

Arkansas Highways



Winter 1974



DIRECTOR'S DESK



Director Henry Gray

INFLATION

I know the problems of inflation are very real to every one of you. They're very real to the Highway Department.

Costs continue to spiral upward with no immediate possibility of obtaining the necessary monies to continue the present program for the construction of highways and their maintenance.

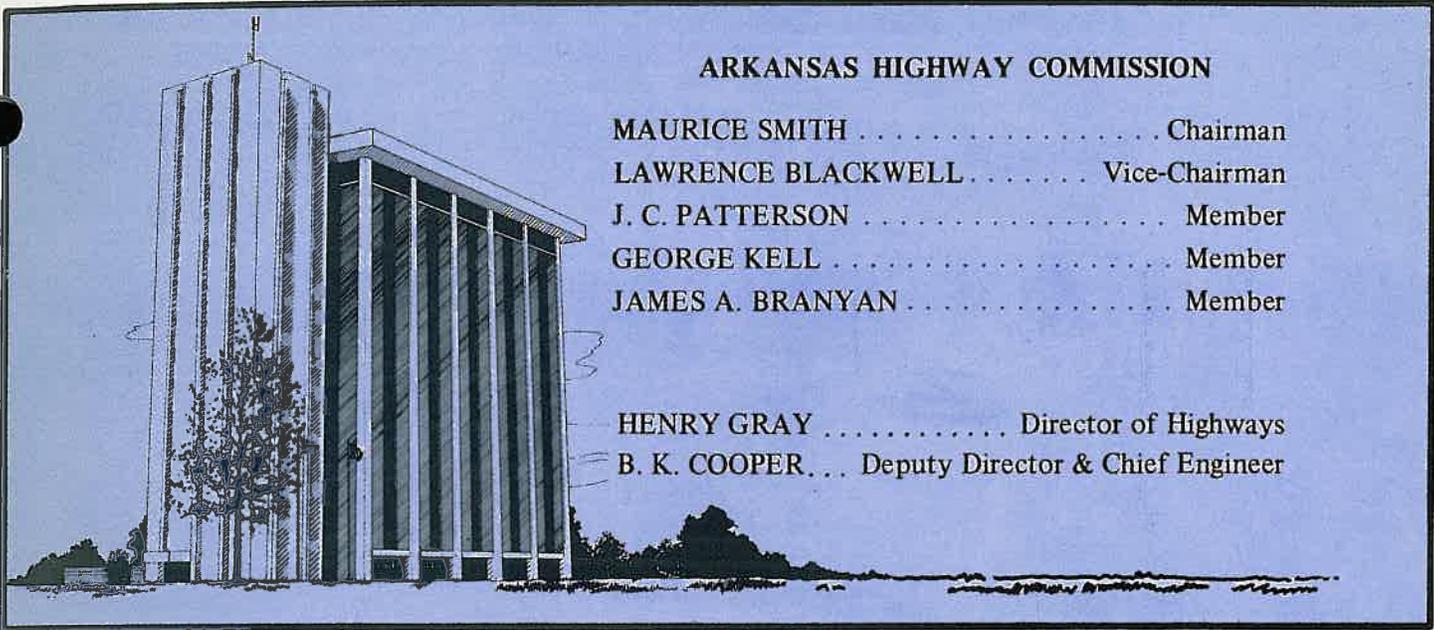
It is quite possible our revenues will decline, causing the problems to become more acute and the selection of highway improvements become more crucial. Even our maintenance program may have to be adjusted to continue a balanced program.

The one obvious approach in the war on inflation is to reduce spending. However, it must be remembered that highway construction is one of the greatest generators of employment, and is absolutely essential to the state's economic health.

Our economy and our standard of living are dependent upon the exchange of goods and services between the producer and the consumer. Good highways are vital to assure an economic and efficient exchange.

It is apparent that uncertainty will exist in the future for both Federal and State revenues for the highway program.

Continued on inside back cover.



ARKANSAS HIGHWAY COMMISSION

- MAURICE SMITH Chairman
- LAWRENCE BLACKWELL Vice-Chairman
- J. C. PATTERSON Member
- GEORGE KELL Member
- JAMES A. BRANYAN Member

- HENRY GRAY Director of Highways
- B. K. COOPER Deputy Director & Chief Engineer

ARKANSAS HIGHWAYS

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STAFF

- Charles Frazier
- Mary Jack Wilson
- Larry Newman
- Paul Edwards
- Planning & Research Division
- Johnnie M. Gray Louie Greene

COVER: I-430 Bridge crossing the Arkansas River west of Little Rock.

BACK COVER: One of many county roads in southern Arkansas.

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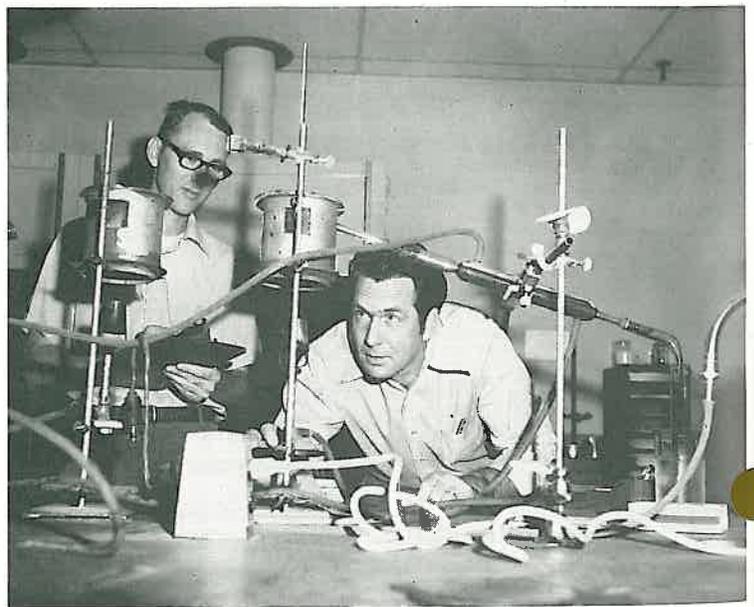
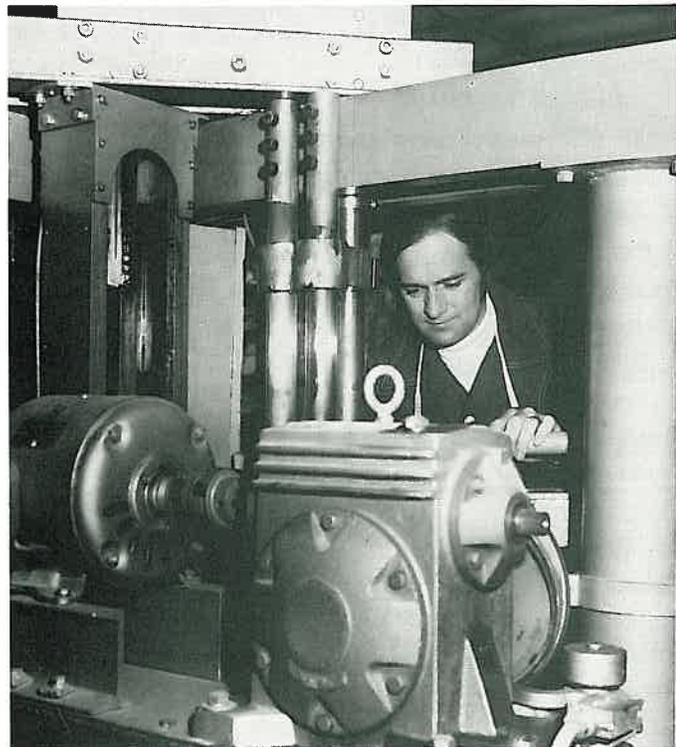
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 Arkansas State Highway Department

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MATERIALS AND TESTS



Materials and Tests

DIVISION PROFILE

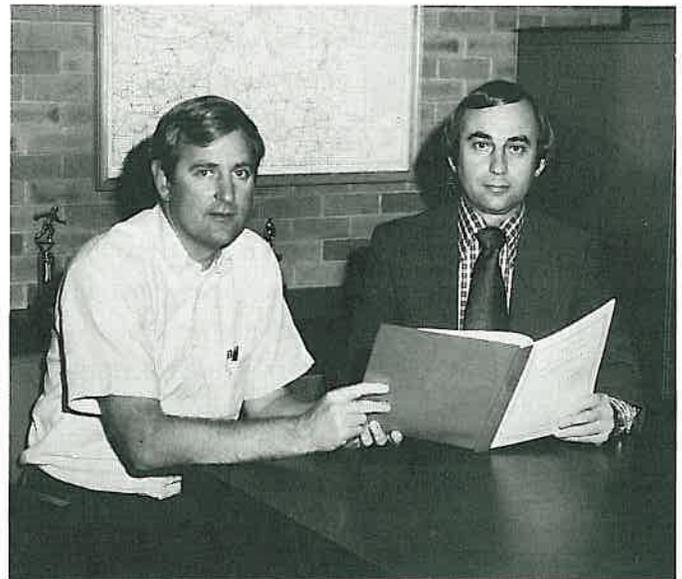
by Gloria Holliday

The primary function of the Materials and Tests Division is to verify that all materials used in the work on the State Highway System comply with the respective governing specifications. The effort of this Division is to establish and maintain the highest possible quality in construction and maintenance materials consistent with economy since it is recognized that the standards for any construction or maintenance program cannot be better than the quality of the materials incorporated into the work.

The Materials and Tests Division is administered by Joe Magness, Engineer of Materials and Tests, and his assistant is Jim Briley. The Division Secretary is Julia Halliburton. The Division employs approximately 60 full-time employees. The building, located north of the Central Office Building in Little Rock, was dedicated and occupied in February 1964 when the Division moved from the State Capitol grounds.

The Materials and Tests Division is divided into five principal sections. These sections and the respective supervisors in each are:

- Engineering** - Haden Cockrill, Bob Hickey, Bill Wall
- Soil and Rock Mechanics** — Allan Holmes
- Materials Design** — Jake Clements
- Physical** — R. C. Turney
- Analytical** — Wendell Williams



Jim Briley, left, assistant to Joe Magness, Engineer for Materials & Tests.

ENGINEERING

The Engineering Section is staffed by three area engineers who are assigned respective districts within the State for the supervision of duties relative to the Materials and Tests Division. They each supervise and coordinate the work of the Division's inspectors who in turn conduct inspection duties at asphalt and cement concrete paving plants, pit and quarry aggregate plants, and job site material stockpiles. The record

sampling program, as required on federally funded projects, is administered and coordinated by this Section in reporting test results to the Federal Highway Administration. In addition, the engineers consult with employees of the Construction, Maintenance, and Design Divisions in the availability and quality of materials proposed for future contracts and projects under construction. Job material quality and quantity certifications are prepared by the engineers to support final completion documents on each project.

SOIL AND ROCK MECHANICS

This Section is primarily responsible for sub-surface investigations and testing to provide design data for embankment and structural foundations. Soil foundation studies conducted by this Section are made on proposed roadway sections and bridge site locations to obtain design criteria at areas where the slope stability of high fills and deep cuts may be questionable and to provide sub-surface material information used in bridge foundation selection and design.

Some of the most modern laboratory testing equipment available is used to conduct the necessary tests on soils to determine triaxial and direct shear strengths, settlement due to consolidation, and unconfined compressive strengths. This Section has various foundation drill rigs capable of several methods of deep foundation investigation which include diamond core drilling, rotary wash boring, and hollow stem auger drilling. In addition to the actual recovered disturbed and undisturbed samples taken by the drilling methods, in-place vane shear tests equipment and an earth resistivity unit are used to supplement the laboratory testing.

