilyn Stewart, a co-worker. This is the first picture.



CONSTRUCTION

By Patti Robinson

If you have noticed John Tallant walking a little taller these days, we can supply the reason why. John and Lucille Tallant are the proud grandparents of a beautiful baby girl, Rebecca Leah Fish. Rebecca was born on September 25, and now at eight months old, she is the apple of her Granddaddy's eye.



Rebecca Leah Fish

Doyle Carson recently took a few well deserved days off and treated his wife and sons to a trip to Pensacola Beach. Doyle came back to work a little burnt around the edges from the Florida sunshine, but thoroughly enjoyed himself.

Amanda Moore left the Construction Office

for employment with a local insurance firm. We were all saddened to see Amanda go and will miss her very much. We wish her the best of luck in her new position.

ENVIRONMENTAL DIVISION

By Elaine Sullivan

It wouldn't be Environmental if we weren't involved in something new. A new device has been added: Al Collins and Bob Tyler designed a portable meteorological station. Its primary purpose is to measure the wind speed, direction, and to compute the stabilities of the atmosphere. This was designed so that the information may be used in the highway line source dispersion model to estimate air pollution concentration.

Our Landscape Architect, Ken Mulvany, is not with us anymore. Ken is now working for Charles M. Hubbs & Associates in Baton Rouge, Louisiana. Ken's wife was up for a visit and said Ken was loving it!

Congratulations! Congratulations twice for you, Jim Gaither. Jim and Becky are the proud parents of twin boys, born on April 7, 1978. James Mitchell, who was 7 pounds 3 ounces and 21 inches long and Donald Michael, who weighed 7 pounds 2 3/4 ounces and was 20 1/4 inches long are the new additions to the Gaither family. They are both doing fine.

Is it a boy? Is it a girl? We don't know yet, but Kathy Upchurch is leaving May 31st to have her baby. We are going to miss you, Kathy, good luck.

Debbie Barrow, "If you are content with the best you have done, you will never do the best you can do." Debbie was our cooperative office educational (COE) student, from McClellan High School. Debbie started to work in late August, 1977 and will be leaving the last of May and plans to continue her education. Good Luck. At the end of each year, the COE students have an "Employers Appreciation Banquet" sponsored by the McClellan High School. Laura Hinze was more than pleased to take Mr. B. Davis' place at the banquet. She had a beautiful time.

After a winter like we had with snow, ice, cold rain, booming electrical bills, gas bills, and you name it; we were closed in until it was almost sickening. Patiently everybody has waited, because Laura Hinze tells me her house is well on the way and so is Larry Long's and Rick Boyd's.

On the weekends, everybody is on the loose. Steve Wilson is always playing tennis, canoeing, and fishing. He went to Oklahoma to Lake Eufaula and had good luck in catching 65 crappie, weighing from 1 to 2 pounds. Jim Gaither has those two new babies, but he will be camping and canoeing soon. Marion Butler who is known for his love of baseball and fishing has already had his luck at that. Ed Short is learning to play baseball this spring and is loving it. Gary Bulloch is waiting for the summer, so he can ski, but for now he's playing baseball. Last year, Bryan Davis purchased a new sailboat and his teeth are on edge. Good luck sailing, Bryan. Bob Tyler plans to get a tan, no matter what, because he purchased a new 1978 Oldsmobile with a T-Top.

I, Elaine, don't care what kind of winter we had, it was fun to me. I was involved in many activities and the one I enjoyed the most was being a judge in the Miss Black Texarkana, Texas

pageant. It was a credit to my ability. I don't care how these guys play ball, ski and fish, and with the farmers on strike, I'll be canning this summer.

Birthdays, Birthdays! They all can't be celebrated with cakes and candles, but we did our COE student, Debbie Barrow. It was her 18th birthday, March 15th. Happy Birthday, too, to Jim Bulteman, May 20; Marion Butler, May 10; Laura Hinze, May 2; Bill Richardson, May 18 and Steve Wilson, April 28.

Congratulations to Doug Thacker, our Rest Area Maintenance Coordinator, on his 15 years of service with the Highway Department. His certificate was presented by Bryan Davis, Chief of Environmental Division. We had a cake shaped like a billboard, served within the office.



Brian Davis and Doug Thacker

FINAL ESTIMATES

By Kennie New

Final Estimates has seven new employees. Mr. Vershal Roy is our new Section Head. He has been with the Department for fifteen years, and transferred from Computer Services.

Webster Alexander III transferred from Materials and Tests. He will be married on May 20, 1978 to Miss Bethany Ann McDaniel, a nurse at St. Vincent Infirmary.



Bethany Ann McDaniel

John Sketoe is a re-employee from Benton, and graduated from Herington High School in Herington, Kansas. He and his wife Penny have a son, John, age 16 and a daughter, Lori, age 14.

John Zenone transferred from District 6. He and Martha Flath were married on March 4,

1978. She is employed by Allied Telephone. Both attend the University of Arkansas at Little Rock.



Mr. & Mrs. John Zonone

Kennie New is a transfer from Accounting. She has been with the Department for four years. She and her husband, Ricky, a fireman for the City of Little Rock, have one son, Chris, who is four years old.



Chris New

Ruth Sanders is a new employee from Louisiana. She is single and has a daughter, Jo Ann, who is two years of age.

We are glad to have all of the new employees with us.



JoAnn Sanders

Carrah Sandage's son, Cullan Bryant, a ninth grade student at Interlochen Arts Academy at Interlochen, Michigan, will give a piano recital at the University of Arkansas at Little Rock in July.

Ann Harrell and her husband, Freddy, are expecting twins at the end of May. They have recently moved to their new farm in Traskwood. Congratulations, Ann and Freddie!

MATERIALS AND TESTS

By The Staff

Congratulations to Jerl L. Burks who received his 15 year Service Award in February, 1978. Jerl is a Highway Materials Inspector. Refreshments were served and Joe Magness made the presentation.



