

SPRING 1977



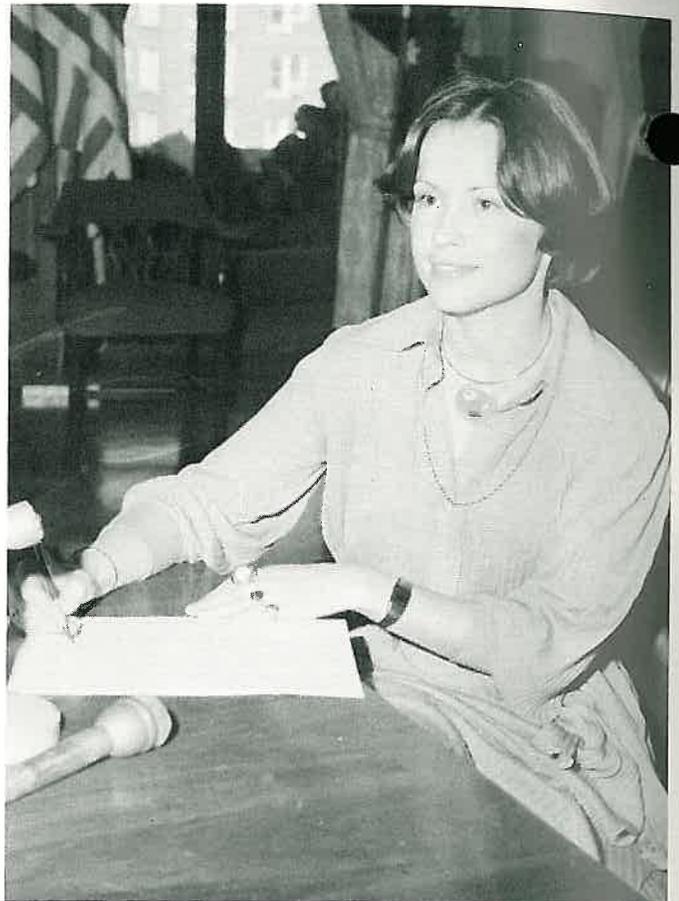
ARKANSAS HIGHWAYS

NEW HIGHWAY COMMISSIONER NAMED

Patsy L. Thomasson, 29, of Rison and Little Rock, has been named to a ten-year term on the Arkansas State Highway Commission. She replaced Lawrence Blackwell of Pine Bluff, whose term expired January 14.

Miss Thomasson is currently employed in Little Rock, where she is associate administrator of Doctors Hospital, and she maintains legal and voting residency in Rison (Cleveland County). As associate administrator she is responsible for the development of staffing and management as well as coordinating the Departments of Personnel, Dietary, Laboratory, Diagnostic Center and Auxiliary.

Before she joined the staff at Doctors in 1975, she served as executive assistant in the district office of Congressman Wilbur Mills. Earlier she had worked as a staff assistant in Congressman Mills' Washington office. In Little Rock her duties included acting as liaison between local and state agencies and their federal counterparts. She represented Congressman Mills in such matters as the energy crisis of 1974 and the acquisition of health care facilities for the East Side of Little Rock.



Miss Thomasson has been active in health care administration, not only in her present position but also last year as a lecturer in the Program for Health Care Administration, Washington University School of Medicine in St. Louis, Missouri. In addition she is currently slated to lecture at the University of Arkansas School of Medicine in Little Rock. She is a member of the American Hospital Association, the Task Force on Administration of the Arkansas Heart Association, and the Health Committee of the Little Rock Chamber of Commerce.

Miss Thomasson becomes only the second woman to serve on the Mack-Blackwell Highway Commission. Miss Willie A. Lawson of Little Rock served from 1954 to 1958.

Miss Thomasson received a master of science degree in consumer economics from the University of Missouri in 1972 and a bachelor of science degree in education from Henderson State University at Arkadelphia. She is a 1965 graduate of Rison High School. Her parents are Mrs. Bill Thomasson of Rison and the late Mr. Thomasson.

Arkansas Highways



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ARKANSAS HIGHWAY COMMISSION

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Front Cover – THE BEAUTY OF SPRING!
Photo by Steve Wilson

Back Cover – I-40 (Ozark Rest Area)
Photo by Johnnie Gray

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Glen Trammel

plans for a project, require a broad range of information provided in part by various divisions of the Department including:

- (1) traffic counts and projections from Planning and Research,
- (2) soil surveys and materials from Materials and Tests,
- (3) drainage data from Surveys, and
- (4) specialized information and expertise from other divisions and agencies as needed.

Many disciplines are combined in the Division to utilize the information and data as it is assimilated.

Drainage details incorporate the use of hydrologic and hydraulic studies, and designs to collect and redistribute stormwater runoff in an efficient, economical method consistent with safety and aesthetical considerations.

Pavement structure design has advanced from an intuitive process to a rather exacting science which allows the designer liberal degrees of choice and judgment in selecting the appropriate paving section for each project, based on projected axle loads and local soil support characteristics.

This pavement structure design is then coupled with traffic volumes to determine the typical section of improvement for the project. Traffic requirements dictate the number and width of traffic lanes and shoulders to be incorporated into the geometric design of a facility.

An important principle of traffic service is uniformity and simplicity in given situations of like

nature. This principle, coupled with the available options involving horizontal and vertical alignment, is the basis of Geometric Design. Interchanges and intersections are designed to accommodate current and projected traffic volumes in a safe, efficient manner that is constantly being upgraded to make the task of the motoring public as safe and error-free as possible. Human and mechanical characteristics, as well as traffic volumes, are taken into consideration in the planning and design of the geometric configurations of today's highways.

Paramount in all phases of highway planning is the safety of the using public. Safety in design incorporates such features as flattened slopes of high-speed recovery areas, installation of drainage structures to eliminate hazards such as exposed inlets and headwalls, proper guard rail installations and impact attenuation devices, adequate sight distances, both vertical and horizontal, safety barriers, and glare screens.

Earthwork construction, like everything else, has also been upgraded. Along with the concern of yesteryear for a balanced section is the necessity of safe slope requirements, maximum fill height determination, underdrain systems for sub-surface water removal and the control of earthwork operations in an effort to avoid pollution of streams and lakes.

Environmental Design is today an area of great concern. Pollution of streams and lakes by uncontrolled earthwork operations, indiscriminate burning of clearing and grubbing debris, and noise are areas which receive remedial attention during the design phase of a project. Items once considered unusual such as sediment basins, straw bales, concrete and earth noise barrier walls and forced air burning devices are now being incorporated into highway plans as standard items.

The state of the science of roadway designing is constantly changing. Materials and construction technologies are being upgraded daily and the philosophy of the roadway designer must be kept abreast with this constant metamorphosis.

PRIMARY ROADS DESIGN SECTION

The responsibility of this section lies in performing all duties required in preparing construction plans for highway projects on the primary road system in



Arkansas. The section is headed by Robert Mize. A summary of the work involved includes the following steps:

(1) Compiling and analyzing information concerning the projects from Surveys, Planning and Research, Materials and Tests, and Right-of-Way Divisions.



(2) Selecting the best and most economical design alternates which will comply with the needs for the projects.

(3) Preparing preliminary plans establishing the required right-of-way, utility adjustments, bridges and minor drainage structures; determining factors affecting the environment such as noise, air and water pollution, and erosion; and making estimates of cost.

(4) Conducting a field inspection with representatives of the Federal Highway Administration, the District Engineer and Resident Engineer involved, and representatives of Right-of-Way Appraisal for the purpose of pointing out anticipated problems and obtaining more input and expertise regarding the projects.

(5) Preparing displays and information required in holding public hearings to inform the public of the projects.