Formal reports which contain design parameters, geological formation descriptions, and structural recommendations are furnished to both Roadway Design and Bridge Design Divisions for use in designing our roadways and bridge structures.

MATERIALS DESIGN

One of the chief functions of this Section is to design all asphaltic concrete hot mixes — surface, base,

and asphalt treated and stabilized — for use in the construction and maintenance of pavements.

Cement and lime stabilized base courses are designed in this Section to determine the proper amount of stabilizing agent, and slurry seal mixes are also tested for required asphalt emulsion content. All granular base course material is tested for maximum density and optimum moisture content.

Preliminary samples of sub-grade soils are tested for each project to determine their soil support R-values. This data is furnished to the appropriate design divisions for use in selecting and designing pavement component types and thickness.

PHYSICAL

This Section conducts complete aggregate and soil evaluation tests for determining physical compliance with specification and design material requirements. Quality tests to include Los Angeles abrasion and sodium sulfate soundness are performed on aggregates for use in concrete, granular bases, asphaltic concrete, seal coats, and rip-rap. All soils and finished product aggregates submitted to the Central Laboratory are analyzed for gradation. Soils and aggregates which have plasticity specification requirements are tested in this Section to determine their Atterberg limits.

All structural concrete reinforcing steel and prestress stranded wire are evaluated for specification compliance, yield and tensile strength, and elongation. Concrete cylinders, cast at the various project construction sites throughout the State, are routinely brought or shipped to the Physical Lab Section to determine compressive strength.

Both fine and coarse concrete aggregates are tested to determine the absorption, specific gravity, and dry rodded weight to be used by the project engineers in calculating concrete mix batch proportions.

ANALYTICAL

The Analytical Section is composed of five main sub-labs to specifically test paints, asphalt, cement, reflective sheeting, and miscellaneous materials. In the paint lab, all paints to include red lead, aluminum, lead silico chromate, various traffic pavement paints,

and enamels are tested for chemical and physical properties. This Lab Section is instrumentally supported by advanced testing equipment consisting of a gas chromatograph and an infra-red spectrophotometer for use in quantitative and qualitative evaluation of chemical constituents in highway materials.

Reflective sheeting, pavement markers, and delineator reflectors undergo careful test evaluation prior to approval. A recently purchased digital multimeter and linear amplifier, along with a spectrophotometer, help assure the Department that these materials satisfy the specified brilliance, intensity and reflective requirements.

Destination and unapproved source samples of cements and asphalts are tested in strict accordance with AASHTO test methods and procedures by qualified and experienced analytical technicians.

Materials to be tested and which do not come under the other Sections are analyzed by the Analytical Laboratory. Some of these are joint fillers and sealers, soil pH and organic values, fencing items, bituminous and galvanized coated culvert metals, bolting items, lime, linseed oil, water and concrete admixtures.

Materials of a uniformly high quality are necessary to produce structures which conform to highway standards. Even with today's skyrocketing costs of transportation facilities, the Materials and Tests Division will continue sampling, inspecting, and testing to assure the people of Arkansas that their tax dollars used in funding construction and maintenance materials for Arkansas' highways and bridges will comply with the prescribed specification requirements — of the Department. 



Materials & Tests crews drilling for samples on the Arkansas River.

AN INTERVIEW WITH COMMISSION CHAIRMAN MAURICE SMITH

The following are comments taken November 5, during an informal interview with Maurice Smith by Gloria Holliday

HOLLIDAY: *Do you read the highway magazine? Do you like it? How do you think it could be improved? Do you think it serves a useful and productive purpose?*

SMITH: Yes, I read the highway magazine and I do like it. I am not sure that I would be qualified to change it if any changes were to be made, but I do feel that it is very useful in that if each employee, all employees, were to read it, they would know more about what is going on in the Highway Department and in the Highway Department management, as well as in their own areas, districts, and departments.

HOLLIDAY: *You are a banker and a planter — which requires the most time?*

SMITH: Well, I am a banker and a farmer. The farming takes a little bit more time than the banking does and I enjoy it the most. It is the way I make my living. I spend some time in the bank but most of the banking business is handled by people that I have hired to do it.

HOLLIDAY: *I noted that you are on the Board of the Livestock Commission. How long have you been on the Board and what does this job entail?*

SMITH: I am on the Board of the Governors of the Livestock Show. I have been on this Board about 20 years and have helped with the development of the showgrounds here with money that is appropriated by the Legislature and by private gifts that have been donated to the Livestock Show. We think we have one of the finest facilities for a State Fair and Livestock Show there is anywhere around in surrounding states.

HOLLIDAY: *I admire your wife's work with the Spinal Cord Task Force and her support of Lynn Norton, the Razorback player who suffered spinal injuries as the result of an automobile accident. How did she become interested in this type of work?*

SMITH: Back in 1956 her mother suffered spinal cord injuries and was a complete quadriplegic as the result of an automobile accident. At that time medical facilities for handling these type patients were non-existent in the mid-South area. She luckily happened upon a Dr. Howard Rusk who is head of the Institute of Rehab. Medicine of NYU. She called him on the telephone and made arrangements to have her mother sent there for treatment and rehabilitation. Without that I doubt that she would be living today. Very few complete quadriplegics, unless they can find help somewhere, professional help that knows what they are doing, could live 18 years after an accident. In fact, the doctor told me at the beginning that she would be lucky to live three years. She is still healthy, still quadriplegic, and requires



certain care, but that got my wife interested in this type of project. She has spent many, many hours and years trying to develop some kind of program here in the mid-South. At the present time she is proposing that the Arkansas Legislature set up a Spinal Cord Injury Commission to start an acute care facility. The first few days after an accident of this type are the most critical time and she has an appointment with the Legislative Council on November 20 to present this problem to them. Dr. Rusk, who actually got her interested in this work to start with, will appear at that hearing of the Council and if we can get that done, it will mean many, many dollars to the severely handicapped because that is one of the most expensive accidents a person can have.

HOLLIDAY:

What was your opinion of State Highway management before you became a Commissioner? Was it of any direct interest to you?

SMITH:

Well, really before I became a Commissioner, I was not acquainted with the management of highways. I knew the Acting Director at that time, Ward Goodman, and I knew the local people in the district in which I reside. I have always been interested in country roads and when Governor Faubus appointed me, he told the press that I was his Rural Roads Man. Since I was reared in the country, I can understand the problems of people who have had to live on dirt and gravel and mud. I understand their feelings about wanting good roads to carry their produce over and for they themselves to ride on.

HOLLIDAY:

What do you consider the most important project from a statewide viewpoint let to contract during your ten years as a Commissioner? What project won your personal interest?

SMITH:

Of course I think the most important program, or number of projects, was the completion of the Interstate System. It was of more statewide importance than anything that has ever happened to Arkansas as far as roadbuilding is concerned. I would not pick out any particular one project in that, but the fact that we in Arkansas are No. 1 in the Nation in the completion of our Interstate System gives me great pride that I was here when it was all done.

HOLLIDAY:

With the Highway Department being a constitutional agency, what sort of rapport did you have with the three governors who have served since 1965? Was it helpful or harmful?

SMITH:

Well, I have had a very good rapport with all three governors and I think it is very helpful that the Highway Commission is a constitutional agency. It gives more continuity to the programs advanced by the professional people here. Before that Act that made this a constitutional agency was passed, when a new Governor and a whole new Commission came in here, they were unfamiliar with what was going on, and the professional staff, the engineers and the people who were working on the highway projects, might have their whole priority system thrown out of kelter. As it is now, we just have one man coming on every two years and he will be there for ten years. I would think, if I were an employee of the Highway Department, that I would feel that projects I started out on with the priorities I had, would get done — they would be completed.

HOLLIDAY:

Do you favor the expansion of the Interstate System? For example, if plans were made to expand the System, nationally, 10,000 miles and Arkansas' share was 150 miles, would this be a favorable move, in your opinion?

CONTINUED ON NEXT PAGE.

SMITH: Very favorable — I think it would be very favorable. Something needs to be done and we may be in trouble trying to get this done because of the fuel shortage, the economy and the situation it is in, inflation, and the fact that mass transit has become a big deal with the Federal Government. This is so because of the population shift to all the larger metropolitan areas and that is where most of our Congressional delegations are coming from these days. As far as states like Arkansas that need highways more than maybe areas like New York or Chicago is concerned, I think we are in trouble.

HOLLIDAY: *Do you feel that the needs of the highway-user are being met? If not, in what areas does it fall short?*

SMITH: I think we here in Arkansas have done an excellent job, I'm not saying I but I mean the Department in the ten years that I have been acquainted with its operations. Besides upgrading many of the primary roads in the State, we have hard-surfaced thousands of miles of dirt and gravel roads out through the rural areas. In fact, when I came on the Highway Commission, the total mileage was some 11,000 miles and now it is some 15,000 miles. All of those are hard-surfaced at this point except about 1,600 miles and we are improving those at anywhere from 300 to 400 miles each year. I think for Arkansas, the highway-users are getting their monies worth.

HOLLIDAY: *Do you feel that the State Aid Road Program established under Act 445/73 will greatly advance the improvement of our county roads systems?*

SMITH: I certainly do. I favored that Act; in fact, I worked very hard to see that it was passed and we got it passed by just the exact amount of votes it needed — 75. I wouldn't mind seeing it expanded. I'm for roadbuilding - whoever is building the roads whether it is County Judges, municipalities, or the State Highway Department. Any road that gets hard-surfaced or improved helps the highway user and the average citizen here in Arkansas.

HOLLIDAY: *So you would favor additional funding for this program?*

SMITH: I certainly would.

HOLLIDAY: *What about a State Aid Street System for municipalities of over 5,000 population?*

SMITH: I would favor that also. In fact, I would favor the State Aid Program for all corporate towns whether it has 5,000 or less population if they got it done with an additional program. I wouldn't be in favor of one taking any money that has already been set up for other purposes.

HOLLIDAY: *Does the inadequacy of construction funds pose undue difficulties in establishing program priorities in the State?*

SMITH: Well, our funds have declined slightly since this fuel shortage came along and the rate of inflation, I have been informed, is 82% higher than it was in the first half of 1973. That is bound to cause a lot of problems because roads that we thought we could have completed by now are three or four years off. So it has put a real slowdown on what we would have liked to have done.

HOLLIDAY: *In your opinion, what are the most critical highway needs by Section in this State? For example, El Dorado to Pine Bluff, Little Rock to Pine Bluff?*

SMITH: We have a lot of critical sections in the State. I think Little Rock to Pine Bluff is one of the main ones and we also have a very critical situation in Northwest Arkansas from the Missouri Line especially down past Fayetteville. This area is so congested because the population is one of the biggest in the State. We have a critical area on the highway from Little Rock towards the Missouri Line on Highway 67 as you go close to Jonesboro, Paragould, Walnut Ridge, and in that area, and in addition the section from El Dorado to Pine Bluff. There may be others, but those are some of the main ones.

HOLLIDAY: *Regarding Corridor Studies, do you think there will ever be any money made available for this Baton Rouge to Kansas City improvement, or is this just a Federal Study? What about Kansas City to Brunswick, Georgia?*

SMITH: Of course, you have to be optimistic about it and hopeful that something is going to come of it. In my opinion, it is a long, long way off. As I've said before, highways, I won't say they are a dirty word in Congress, but they are getting to be less impressive in Congress

than they were ten years ago. It is going to take some big Federal program before that will ever happen.

HOLLIDAY:

Do you have a lot of pressure put on you by various interest groups to advance certain Highway projects?

SMITH:

You know I have been very fortunate since I have been on this Highway Commission for the past 10 years that I have never really had any what you would call hard pressure put on me about any road. I have tried to do what I thought and the Department thought was right, and to do the projects that we thought were in the best interest of the citizens of Arkansas. It is very fortunate to me that I have never had that kind of pressure.