Jerl F. Burks

PERMITS

By Angela Blackwell

Happy Birthday to V.W. "Buddy" Dumas, whose birthday was March 3. Our office gave Mr. Dumas a surprise potluck in honor of the occasion. We all had delicious food and an enjoyable time.

Birthday greetings are also extended to Donna Crain and Jess Downie who celebrated March birthdays, too.

Terry Nanney's wife, Caron, had surgery on April 3. We wish her a speedy recovery.

Jeanie and Bob Kittler graduated from a Square Dancing class on March 14. The name of their Square Dancing Club is Hoops & Hollow.



Donna and Jimmy Crains's son, Brook had a birthday on May 6. He was two years old. Donna is keeping busy this summer by playing softball for Magnolia-Clayton in Malvern.

Julia and Roy Hopkins' daughter, Tammy, who attends Mabelvale Junior High School, became a member of the Raiderettes Drill team for the 1978 school term. Tammy plays softball for University Sheet Metal in the Little Oaks Ball League in Mabelvale.

Happy Anniversary to the following three couples: Mr. and Mrs. Preston H. Purkiss for 36 years of married life on March 24, Bob and Jeanie Kittler for 29 years on April 16 and Richard and Angela Blackwell for 5 years on May 1.

PHOTOGRAMMETRY

By Margaret Hudson

The Annual Benton Pep Steppers Awards Banquet was held in March at the Holiday Inn in Benton. Trophies were awarded for various accomplishments in the drill team and my daughter, Valerie, was presented a trophy for "Miss Congeniality". Needless to say, her mom is very proud. In April, the Pep Steppers participated in the State Competition at Hot Springs High School, and won a Sweepstakes Trophy for winning three first-place trophies in the events they were entered in; Jazz, High Kick, and Prop Routine.



Valerie Harris

Bob Barnett is now a father-in-law. His daughter, Pam, was married to John Robbins of Las Vegas, Nevada in a ceremony at the First General Baptist Church of North Little Rock on April 13. Congratulations, Bob.

Floating has become quite a craze and we have one in Photogrammetry who has really gone into it in a big way. David Hunter not only floats, but almost drowns; and takes talking movie films of the event. Ask him about it sometime.

The cute little blond in the picture is Jessie Alexander, 18-month old daughter of one of our stereoplotter operators, Charles Alexander, and granddaughter of Clara Alexander in Accounting.



Jessie Alexander

PLANNING AND RESEARCH

By The Staff

Many friends said goodbye to Troyce Wilson at a party given in her honor on April 21, 1978. Troyce, who was a secretary for Planning and Research, left the Department with nine years of service. She and her husband, Art, moved to North Carolina due to a transfer by his employer. The highlight of the party was a presentation by A.E. Johnson, Jr., Planning and Research Engineer, of an "Arkansas Traveler" Certificate to Troyce. The certificate signifies that Troyce is a goodwill ambassador for the State of Arkansas. We will miss Troyce and we wish her the very best in her new home. We know she will always be a true "Razorback" at heart.



Al Johnson and Troyce Wilson

Brenda Long recently transferred to the Administrative Section of Planning and Research from the Acquisition Section of Right-of-Way. She has been with the Department since October, 1976. Brenda is truly an asset to our Division, and we are happy to have her.

Pictured is Monica Johnson, daughter of Ed Johnson. Monica just graduated from Henderson State University with a BSE in Home Economics. She is listed in Who's Who among American Colleges and Universities, a member of honor fraternity's Alpha Chi and Gamma Beta Phi, Heart and Key Service Organization and Alpha Xi Delta Sorority.



Monica Johnson

Dale Gossien is anxiously awaiting the arrival of his new Oldsmobile Delta 88 Royale diesel powered automobile that he has ordered. He is already planning a trip which may cover visits to the Rocky Mountains, Salt Lake City, Los Angeles, San Francisco, Reno, Portland, Seattle, Vancouver, British Columbia, Spokane, and Yellowstone National Park. (That is if the Lord is willing and the Creek don't rise!)

Carol Prince is the newest addition to Technical Services. She and her husband, Phillip, have two children and are expecting a third in October. Carol is from Fort Smith and resides in Salem with her family.

James Marshall, formerly of Technical Services, has transferred to Research. A party was given in his honor and refreshments were served.

Audrey and Little Jerry Dixon went on their first fishing trip with Grandpa. The plan was to catch a small one and throw him back. Well, they caught twelve more than Dad ever caught or expected to clean. Since this was an exception, Dad cleaned fish for about two hours.

Congratulations to Claude Roberson who received his 25 year service certificate in April. Claude is a Highway Traffic Survey Supervisor in Public Transportation.



Claude Roberson

Retirement awards were presented in April to Emmett Woodward and Howard Gregory of Technical Services. Emmett was a Highway Inventory Technician with 10 years of service and Howard retired after 14 years of service with the Department as a Highway Inventory Technician.



Emmett Woodward



Howard Gregory

RECORDS AND REPRODUCTION

By The Staff

We have all missed Jerry Heffington whose last day with us was April 7. Cake and cokes were served on that day. We wish him the best of luck in his new job.



Jerry Heffington

Congratulations to Bonnie Hodge who recently received her 5 year pin and certificate. We hope she will enjoy many more years with AHTD.



Al Dunn and Bonnie Hodge

Frank and Janean Knowles and his cousin, Bruce, made a most enjoyable trip recently to Florida. Their motel was only 20 miles from Disney World. They spent two days at Disney World and still didn't see it all. Coming back, they stopped at Pensacola Beach and let the

waves knock them around for awhile. They made use of their CB radio, which saved them from getting some speeding tickets. They left their baby with grandparents, so they had to call every night to check on her. They hope to make the trip again when Andrea is old enough to go and enjoy it.

We are looking forward to having Ginger Crow and Pam Welcher back with us again this summer.

We are missing Ava Harding who is off work recovering from surgery. We look forward to having her back with us soon.

Debra Allen's son, Casey, recently celebrated his second birthday with a party.