(6) Compiling the information obtained from the public hearing and preparing a design report explaining the design, answering questions brought out at the hearing, and discussing the environmental factors of the project. This report is sent to the Federal Highway Administration along with a request for approval of the design.

(7) After approval is obtained this section supplies the Right-of-Way Division with final required right-of-way for their preparation of right-of-way plans and acquisition. Bridge Design Division is then supplied

with locations requiring bridge design and plans, and Traffic Division is given the locations requiring signal design and plans, if any. This section then completes the final plans and specifications showing design and listing the quantities required for the projects. After compiling design plans and quantities from other divisions with Roadway Design, the plans are submitted to the Office Engineer for advertising and letting.

(8) After the projects are under contract this section reviews all changes made in the field and often must prepare changes to be made during construction.

SECONDARY ROADS SECTION

The Secondary Roads Design Section is responsible for the development and design of plans for projects as defined under the "Secondary Road Plan", as approved by the Federal Highway Administration. Richard Siegler is section head.

The scope of work performed by this section covers a wide variety of projects including county roads, forest roads, gap closures and bridge and approach jobs.

The unique location of the majority of these roads requires the use of modified design standards. Mountainous terrain and lower traffic volumes dictate a design resulting in steeper grades, sharper curves, and reduced traveling speed.

In order to initiate a secondary road project, there must be a need, as assessed by the County Judge and State Highway District Engineer.

When a particular project has been programmed and the survey completed, the initial roadway plans are prepared for field inspection. Close coordination among the County Judge and appropriate highway personnel is important here because right-of-way must be donated by the adjacent property owners, and utility adjustment costs must be absorbed by the County.

Roads under the secondary system are designed for a different type of traveling public, as compared to those highways within the Urban, State, Primary, and Interstate Sections of the Roadway Design Division. They best serve local residents and communities of our State, as connectors to main arteries, and eventually, and Primary and Interstate System.

URBAN DESIGN SECTION

The Federal Aid Highway Act of 1973 expanded the Federal Aid Urban System Program to allow urban areas with population of between 5,000 and 50,000 to select an urban system at the discretion of the various State Highway Agencies. The urban design section of the Roadway Design Division is primarily responsible for designing and coordinating the development of plans on the urban system, with the cities in these urban areas and the Federal Highway Administration. There are 44 urban areas in the State that qualify for this program.

This section, headed by Paul DeBusk, works closely with the city administration and citizens of the community to help them obtain the type of facility they need and want. To achieve this goal, city council meetings are attended in addition to informal meetings with city officials, utility companies and private citizens.

Normally, no State funds are involved in these projects. The Federal Highway Administration pays 70% of the cost of engineering and construction and the city furnishes the remaining 30%. If any additional right-of-way or utility adjustments are required, they too are eligible for Federal participation in funding on a 70-30 matching basis. The type of projects eligible for this type of aid range from a four-lane roadway on new location to the simple modification of an existing intersection. The reconstruction of Geyer Springs Road in southwest Little Rock is an example of an urban system project.

This section also provides assistance to towns with populations of between 1,000 and 5,000 and with minority populations greater than 50%. Ten towns in the state meet these qualifications. These funds were made possible by the Federal Aid Off-System Program as called for in the Federal Aid Highway Act. Projects on this system are handled in basically the same manner as the projects on the Federal Aid Urban System, with the major difference being the size of the projects. Off-Systems projects are generally limited to asphalt overlays, minor reconstruction and limited curb and gutter work.

FREEWAY SECTION

The freeway, defined as an expressway with full control of access and no at-grade intersections, is the

highest type of highway. Essential elements include medians, grade separations at cross roads or streets and ramp connection for entrance to and exit from the through pavements for interchange of traffic. Full control of access exercises authority to give preference to through traffic by providing frontage roads and connections to public roads or interchanges for access to private property abutting the high speed roadway.

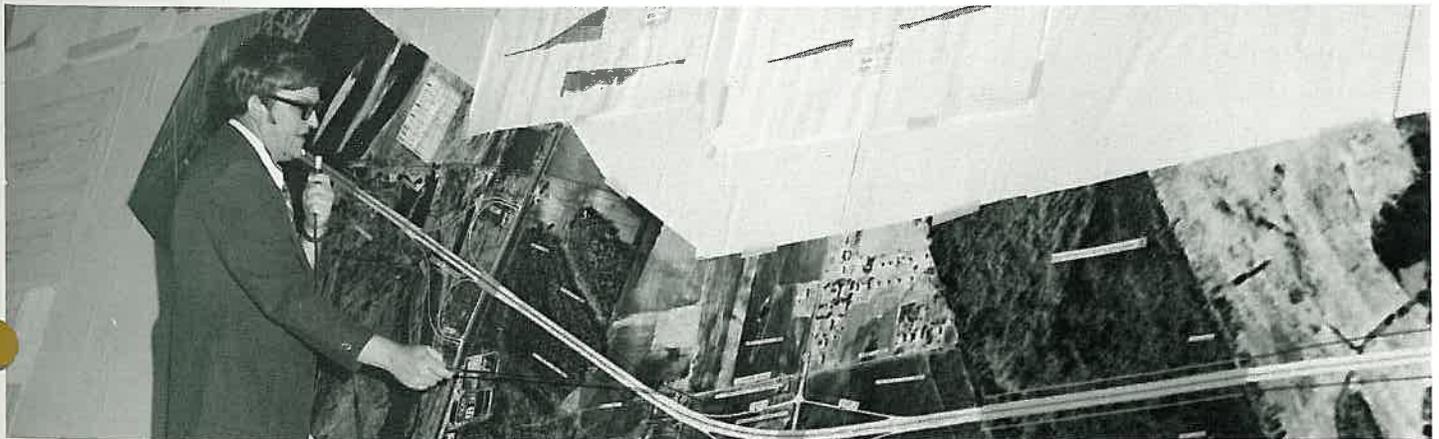
Freeways are designed to accommodate large volumes of traffic at relatively safe speeds ranging from 50 to 75 miles per hour. In Arkansas all freeways open to traffic or in plan development stages are either basic 4 or 6 lane divided facilities. Auxiliary lanes are included where warranted for adequate and safe weaving maneuvers. Through traffic lanes are 12 feet wide and shoulders are 10 feet wide on the outside; the inside of each roadway must have a minimum width of 6 feet. One-way ramp pavement width is 15 feet and shoulders are 6 feet on the right and 4 feet on the left.

The freeway designer must be acutely knowledgeable of criteria and policy established by the American Association of State Highway Officials for the Design

of Highways. Close adherence to these guidelines and to the Arkansas State Highway Commission's standard specifications for highway construction is required for approval of funding by the reviewing agency. Freeway Section Head is Robert Narrell.

Actual freeway design procedures begin upon approval of a corridor through which the facility is to be constructed. At this point a base line is established and plotted on an aerial mosaic or topographic quad sheet. Preliminary geometrics consisting of alternate interchange layouts, grade separations and frontage road requirements are drawn for economic analysis.

Profile and preliminary grade lines are then established for further analysis of drainage structures, right-of-way lines and adverse environmental impact. These operations almost invariably result in some shifting of portions of the base line prior to a field review with representatives of the Federal Highway Administration for their input or recommendations. Differences of design features or concept are resolved prior to taking preliminary plans before the populace at a public hearing.



Public hearings are held for the purpose of explaining the scope and intent of the proposed project. All persons in attendance are invited to speak — pro or con. Proceedings are recorded, transcribed and analyzed. Each comment is recognized and disposition of all statements is noted in the form of a design report which is submitted to the Federal Highway Administration, along with a request for design approval.

Receipt of written design approval is authorization to proceed with preparation of plans for construction of the project.