HOLLIDAY:

What do you think is the future of highways and highway programs with a Depression threatened? Is there a possibility of highway construction coming to an abrupt halt?

SMITH:

No. I think if a Depression threatens, the quickest way to turn it around would be for Public Works expenditures in highways to gear up the economy. Public Works expenditures are quicker than any way I know of. They also use more workers in those kind of jobs than some other Public Works might do. You would also put more people back in employment with the Public Works Program in highways, and it might help turn it around. Of course, I am not looking for a Depression.

HOLLIDAY:

Being the President of the Cherry Valley Bank, what are your reactions to the things we read about - the shaky bank situations around the country? Do you think there is any possibility of a run on the banks similar to that in the thirties?

SMITH:

No. When they had the runs on the banks in the thirties, their deposits were not guaranteed by anything. Today, up to \$20,000 of every person's deposits are guaranteed and I understand that the Congress has raised it to \$40,000 effective November 27 of this year. In my area, as far as the kind of banking I do is concerned, I see a great future for banking industry. I don't know about the big city banks - I'm talking about country banks. I am very optimistic about the country banks in Arkansas and the banks in general in Arkansas. Those are the only ones I know a whole lot about.

HOLLIDAY:

What is your view of the Cost of Living salary increase given to state employees this past year? Did you favor it or not? If not, what type plan would you suggest instead?

SMITH:

I favored the Cost of Living increase. I don't know that I would have done it exactly the same way the Legislature did it, but they had pressures on them from all sides and I wouldn't venture to second-guess them right now. It was something that I wasn't involved in too much - they were. We had our opinion and part of our opinion was included in the Act, but I might have done it a little differently.

HOLLIDAY:

In my opinion, I feel like State employees work harder, produce more, and develop higher skills than employees working in Federal levels; but yet for the same qualifications and the same type job, we are paid considerably less than those at the Federal level. Do you ever see the time when we will be paid equally - State employees will be paid the same as Federal employees?

SMITH;

I certainly agree with you on your first statement and I am optimistic that the gap will close sometime. It is hard to sell sometimes, but in our proposed budget that we are proposing to the Legislature this very year, we went to the Federal agencies and got their figures that they pay certain job titles, and we based our asking budget on what they are getting. Now we will just have to wait and see what happens with the Legislature.

HOLLIDAY:

Are you opposed to all Unions? Are you opposed to Unions in government? Why?

SMITH:

I am not opposed to unions. I think unions have done an excellent job in the past and I am not opposed to government unions. I am opposed to so-called collective bargaining as such because, for example, the Highway Commission - how can we bargain with the unions over salaries and things like that when all the salaries, wages, and everything in our budget are set by the Legislature. I'm just opposed to us being a collective bargaining agent. The Highway Commission is here to set policies on building roads and things like that, and we were not appointed as a collective bargaining agent. As far as the employees having a union is concerned, they have a right to have a union. I am for them having a union and

CONTINUED ON NEXT PAGE

everybody who wants to have one can belong. I am for a change in the grievance procedures that we have. I think they are very inadequate. I feel that the Legislative Committee appointed by the Legislative Council will come up with one that will be plausible to management and the unions and hopefully they will get that done.

HOLLIDAY:

Do you think that a collective bargaining bill will be passed in the upcoming session of the Legislature?

SMITH:

No, I don't think so.

HOLLIDAY:

Do you think the Department treats women equally to men? What about blacks?

SMITH:

As far as I know, women are treated equally to men and I certainly hope so. If I had anything to do with it, I might turn it the other way around. I also think blacks are treated equally. The positions that I know of they hold indicates that they are treated equally.

HOLLIDAY:

What is your opinion of the women's liberation movement? Do you think we will ever see a female Director of Highways and what would be your reaction to this?

SMITH:

You know I have told my wife that I favor the women's liberation movement because as soon as they pass that Act, she can start opening her own doors and carrying her own bags. As far as there ever being a female Highway Director is concerned, it could happen some year. I see that very likely one of the northeastern states is going to have a woman governor this year. As long as they are good administrators, know what they are doing, and do their jobs, I see nothing wrong with it.

HOLLIDAY:

So you wouldn't object to working with a female Highway Director.

SMITH:

No, I would like it.

HOLLIDAY:

Do you know how many professional-type women are employed by the Department?

SMITH:

I certainly don't.

HOLLIDAY:

Well, we were figuring it up not too long ago, and we decided that there were not too many employed here. Can you think of any reason why a girl, who receives her college degree does not come to work here?

SMITH:

It is not because they have been turned away. I have no idea what reason there might be, but I do know we have women attorneys and I don't know if we have any women engineers or not. It is not because of any policy of the Highway Commission or Department. If they are qualified, like I have said before, I would rather have them than have the men.

HOLLIDAY:

Do you think the Highway Commission should be given more or greater flexibility in determining maximum salaries?

SMITH:

Not necessarily. I think that the Legislature has been fairly reasonable over the years with us and they have the responsibility for establishing maximum salaries for all other departments; so I would go along with the way the system works right now. What I would like to do is for us to convince them what the maximum salaries should be and that is what we try to do every two years, and we are going to try hard again come this month sometime.

HOLLIDAY:

You've been a member of the Highway Commission for 10 years. What changes - good or bad - have you noticed in the Highway Department over this decade?

SMITH:

One good thing is the fact that we have been able since I've been here to build nine new district headquarters which made better working facilities for the people out in the districts. We have also, since I've been here, built this Central Office Building that got us away from the congested area around the Capitol Mall and made better working conditions for the employees. We have hired some bright, young people since I've been here who have shown ingenuity and improvised new methods to build highways. Young men who have taken over in the districts have brought new ideas along with them that their predecessors never had the opportunity to learn. I think as a whole, the Department, the facilities, the personnel, and everything are better now than they were ten years ago.

HOLLIDAY:

So you haven't noticed any bad changes - just good ones?

SMITH:

I'm sure there are probably some, but they are so inconsequential that they do not come to my mind right now.

HOLLIDAY:

There is discussion about the method of selecting Highway Commissioners. Talk that Commissioners should be elected by popular vote rather than appointed. How do you feel about this?

SMITH:

I would be opposed to it for several reasons, but No. 1 is when you have to run for a position on the Highway Commission, to get votes, you are going to have to promise roads. One of our neighboring states has that type Commission and I know from personal experience that it does not work real well. In fact, they are way behind us in building roads even with all the promises that these Commissioners have made.

HOLLIDAY:

If you had it to do over again, would you accept a position on the Highway Commission?

SMITH:

I certainly would. It has been an enjoyable experience in my life. I've made many friends; I have seen great accomplishments in highway building over these ten years; and it is an experience that I will remember all of my life as one of the enjoyable parts of my life.

HOLLIDAY:

What accomplishments during your tenure as a member of the Highway Commission stands out most vividly?

SMITH:

There are many of them, but it goes back to what I said earlier - the Interstate System and the fact that we have so many, many people out in the rural areas out of the dirt and mud. I can say if you have never lived there, you cannot possibly understand how these people feel - but I've been there. It gives me great satisfaction to know that over that ten-year period, we have probably hard-surfaced between four and five thousand miles of dirt roads which has helped the economy of Arkansas considerably.

HOLLIDAY:

Is there any one particular thing that you wish you had accomplished or regret you have not accomplished during your 10 years with the Commission?

SMITH:

You know, I can't think of anything. There are probably some, but they are minor. I am real proud of the accomplishments that the Highway Department has made in those ten years and if I had to go back again or go through it again and it went the same way, I think I'd be very proud.

HOLLIDAY:

What advice would you give to young people just starting out in the working field? Would you advise a lifetime career with the Department? Why or why not?

SMITH:

I would advise them, if they were interested in the field of highway building, to take employment with the Highway Department. If they are interested in public-service type organizations, I think in the years to come the Highway Department of Arkansas will be one of the finer places to work - just like it is today.

HOLLIDAY:

Commissioner Smith, I think I've covered everything I meant to. Is there anything you would like to add to our discussion?

SMITH:

As I've said, it has been one of the most enjoyable experiences I have known in getting to know many of the employees here at the Department, seeing them at work, and seeing the good jobs that they have done. It has given me a sense of satisfaction to know I have made many friends among the employees, and I will always cherish these friendships. Like I've said before, if I had it to do all over again, I would do it.



AHD Dedications

By Information Services

HIGHWAY 15

The reconstructed section of State Highway 15 between Cabot and England was formally dedicated Thursday, October 10. State Representative W. F. (Bill) Foster served as master of ceremonies at the dedication held at the Remington Arms Company overpass on Interstate 40 west of Lonoke.

The reconstructed roadway stretches 17 miles from State Highway 130 at Keo to State Highway 89 at Furlow. The highway, which cost more than \$1.4 million, will save motorists traveling between Cabot and England nine miles.

A crowd of about 200 persons heard several selections by the sixty-member Cabot Junior High School Band and the dedicatory remarks of several dignitaries. The traditional ribbon-cutting ceremony ended the dedication.

Completion of the improved highway will expand industrial, farming and commercial interests in the area and aid the large number of workers who commute to the Remington Arms Plant. Representative Foster predicted that the new highway facility would foster the growth of new suburban communities as satellites to the Greater Little Rock Area.



Cutting Ribbon: (Left to right) Senator Knox Nelson, Rep. Bobby Glover, Director Henry Gray, Dist. Engr. Don Cahoon, Commissioner Lawrence Blackwell, Rep. Bill Foster and Cone Magie, editor of Cabot Star Herald.

HIGHWAY 1

A new 1.5 mile section of Highway 1 between the junction of U.S. 79 and the south city limits of Marianna was dedicated on October 30.

Dedication ceremonies were held at the junction of U.S. 79 and Highway 1 in Marianna. Highway Commission Chairman Maurice Smith gave the principle address. Others who participated in the program were B. K. Cooper, Deputy Director and Chief Engineer; Bill Mulhollen, District One Engineer; Senator Paul Benham, Jr.; Representative J. B. Smith; Mayor John Oxner and a number of other dignitaries from the Lee County area.

The new facility is one of the most modern primary highways in the state, with two 12-foot driving surfaces, complimented by 10-foot paved shoulders. The facility cost \$547,960 and will help alleviate traffic congestion in the downtown area by diverting traffic from the old Highway 1 location.

In the future, the new facility is expected to carry more than 5,400 vehicles per day.



Left to right: Maurice Smith, Rep. J. B. Smith, Senator Paul Benham, Little Miss Marianna Dena Wooten, Mayor John Oxner, Deputy Dir. & Chief Engineer B. K. Cooper, and Charles McMillen with the Federal Highway Administration.

After the dedication, the city officials were hosts for a luncheon at the Marianna Country Club. 

BIDS OPENED ON I-630

Bids were opened on October 25, for the clearing of right-of-way on Interstate 30 between High Street and Interstate 30 in Little Rock.

Joe Lipsmeyer of Bigelow, who bid \$12,250 for the section from High Street to Main Street and



\$7,000 for the section from Main Street to the junction with I-30, was the apparent low bidder. The project, which was divided into two sections to allow smaller contractors to bid on the project, included the removal of sidewalks, driveways, foundations, concrete slabs, and other obstructions - excluding live trees. The contract also calls for the seeding of the area with rye grass and the treatment of any live trees that might be damaged.

The property recently was acquired by the AHD from the Little Rock Housing Authority and it is being cleared at this time so that the Highway Department can mow and otherwise maintain the right-of-way until construction can begin. The job is to be completed within a 90-day period and the contractor must complete work in one block before beginning work in another.

A total of 11 bids were received. 