Casey Allen

RIGHT-OF-WAY

By The Staff

The Right-of-Way Division would like to welcome Linda Chivers to the Acquisition Section. Linda worked for the Cooperative Extension Service before coming to the Highway Department. Her husband's name is Charles and he works at the Safeway Distribution Center. Linda and Charles live in Cloverdale now, but are originally from Dardanelle. Their hobby is bowling and at the present time, they are in a league. Linda replaced Brenda Long who transferred to Planning and Research. We would also like to wish Brenda well in her new job.

We would like to welcome Don Morman to the Engineering Section. Don is a draftsman, single, and his home town is Helena.

David Harmon got ahead of everyone else on summer vacations. In March, he made a trip to Georgia, Alabama and Louisiana visiting friends along the way. He reported that it was tiring, but fun.

Robin Hogue's two year old son, Peyton, had his tonsils and adenoids removed April 28 at the Baptist Medical Center. As most youngsters do, he bounced back fast. In fact, I am sure that he recovered faster than his mother did.

Be sure to read Right-of-Way's news in the next issue, because we should have a very important announcement to make about Marie Kling.

A retirement party was held on Monday, May 15, for Fred Sloan. Fred retired from

AHTD with 11½ years of service. He was a Negotiator for Right-of-Way. Refreshments were served and J.C. Merritt made the presentation.



Fred Sloan and Right-of-Way group

Mike Hiley and his wife, Gail, recently moved into their newly constructed home in Walton Heights. Sure do hope they are settled in and ready for company, because we are all anxious to see it.

Robert Thornton, who has been Chief of Relocation ever since it became a Section, has resigned to establish a business of his own. Danny Arendt is now Acting Chief of Relocation. Danny has been with the Department for five years. He is married, his wife's name is Connie, and has a three year old son, Bryan.

I am not sure you can believe what any fisherman tells you but Darrel Hatchett assures us that he is catching so many fish that we will soon be able to have a fish fry. By the way, do you know of any place we can buy catfish steaks?

If your vacation plans include a trip to Dallas, you might talk to Rex Boothe before leaving; he just returned and can tell you all of the good places to eat and interesting places to see.

STATE AID

By Shirley Wesson

Billy Durham, Jr., received his Professional Engineer's Certificate at an awards ceremony held at the Camelot Inn on March 3, 1978. Congratulations, Bill, on such a great accomplishment. We know that you put in some long hours for this.



Melvin Hall

Melvin W. Hall was a recipient of his 10 year pin and certificate on April 21, 1978 in the presence of fellow workers. The presentation was made by John Kizer, after which donuts and coffee were enjoyed by all.

During National Secretary Appreciation Week, our boss showed his appreciation for our hard work and dedication by taking us out to lunch at the Western Sizzlin. Hope that the rest of you were shown some appreciation.

TRAFFIC DIVISION

By Bobbie White

Our section is happy to congratulate Charles Rain on his 15 years of continuous service with the Highway and Transportation Department. Charles also celebrated his birthday on April 4, 1978. He received a birthday cake and we managed to take a group picture.



My daughter, Valarie Teishia is growing up so fast these days. Here she is having a good time on her birthday.



Valarie White

June Rain celebrated her birthday on March 22. We enjoyed eating cake in honor of her. Her husband took her out for Chinese food. He's a nice guy (when he doesn't tell jokes).

WEIGHTS

By The Staff

Congratulations to Samuel Pack who is a Sergeant with the AHP, stationed in Lonoke, who received his 20 year certificate from Weights Chief Roy Johnson in March.



Sam Pack and Roy Johnson

Corporal Daniel M. McCarey of the Arkansas Highway Police is a commissioned Brigadier General, National Chaplain's Association. General McCarey is a member of the National Advisory Board of Directors of the NCA and a member of the Alpha Psi Omega Fraternity. The NCA has just bestowed the Legion of Honor Award on General McCarey in recognition of achievement, accomplishment and outstanding service in the field of Christianity.

The Legion of Honor Award is the highest honor bestowed upon chaplains and members of the clergy. It was presented to General McCarey by General Alvin O. Langdon, National Commander of NCA.



Dan McCarey

Check out this bass caught by Peg Harrel at Lake Conway in May. Peg's big bass was 127 millimeters in length and 152 grams in weight.



DISTRICT TWO

By Bettye Carter

It seems like Spring is finally here and the employees in District Two are more than ready for it. It has been a long winter. Most everyone has planted their gardens and are excited about the progress.

Congratulations are in store for several that received promotions. Joe Akin has recently transferred to the Maintenance Division from the Construction Division where he served for over 15 years. He assumed the position of Job Superintendent replacing Lester Rabb, who retired due to his health. Lester underwent open heart surgery in Houston, Texas and is doing great now. Joe resides in Monticello, is married and the father of two sons. The Akin family is famous for their horse riding accomplishments.

R.L. Brantly has been promoted to the assistant foreman in Drew County. Coming to work with the Highway Department in 1962, he has worked as the station attendant at the area headquarters. Residing in Monticello, both R.L. and his wife are avid bow hunters. Get him to tell you about his wife killing a deer last year.

Danny Lawson, formerly employed as an Engineering Aide II in the Construction Division, has taken the position of station attendant at the Drew County Area Headquarters. Being employed with the Highway Department for three years, he is married and the father of a one year old daughter. Ask Danny about being from Monticello and how he dislikes even venturing out of Drew County.

E.W. "Pewee" Pridgeon, formerly the station attendant at the Jefferson County Headquarters, has received the title of Assistant Foreman. He has been with the Highway Department since March 1971, and is one of our favorite people to work with. "Pewee" is married and has a family.

Service awards were presented recently to the following: Five year awards were presented to Willie F. Gaston, Equipment Operator II in Lake Village; Stanley F. Burris, Engineering Aide II at the McGehee Construction Office; Drew E. Plunkett, Equipment Operator II in Desha County.

A ten year service award was presented to John F. McCarley, Shop Foremen at the District Headquarters and a fifteen years awards was presented to Ben F. Walker, Crew Leader in Cleveland County.

Garland C. Tidwell, an Engineer Aide IV in the McGehee Engineers Construction Office received his 25 year service award and pin.