With the advent of the project requirements, Roadway Design is charged with the explanation of design alternates at these Public Hearings. This requires a significant effort in the preparation of displays, conducting informal meetings with various interested groups and then explaining the project and responding to questions at the hearing itself. This exposure gives the public an opportunity to express themselves to the designer at the hearing and then gives them a contact in the Department for further questions and/or problems. As a result of this exposure Roadway Design has, by necessity, been required to become adept at public relations.

Freeway design requires an extremely high degree of closely coordinated efforts by Roadway Design, Bridge Design, Surveys, Right-of-Way, Materials and Tests, Planning and Research, Reproduction and Environmental Development.

100% STATE SECTION

This section, headed by Frank Hutchison, is considered a leader in the early development and use of continuously reinforced concrete pavement, crushed stone bituminous concrete for crack relief in pavement overlays, stabilization of existing pavements by means of pressure grouting, extensive sub-surface drainage systems and 5-lane pavement construction.

The title "100% State Funded Projects" does not fully cover the realm of work undertaken by this section. Although set up to handle state projects, this particular section handles a variety of projects. Among these are: interstate rehabilitation, design of the Great River Road System in Arkansas, primary and secondary route reconstruction, urban extensions, rest area construction and renovation, weigh stations and pro-



Frank Hutchison

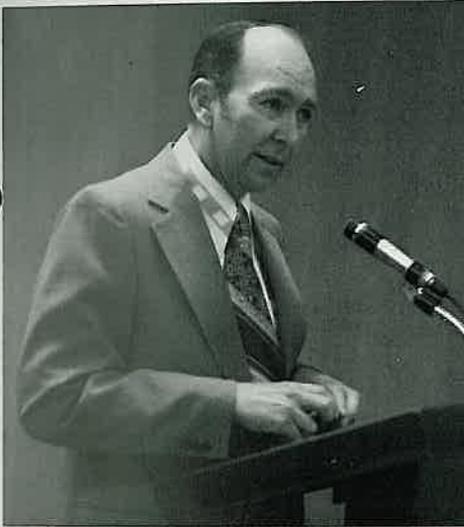
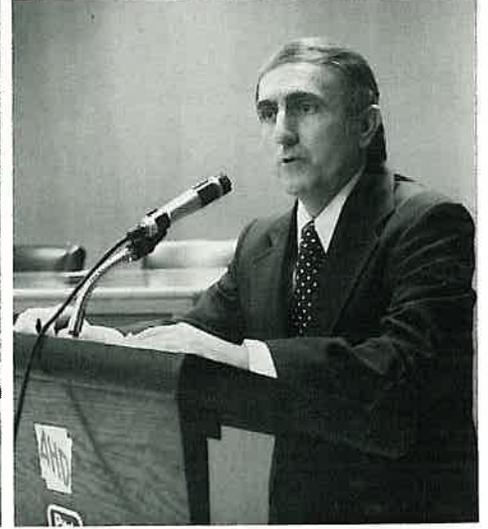
jects for other State agencies such as Vo-Tech Schools and the State Building Services Commission. The section specializes in designing and developing construction plans for 100% State funded projects and those wherein innovative concepts may be utilized.

CONCLUSION:

The Federal Highway Administration, in 1956, set up an accelerated highway construction program for the Interstate System. At the same time Congress directed a modest acceleration in the funding for the Primary and Secondary Federal-Aid Systems to a so-called annual "billion-dollar-plateau" for financing these Systems. In Post WWII years this was regarded as a goal which would offer an optimal improved highway transportation network. However, after twenty years it is easy to see the total inadequacy of that funding level. Today, the emphasis in relative need has shifted from the great transcontinental freeway network to the tributary arterial and collector networks—from the Interstate to the Primary and Secondary.

With The Presence Today Of Such Diverse Needs In Highways Suited To Facilitate The Most Convenient Travel, The Roadway Design Division Of The Arkansas Highway Department Emerges As A Most Dynamic Participant In Working To Fulfill Highway Goals.

RESIDENT ENGINEER'S CONFERENCE BIG SUCCESS



BLACKWELL FINISHES TERM



Lawrence Blackwell of Pine Bluff presided at his last Highway Commission meeting January 26. Blackwell, whose ten-year term on the Highway Commission expired in January, had been Commission Chairman since January, 1975.

His fellow Commissioners held a dinner in his honor January 7 and presented him with a plaque for his outstanding service to the Highway Department and the State of Arkansas.

Blackwell's interest in the betterment of the State Highway System began more than 30 years ago while he was serving as Mayor of Pine Bluff. Later, as a State Senator, he became concerned with the operation of the Department under each new Governor. In 1951 he teamed with Senator Y. Milton Mack to co-sponsor the Mack-Blackwell Amendment to the State Constitution, making the Highway Department a constitutional agency.

Blackwell was appointed to the Highway Commission by former Governor Orval Faubus to complete the unexpired term of Cecil S. Lynch from May, 1958 to January, 1961. He was reappointed in 1967 by former Governor Winthrop Rockefeller to serve a full ten-year term.

Blackwell earned his BA degree at Vanderbilt University, his LLB degree at Harvard Law School, and has practiced law in Pine Bluff since 1935. He served as Air Combat Intelligence Officer in the United States Navy during World War II in the Atlantic and Pacific theaters.

Besides serving as Mayor, Blackwell was an Alderman at Pine Bluff, served ten years in the State Senate where he was President Pro Tem for one year, and as Chairman of the Pine Bluff Planning Commission.

He is a Shriner and a Scottish Rite Mason, and was elected Potentate of Sahara Temple in Pine Bluff in 1951. He is a past member of the Board of Directors of the Pine Bluff Chamber of Commerce and is presently a member of the Board of the Arkansas Power and Light Company.

Although Mr. Blackwell is leaving the Highway Commission, it isn't likely that he will sever his ties with the Department. He has a strong interest in the highways of this state and will likely be called on by the Department and Commission for advice from time to time.



ICE AND SNOW CREATE HAZARDOUS CONDITIONS



Winter came into its own during the month of January. The weather for the first three weeks has been the severest in several years.

The snows and extremely cold weather halted traffic, closed some industrial operations, and shut down schools all over the State. Many highways were temporarily closed and most were extremely hazardous.

Highway Director Henry Gray commended the Highway Department personnel charged with the responsibility of keeping the highways clear and open. In several instances highway department crews worked as long as 20 hours before being relieved. Most of the overtime put in by the maintenance forces was at night and on weekends.

The Department has spent \$1,011,950 for snow and ice control since the first snow which fell in November 1976. District 9, which includes much of Northwest Arkansas, spent the most, \$313,000. Dis-

trict 3, which includes Southwest Arkansas, spent the least amount, \$21,300, indicating that the weather was more severe in the north and northwestern parts of the state. Of the total amount, \$569,750 was spent for labor, \$236,100 was spent for materials, and \$206,100 was spent for equipment rental.

The snow and ice control cost is only a small part of the money that will be spent on the state's highways as a result of the severe winter weather. This spring maintenance forces will begin a mile evaluation of the state highway system to determine how much damage was caused by the freezing temperature and snow and ice.

The first signs to appear are usually cracks and potholes. In many cases the damage is not only to the surface, but also to the base below, necessitating major repairs that are expected to run into millions of dollars.

DEDICATIONS



NORTH WEST AVENUE

Dedication ceremonies marking the completion of the North West Avenue widening project at El Dorado were held January 28.

Highway Commissioner James Branyan of Camden delivered the dedicatory address to about 300 persons who turned out for the opening.

Highway Director Henry Gray introduced Commissioner Branyan. The formal ribbon cutting was performed by Holly Henley, "Miss El Dorado." Also participating were State Legislators from the area and El Dorado and Union County officials.

The North West Avenue project widened a heavily traveled two-lane facility to a modern five-lane thoroughfare with a continuing left-turn lane.