BRIDGE INSPECTION SEMINAR

By John Hall

On November 6 and 7, the Arkansas Highway Department held its first Bridge Inspectors Seminar at the Ramada Inn - South in Little Rock. B. K. Cooper, Chief Engineer, made the welcoming address. A staff of specialists, serving as instructors, were selected to head the course. John E. Hall was Staff Director of these instructors.

This seminar was developed with the intent to (1) enlighten the personnel on the details, responsibilities, and duties relative to Bridge Inspection that were formerly offered in the 1972 school, (2) to give an opportunity to present new data and requirements, and (3) to share the knowledge gained from experiences in previous inspection programs.

The Federal Aid Highway Act of 1968, as directed in the AASHTO "Manual for Maintenance Inspection of Bridges" and as further amplified in the "Bridge Inspector Training Manual of 1970", set forth the requirements for each state to implement a Bridge Inspection Program in accordance with the National Bridge Inspection Standards.



Hurley Perkins discussing the I-430 Bridge in Little Rock on a field trip for the Inspection Seminar



John Hall (left) introduces John Tallant (center) and Sam Smith

A committee was appointed by the Chief Engineer in 1970 to determine the most feasible method for implementing our Bridge Inspection Program. The committee recommended, the Chief Engineer concurred, that the inspection and inventory of existing bridges, with the exception of a few major bridges, could best be accomplished at the District level by two or more Bridge Inspection teams within each District. Each team was headed by a Bridge Inspector and under the general supervision and responsibility of a Registered Professional Engineer (Resident Engineer) in each district. Inspection of major bridges was the responsibility of the Maintenance Engineer. Personnel supervising the bridge inspection were chosen from the Construction Division.

A two week bridge inspection training school was held in January 1972, prior to the implementation of the inspection program. The first in-depth inspection program was completed July 1, 1973, with an inspection being made of all bridges on the state highway system. Almost two years have passed since the first in-depth inspection program was completed, and with a turnover in personnel, it was deemed important that a seminar be held.

Continued to page 16

ARKANSAS AND THE FUTURE PATTERNS OF OUR ECONOMY

By Betty Gene Wiggins

The erratic behavioral patterns of America's present state of development and economic condition have limited credibility as a basis for predicting future patterns. Present patterns make up the "exception rather than the rule" we have experienced in the past, thereby challenging historic trends as a comprehensive basis for anticipating future patterns. We must now look ahead in an open-minded effort to evaluate probable alternatives which may have major impacts on socio-economic objectives of our Country. At the same time, certain past events must be continually reviewed and re-evaluated because of a delayed impact in the future.

In recognition of present day socio-economic behavioral patterns, we are reminded of the need to be more cautious in continuing to employ seemingly practicable alternate solutions. We are of course referring to the efforts being applied in dealing with the extensive impact of inflation on our Country. A condition beginning with the devaluation of the U.S. dollar and the thrusting of our economy into the world market place.

The right to achieve economically at home and abroad is now governed by the monetary capability to bid in the world's open market place. A privilege created by the imbalance of supply and demand, and economically controlled by the wealth around the world. At a time when the sophistication of our American society is at its peak, it is being called upon by the world-at-large to digress to a representative state of economic common denominator.

In view of the events leading up to this inflationary response, which is crippling our Nation's socio-economic structure, it becomes apparent that the methods of expediency by which we have supplied the demand were without forethought of future impact. As a consequence of this less than adequate judgment, valued U.S. industrial and agricultural products became an instantaneous bargain for all world buyers that were already operating in the 12 to 15 percent usury margin. The demand for the U.S. production output was greatly extended while shortages, labor problems, safety regulations, and environmental conditions caused serious attrition in our country's physical output. Simultaneously, the demands for our basic agricultural commodities (beans, corn, wheat, and rice) increased in a time when we have experienced unfavorable climate conditions and reduced yields. Plus, we must bid in the world market to meet our fuel needs.

The average wage earner, caught in a bind that is gradually depleting his savings, will continue to fall behind for an indeterminate length of time. Meanwhile, the attrition of savings by inflated costs and resulting reductions of buying power cause the soft spots in the economy.

With this country's birth rate approaching zero population growth, we can no longer depend on internal population growth to provide additional workers for industries and farms, and additional consumer units for business and industry. Our economy must be restructured on a con-

tinuing basis to accommodate new parameters, if it is to improve.

We do have an increasing percentage of our population in the nonproductive and aged category that are being supplied by the productive sector. This earned buying power, in terms of today's prices, places an even greater demand on the available production and commodities.

Certainly an adjustment in our standard of living will be forthcoming with each of us participating to some degree. Waste-fulness must be recognized for what it is and dealt with properly, and not as a denial of luxury. However, luxury expenditures will be the first sacrificial denial for the majority of the population.

We should expect little or no growth in the number of two-car families and an increase in the average age of vehicles operating on our highways. These two items will be followed closely by reduced vehicle registration and a probable corresponding reduction in the annual travel per vehicle. This constraint upon freedom of travel will have a significant effect in our behavioral patterns. The conventional single family detached dwelling will be within the financial means of ever fewer Americans. Neighborhoods will begin to cluster with greater residential compactness and housing density. The condominiums featuring specialty shops, and recreational programs will become more prominent. The urban sprawl will begin to subside and more emphasis will be placed upon "convenience" living. Custom public transit operating on existing high-

Continued on Page 16

Economy Continued

ways will become an accepted, even popular, method of travel; but, rail mass transit will continue to be very limited. Though, private automobile will prevail as the predominant mode of travel. Trucking, with its unmatched service, will grow. Great emphasis will be placed on upgrading existing highways as well as rail-ways. Very few highways on new location will be constructed. The emphasis will be on safety improvements, bridge replacement, and utilizing existing rights of way for other purposes.

With this emphasis on "convenience" living there will come population shifts within the United States. As travel be-

comes more restricted people will seek out those areas that offer the greatest natural recreational resources and milder climate.

We can expect to see industrial assistance programs provided by the government as a means of improving output so that the world market can be better supplied. This assistance will be in the form of technological research as well as changes in labor and welfare provisions. More attention will be given to shifting the peak demands for utilities. The primary national effort will be in supplying the underdeveloped countries of the world with the basic knowledge and equipment

to make them productive and earn the purchasing power that they now have. Similarly, our domestic effort will be toward reducing welfare and converting the needy to productive consumers.

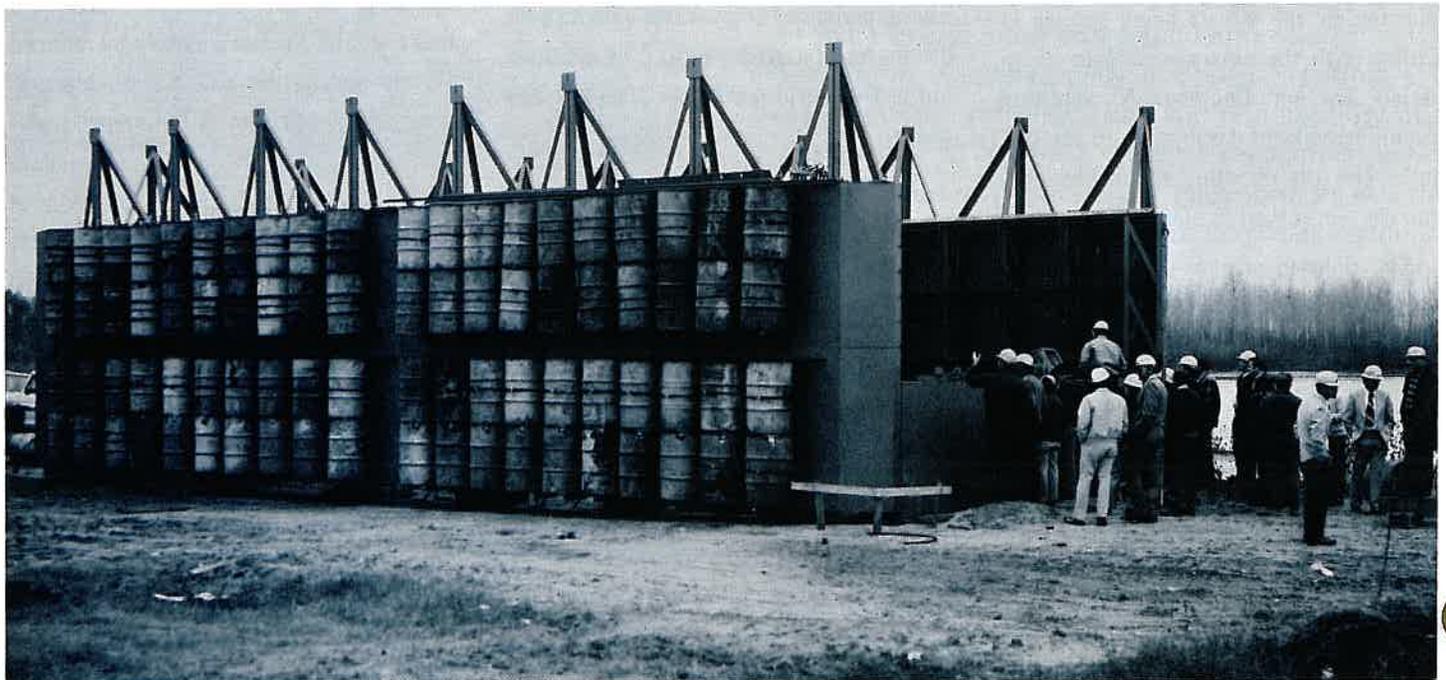
It appears that Arkansas will have a taste of this drastic economic adjustment, but it will be slight compared to other States in the Union. Our agricultural economic base will hold as a solid support in any economic crisis. The forest areas offer inexpensive recreation in the form of outdoor sports and touring. And, our past slow population growth has allowed the State to serve the people within its means and stay solvent.

Bridge Inspection Seminar Continued.

A banquet was held on the night of November 6, at Paul's Lamplighter Restaurant. Certificates of Completion were presented to each individual by M. S. Smith, District Engineer at Paragould. The highlight of the evening was the after-dinner speech given by John Tallant, Construction. Other guests

included B. K. Cooper, Chief Engineer, and Bert Rownd, State Maintenance Engineer.

The success of the seminar was due to the dedication of both the staff and the personnel who attended and participated. Appreciation is expressed to each one who had a part and to each of the District personnel.



Cell-Lock for Sealing on the I-430 Bridge

Accomplishments

INTERSTATE SYSTEM NO.1

Highway Commission Chairman, Maurice Smith accepts on behalf of the Commission an award in recognition of the Interstate Highway System in Arkansas. Presenting the award was Homer Thompson, President of the Mid-South Section, American Society of Civil Engineers. The award reads as follows:

In recognition of outstanding achievement, the National System of Interstate and Defense Highways is hereby presented the special Civil Engineering Achievement Award for contributions to the quality of life and national growth.

A bronze plaque denoting this recognition by the 68,000 member professional society will be placed at the zero milestone benchmark at Washington, D.C., located across from the White House. A photograph of the bronze plaque was also presented to Mr. Smith.

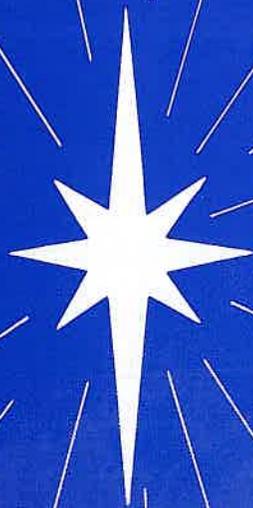
Thompson stated that, "We think that it is quite fitting to bring such public recognition to the achievements of the Interstate System. When we use it we often forget that it wasn't always there. Many different people in all fields of endeavor worked hard to make it happen — that's something that gets forgotten too soon. As the largest public works construction in history, we have a lot to be proud about."