James E. Lemons retired with 10 years of service to the Department. He was an equipment operator in Drew County. Also retiring with 10 years of service was Leroy Brooks of Hamburg. He was an equipment operator III.

Kevin and Dianne McCormick are anxiously awaiting the arrival of their first addition which is due in June. Kevin works in the Monticello Engineers Construction Office.

Ask Joe Friend about the big footprints that keep showing up crossing his rows. He's not having any problems with those "nibbling animals" in his garden this year!

Jerry Creasy who has been with the Department for about six months, was recently married on April 24 to Miss Evelyn McBroom from Pine Bluff. She is employed by the Jenkins Center and Jerry is with the Maintenance Crew in Jefferson County. We wish both the best of luck.

Roger Bridges of the Jefferson County Maintenance Crew has a special interest this summer. He plays on the Sulphur Springs Softball team. Playing on two teams last summer, he has had to cut down since he became single again to leave more time for other things.

Joe Hays' wife Helen, has recently undergone kidney surgery at the Baptist Medical Center in Little Rock to correct a kidney illness. We are all very fond of Helen and wish her the best of luck in the future.



Tommy L. White, shown in the picture, recently got his turkey. Tommy hunts in Cleveland County and says he is hearing another one gobbling. Watch out turkey! He is the Area Foreman in Cleveland County.

If you want to know the secret to dieting ask Jim Allbritton, Randy Gurley and Tommy White. Between the three of them, they have lost 80 pounds.

Richard Waller, formerly the Station Attendant in Desha County, has been promoted to Area Foreman. He resides in McGehee, is married and has a family. Having worked for the Highway Department for 19 years, starting out as a mower operator in Drew County, he transferred to Desha County in 1963. We are all very proud of Richard's promotion and will enjoy working with him.

Quinton "Pete" Cope, recent Crew Leader in Jefferson County suffered a fatal heart attack the evening of March 14, 1978 and died at Jefferson Hospital in Pine Bluff. "Pete" was a native and resided at Rison. Married, he left a wife, children and grandchildren. Being a loyal and dependable employee, all of District Two will miss him very much. Mr. Cope had been with the Highway Department since February 1952.

DISTRICT THREE

By Vinie Holt

Congratulations to H.G. Miller and LeRoy Ray for 20 years of service with the Highway Department, also to D.F. McKinney for 15 years and to L.L. Myers for 10 years.

On March 16, we had an awards party at the District Office. Mr. James Branyan, Highway Commissioner, spoke to us and presented pins and certificates to the following employees: Clovis Tittle, Public Relations Certificate, Hoyitt Archer, 30 year Certificate of Service, William Duncan, Jr., 30 year Certificate of Service, Lendell Holder, 30 year Certificate of Service, Samuel Huckabee, 25 year Certificate of Service, Curtis Crow, 20 year Certificate of Service, Pierre Malardier, 20 year Certificate of

Service, Wilson Miller, 15 year Certificate of Service, Leroy Zachry, 15 year Certificate of Service, Earl White, 10 year Certificate of Service, and Lee Williams, 10 year Certificate of Service. Cake, punch and coffee were served to those in attendance and a good time was had by all. Congratulations to all those who received Service Awards.



Angela Danielle Arledge

Congratulations to the following on their new arrivals. Burl and LaVerne Arledge are the proud parents of a baby girl, Angela Danielle, born March 29, weighing 6 pounds and 6 ounces and was 19½ inches long. LaVerne is our District Fuel Clerk.

John and Charlotte Parks have a baby boy, Ronald Wayne, born on April 2, weighing 6 pounds and 11 ounces and was 20 inches long. John is parts runner for the District Shop.



Ronald Wayne Parks

Steve and Sybil Marrow have a baby girl, Michelle Lynn, born February 1, weighing 6 pounds and 11 ounces and was 20 inches long. Steve is a Mechanic in the District Shop.



The Marrow Family

We also have a proud grandpa, Robert White, District Storeroom Supervisor. His daughter, Karen who lives in Honolulu has a new baby girl named Angie.

Mr. H.E. Patterson, District Service Station Supervisor, has returned from a trip to Isidro, Costa Rica, where he and 19 others from the



H.E. Patterson



First Methodist Church in Hope went to help construct an Educational and/or Community building for the Methodist Church there. While there he visited the Volcano, Irazu. A little more than two hours after he visited the volcano, the crater opened up momentarily and closed again causing an earthquake which was felt at San Jose, where he was shopping. Sounds like an exciting trip.

The following changes have been made in our District. Mr. William Tyler, Maintenance Superintendent, was promoted to Assistant State Maintenance Engineer in Little Rock. We all hated to see William leave but we wish him the best. Mr. Jerry Whitehurst, Assistant Maintenance Superintendent, was promoted to Maintenance Superintendent. Jerry has been with the Department 14½ years. Mr. John William Barham, has been promoted to Assistant Maintenance Superintendent. John William has been an employee of the Department for 23 years. Mrs. Vinie Mae Holt has been promoted from District Payroll Clerk to District Engineer's Secretary. Vinie has been an employee of the Department for 8½ years. Mrs. Susan Martin, Fuel Clerk, has assumed the duties of District Payroll Clerk. Susan has been an employee of the Department for 5½ years. Mrs. Laverne Arledge, Receptionist, has assumed the duties of District Fuel Clerk. LaVerne has been an employee of the Department for 5½ years. Congratulations to all of the above.



Ala Mae Flenory

We have a new Receptionist at the District Office. Her name is Ala Mae Flenory. Ala Mae is married and has three children, 2 girls, Yelonda, age 9 and Tarrar, age 5, and one boy, Marcus, age 4. She, husband Cecil and children live in Hope and all enjoy camping and sports. We welcome Ala Mae to our office.

HOPE RESIDENCY

By Kathy Clark

On December 8, our office enjoyed a Christmas dinner at the Sheraton Inn. Everyone seemed to find the meal very delicious. After eating, Sam Huckabee led the group of 22 persons in several challenging games, with the winners being awarded some quite unusual gifts (such as Huckleberry wine). The evening was highlighted by a dance routine, which was presented by Mary Lou Hooker, Sam's daughter. Before the group left, each person received a gift brought by another guest.