Construction work on the 2.4-mile traffic artery was started in the spring of 1975 by the Hardy Construction Company of Pine Bluff. The project is regarded as a model for the handling of urban traffic with maximum safety and efficiency.

Total construction cost was nearly \$2.3 million. The City of El Dorado participated by providing \$150,000 for acquisition of the necessary right-of-way.

U.S. 65

December 30, was a big day for residents of Pine Bluff and Southeast Arkansas. It marked the opening of a 4.3-mile section of the new U.S. 65 from Blake Street to Highway 270.

Former Commission Chairman Lawrence Blackwell of Pine Bluff told the nearly 200 persons on hand for the dedication that the opening "signals the beginning of things to come to South Central and Southeast Arkansas."

The new section will allow motorists to avoid the congested Dollarway, White Hall and Pine Bluff Arsenal areas. Also, commuters who travel between Sheridan and Pine Bluff will have a faster trip along the more scenic route.

The \$3.9 million contract for the Blake Street-Highway 270 project was awarded to Moro, Inc. in July, 1973.

U.S. 67-167

The Arkansas State Highway Department has opened the final 9.1-mile link of U.S. 67 - 167 from North Little Rock to Bald Knob.

The barricades were removed December 20. Work on the \$16.1 million four-lane divided highway began in late 1973. The Highway Commission has in its long-range planning the improvement of U.S. 67 to the Missouri line. The route is one of the most heavily traveled rural traffic corridors in the state, with a daily traffic count of over 9,000 vehicles per day.

S.H. 321

Lonoke County residents who travel Highway 321, or Mt. Carmel Road, are now driving on a newly reconstructed hard surface.

Dedication ceremonies took place December 8, in front of the Old Church at the junction of S.H. 89 and S.H. 321. The Cabot High School Band was on hand to provide the music and former Commission Chairman Lawrence Blackwell delivered the dedicatory address.

The work on the 8-mile section was done by State Maintenance forces.

PUBLIC HEARINGS

FAYETTEVILLE

Nearly 200 persons were on hand for the recording of history at the Department's Public Hearing December 16, in Fayetteville on the completion of the Fayetteville Bypass (Highway 71).

What was historic was the fact that a song had been written about the proposed project and was performed by the composer, Bruce Hall King. This was the first time in the history of the Department that a song had actually been written about one of its projects.

The \$14 million project calls for completing the bypass by constructing the additional two lanes. When the existing bypass was built only two lanes were constructed. Once complete, the Highway 71 Bypass will provide motorists in Northwest Arkansas with a much safer and time saving route.



McCain Boulevard

It was a light turnout in North Little Rock December 21, for a public hearing on a proposal to revise the McCain Boulevard interchange with U.S. 67 - 167, but it was an enthusiastic audience pledging 100% support.

This project would widen the present two-lane bridge to six lanes and revise the frontage and access roads. This McCain interchange has become a bottleneck in recent years due to the rapid commercial development in the area.

The City of North Little Rock will be required to furnish the right-of-way for the nearly \$1 million project.



WARREN

Over one-hundred persons turned out January 4 in Warren for an informal public meeting to discuss proposed improvements to Highway 4 and Central Avenue.

The proposed project, which includes widening and reconstruction of 1.9 miles of Central Avenue, received a great deal of attention from many Warren residents and the Highway Department decided to hold an informal meeting with the residents to explain the project, although the meeting was conducted in much the same manner as an official public hearing.



AHD HOSTS PUBLIC INVOLVEMENT WORKSHOP



Director Henry Gray

A Federal Highway Administration Public Involvement Workshop was hosted by the Arkansas State Highway and Transportation Department February 15, 16 and 17 in Little Rock.

State and federal highway officials, as well as representatives of the various Metropolitan Planning Organizations from the FHWA Region IV states of Arkansas, Oklahoma, Louisiana and Texas attended. There were no representatives from New Mexico.

Henry Gray, Director of Highways and Transportation, welcomed the participants and pointed out the importance of getting the public involved in highway planning. He said when the citizens see their opinions incorporated in the final product they know they are having an impact on government.

Throughout the three-day workshop the participants discussed how important it is not to lose sight of the public's feelings about highway projects and that every person should have a chance to be heard.

Bill Looney, Chief of Information Services, discussed Arkansas' Public Hearing procedures. Bob Tyler and Marion Butler of Environmental Development discussed the state's listening sessions and Mobile Information Center.



THE AUTOMOBILE AGE IN ARKANSAS

BY JOHN HUME

THE AUTOMOBILE AGE IN ARKANSAS

PART I "THE GOOD ROADS ERA" 1880 - 1910

As the railway age approached its zenith at the turn of the Twentieth Century, the rural population and the urban upper classes depended, as they had from time out of mind, upon the horse for personal mobility. But the rising affluence of the burgeoning urban middle classes was bringing them a heretofore unknown mobility with a low initial cost and a very low maintenance cost, the bicycle, unlike the expensive horse and carriage with a daily ration of costly hay and oats. On weekdays there were the new electric trolley cars in town as well as the bicycle but on the weekends there was the lure of the countryside laced with the rural lanes fringing the cities at the end of the trolley line. On Saturday afternoons a long ride out with his cycling clubmates, a night camping out or in a country inn, a lazy Sunday morning, and a long ride back on Sunday afternoon. It was the "in" thing for the increasing thousands of young urban white collar workers in the growing cities.

But already a shadow was beginning to darken this golden age of sweet air and quietly busy roads and streets. A noisy new toy of the avant-garde mechanics, of the sons of wealthy wagon-builders and carriage-makers, and of the young sportsmen among the idle-rich, was more and more frequently troubling the cyclists, and horsemen crowding the urban streets and suburban lanes of the Nation's cities, especially in the East, the North, the Upper South and the Far West. Cycling never gained this high degree of popularity in the Deep South where few cities, greater rurality, and longer, hotter summers rendered the swifter and more effortless horseback personal transportation far more attractive.

In Arkansas, organized cycling clubs never made much progress. Its greatest effort was probably the faltering survival of an off-again on-again group of cyclists in the old Little Rock Boat Club at the foot of Main Street on the river bank just east of the old ferry landing. Most of the fashionable young people of the town were more interested in the promenades of gleaming trotters and pacers hitched to fancy rigs up and down South Main Street and out East Ninth to circle the drives in the old Arsenal grounds before tea at one or another of the new Victorian mansions in the fashionable South End of town. There were occasional cyclists scattered in



pairs or singly in these Sunday afternoon parades but never with the exuberance and numbers found in northern and eastern cities.

However, over the closing years of the old Century and the opening years of the new, the roads and streets of Arkansas were seldom troubled with the noisy, smoky, and smelly new "rich man's toy" and its impact was largely as a novelty and brought no more lasting attention than the irritant aspects of its noise, smoke and stink and its peculiar talent for frightening high-spirited horses into occasionally fatal runaways. It wasn't even suggested in levity that it might one day replace the standard-bred carriage or saddle horse, or the bicycle, or the trolley for personal mobility, or the great freight wagons and drays drawn by teams of huge Clydesdales or sturdy mules for goods transport away from the railhead. No Way!

Yet in his bright new world of mechanical progress, the bicyclist on his "highly-evolved safety" machine was to sow the seed of his own destruction - or at least his relegation to a minor role in the field of personal mobility - for it was he that launched the Good Roads Movement in America. It was the impact of the ruts and pot holes in America's roads and streets upon the bicycle seat which jolted the cyclists of the Nation into activists' roles as "Good Roads" Committees in the early maturity of the Cyclists' Age.