Maurice Smith, left, receives award from Homer Thompson

He went on to say, "A project of such dimension cannot be without its critics but the civil engineering profession which has been associated with the design and construction of the Interstate from its initial planning to its near completion is pleased. No country in the world can come close to matching the magnitude of our interconnected unity of highway travel." Thompson then said, "It is especially fitting that Arkansas should be recognized and congratulated in ranking first among the 50 states in the percentage of total interstate mileage completed and open to the motoring public."

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MAURICE SMITH
Chairman

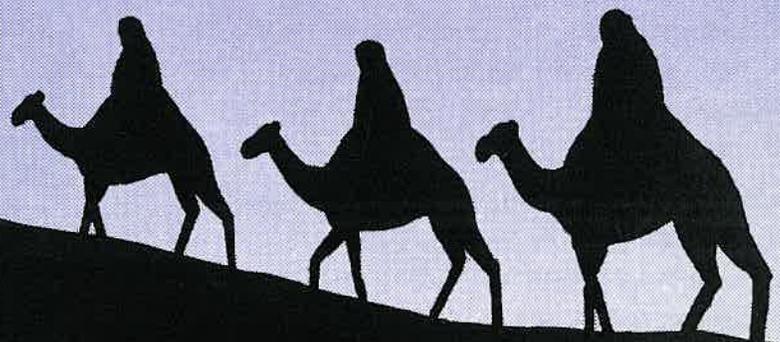
LAWRENCE BLACKWELL
Vice-Chairman

GEORGE KELL
Member

J. C. PATTERSON
Member

JAMES A. BRANYAN
Member

Seasons Greetings
from the
Arkansas Highway Commission



*PORTION OF EDITORIAL FROM
ARKANSAS DEMOCRAT
OCTOBER 3, 1974*

Through a combination of "good planning and good luck" Arkansas has managed to gain the No. 1 spot in the percentage of interstate highways built. This good news came last week when the American Society of Civil Engineers presented a plaque to the State Highway Commission in honor of the achievement.

Thusfar Arkansas has completed a total of 508.5 miles or 97 per cent of the original interstate program. This compares to only 84 per cent nationally.

Part of the credit for this success, according to one commissioner, was that the Arkansas highway builders had the foresight to do the hard parts first. By building the highly expensive and often intricate urban interchanges early, the Arkansas Highway Department not only saved money but avoided much of the hassle over environmental impact questions that is now stalling interstate programs in other cities across the country. "We were fortunate to have both good planning and good luck," the commissioner said, "and we also bit the bullet early. We tackled the rough problems first and now we can see that it has paid off."

And there may have been one more factor that helped. Thanks to the Mack-Blackwell Amendment, the Arkansas Highway Department is no longer mired in politics and shackled by patronage and corruption. It is free to follow the wisdom of the engineers and turn a deaf ear to the politicians. In other states this is not the case, as any traveler can tell you.

So Arkansas has reason for double pride in this honor. We are not only No. 1 in percentage in interstate completed, but we have been shown how efficient the Highway Commission can be, once it is freed to do its job.

CERTIFICATE OF APPRECIATION

On October 10, the Arkansas Highway Department was presented with an award for outstanding service by the Pulaski County Chapter of the Arkansas Red Cross for exceeding our quota of blood donations by employees in the Central Offices and District 6 during the period from April 27, 1973 to April 26, 1974.

Our agreement with the Red Cross is renewed on an annual basis to meet the blood needs of employees and their immediate families which includes the individual donor, spouse, children under 18, single children over 18 living at home if permanently deferred as blood donors, parents and grandparents of either spouse, and retired members of the Central Offices and District 6.

Since we have been participating in the Red Cross Blood Program many of our employees have been helped, some requiring 60 or more pints of blood and in one case an employee's father-in-law required 112 pints.

Blood coverage is provided in any hospital participating in the Arkansas Red Cross Blood Program

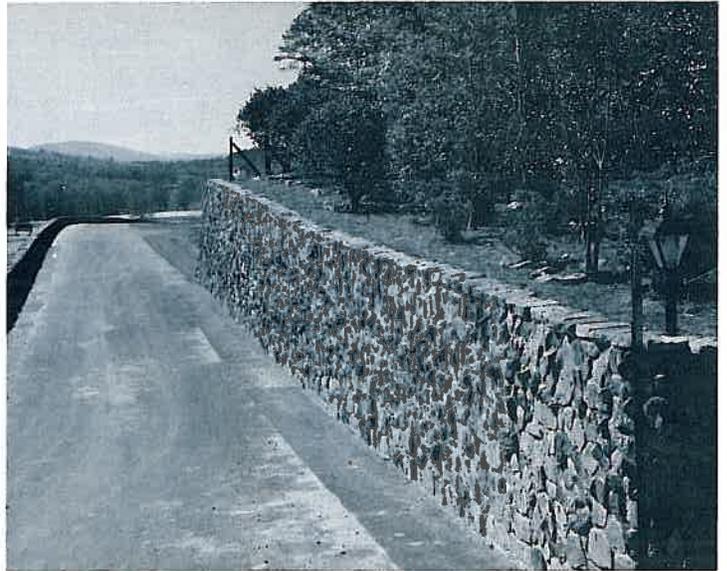


Ed White, left, with Director Henry Gray

and, on a one-to-one basis, in any other hospital anywhere in the United States or Canada where the hospital will accept Red Cross blood credits.

Other Districts participating in the Red Cross Blood Program are Districts 1, 2, 3, 4, 8 and 9.

**AHD
PHOTOGRAPHS
FEATURED
IN
NATIONAL
MOVIE**



A new 16mm color movie entitled "The Highway and its Environment," prepared by the Office of Environmental Policy was shown to Central Office personnel on November 1.

The film was prepared to illustrate improved environmental design in highway construction and to inspire interest in the national awards competition each year.

Included in the movie are the previous Arkansas winners in the awards competition — photographs of S.H. 43 in Newton County; the Norfork Bridge on S.H. 34 - in Baxter County; and a section of Highway 10 in western Little Rock.

The movie will be shown to civic and professional clubs throughout Pulaski County. 

PICTURE FEATURED

John Adams and his design squad in the State Aid Division was presented with a special gift copy of the national trade magazine "Better Roads" that featured Arkansas Highway 382, the access road to the Mountain View Folk Culture Center, on the cover of its September issue.

William O. Dannhausen of Chicago, publisher of the magazine, wanted the designers of the new



Left to right; Bill Looney, John Adams, and John Kizer

highway to know that he thought their scenic roadway was one of the finest covers that had been used on "Better Roads" in many years.

Louie Greene made the photograph which was featured on the May-June 1974 issue of *Arkansas Highways* magazine. 

NEW SITE OFFICE OPENED

The Relocation Section of the Right of Way Division has opened a new Site Office at 12th and Scott Streets. The office is open from 9:00 a.m. to 4:00 p.m. on Tuesdays and Thursdays for the convenience of the relocatees in that area who are affected by the Wilbur Mills Freeway. All types of information pertaining to the relocation of these persons such as housing, loan information, and maps of the Freeway may be obtained by going by or calling 375-7615. The office is staffed by Relocation Coordinators and a Secretary. Bob Thornton is the Chief of the Relocation Section. 



Section Head Bob Thornton opening the doors of the new office.

Visitors

BANGLADESH ENGINEERS

By Maurice Head



Woody Jones, District Six; Maurice Head, Equipment; Visitors Shamsul Ameen and Aman Choudhury

The Maintenance Division of the Arkansas Highway Department served as host to two very interesting young men from Bangladesh recently. Shamsul Ameen and Aman Choudhury visited the Department for two weeks during the month of October. They were escorted through the Central Headquarters Complex and various Districts by Maurice Head, Equipment Section Head.

Both visitors are with the Roads and Highways System, in Bangladesh. Their visit to this country was to study Equipment operations of State Highway Departments, with Arkansas, one of the three states on their training assignment. They were very much interested in academic and practical training which could provide thorough knowledge and understanding of road equipment operation, including maintenance and repair, and shop organization, parts control,

assignment of equipment, records and accounting procedures.

Shamsul Ameen of Dacca received a B.Sc. in Mechanical Engineering from the Engineering University of Dacca. His position at the time he visited the Department was that of Acting Executive Engineer - a job in which he was responsible for road workshop management and repair, and intenance road construction equipment.

Aman Choudhury, an Engineer from Dinajpur, Bangladesh, also received a B.Sc. in Mechanical Engineering from the Engineering University of Dacca.

The country of Bangladesh has an area approximately the same size as that of the State of Arkansas, but is very different in population density - they have 78 million people.

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ECONOMIC PLANNERS VISIT AHD

Five economic planners from Kinshasa, Zaire, visited the Arkansas Highway Department to discuss with AHD officials methods of gathering economic, social and other statistical data used in the highway planning process.

The five planners, all members of the Zaire National Institute of Statistics, met with Highway Director Henry Gray and representatives from the Department's Planning and Research Division. The visitors also toured the Department's Computer Services Center and visited various sections in the Planning and Research Division.

The visit is sponsored by the International Visitors Program of the Bureau of Educational and Cultural Affairs of the U.S. Department of State.

During their visit to the United States, the planners will be studying such specialized interests as health statistics, economic indicators, demographic information, transportation statistics and labor data.



November 27, a special annual Commission meeting was held to honor those employees who have completed 25 or more years of service. A Certificate of Public Relations was awarded to those retiring from the department.

Letters

October 2, 1974

State Highway Department
Corning, Arkansas

Dear Sirs:

We want to tell you we appreciate the "Rest Areas" provided by your state to travelers along the highways.

It is most refreshing to be able to stop every 100 miles more or less, if one wishes, and to find clean toilet facilities, cool water to drink and the opportunity to walk around a little before continuing on one's journey.

This short letter is to say "Thank You" from two of the many citizens who traverse your highways.

Sincerely yours,
Frances N. DeVore, D.C.
Valley Chiropractic Clinic
Ironton, Missouri

October 21, 1974

State Highway Department
Little Rock, Arkansas

Gentlemen:

Heartfelt thanks are due your department for your part in production of the State Bike Tours map. It will open up whole new vistas of enjoyment and good health for the thousands of adult and teen-age bicycle owners in Arkansas. I know that my family will make full use of this new opportunity.

Sincerely,
John H. Bowker, M.D.
Associate Professor
Department of Orthopaedic Surgery
University of Arkansas Medical Center

October 8, 1974

Don Brown
P.O. Box 2261
Little Rock, Arkansas

Dear Mr. Brown:

In the last three months we have had the pleasure of providing accommodations for one of your Highway Department crews; completing bridge structure work in this area; who were under the supervision of Mr. Joe Burchfield. During that time they have shown themselves to be exemplary regarding their conduct, consideration of our other guests, and in the treatment of our facilities.

It is a pleasure to be of service to crews displaying these same qualities and we want to convey our special "thanks" to your department and to these employees.

Yours truly,
Gerald V. O'Donnell
and John J. O'Donnell
El Rancho Motel
Hot Springs, Arkansas

October 23, 1974

Roy Johnson
Chief, Weights & Standards
Arkansas Highway Department

Dear Roy:

I would like to express to you our thanks for the assistance rendered by the members of your division at the Hope weight station over the past weekend. As you know the operation was a tremendous success in that we seized some 1400 pounds of marijuana and made 34 drug arrests and several other arrests. The spirit of co-operation displayed by the members of your department who were manning the scales and especially by Mr. Burke, the supervisor, who was indeed outstanding. Quite possibly without the co-operation shown by all agencies involved the operation would not have been nearly so successful. I appreciate their efforts and I hope that you will convey unto them our thanks for a job well done.