Ronnie and Mary Carlton are the proud

parents of a new baby boy, James Cody. Cody was born on December 12 and weighed 7 lbs., 2 ozs. Ronnie is an Engineering Aide II in our office.



James Cody Carlton

We have another happy Grandpa in our office. Charles H. "PeWee" Webb is busy telling everyone about his newest addition to the family. Brad Michael Beasley was born to Mr. and Mrs. Mike Beasley on December 14, weighing 7 pounds and 6 ounces. PeWee is an Engineering Aide V.

I am happy to announce that I recently married. My husband, Gary, is a welder in the District Shop. We were married on March 24, and are living in Prescott.

Frank Cross, Engineering Aide IV, recently transferred to Materials and Tests. Our office gave him a going away party and presented him with a pen and pencil set, which we felt he could use in his new position. We all miss you, Frank, and wish you lots of luck!



Frank Cross

DISTRICT FOUR

By Kim McDowell

Spring has finally made it to District Four and it is truly a welcome sight. Our annual Spring Bar-B-Que was held Saturday, June 3rd at Ben Geren Park in Fort Smith. Those delicious ribs and chicken were a welcome sight to all of us.

There have been a couple of marriages in the District recently. Sherri James, daughter of Mr. and Mrs. Bob James and Rickey Joe Roe were married March 3, 1978 at the First Baptist Church in Mulberry. Bob James is an Assistant to the Resident Engineer in Ralph Fulton's residency.

John Slone and Debbie Scott were married March 24, 1978. John is the Fort Smith Store-room Supervisor. We wish everyone the best.



Mrs. Ricky Roe

Merl Bates in the District Bridge Crew apparently found the fishing hole. He is shown holding his 8 pound proof.



Merl Bates

Vernon Smith in the Sebastian County Crew (Fort Smith) is shown receiving his Five Year Certificate from Bill Sanders, Area Foreman.



Verlon Smith and Bill Sanders

Columbus Dulmut's granddaughter, Barbara Frye, was recently selected to represent Wooman High School in the Society of Distinguished American High School students. This is one of high schools most prestigious

awards. Barbara is the daughter of Mr. and Mrs. James W. Frye of Monroe, Louisiana. Congratulations Barbara.



Barbara Frye



Johnnie Gray's granddaughter Melissa drew out the winning ticket.



The cookers were excellent!



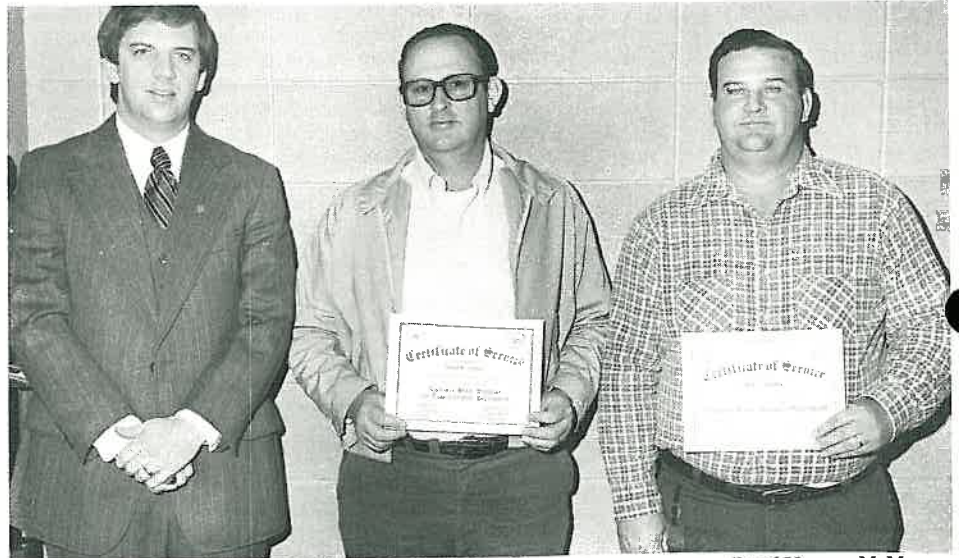
Kim McDowell washes a little of the dirt off of his son.

DISTRICT SIX

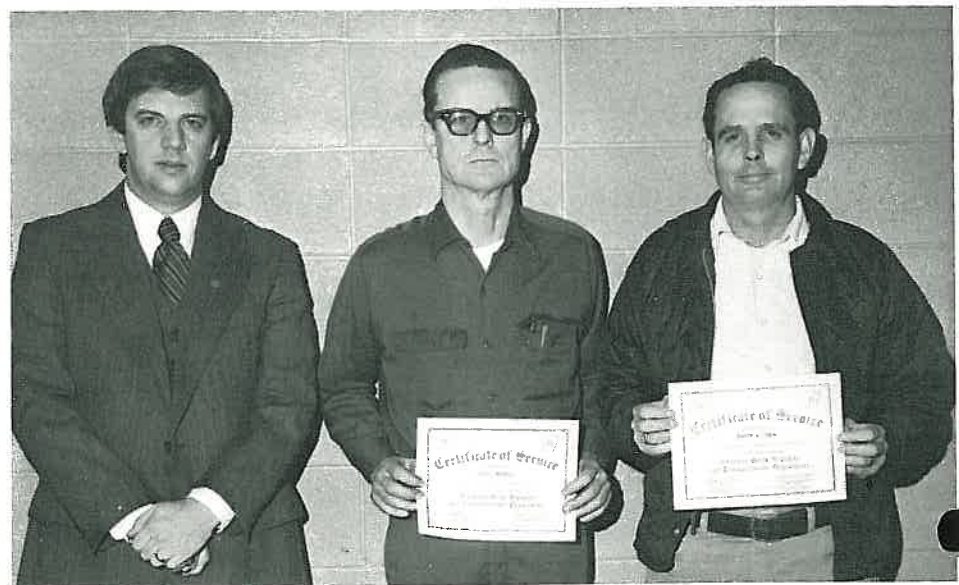
By Olga Estell

As Spring time approaches and as the saying goes, something about a young man's fancy, it gets harder and harder to stay inside. It is so nice out, you almost get tempted to start a garden and try to see if your thumb is green or dark brown. I have always had a hard time getting anything to grow, but my husband has pretty good luck. The flowers are all in bloom and their fragrance fills the air. I always enjoy a stroll in the woods and wouldn't you know I always leave sneezing my head off and yours if you stand too close.