In 1880 the League of American Wheelmen was organized at Newport, Rhode Island. It was headquartered at Boston with State affiliates and chapters in all the cities across the Nation. In 1891 it began publishing a popular and widely read journal, "Good Roads Magazine", and numbered a national membership of some forty thousand with more in the local membership. The National League aided by the local groups worked



energetically in the '80s and '90s to encourage road improvement. Their magazine fostered the growing concept of a "Good Roads Movement" with a loosely and informally organized Good Roads Association to speak at any opportunity for the "Movement". This effort was centered largely around the large cities of the East, the North, the Upper South, and the Far West, where the cycling clubs were numerous and more active.

* In 1892, two years before the manufacture of the first American stock car — the Duryea Motor Wagon — the Good Roads movement became an independent formally organized concept when the "National League for Good Roads" was founded at Chicago. It was a convocation of State Road Improvement Associations' delegates from a majority of the States and territories. Arkansas and most of the Deep South and Plains States were not represented however. This organization was entirely an expression of the cyclists' and horse-drawn freighters' interest, with some support from the railroads who needed collector roads radiating from railheads to bring in agricultural products. The automobile was still Unknown! However, eight years later —

In November 1900, Good Road interests across the Nation convened in St. Louis with representatives from thirty-eight of the forty-five States participating as organized delegations in the proceedings of the convention. Individuals from each of the seven remaining States and the three Territories attended as interested auditors, but non-participants, in the official proceedings. The upshot of it all was the founding of the National Good Roads Association, which over the next two or three decades was to become the tool of America's pioneer motorists.

The St. Louis convention in 1900 attracted a new and influential participant — garbed in tweeds, dusters, cap or beret and goggles rather than flannels, blazer, boater or beanie, and goggles — for the automobile had become a popular toy of the rich young sportsmen of the Nation. They were soon to be joined by fellow enthusiasts from the affluent pre-WWI middle-class, and, not too much later — after Mr. Ford's creation of the early American folks-machine, the Model T — the working man. This amalgam of ill-assorted bedfellows took over the movement by the end of the next decade, 1910, and The Automobile Age became something more than poetic fancy.

The railroads were quick to recognize the value of all-weather feeder roads radiating from their railheads to bring the farm products needed by urban population and industry. Rail lines could be feasibly extended to individual mining and lumbering operations but not to the millions of American family farms which fed and clothed the Nation. As rail lines merged and proliferated in the last two decades of the XIXth Century, local newspapers were urged by railroad management to advocate good all-weather roads. In Arkansas, the Arkansas Gazette began in 1895 to advocate road improvement and by 1900 was regularly stating that good roads would benefit both the farmer and the railway.

The Good Roads movement in Arkansas may have received its strongest and most organized support from the railroads — certainly more there than from the State's cycling clubs. The railroads were joined by local bankers and merchants with foresight who were able to organize and operate a program with greater ease than the farmers. However, the farm organizations were active, particularly The National Grange, and were so influential nationally that the Office of Public Road Inquiry was established in the U.S. Department of Agriculture although the League of American Wheelmen was the major power behind its establishment. The Wheelmen League's monumental efforts led to the enactment of state-aid-for-local-roads laws in seven States by 1900, the first, New Jersey in 1891. After 1900, it became the efforts of the motoring clubs and, in the Deep South, the railroads, bankers and merchants along with farm bloc organizations which called for public aid to local roads.

By 1891 State Good Roads organizations had been set up in seven of the forty-four States — Georgia, Illinois, Massachusetts, New York, Pennsylvania, Rhode Island, and Tennessee. In Arkansas, Little Rock took the dominant role in the Good Roads movement and followed the progress in other States with great interest and emulated their work in Arkansas. The Arkansas Gazette, with a long, deeply-rooted tradition of support for progressive activity in the State, was a strong voice in support of their efforts. The Arkansas group promoted a Good Roads Convention and invited all the County Judges, authorizing them also to appoint a five-member delegation from the county interested in better roads. Governor Clarke proclaimed February 25, 1896 as Good Roads Day and called

the convention for that date. On the day 220 delegates representing forty-four counties showed up and elected the President of Hendrix College, Prof. A. C. Millar, as their permanent chairman. The convention produced no permanent policy or organization but it did appoint a committee of ten men to act on all matters pertinent to the Good Roads Movement. The Committee of Ten met again just over a month later on April 9, 1896, but only seven were present. They elected Prof. Dr. A. C. Millar, Chairman and H. L. Rimmel of Newport, Vice-Chairman, and created Arkansas' first formal Good Roads Organization, "The Good Roads League of the State of Arkansas", with the same two men in the same offices for the new league.

At last Arkansas was officially into the Good Roads Movement. The League adopted five basic goals:

1. To stimulate general interest in improved public roads;
2. To collect and disseminate better methods of road building and maintenance;
3. To encourage State and National legislation favoring road improvement, especially the farm-to-market roads;
4. To publish material necessary and useful in promoting the Movement; and,
5. To promote the formation of a five-man committee in each county under the ex officio guidance of the County Judge, a committee of interested people chosen to promote and organize county activities for road improvement.

Now the issue of and the current news about Good Roads progress would be kept before the public by a duly authorized and widely-recognized voice. Between 1895 and 1905 the Arkansas Gazette and, to a lesser degree, other newspapers over the State ran frequent articles advocating Good Roads precepts and urging civic attention and citizen action.

A month after the League's organization, the Committee on Good Roads, now serving as the Executive Committee of the League, reported a series of findings to the Arkansas Gazette, which published them on May 8, 1896. The findings included the result of a study of the effect of farm-to-market roads on agriculture, and showed that —

- a. Arkansas farmers were paying \$9-million a year in additional transportation costs because of poor roads.
- b. Macadamized "highways" to replace existing dirt roads would cost at least \$500 per mile — probably a surface nine feet wide.

The Committee also pointed out in their findings that under the Arkansas Constitution (the 1874 as today) there were three potential sources for road improvement revenue, one or two or all three of which might be exploited —

1. The General Assembly had power to levy an ad valorem tax of up to ten mills at the State level — to be allocated as State-aid to the counties for road work.
2. The County Courts had power to levy an ad valorem tax of up to five mills at the local level — to be allocated among

the townships (road districts) for road work; and/or

3. The County Court could authorize groups of landowners to organize specific road improvement districts, whose land-owning membership would be assessed on some pro rata basis for construction cost funding.

Although Good Roads interest was spreading in Arkansas, no one wanted to be tagged to meet the cost of a road program. The townspeople comprised several strongly interested groups, among them:

1. The wealthy few who, already, were personally interested in motoring in the near future;
2. The local merchants who depended upon the rural population for patronage and produce; and
3. The bankers with heavy investments in railroads, timber and other local industry.

Yet all of these wanted the rural population to foot the bill — and they loudly proclaimed the farmer to be the prime beneficiary of good roads. However, in the 1890's approximately 95% of the State's population was rural so it was impossible to enact legislation under either the first or second potential sources. Inevitably, interest focussed upon the third potential source of road improvement funding — the road improvement district. Already in the cities a sort of de facto street improvement operation had been utilized on a voluntary basis; but, lacking statutory authority, nothing could be done to compel all beneficiaries to meet their fair share of cost — and there were, of course, always a few "dead beats" who left it up to more civic-minded and, sometimes, more affluent neighbors to foot the bill. As a pattern they usually vociferously denied any interest in the project while quietly enjoying the knowledge that it would be available to them too.

The Committee also appended several suggestions, among them these three:

1. Great economies, and economic progress, could be realized by utilizing convict labor in road building instead of leasing them out to planters and others as cheap private labor;
2. County judges with insufficient revenues to cover road work should urge and lead a statewide effort to amend the Constitution allowing the counties to levy a 5-mill tax specifically for road work; and,
3. Each county court should appoint a 5-member executive committee for road improvement to work with their opposite numbers in furthering Good Roads objectives.