Again, my thanks to your very fine officers and if we can be of any assistance to you, please let me know.

Sincerely,
James Beach, Lieutenant
Commander, Drug Abuse Unit
Criminal Investigation Section

November 6, 1974

October 25, 1974

Arkansas Highway Department
Little Rock, Arkansas

Dear Sirs:

This is to express my appreciation for your efforts in the publication of the State Bicycle Tour Map. The map appears to be well-planned and I look forward to using it.

On behalf of myself and other bicycling enthusiasts, many thanks.

Yours,
Alston Jennings, Jr.
Attorney General's Office

Arkansas Highway Commission
Little Rock, Arkansas

Gentlemen:

I have just received the State Bike Tour Map prepared by the Arkansas Bikeways Commission in cooperation with your department.

As an avid bike touring enthusiast, I would like to thank your department for working with the Bikeways Commission in publishing this fine map. It will do much to promote bicycling, and especially bike touring, in Arkansas.

Sincerely,
Russell Brown
Certified Public Accountant

Best Holiday Wishes

The Retirement Board

J. E. LOWDER
Chairman

B. K. COOPER
Vice-Chairman

MRS. NANCY HALL
Member

RICHARD E. HEATH
Member

SAM SMITH
Member

J. E. McCARTHY
Executive Secretary

AWARDS

OCTOBER – NOVEMBER

20 YEARS

Edris H. Braswell, District 9
Joseph E. Carley, District 10
Albert N. Walkins, District 5
William S. Atkins, Weights & Standards
Helen A. Butler, District 4
Frank W. Nicholson, District 1
Joseph C. Pillow, District 10
James C. Tritch, District 10

15 YEARS

Edison V. Booth, District 7
Joseph K. Bussell, District 7
Dale F. Loe, Bridge Design
Joe G. Watkins, District 2
Richard A. Andry, Right of Way
Charles L. Boyd, District 8
Paul A. Clem, District 1
Frank V. France, District 1
George O. Green, Legal
Jeff D. Guynes, District 6
Carolyn J. Milner, District 7
Charles E. Venable, Asst. Chief Engineer

10 YEARS

Billy Allred, District 5
Leroy H. Ashcraft, District 2

George William Billings, District 9
Teddy M. Carr, District 2
James N. Dowell, Legal
Bobby P. Rosenbaum, District 3
Plymouth A. Trotter, District 4
Charles L. Tully, District 6
Joe P. Yocham, District 9
George T. Cotten, District 2

5 YEARS

J. C. Arnold, District 9
Charles L. Barrett, District 10
John E. Beasley, District 7
David H. Becker, District 4
George E. Bounds, Jr., District 7
Anna M. Crawford, Right of Way
James L. Devore, District 4
David W. Dodson, District 9
Emma L. Galyean, Personnel
Lois M. Hayes, District 1
Henry L. Jackson, Traffic
James Lardyell, District 10
Robert R. McFadden, District 1
Mary L. Morrow, Office Engineer
Allen D. Peek, District 3
Charles E. Sherwood, Bridge Design
Percy A. Walker, District 7
Thomas R. Walter, Weights & Standards
Jurl Wofford, District 1
Alton A. Beck, P&R
Sandra G. Cearley, Computer Services
George L. Lindsey, District 7
Mickey J. Reese, District 7

Donald W. Westbrook, District 3
Carl White, District 10
James L. Wilson, District 3
Perry Word, District 2

RETIREMENTS

SEPTEMBER – OCTOBER

Woodrow Harcrow, District 7
Orlan K. Lovelace, District 10
Kellie Pilgreen, Construction
Willie V. Prince, District 8
Georgia R. Cottrell, Accounting
George C. Orsburn, District 7
M. Leroy Beckett, Planning & Research
Samuel H. Blair, District 4
James F. Burks, District 2
Rowland F. Greeson, District 7
Homer B. Jones, District 9
Roy I. Marlar, District 4
Fred McLaughlin, District 4
Hobert Parker, Heavy Bridge
Guy E. Thomasson, District 2
Thomas A. Bowling, District 8
Ruben T. Kelley, District 9
Oscar H. Marcum, District 3
James S. Sandlin, District 8
Huey Blain, District 9

COOPER PRESENTS AASHTO AWARD

During a recent meeting of highway and transportation officials of AASHTO in the State of Washington, B. K. Cooper, Deputy Director and Chief Engineer of Arkansas State Highway Department, who is the national chairman of the Subcommittee on Design for that organization, presented the "design award" to W. R. (Bill) Green of the State of California. Mr. Cooper expressed the national organizational pride in Mr. Green's accomplishments of a long and active career in the AASHTO organization, promoting safety, convenience, and economics to the motorists and consumer.

The theme of the conference was a cost-effective approach to design as a result of the energy crisis and inflation, which is in tune with the national interest for energy conservation and the improvement to safety and operation with limited or reduced funding. Cooper, functioning in his national post, presented the keynote address and set the stage for the Region IV or Western States meeting of AASHTO.



B. K. Cooper presents award to W. R. Green.

Around the Department

BRIDGE DESIGN

By Bonnie Wesson

Each year Christmas seems to catch us more by surprise. Everyone has that look of "no, we can't possibly have Christmas yet". In charging through shops looking for the perfect gift, one must appear controlled during the lengthy chatter of "instant broad knowledge" all the while sensing their uncanny knack for the ridiculous. The days race by til Christmas (how fast depends on how realistic your scheme is to keep things simple). Somehow the day arrives. Yes, Christmas is better than all the anticipation. Now to open that tiny red box. O wow, a cheese straightener.

J. P. Sumner and Frankie are the proud parents of a new baby girl, Susan Lee, born October 30. Sharing the fun is sister Kelly.

Jim Kuykendall, design squad supervisor, has been recovering from a pretty serious illness these past few months. The surgery was successful and it's great to have him back to work.

All of us in Bridge Design wish you the very best Christmas and only good things all through the New Year.

MAINTENANCE

By Brenda Woodyard

Cake, coffee, and Maintenance punch was served in honor of Hobert Parker's retirement October 18, in the Maintenance office. Guests included Bert Rownd, John E. Hall, Don Brown, Hobert's work crew, fellow retirees; Dovie Curtis, E. H. Hagar, and J. E. "Smitty" Smith, and the Maintenance office personnel. He was presented with a handsome piece of luggage, which he plans to use when traveling to Minnesota to visit his daughter.



Brenda, Hobert Parker and Jimmie

Mr. Parker retired as a carpenter in the Heavy Bridge Maintenance Section, working out of Ralph Buchanan's crew. He had 23 years and 2 months service with the

AHD. He is 65 years old, and lives in Des Arc, where he enjoys doing a little gardening.

He will be missed, but we wish him the very best of luck and happiness in retirement.



Don Brown, left and Loyd Willis right.

Loyd Willis, carpenter in the Heavy Bridge Maintenance State-wide crew, receives a 10 year service certificate and pin from Don Brown.

Mr. Willis works in Martin Childer's crew. Congratulations, Loyd.

MATERIAL & TEST

By Sibyl Maddox

Three of our employees will be receiving their twenty-five year pins and certificates this month. Twenty-five years

is a long time and Materials & Tests are proud of these three. J. L. Owens, A. H. Cockrill and A. T. Beard (recently retired).

John Storey has resigned after 23 years with the department due to illness.

Our newest addition to the office is, Louise Deverell. She and her husband, Terry, recently moved here from Memphis. Welcome, Louise.

Materials & Tests employees will miss one of their past employees who passed away recently. Margaret Jean Ellis, employee of ten years as receptionist, passed away November 1, after a lengthy illness. We extend our deepest sympathy to her family.

Dr. Gary Wood, son of our asphalt plant inspector, Bill "Smokey" Wood, has been appointed to the Medical Staff of Baptist Medical Center. He is a native of Morrilton, Arkansas and a graduate of the University of Arkansas. He served his residency in Obstetrics and Gynecology at Jewish Hospital, St. Louis, Missouri and the University of Arkansas Medical Center. Dr. Wood is a faculty member in the OB-GYN Department at the University of Arkansas Medical Center and will be on the consulting staff of Baptist Medical Center and Central Baptist Hospital. We know Bill is proud of his son, and well he should be.

PROCUREMENT

By Ann Johnson

The trees are lovely this time of the year and it makes me want to linger over morning coffee — at home!

So many things have occurred since the last edition that I feel sure something will be left out. I will hit the "high-spots" and hope no one will be offended.

Henry Plunk is a grand-dad and proud as a peacock. Kimberly Dawn Plunk arrived August 26 and has been giving joy to the whole family, especially Bill and Peggy Plunk. Henry hasn't had a chance to get all his pictures in his "brag-book", but I am sure it won't be long now.

Bernie Cox returned to work after several weeks of enforced leisure. Enforced leisure is not really the word. Bernie broke his left ankle at a football game, and several days later had surgery to correct it. He did say that the service at his house was great and no one could wish for better care, but he was beginning to tire of being treated like a king and, too, he said he missed us! Don't let on, but we missed him too.

We have a new employee in the office. Sue Boyett will be remembered by many employees in the building since she worked in the Appraisal Section for a number of years before staying at home to devote some time to being a housewife. Sue has two boys, Keith, age 9, and Rocky, age 4. They live in North Little Rock.

Patsy Downing was honored for 20 years of service to the Highway Department on September 27. The actual day was September 13, but that was a Friday, and it was deferred because of superstition (not really — we weren't sure the certificate would come in time!) Then, too, we wanted to surprise Patsy, but I blew that within 5 minutes after we made plans!



Patsy Downing with Frank Caple.

The day finally arrived and I must say that credit goes to Juanita Knox. She is a great party-planner from way back and did a marvelous job. Quite a few of Patsy's friends from the department came by to congratulate her and wish her "20 more". Several former employees in our office called or came by and Patsy's husband, Eulin, was able to get away for the occasion.

Patsy began working at Central Shops in Jacksonville. The office was later merg-

ed with others at the Capitol grounds, and then moved to the new building.

I have mentioned babies, parties, new employees and illnesses — not necessarily in that order. It sounds like this office is continually doing only those things. That is not true. We work in our spare time.

There are several in our office who have taken short vacations or long week-ends lately. Then there are a few who plan them but don't take them.

Lewis Wade joined a group of youth from his church for a trip to Nashville and Opryland, U.S.A. I understand he had a great time and plans to go back to see more — without a busload of teen-agers.

Juanita Knox's son, James, is an avid drag racing nut (her nickname for him). One of the few times Juanita had courage to go to watch him, he came in second. She didn't know if she should cry with relief because he didn't get hurt, or if she should shout for joy because he did so well.

Frank Caple has made several short trips lately in conjunction with his favorite hobby - magic. He still likes to get out on the golf course on week-ends, and says that maybe one of these days - or week-ends - he will be able to get enough golf. I understand that once the golf bug hits you, you never get enough.

As most of you know, it is that time of the year. It is the season that comes between Summer and Fall. Its name is Football and its fans are legion - at least in Arkansas. One of the more devoted followers is Al Sacco. Many of you know Al. He is the transplanted Nebraska Italian. He is having problems though. It pains him (and many others, I understand) to see the Hogs win so big and then loose so bad.

Alleen Taylor, Chris Robinson and I have been busy with our families.

Alleen's boys were active in the summer ball program, and she was really glad when school started. Alleen is a brand new aunt, and like Henry, will have some pictures any day now.

Chris' little one will be three years old soon, so we know Chris is busy at home, too. So far though, no more broken elbows or serious illnesses.