Georgia Russenberger is convalescing at home after spending a spell in the hospital. She has been and still is a very sick person, which is not her nature by a long shot. She loves to fish and camp and is usually a very active person. We are praying for a quick recovery and we miss her here at the office very much. She appreciates all the cards and phone calls from all her friends, but don't stop now, she needs to hear from all of us. The only thing is, she will



20 YEAR SERVICE AWARDS: District Engineer Dan Flowers with Don Stovall and Vernon McMaman



15 YEAR SERVICE AWARDS: Dan Flowers with Earl McDaniel and Robert Erwin



10 YEAR SERVICE AWARDS: Earnest Howard, Dan Flowers, District Engineer; Jimmy Key, Jackie Smith, George Anderson and William Hensley.



5 YEAR SERVICE AWARD: Sam Smith

be so spoiled when she gets to come back, we probably won't be able to stand her, getting her meals in bed and a phone by her bedside. Heavens! Can you imagine! What a life!

We are very glad to have LaVerne Thompson while Georgia is out. LaVerne is from Wynne, Arkansas where she was at District One. Her husband, Buddy is with the State Police and has been transferred to the Little Rock area. Buddy and LaVerne have a son, Stanley, and a daughter, Pam. They have bought a new house and moved into it, and now LaVerne is really here. Before she could move into her new home, she was bouncing between Wynne and Little Rock every weekend.

All you Bowling Leaguers watch out! District Six now has a bowling league team. Fred Doles and Mike Ivy have really been working on this, and from all indications, it will be a big success. They are so enthused about this, even Laura and I plan to attend a game, that is, after they get good!

Pam Gartman and husband, Chris, are still working on their new house. They sure are slow, they have been at this for the longest. I don't know what the hold up is, they seem to know what they are doing, since they are doing the work themselves. Probably Pam wants a window where Chris put on a door, or she wants a report where they put the living room. You know these things can hold progress up. If we all don't pass on with old age, we planned a little house warming, but we keep checking and

postponing. Do you suppose we need to get our hammers and screwdrivers and go help?

Laura Malat has all sorts of plans for the summer, a camping trip, and a trip to her friends in Wisconsin. She can't make up her mind! If J.J. plays ball, she won't have any choice.

Lisa and Lorrie Estell, daughters of Olga and Lee Roy Estell, are very excited about their trip that is fast approaching, to Washington, D.C. Butch is living there and is sending them a round trip plane ticket, if their grades are good! They have been packing since he was home in January. I surely hope they are not disappointed. Olga and Lee Roy, and no offense girls, plan to go the other way, while the girls are gone.

James and Pansey Welcher will either gain a son or lose a daughter, I think they are still pondering on this. Wedding bells will be ringing for their oldest daughter, Janet.

James Welcher and James Cole recently had a cookout at Lake Catherine. They cooked everything themselves, and I understand it was a hum-dinger! We were unable to attend and I think I made their list, but those that attended had a great time and really enjoyed themselves. Maybe next time.

Larrie Estell recently was in the Children's Hospital. She had surgery on her knee, and really had a bad time for awhile. We have the cast off now and hopefully will be able to hang the crutches up soon, so maybe this summer won't be a complete wash out!

Woody Hardin and Glen Appleby, our retirees, haven't been in lately. What's wrong you guys? Come in to see us. Slowing down aren't ya!

Cynthia Hodges probably has more problems than anybody her age that we know of. First her cat was up in a tree and wouldn't come down and someone came in the middle of the story and thought her husband was up in the tree and wouldn't come down, after we got all that straight, we got off on her car. She comes to work after school, which is about 11:45, and before we always hoped her car would hold up until she got there, now we don't worry because we can hear her when she rounds the first corner. She says this is really a "bomb". Oh well, can't have everything, Cynthia, this car

looks better than the other one, even if it does make loud noises, she constantly complained because the other one wouldn't make any noise at all, everything was quiet, the motor as well as the horn. Oh yes, the key also hangs, if you get the key in you can't get it out. So you just leave the key in until you are finished shopping, or you don't go at all. We are presently looking for a 10 speed for Cynthia.

DISTRICT SEVEN

By Althea Campbell

We have been blessed with employees receiving a well-earned retirement recently. We will not have day-to-day contact with these employees but hope each one will find time to drop in for a visit often.



Ralph Toward and wife Mamie

Ralph Toward, Storeroom Supervisor, retired after 12 years with the Department. Eugene Slaton, Custodial Worker in the District Office retired after 12 years and 4 months with the Department. Other retirements included Bryant Hatridge in G.R. Hite's construction office after 31 years of service; W.V. Bradshaw who was Union County Area Foreman, retired after 20 years; J.S. Ellis, an Equipment Operator II in Lafayette County retired after 15 years of service and B.F. Walsh, an Equipment Operator II in Dallas County retired after 22 years of service with the Department. We wish all of these men the best of luck.



Eugene Slaton and wife Edith

George Griffis, Job Superintendent, killed two turkeys with one shot during the recent turkey season. He was so excited he forgot to get the one shot for proof - with the camera - however, this was verified and a big congratulations to you, George.

Larry Hollis, Assistant Maintenance Superintendent, and Jessie Millican, Union County Area Foreman, each killed a turkey. Turkey hunting is a sport where only a few special hunters get results in this area. Congratulations.

Mildred Russ, Fuel Clerk in the District Seven Office, and husband John are taking a trip to Mobile, Alabama, where John has been asked to speak to the Mobile Chapter of Full Gospel Business Mens' Fellowship International. Mildred is looking forward to visiting with friends and relatives, since she was raised near Mobile and seldom returns to the area.