Making progress slowly, the State's Committee for Good Roads distributed 30,000 circulars outlining needs and possibilities for good roads and a plan of action. Dr. Millar himself traveled widely over the State speaking for good roads and distributing the circular and met with attentive hearers everywhere.

In the next session of the General Assembly, 1897, an effort to improve existing road law, (the old English common law practice of landowners, males 18-45, contributing five days

per year in road work or its monetary equivalent) was enacted in the Prince Act. It made little change other than to authorize the County Court to furnish each road overseer with a team of animals, one road scraper, one large steel turning plow and a few other basic tools, shovels, et cetera. It helped very little in road improvement and it was bitterly attacked by Good Roads adherents. But it did give many a ray of hope in that the General Assembly had been awakened to their problem, and were now on record.

In 1899 real progress was made when amendment No. 3 to the Constitution was adopted. It authorized County Quorum Courts to levy and collect a "County Road Tax" of three mills to be used for road purposes only, but the voters of the county had to pass on it at each General Election. Act 200 later in 1899 became the enabling legislation and clarified some of the ambiguities and obscurities of the Prince Act of 1897. It also allowed the use of county convicts for road work at the same pay (75c) as the landowners exemption fee (75c) – down 25c from the exemption fee (\$1.00) under the Prince Act and earlier law. However, it was several years before many counties enacted the three-mill road tax.

In December 1899, fourteen counties in Western Arkansas organized the Western Arkansas Good Roads Association, which also included the neighboring Choctaw and Cherokee Nations. The road building expert of the U.S. Department of Agriculture, a retired U.S. Corps of Engineers General attended and

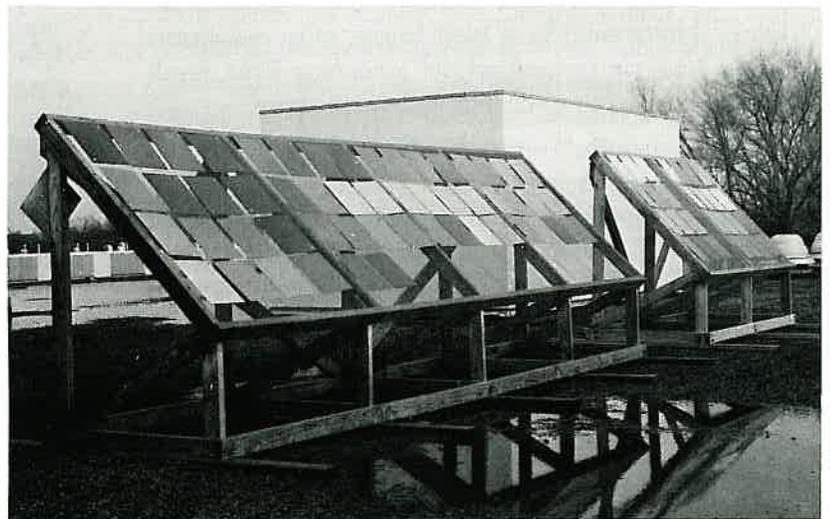
spoke on Good Roads and praised Arkansas' interest.

The slow growth continued and in 1903, the unfunded Good Roads League of the State of Arkansas held its second convention, seven long years after first but kept alive by the Executive Committee of ten and especially its chairman, Dr. Millar. The Little Rock Board of Trade organized the convention and made the preparation for it. They urged each County Court to appoint ten delegates and each city and town mayor to appoint five. Some 1,200 delegates assembled to hear the principal speaker, the Director of the U.S. Office of Public Road Inquiry, and other experts, and to change the organization's name to the Arkansas Good Roads Association, with a permanent office in Little Rock.

AGRA held annual conventions after that. In 1904 and again in 1905 and 1906, it supported Sebastian County Judge Falconer's bill which called for spreading costs – State 50%, Counties 35%, and adjacent landowners 15%. This method had been proved effective in several Eastern states. The landowner's part was strictly voluntary. It was to be supervised by a State Board or Road Commission with a professional highway engineer. It called for a State levy of two-mills dedicated to these purposes. In 1907 it was finally introduced by Rep. Bock of Sebastian County and became the model and forerunner for the Act creating the State Highway Department six years later.

Continued on page 25

SIGN SHEETING BEING TESTED



The multi-colored screens located on top of the AHD Materials and Tests building appear to be some sort of reflective solar system. These colored panels are sign sheeting provided by four (4) different companies for use in the preparation of highway signs. The Materials and Tests personnel have arranged these screens in such a way as to determine the reflective

qualities of the panels, the lasting durability of the various colors, and their resistance to weather. A duplicate set of the panels are maintained in a controlled situation. This testing provides the Highway Department with valuable information for its massive sign program.

THE BEAUTY OF SPRING

BY Steve Wilson

COVER STORY

As spring approaches, we are reminded daily of the impending beauty which accompanies this wonderful season. These reminders are the many species of wildflowers, new and different ones blooming each day, which adorn our streets and highways, streams and rivers and yards and fields.

Millions of wildflower enthusiasts spend the fresh warm spring months seeking undiscovered rare specimens or common species in uncommon places or simply making sure last year's discoveries are blooming again this year.

There are thousands of species blooming in the Arkansas spring and these have many values to man. The Prickly Pear Cactus is highlighted on the cover and the Coneflower, along Interstate 30 south of Little Rock, is featured on the back cover. These two species of flowers are discussed in the following narratives.

PRICKLEY PEAR CACTUS (*Opuntia Compressa*)

The Prickly Pear is common throughout the state on rocky and sandy prairies, open glades, fields and along railroad and highway rights of way. The fleshy,

juicy flattened joints are the stems. The stems contain small clusters of brown bristles scattered over their surface and bear white or brownish spines. The bristles and spines have been the bane of many barefooted Arkansas youngsters. As the lovely flower petals fall, the ovary ripens into a tasty edible fruit.

CONEFLOWER (*Echinacea Purpurea*)

This is one of the many dozens of different species of sunflowers that grace our highway rights of way from late spring to early fall. Our right of way mowing program is attempting to maximize the value of these roadside beauties to the traveling public by mowing only from the shoulder to the ditch and as infrequently as possible. There are other values we receive from allowing some of our rights of way to "grow up". Some native insects which are effective natural predators on crop-damaging pest insects overwinter only in specific native plant species. Also, this roadside habitat provides cover, food and nesting sites for various wildlife species. So not only are there aesthetic reasons for preserving the roadside wildflower, there are ecological reasons also.

BLACKWELL RECEIVES AGC AWARD

The Associated General Contractor's Distinguished Service Award was presented to retiring Highway Commission Chairman Lawrence Blackwell at the Association's Annual Banquet January 28.

The Award was presented in "appreciation for dedicated service to the people of Arkansas through the State Highway Commission."



Lawrence Blackwell receiving award

NATIONAL SYMBOL DISPLAYED IN CENTRAL OFFICE

BY JOHN KIZER



On June 20, 1782, the bald eagle was formally adopted as the emblem of the United States, a living symbol of our Nation's strength and freedom. Today, it is an endangered species fighting for its life and very existence.

There are approximately 40,000 bald eagles in North America, but the majority of these inhabit Alaska and Canada. Only about 3,000 are found in all of the continental 48 states. Arkansas has a wintering population of 40 to 80 birds, however, no southern bald eagles now nest in the State.

You might wonder what has upset the balance of nature to bring the southern bald eagle so close to extinction. The Federal Office of Endangered Species blames the bird's decline on human interference with their habitat, loss of nest trees, illegal shooting, and possibly reproductive problems caused by pesticides.