My family keeps us busy as well. I thought the summer ball program was hectic, but now, just half-way through football season, I find I am dreading basketball. We will have four-teams represented under one roof. We have 3 licensed drivers in our house, but only 2 cars – something will have to give!

REPRODUCTION

By Tommy Daniels

In beginning I'd like to say that I'm new to this game of writing, and as you will probably be able to tell, it is my first attempt at anything more complex than Christmas cards. But, where there is a will there is a way. So with all the verbal flare of an undertaker and the appeal of a fresh onion, I shall begin.

It has been rumored that our very own Allen Dunn celebrated yet another birthday in September. Yes, that paragon of printing knowhow, after thirty years of service for his country and ten years with the AHD has lived to see his FIFTY-FIRST. And I'm positive the entire second floor joins me in wishing him many, many more to come.

Also, it has been rumored that Larry D. Foreman and his lovely wife, Janet are expecting a new and first addition soon. I know he will need yet another raise to pay for those cigars, not to mention the "all the time, overtime, on the job training" he will be receiving those first two months.

While we're on the subject of rumors, Pete Escarre will make bunches of new friends next spring and summer when they discover the new houseboat he purchased several weeks ago. Although I haven't seen it, I've heard she's a beauty that any man would be proud to own.

Even humble me embarked on a pleasure trip to New Orleans for what you might call a refresher course in seafood

and hurricanes. One large bottle of aspirins and several ice bags later, we stopped for a day in Gulfport to recuperate and catch the last of the summer sunshine before returning home via Vicksburg.

RIGHT OF WAY

Administration

By the staff

We welcome our new file clerk. Wanda Tackett transferred from the Equipment Division to replace Mary Alice Perry, who has transferred to the Engineering Section. Wanda and her husband, Larry, live in Bauxite.

Marie Crawford has been making a lot of weekend trips to Monticello. Those trips will stop very soon as Larry Kling and Marie are to be married January 18 in Sheridan.

Billie Boyd has been a very busy mother lately. Karen, Billie's oldest daughter, was elected Senior Homecoming Maid for the Bryant Hornets and also participated in the Bryant Junior Miss Pageant. Congratulations to a very pretty young lady.

Our Boss, A. C., has finally had his wish come true. He is now the proud owner of a new blue and white Chevrolet pickup and a new camper trailer. The camper was supposedly bought for his wife.

We extend our deepest sympathy to Shirley Childress, Don Martin's secretary, whose father died September 28.

Relocation

By Mary Dry

Danny and Connie Arendt are the proud parents of a baby boy, born October 15. Bryan Arendt arrived weighing in at 8 lbs. 5 ozs. Congratulations!

Hunting is the topic of conversation around our office. We have a couple of hunters in the crowd, Bob Thornton and Don Matthews. We are expecting to eat lots of deer meat very soon.

One of our new employees, Mike Hiley, is busy in his off hours apartment hunting. He has checked out every apartment complex in town. Maybe he'll find one that suits him before long. Good luck, Mike.

It's time to get busy planning our Christmas party. This group loves to eat so well, that it isn't hard to plan the food menu. Only problem is how much!

Rex Boothe has a special talent we just discovered last week. He marched in our office with a beautiful dried flower arrangement. It is so pretty and gives the office a nice fragrance. It's nice to know we discovered he used to work part-time at Tipton and Hurst.

ROADWAY DESIGN

By Benny Robbins

First things first, we want to say that we are truly sorry for the photo mix-up in the last issue of the magazine. The caption under the picture of Mr. & Mrs. Cliff Thomas read Mr. & Mrs. Dennald Stroud. The picture was of Mr. & Mrs. Cliff Thomas, and it was a truly beautiful wedding.



Mr. & Mrs. Cliff Thomas

Congratulations to two men who work in Roadway Division. Both of them are to be commended for serving 20 years with the AHD. They are Robert Thomas and John Dunn. Some of you might know Robert (Bob, Rob, and sometimes called Pudgy) Thomas by his famous drawings. He is one of the greatest artists I have ever seen. Now take John, John is famous

for his jokes. He loves to tell a joke (over, and over, and over) not really John, we all love you.



Left to right: Thomas, Nichols & Dunn

The deer had better watch out, because there are more hunters in AHD Central than there are deer. And everyone of them are going hunting, I think. So may the best one (man, woman, or deer) win. The word when hunting is SAFETY FIRST. Please be careful. Ready, Set, Go Hunting.

STATE AID

By Shirley Wesson

The employees of this Division had the privilege of honoring Max C. Hall for 20 long and efficient years of service on October 3. He was presented his pin and certificate by Division Head John Kizer. The special guests attending were Mrs. Mary Hall and Jack Teasdale. Congratulations, to Max Hall, completion of 20 years service to this division, this is quite an accomplishment.



Mary Hall with Max Hall & John Kizer

This little fellow in the picture is the first nephew of Shirley Wesson, this reporter. He is Herman Earl Banks, III, and

he lives in Fort Gordon, Ga. The grandson of Mr. & Mrs. Joe E. Wesson, Sr., and Mr. & Mrs. Herman Earl Banks, Sr., of Louisville, Kentucky. We are very proud of him.



Herman Earl Banks, III

Wedding Bells rung for Ralph Williams, who is employed in this Division and Jennifer Shoemaker, of the Mail Room. They were married Saturday, November 9, in the home of his father in Cabot. Congratulations to both of you, may you have many years of happiness.



Mr. & Mrs. Ralph Williams

TRAFFIC

By the staff

Millie Houston is being transferred to Office Engineers as Division Secretary around the first of December. Congratulations to Millie on this big promotion.

Sarah Morrow, who used to work with us, came by the first of October. It was real nice seeing her again. Come back more often.

Mr. Carvell is still doing fine, but still has his leg brace.

DISTRICT TWO

By Leslie Johnson

Employees in District 2 served coffee and donuts honoring Joe C. Hays and Francis Drake for their 20th Anniversary with the Department and Billy Johns for his 15th Anniversary. John Harris, Dist. Eng. presented the pins and certificates. Joe is Job Supt. in Jefferson County, Billy is Jefferson Co. Area Foreman, and Francis is Equipment Operator at the Shop.



Dist. Eng. John Harris & Joe Hays



Francis Drake



Billy Johns

Other awards were for Joe G. Watkins, Engr. Aide, Pine Bluff Residency for 15 years. 10-year awards were Teddy M. Carr, McGehee Residency, Leroy H. Ashcraft, Eq. Opr., Cleveland Co. and George T. Cotton, Station Attendant, Stuttgart.

My grandchildren Holly and Chad Huggins, ages, 12 & 7 spent the weekend with me while their parents enjoyed a float trip. They enjoyed horseback riding, picnicing and trip to the farm. Holly and Chad both played baseball during the season and Chad's team won a trophy. I am looking forward to spending Thanksgiving and Christmas with them.



Holly & Chad

At our Supervisors meeting at the Dist. Headquarters on October 19, we invited Artis Price to attend. He was presented a hunting coat and pants and a supply of shells from employees of the district. Artis is resigning due to ill health. He has been with the department some 15 years. His most recent assignment was Area Foreman in Cleveland county. We will miss his leadership.

My husband and I attended the yearly 4-day Fox & Wolf hunt at Mayflower in October. We entered 3 dogs and they scored but not enough for a trophy. There were approximately 300 dogs registered for the event.

Betty Carter, our Radio & Telephone Operator with her daughters Candy, Connie, and Christie, motored to Atlanta to enjoy a weeks vacation. Tours of interest were Six Flags, Cycle-Rama and Underground Atlanta.

Jefferson Prep School held their yearly Bazaar on October 24, displaying articles for Halloween, Thanksgiving and Christmas. All items were made or hand decorated by parents of the students. Necole Doughty is a second-grader at the school and our Janie, Payroll Clerk was chairman of the Halloween booth. It was quite a success. She not only put in a lot of hours on items for her own booth but burned the midnite oil helping with other items. These gals are quite talented and really worked hard.

Hospital happenings, John Hollis, Bridge Foreman, underwent surgery at the Veterans Hospital in Little Rock and

Frank McGill, Mechanic in our Shop underwent surgery at Jefferson Hospital Pine Bluff. We have received favorable reports and wish them a speedy recovery.

We have survived our yearly audit and miss having Johnnie and Hugh with us.

James Pierce has been showing his hunting ability, having hunted for 3 days and killing one squirrel. We hope to have more news from our hunters, both squirrel and deer by next news deadline. There are oh, so many deer camps set up and hunters out. I was in deer camp Saturday, Sunday and Monday and saw two deer, still on the run.

We are planning for a "Merry Christmas" at our Headquarters for office and Shop and their families. We are planning our yearly pot-luck lunch plus turkey & all the trimmings. Our Committee will start our office and tree decorations soon after Thanksgiving holidays.

DISTRICT THREE

By Sharon Bailey

Congratulations to A. G. Owens for reaching 20 years with the Department. Bobby Rosenbuam, Earl Wright and Homer Allen for 10 years; and Allen Peek, Larry Nine, Vinie Holt, Donald Brewer, Donald Westbrook and James Wilson for 5 years.

Our welcome goes to John Watkins who has taken over the Hope Residency after Gene Belknap was transferred to take over the residency in Wynne. We will certainly miss Gene and wish he and his family the best in their new location.

Ted and Lena Maryman seem to be enjoying Ted's retirement. They just came back from an 8 day trip sponsored by the Seminar Shrine Temple in Little Rock. There were 183 people on the trip and during their travels went to Holland, Germany, France and Switzerland. Also included was a 4 day cruise up the Rhine River.

We want you to meet William Cody Martin who weighed in at 7 lbs. 11 1/4 ozs. on August 21. Cody is Susan and

Glendon's first child. Also, the day I'm writing this is Susan's first day back to her job as our receptionist and everyone in the office is really happy that she is back.



William Cody Martin

Bobby Calhoon, a crew leader in our District Construction Crew, has been pretty lucky (skillful) lately. First he got a spike buck with a bow and arrow here at Hope and then he went to Colorado and killed a 10 point buck.

Richard and Bonnie Leonard became the proud parents of a little girl, Heather, September 11. Pictured is Kim who is Tisha who is 4 and Heather. Richard works out of our Hope Residency as an inspector.



Leonard Family

Congratulations to Kelly Kaylyn Cearley and John Kenneth Williams who were married August 16 at the First Baptist Church of Rosston. After a short wedding trip, the couple returned to Fayetteville where he is a Junior majoring in animal science and agriculture. Kelly is the daughter of Don Cearley who works in our District Bridge Crew.

Charles Mitchell, District 3 Engineer, points out that the saving of gasoline is directly related to better highways to a group of FHA girls attending the 30th Annual 3rd District Livestock Show and Fair at Hope, September 23-28.



District Engineer Charles Mitchell

DISTRICT SIX

By Carolyn Bowden

On September 19, at the invitation of the Lonoke Area Chamber of Commerce, Highway employees of the Lonoke County Area Headquarters dressed out the department's tree planter for participation in the County Fair Parade along Main Street. A large cedar tree, donated to the Highway Department by Cone Magie of Cabot, rode in the truck's cradle along the two-mile parade route. Attendance this year was estimated at over 3,000 spectators.

At the conclusion of the parade, Lonoke residents gathered to watch AHD employees plant the large cedar on Main Street. It will be decorated by local civic clubs during future Christmas holiday seasons.



Left to right: Franklin, Dillion, Deakins, and Crabtree

Congratulations to the following men who were honored in District Six for 15 years of service. Roosevelt Franklin, mower operator; Monte Deakins, job superintendant; William Terry, highway engineer aide IV and Wood Crabtree, highway engineer aide II.

William Dillion was also honored on this occasion for 20 years with AHD. He is an equipment operator II under I.H. Nute, Pulaski county area foreman.