Congratulations to Robert Lee Hamaker, our Bradley County Area Foreman. He and Wilma Lee Plank exchanged wedding vows on Saturday, April 8th, at the Hillcrest Baptist Church in Bluff City, Tennessee.



Mr. & Mrs. Robert Hamaker

We have one proud new Grandpa in our District. Lee Parker, Shop Foreman, and his wife Dora would like to announce the birth of Shana Marie Williams born on March 14th, weighing 6 pounds and 4 ounces. Shana is the daughter of Dorothy and Martin Williams of Little Rock.



Shana Marie Williams

GORDON HITE RESIDENCY

We've lost two members of our crew during the last couple of months. On February 28, we gave a retirement party for Bryant "Red" Hat-

ridge, who retired after 31 years of service with the Department. Gordon Hite, Resident Engineer, presented "Red" with a beautiful gold watch showing our appreciation for his service with the Department.



Bryant "Red" Hatridge

Raymond Lea has accepted the job of Assistant Area Foreman in the Maintenance Division. Raymond is replacing Jessie Wayne Millican who was promoted to Area Foreman in January.

We will miss both of these men and we wish them the best of luck on their new ventures.

Congratulations are also in order for Raymond Covey who was married April 15th.

A.W. HARDY RESIDENCY

By Theda Huffman

Karen Cantrell, daughter of James H. Cantrell of this residency, has been a busy girl these past few months. As a member of the Choral Department at Camden High School, she has made several trips to state singing competitions. Karen was named to the All-State Choir at tryouts held at Conway last February. This April she was helpful in getting 1st Division ratings for the A Capella Choir, the Madrigals and the Trebleaires all of which she is a member. This lovely girl will be graduating from Camden Senior this spring and we want to wish the best of luck with her future plans.



Karen Cantrell



William L. Berry

Speaking of humming a tune, we have two new grandfathers who are really on a high note. First, A.W. Hardy has a very handsome grandson, William Louis Berry, born March 1 at the Baptist Medical Center in Little Rock. His proud parents, Dr. and Mrs. W.L. Berry of Little Rock have their hands full with Little William who weighed 10 pounds and 4 ounces at birth. Congratulations to Mr. and Mrs. Hardy and their daughter, Becky. Abby, maybe you ought to wait a few years before getting William that football helmet.



Allen Cheatham and grandson Nicholas

Weighing in at an even 8 pounds is Allen Cheatham's grandson, Nicholas Aaron Stuart. His parents are Mr. and Mrs. J.H. Stuart of Tyler, Texas. Nicholas was born on April 7th in Tyler. By the looks of this picture Allen must already be planning fishing trips for just the two of them. Congratulations to Mr. and Mrs. Cheatham and their daughter, Catherine.

We want to wish the best of luck to G.G. Wise who has just retired from the Department.

DISTRICT EIGHT

By The Staff

Congratulations to those receiving service awards during the February and March. They were H.T. Flowers, 20 years; J.J. Blalock, 11 years; Thomas E. Miller, James McFerran and B.J. Henry, 10 years; and Ronald House, Brenda Colburn and J.H. Hall, 5 years.

Cake and coffee was served at the District Headquarters on March 31 honoring Yell County Area Foreman Loy Hale, who has retired after being with the Department for nearly 30 years. Special guest at our party was Loy's wife, Oleta. Loy was given two new spring hats and a belt as going away presents. We hope he will be wearing them this summer when he goes to Washington, D.C. and all the other places they plan to visit now that he is retired.



Mr. & Mrs. Loy Hale

Jennifer Leigh Teeter is the granddaughter of Kenneth Ellis. We can see why he is so proud of her. Not only do we think she is pretty, but evidently someone else does, too. Jennifer is a beauty pageant winner. She was just recently the winner in the Russellville Lovely Little Miss Pageant.



Jennifer Leigh Teeter

Former Resident Engineer T.D. Casey is in the hospital recuperating from a heart attack. We are certainly hoping and praying he will get well soon.

DISTRICT NINE

By Shirley Morton

Service pins were presented by District Engineer Curtis Pangle and Assistant District Engineer Jim Selby at a recent supervisor's meeting at the District Nine Headquarters. Those receiving awards were John Parker, Job Superintendent, 30 years; Jim Godfrey, Job Superintendent, 25 years; L.B. Montgomery, Henderson Ferry Pilot, 15 years; and Ronnie Garner, Resident Engineer, 10 years.



John Parker



Jim Godfrey



Ronnie Garner and Jim Sleby

Lyle Ward conducted Safety Meetings throughout the District during the months of March and April. Safety Officer, Leon Sneed, presided at the followup meeting on April 24th and presented Safety Certificates to John Parker, J.L. Dickey and C.R. Garner.



Leon Sneed



Lyle Ward

Get Well Wishes are sent to District Engineer Curtis Pangle's wife, Anita, who had surgery in March and is recuperating at their home. Also, our wishes for a speedy recovery are extended to Mrs. V.O. Selby (Inez) who recently had surgery in Fayetteville.

Congratulations to our new parents: Mr. and Mrs. Charles Fowler are the proud pa-



Travis Jackson

rents of a seven pound, four ounce daughter, Tina Jo, who arrived at 6:00 p.m., Sunday, April 23rd, at Boone County Hospital; Mr. and Mrs. Larry Richards whose first child, a daughter, Leslie Dawn, was born February 6th; Mr. and Mrs. Tommy Jackson, whose fourth child and third son, Travis Shane, was born March 24th; and Presley D. Blankenship (Tiny) is a proud Grandpa again - his latest grandchild, a six pound, one ounce boy, James Presley McIntire was born March 3, 1978.

David Horton, son of Mr. and Mrs. Ezra Horton, Equipment Operator at Marshall, has completed all requirements for his doctorate of Education at the University of Arkansas at Fayetteville. The title of his dissertation was "An Evaluation of the Physical Education Programs in the Community Colleges of Arkansas." Dr. Horton will be awarded his degree at commencement services May 13th, at the University of Fayetteville. He is a member of the honorary education fraternity, Phi Delta Kappa.