Perhaps you have been fortunate enough to see a bald eagle here in Arkansas. Or perhaps you have seen a large brown bird and were not sure if it was an eagle. It could have been an immature bald or golden

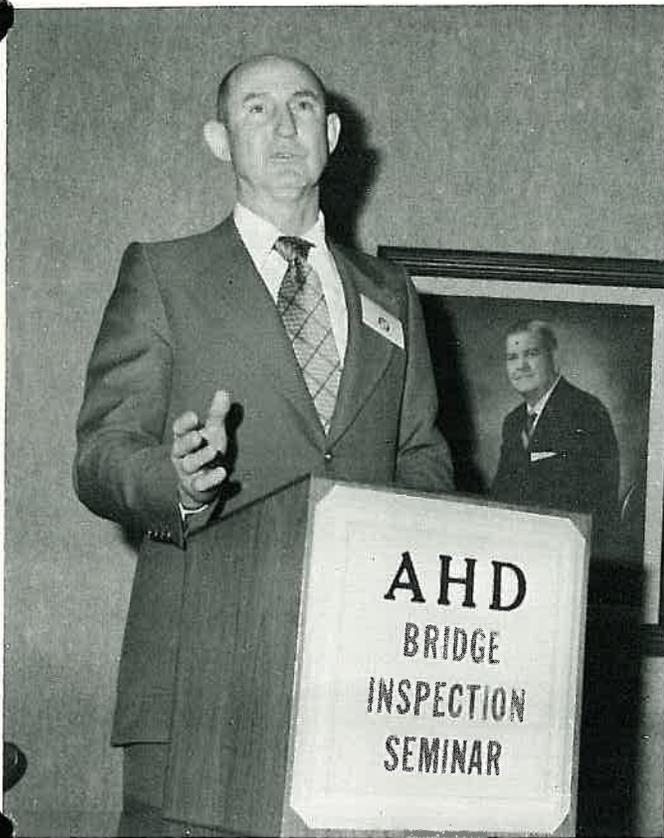
eagle. Both of these eagles are protected by federal law and yet at least 10 to 20 of these eagles are shot each year in Arkansas. The penalty for such senseless slaughter is \$5,000 fine and/or up to one year in jail.

During the week of January 24, the Little Rock Museum of Science and History displayed a bald eagle with an American Flag in the lobby of the Central Office. This display is a joint project sponsored by American Airlines and the Museum of Science and History.

The eagle was shot in Arkansas some years ago and was donated to the Museum. Employees of American Airlines raised the money to buy the display case, American Flag and the recorded account of how the bald eagle came to be designated the National Symbol as a Bicentennial project.

Shown viewing the eagle are Barbara Oldham, John Kizer, Rita Hait, and Calvin Peevy. John Kizer, State Aid Engineer, is a member of the Board of Trustees of the Museum.

BRIDGE INSPECTION SEMINAR



Asst. Chief Engineer, Jim Lowder

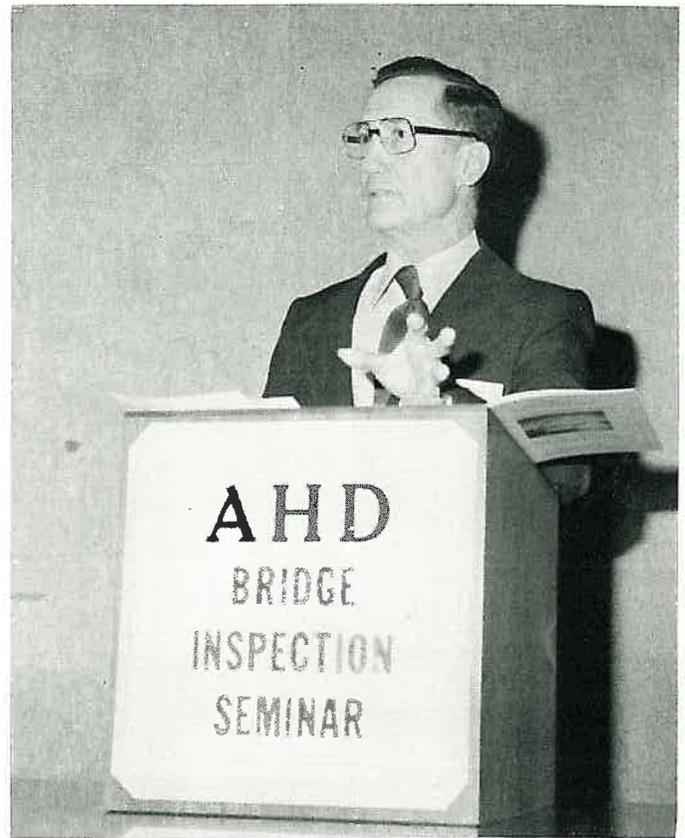
The Arkansas State Highway Department held its 1977 Bridge Inspection Seminar in the Glenn Zimmerman Hall of the North Little Rock Public Library January 11-13.

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

The Federal Aid Highway Act of 1968 requires that all of the nearly 8,000 bridges on the State Highway System be inspected every two years. The completion of the Inspection Programs of 1973 and 1975 yielded data that was used for determining load limits, scheduling bridge replacements and needed repairs.

There were 40 AHD Engineers and Bridge Inspectors in attendance at the seminar.

Personnel attending:



Asst. District Engineer, V. O. Selby

District One: B. J. Barnett, A. H. Cole, G. E. Jackson, K. R. McMickle and W. F. Lindsey.

District Two: K. F. Tyler, M. D. Bagwell, G. D. Williams, J. G. Watkins and T. M. Carr.

District Three: J. B. Karnowski, E. D. Barrett, D. O. McWilliams and L. Nine.

District Four: C. H. Sanders, R. T. Fulton, W. Goodson and L. D. Holland.

District Five: S. L. Swink, S. W. Bolding and B. N. Stanton.

District Six: R. B. Jones, F. J. Williams, E. L. Trickey, and B. W. Pierce.

District Seven: R. E. Myers, K. L. Johnson, and C. E. Vance, Jr.

District Eight: M. C. Young, S. A. Ramsey and G. D. Martin, Jr.

District Nine: V. O. Selby, J. W. Brisco, L. Burgess, Jr., and W. H. Phillips.

District Ten: B. B. Lofland, R. G. Moss and J. E. Pickett.

HBM: D. T. Brown and R. E. Buchanan.

LONG LOAD



LONG LOAD — So says the sign on the front of the rig in the photograph which is, to say the least, only an indication of what is behind the tractor. The rig is the second of six such loads being moved from Seattle, Washington down the West Coast and across the state to Hollywood, Alabama using Interstate Routes I-30 and I-40 through Arkansas. The load was issued a permit for 130 feet in length, 10 feet in width and 188,000 lbs. total weight.

The long load consisted of one steel girder which is a part of an overhead gantry crane at an atomic reactor site. It is all that couples the rear truck to the front except brake and light connections.

A specially designed truck-trailer is used to haul the beam. The most unique feature of the rig is the steerable "truck" under the back of the beam. This truck has a small cab constructed in between the front steerable single axle and the first set of tandem axles. The windshield and rear view mirror can be seen in the second photo. In order to negotiate curves the rear driver must turn the opposite direction to the tractor. A two-way communication system is used between the front and rear cabs. Drivers are

changed about every two hours in relieve and rotate in driving positions.

How would you like to drive across the country at 45 mph only a few inches above the pavement looking at the back axle of the front truck with a huge girder overhead?



AHD PRESENTED AWARD

A U.S. Department of Transportation representative presented the Highway Commission a plaque on December 1, for the first place award won in the Eighth Annual Department of Transportation Awards Competition – The Highway and Its Environment.

A photograph of the safety rest area on U.S. 71 near Waldron in Scott County won first place in the category, "Outstanding Safety Rest Area or Information Center." This well designed public-use area replaced a garbage dump that was once an eyesore to passing motorists.