William Terry, left with Dist. Engr. Don Cahoone

Hinshaw Residency

T. E. (Elza) Parchman, a crew member of Prairie Co., with nearly six years of service died October 8, of a heart attack. He was attending a football game at Beebe.

His death came as a shock to the whole Hazen crew, as he had spent the work day mowing with our mowing crew and apparently in good health.

He is survived by his wife, Madaline, of the home. Also, two sons, Butch and Danny still of the home address. A sister, Sodine Clark, Des Arc.

His funeral was at the First Baptist Church of Des Arc. Interment, at Sand Hill Cemetary.

C. W. Edge, longtime member (with 18 and over years service) and crew leader of the Hazen crew had a stroke October 2, as he was preparing for work. He was rushed by ambulance, to the Stuttgart Hospital, then transferred to the



Karen Jayne Ball
Mt. St. Mary

Daughter of Mr. and Mrs. H. T. Purvis.



Rebecca Cahoone

V.A. Hospital in Little Rock. His condition is reported good, with Mr. Edge in high spirits. Don't know, at this writing, when or if, he may return to work.

Welcome back, Ruth Stanley, from a ten day stay in the hospital. Ruth is the Hazen Crew Park attendant at the White River Rest Area.

K. B. (Blake) Cook went for his blood test on October 8, for his up-coming nuptials with Emma Diane Tipton. Diane is the daughter of Harvey Weatherly, a former AHD employee. Good luck Ken and Diane.

DISTRICT SEVEN

By Althea Campbell

Our District Engineer, Coy Campbell and his wife, Earlena attended SASHTO in Louisville, Kentucky. They visited relatives in the vicinity and attended the Grand Ole Opry on the week-end and had a very enjoyable trip. They left their children in the very capable hands of Arlene Davis, our retired storeroom supervisor; Arlene and the four children had a grand time.

Mr. Jim Lowder presented our boss with his 15 year service pin and certificate. We had a special cake and coffee break honoring Mr. Campbell. We always enjoy Mr. Lowder's visit and were very pleased to have him with us.



Mr. Lowder, left, Coy Campbell, right

Mildred Russ, our Fuel Clerk, has been elected President of The Pilot Club of Camden. Mildred has been a Pilot since 1970 and has held numerous offices, among them President during the 1971-72

term. Mildred was chosen Pilot of the Year, 1973-74 for outstanding service to the Community.



Mildred Russ

During her term in office the Club purchased the only self-contained transport incubator in this area and presented it to the Ouachita Hospital. She was instrumental in reinitiating the Annual Memorial Day Services at the Confederate Cemetery; also in coordinating the planting of a Freedom Tree and placing a permanent marble marker in honor of MIA's (Missing In Action) and the Club sponsoring a special MIA, Major Bradley Cuthbert, MIA since 11-23-68.

Mildred's civic interest or ambition is, "Every Home Fly an American Flag Every Day".



John Russ

John Russ, husband of Equipment Clerk Mildred Russ, will be one of the featured artisans at the Ouachita County Arts and Crafts Fair this month. His specialty is wood carving, although he also paints as a hobby. John is disabled and picked up wood carving again as a past-time. He learned to carve while a Boy Scout and went on to serve in the Scout-

ing Program as Scoutmaster for six years; he is a "Wood Badger".

Ralph Toward's (Storeroom Supervisor) niece Martha Jane Smith, daughter of Mr. and Mrs. Donald Smith was chosen Miss Arkansas Teen Ager and competed in the National contest at Atlanta, Georgia.

Miss Theresa Ann Griffis, daughter of Mr. and Mrs. George Griffis (Hwy. Spec. Maint. Supv.) has received a Grant at the University of Arkansas at Little Rock in Volley Ball. Her major is Physical Education - we are all proud of "Tag", for her accomplishments.

Mary Nell (Field Clerk for Bob Myers) and John Beasley (Office Manager) have a new nephew. Their sister Becky, and Gary Teague are the proud parents of Alan Paul, born October 7 at 5 lbs. 8½ ozs.

Congratulations to Charles "Chuck" Vance, Highway Construction Inspector I, for 10 years service with AHD. Bob Myers, Resident Engineer at Camden presents his pin and certificate.



Charles Vance, left, Bob Myers, right.

Our sincere sympathies are extended to Lida Cruce in the death of her husband, Stephen Ira Cruce and to J. H. Cantrell in the death of his mother.

Our District employees have a few pictures to share with fellow employees:



Marsha Ranae Griffis

Marsha Ranae Griffis, 3 month old daughter of Margaret and Phil Griffis, Equipment Operator.

Scott, age 5 and Kristy, age 3, children of Carolyn and Thomas Lee Lindsey, our Ouachita County Area Foreman.



Kristy

Scott

Kim, age 8, with Beauty (they look like quiet a pair). Kim is the daughter of Joyce and Bob Myers, Resident Engineer at Camden.



Kim Myers

Dana, is the 14 month old daughter of Beverly and John Beasley. John is the office manager for Bob Myers.



Dana Beasley

A. W. Hardy, Jr. Residency
by Jeanne Johnson

Ray Rogers (right), area foreman, is shown presenting V. A. Carter, workman

for AHD, a certificate at ceremonies held November 1. The award from the American National Red Cross was in recognition of Carter's extraordinary personal action in rescuing W. W. Smart, AHD employee, from the path of an oncoming vehicle on U.S. 132, approximately three miles west of Magnolia. The accident, which claimed the life of one man, occurred September 6, when a parked AHD gravel truck was struck by another gravel-loaded truck owned by M. L. Green.



V.A. Carter, left, Ray Rogers, right

Welcome to a new member of our AHD family, Christopher Lee Clements, born October 10, 5:25 p.m. in Bossier City, La., who tipped the scales weighing 7lbs. 9 ozs. The proud parents are Lloyd (Hwy. Engr. Aide I, Magnolia - Construction) and Mary Louise Clements. Also shown is proud Grandpa - E. L. Clements (Operator II, Maintenance - Magnolia.) Maternal grandparents are Mr. & Mrs. J. B. Adams of Bradley, Arkansas.



E. L. Clements, Christopher Lee and Loyd

OBITUARY

Charles Lee Baucum, Engineering Assistant, District 7, while vacationing, passed away October 9, in an Ashdown hospital. A native of Emerson, Arkansas, he was 58 years old.

"Charlie" as he was known to everyone, served AHD faithfully over 28 years.

He was honored in Little Rock during 1971 when he was presented with his Twenty-five Year Service Award. Mr. Baucum began work with AHD during March, 1946, as a Rodman and through dedicated years of service held titles of Inspector, Instrumentman, Asst. Resident Engineer, Resident Engineer, Inspector, and Civil Engineer.

A member of the Central Baptist Church, Magnolia, he was married January 16, 1937, to Eunice C. Hooks who survives at home at 912 Ellen Street, Magnolia. Also surviving; a daughter, Mrs. Wanda Fawcett of Fordyce; his parents, Mr. and Mrs. George Baucum of Magnolia; and three grandchildren, Clark, Angela, and Leann Fawcett of Fordyce.

Funeral services were held October 11, at Lewis Funeral Home Chapel with Dr. L. L. Hunnicutt officiating assisted by Rev. Charles Baskin. His co-workers served as Pallbearers and Honorary Pallbearers. Interment was held in the New Ramah, Louisiana, Cemetery.

Mr. Baucum's desk is silent - but all of us will remember his quiet, exacting, dedicated manner - his devotion to God, his work, and family. We extend our help, our hands and deepest sympathy to his family. Sadly missed by all employees of the Magnolia Residency.

DISTRICT EIGHT

By Nancy Kennedy

OBITUARY

Henry Virgil Eggleston, 71, of Russellville, a retired State Highway employee, died, September 27.

Mr. Eggleston was employed with the AHD April 1949, and he retired March 1966. During this period he worked as Shop Supt. and then as District Stock Clerk.

He was a member of London United Methodist Church. He was a Mason and a veteran of World War II.

Surviving are two sons, H. C. "Buck" Eggleston of Russellville and Kenny

Eggleston of California; two daughters, Mrs. Melba Warren of Dardanelle and Mrs. Zelda Perkins of Louisiana; a brother, A. V. Eggleston of Clarksville; two sisters, Mrs. T. E. Dawson of Russellville and Mrs. Vernice Tetter of Clarksville, and a grandchild.

Funeral services were held at Humphrey Funeral Home. Burial in Oakland Cemetery.

Mr. Eggleston's son, H. C. "Buck" Eggleston works for one of the District wide crews out of Russellville.

DISTRICT NINE

By Shirley Morton

Edris Braswell, District 9 payroll clerk, received a 20 year service award recently. District Engineer Curtis Pangle is shown presenting her award and pin. Congratulations, Edris!!



Edris Braswell receives award from Dist. Engineer Curtis Pangle.

We extend our congratulations to the following who have announced new arrivals to their families: Resident Engineer and Mrs. J. W. Brisco; Asst. Resident Engineer and Mrs. Joe Barnett; Mr. and Mrs. Bob Hausam; Mr. and Mrs. David Jones; Mr. and Mrs. John Lovelady and Mr. and Mrs. Frank McCollough.

To all our AHD friends we wish you a Very Merry Christmas and all Best Wishes for a Happy New Year!!

DISTRICT TEN

By Isabelle Psalmonds

Gus Hoelscher of Lafe was recently honored with a dinner, on his 94th birthday.



Gus Hoelscher, age 94

The oldest resident of the Lafe area, he has lived in the community 84 years. Mr. Hoelscher resides at the home of his youngest son, Raymond.

Raymond, is Maintenance Repairman at the Paragould District Headquarters. Congratulations, Mr. Hoelscher.

Harry Willcockson, Mechanic at Paragould, killed an eight point deer near Hardy during the bow & arrow season.



Harry Willcockson with his 8 point

Jim Dooley, Back Hoe Operator, at Jonesboro, killed a 4 point deer also during the same season. These boys must be pretty good with a bow & arrow, else they got lucky.



Floyd Carley, left, Melvin Brown, right

Floyd Carley, the one with the plaid shirt and the big smile, who is retiring

after 20 years of service with AHD, was honored October 25. Mr. Carley was presented with a 20 year pin and plaque by Area Foreman, Melvin Brown. These medals are from Lawrence County. Fellow employees also gave Mr. Carley a hunting coat and gloves.

BULLETIN WINS NATIONAL AWARD



Ferol Jones

Ferol Jones, Information Services, returned from the National Convention of the American Business Women's Association in Denver, Colorado on October 20, with the Second Place Award in the association's National Bulletin Competition.

Ferol, editor of Razorback Chapter's bulletin "The Rooter" for the past year, entered The Rooter in competition with 59 other chapter winners in regional competition.

Other highway employees who are members of Razorback Chapter are: Joyce Spencer, Kay Jones, Pat Koonce and Melba Shepard.

INFLATION Continued.

The Commission and I are very concerned about the future funding of the road program in Arkansas. As you all are aware the major funds for the operation of your highway program are from a "Locked-In" tax on fuels. As an example — the 8½¢ tax per gallon for gas is still the same, even though the cost of a gallon of fuel has almost doubled in the last couple of years — and is also one of the reasons the total number of gallons of motor fuels sold the last two months has declined. This has resulted in less income,

not only to the Highway Department but also to the cities and counties. Were motor fuels taxed on the dollar value rather than volume, highway revenues would have increased as has the State general fund. This most serious problem is being discussed with members of the General Assembly and hopefully some suggestions for the future funding for the State road program will be forthcoming.

The Commission will continue to satisfy as many highway needs as possible with the most efficient use of the limited funds that are available. 

Merry Christmas



Happy New
YEAR!

Director Henry Gray



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