David Horton

DISTRICT TEN

By Isabelle Psalmoqds

The snow is gone but so we don't forget what it looked like Melvin Brown, Area Foreman, Lawrence County, brought a picture showing how some of it got stacked up on Highway 228.



Ralph Blackwell and Ron Price met with District Engineer Norman Pumphrey and his Assistant, the Resident Engineers and their clerks to acquaint them with the Construction Management Program. We appreciate their help and will probably be calling on them from time to time.

V.M. "Bugs" Adams, Crew Leader, Greene County, retired March 2, after nearly 15 years of service. His crew had cake and coffee to celebrate and gave him a beautiful watch. Best Wishes for a long, happy retirement.



Mr. & Mrs. V.M. Adams

Darrell Holder, Maintenance Superintendent, and his wife went to Norfolk, Virginia to attend the graduation of their son, Ricky, from the Coast Guard.

We received this letter from Mrs. Tom Watson, wife of Senator Watson of Monette. Monette, Ark. April, 1978

Arkansas Highway Department
Paragould, Arkansas

Dear Sir:

I wish your Department would thank that nice highway man who turned his truck around and came back to help me put out a grass fire in my yard last Friday afternoon on Highway 139 South. I don't even know what he looked like or his name but I certainly am grateful.

Yours truly,
Mrs. Tom Watson

The man who helped Mrs. Watson was Herman Brown of Craighead County. Congratulations Mr. Brown, on your quick and helpful action.

This is a copy of a paper written by Donna Lynn Brooms, daughter of Gene Brooms of the Jonesboro crew in District 10. It was prepared for school and marked "A+ good work."

STATE HIGHWAY MAN

The highway workers are the backbone of our roads. These men should be respected and honored for their work on the roads of Arkansas and other state people should watch for the markers on the road showing that there are workers ahead. They should take their time and when they see a Flagman, they should stop when he says so. This man is saving your life and he is endangering his to save yours and to make the roads safe. So the point of this letter is to wake up the drivers and watch the workers on the roads.

A highway worker is a man who is taught

to treat the drivers with respect, but it is very hard to do that when a driver comes along and just about runs you off the road or hits you. The people should wake up and look before they kill or hurt someone's Daddy or Husband. The family of the highway worker would be a happy family if things were safer

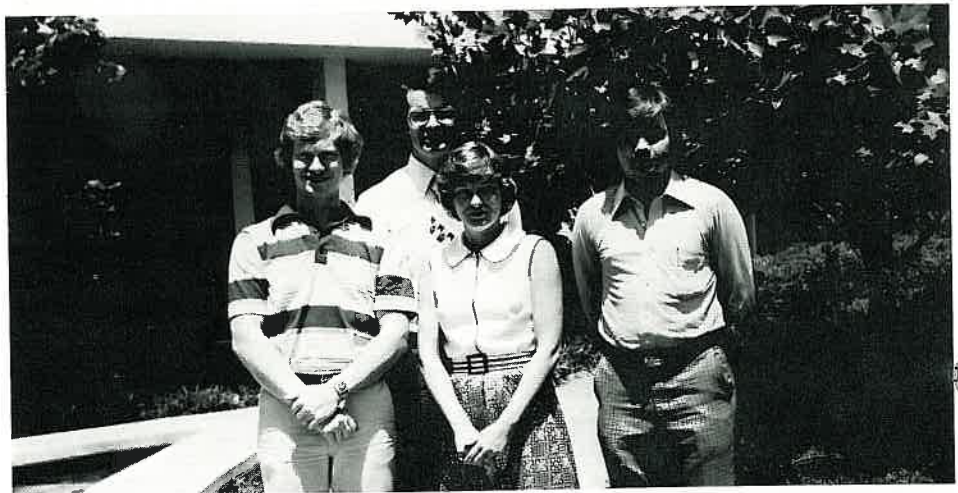
for our men and our daddy.

My Daddy is a flagman for the Highway Department and I love him very much. He is a good Daddy to me and a good husband to my Mother, so we have respect for him and all the men he works with.

HIGHWAY MIXED BOWLING LEAGUE

The Highway Mixed Bowling League ended its bowling season in May at Pleasure Lanes. The "Full House" better known as Steve Teague, Brenda Long, Jerry Rogers, Ray Gruver and Nell Teague won the overall trophy as champions. Other trophies awarded were to David Clements, High Average Man; Glenn Raible, High Series Man; Mimi Kelly, High Individual Game Woman; Pat Koonce, High Average Woman; Lannance Mayo, High Series Woman; Larry Newman, Most Improved Male Average; Cliff Thomas, High Individual Game Man; and Carolyn Bowden, Most Improved Female Average.

The "Wild Bunch" team, which consisted of Dale Loe, Joe Magness, Don Galloway, John Sage and David Mayo, took second place in the League standings. The High Scratch Team Series was won by "Roadway Rollers" or Bob Mize, Glenn Raible, Leo Priest, Jim Trost and Don Donaldson. The Sportsmanship trophies were won by the "High Rollers" or Debbie Simpson, Gary Simpson, Harden Steele, Carolyn Bowden, Toni Langham and Pat Duncan.



"FULL HOUSE" Larry Allen, Steve Teague, Brenda Long and Ray Gruver



Trophy winners: David Clements, Glenn Raible, Mimi Kelly, Pat Koonce, Lannance Mayo, and Larry Newman.

TRANSPORTATION AMERICA'S LIFELINES



NATIONAL
TRANSPORTATION
WEEK
MAY 14-20, 1978

Transportation affects everything we do, everything we need and use, everything we are or hope to become. Transportation is basic to every human endeavor.

Arkansas' observance to this special week began with the dual dedication of our newest Tourist Information Center at Helena-West Helena and the recently completed four-laning of Highway 49 from West Helena to Walnut Corner.

Transportation officials from Arkansas and Texas met May 18th in Texarkana for a bi-state observance of Transportation Week.



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