The 1975 contest attracted 670 photographic entries from 46 states, the District of Columbia and Puerto Rico.



Lawrence Blackwell with C. F. McMillen, FHWA.

NEW TOASTMASTERS OFFICERS ELECTED



Recently elected officers of Southwest Little Rock Toastmasters Club are, from left to right: Don Potter, President; Dewey Stanton, Educational Vice President; Melba Shepard, Administrative Vice President; Ralph Blackwell, Secretary/Treasurer and Mike Selig, Sergeant at arms. The club meets every Friday at noon. A membership drive is now underway, and any interested party should contact Melba Shepard at 569-2296.

continued from page 20.

In April 1905 a splinter group convened in Texarkana as the Interstate Good Roads Association under the auspices of the National Good Roads Association. It advocated Federal-aid which AGRA and other Southern States had always handled with a certain aloof attitude, feeling that the continuing Republican administrations in Washington would short-change the Democratic Southern Bloc. This group never met again but returned to the AGRA fold.

The 1907 AGRA convention gave its support to the Arnold Road Bill as well as the Falconer-Bock Bill. The Arnold Road Bill authorized a majority-in-value of the landowners along a road to petition the county court for creation of a road improvement district. The county court was then to hold a hearing and issue a court order for its formation.

The Arnold Road Act became law in 1907 – an epochal mile-stone in the progress of the Good Roads Movement in Arkansas and framed in the concept of the Automobile Age!

The Road Improvement District, a new approach, was now at hand but it would be some three years before it gained real momentum. However, a Jefferson County group petitioned its County Court in the summer of 1907, shortly after the Arnold Bill became law, and other groups across the State soon followed. But there were legal obstacles to be met and it was not until 1911 that the RID approach really became a serious factor in Goods Roads objectives.

NEXT: The Road Improvement District Epoch.

AWARDS

JANUARY – FEBRUARY – MARCH

35 YEARS

Columbus Dalmut, District 4

30 YEARS

Lonnie E. Tilley, District 9 HF
Carmon E. Trammel, District 4
Charles B. Thomas, District 8
Leo Wright, District 5

25 YEARS

Frank D. Caple, Procurement
W. C. Beck, District 3
Marvin E. Dorsett, District 1
Cloyce A. Gibson, District 10
John D. Bland, District 6
Virgil J. Butler, Jr., District 5
Paul E. Uchtman, Heavy Bridge Maint.
Fay I. Barber, District 4
Paul R. Blankenship, District 7
Quinton Cope, District 2
R. C. Turney, M & T

20 YEARS

Adele H. Fiedler, Chief Engineer
Luther E. Harper, Equipment
Berlin E. Hill, District 5
Ralph C. Montgomery, District 5
Veral Pinkerton, Bridge Design
Jerry L. Stacks, M & T
Neil P. Thompson, Roadway Design
Carl W. Colvert, Equipment
Byron E. Coston, District 7
Clyde J. Coston, District 7
Robert G. Moss, District 10
Harold E. Wacaster, Surveys
Otis K. Walden, District 3
Maurice D. Head, Equipment
Claudes S. Mitchell, District 5
Bobby M. Brown, Surveys
Jeff D. Egner, District 5
Dennis Henley, District 2
Robert L. Mainer, District 4
Charles N. Mings, District 4
Walter J. Shreeve, District 4

15 YEARS

William M. Johnston, District 4
Charles D. Broadway, District 6
Champion D. Harvey, District 6
Mona G. Mahl, District 4
Willard M. McCauley, Maintenance - Radio
James A. Allbritton, District 2
William E. Jesse, District 4
George F. Price, District 8
Thelma F. Routh, P & R
Herman Schmidt, Jr., Legal
John A. Walker, District 9 HF
Joe T. Akin, District 2
Martin H. Childers, Heavy Bridge Maint.
Granvie J. Collins, District 5
Arbie J. Glover, District 1

Thomas J. Mays, District 7
Johnny W. Nalley, Radio
Kenneth R. Perry, District 6
Leo Seal, District 4
Kermit N. Smith, District 6
Gerald L. Sneed, M & T

10 YEARS

William F. Chwalinski, District 6
Vernon E. Hardcastle, District 6
Doye D. King, Surveys
Cecil B. Lewis, District 10
Dequince Lewis, District 2
Johnnie K. Marley, District 4
Louis F. Maxey, District 3
James E. Reynolds, M & T
Cecil A. Willcoxson, District 10
Jearl E. Baker, District 4
Kenneth H. Bearden, Surveys
Ralph Howe, District 10
Mell Jones, Accounting
Cecil W. McCorkle, District 3
Leroy McLain, State Aid
Garland D. Pierce, District 1
Frederick E. Sloan, Right-of-Way
Dale H. Thurman, District 1
Dale Aaron, District 3
Earnest C. Arnett, District 3
James W. Flowers, District 8
Philip N. Gowen, Legal
James A. Hamblen, District 8
Luther McGowin, Weights
Mikel L. Neal, M & T
Charles A. Pillow, Jr., District 10
Norman D. Ross, District 9 HF
Crosby L. Stephens, District 2
Allen W. Alexander, District 10
Donald G. Cope, District 9
Bryan H. Davis, Environmental
James R. Fultz, District 9
George D. Green, Jr., M & T
Melvin L. Maynard, District 9 HF
Jerrald W. McKown, Records & Repro.
Victor C. Moody, Construction – Final Est.
Albert Wickersham, District 9
Virginia L. Williams, Internal Audit

5 YEARS

Ramond D. Ball, District 5
Oscar E. Bean, District 6
Herman H. Belk, Maintenance
James L. Brown, Surveys
J. B. Evans, District 10
William N. Hunter, District 3
Francis M. Jones, District 8
Willie D. Moore, District 2
Robert E. Saunders, District 2
Thomas E. Simmons, District 2
Conway A. White, District 6
Jimmy L. Allen, District 9
M. J. Fox, District 2
Paul G. Howell, District 7
Richard Johnson, District 2
Larry T. Polk, District 3
Danny J. Smith, District 8
Garland R. Wright, District 7
Michael D. Wright, District 4
Lawrence M. Beard, District 7
Lonnie K. Dickey, District 5
Walter F. Gray, District 8
Kathy L. King, Right-of-Way
David A. Lambert, Bridge Design
Truett Leavell, Jr., District 8
Gary W. Magness, District 2
Charles L. Stevenson, District 10
Robert L. Walters, Roadway Design
Roy J. Baker, District 9 HF
Billie G. Boyd, P & R
Dennis W. Jarrett, District 9
Ann B. Johnson, Procurement
Carroll G. Johnson, District 9 PF
Frank E. Knowles, Records & Repro.
Charles W. Newberry, District 9 HF
Herschel E. Patterson, District 3
John W. Prewitt, District 9 HF
Adler F. Robertson, District 5
Darrell L. Sanders, District 9 HF
Michael D. Selig, Traffic
Vernon L. Terpening, District 9
Randy W. Tomlinson, District 5
William D. Walker, District 2
John R. Young, District 9
Jerry Rogers, P & R

RETIREES

JANUARY – FEBRUARY – MARCH

John M. Tate, District 9
Wayne A. Coonfield, District 9 - Construction
William R. East, District 10
Bont Carter, District 4
George A. Heath, District 2
William C. McDougald, District 7
Elmer G. Horn, District 3
Max C. Hall, State Aid Road

Luther E. Harper, Equipment
Carl E. Winn, District 1
Wilburn W. James, District 5
McEwen L. Darr, District 10 - Construction
Marvin E. Dorsett, District 10 - Construction
Harlan A. Grimes, District 3
Frank V. France, District 1
Sidney E. Villines, District 9
Joseph M. Burkhammer, District 5

LETTERS

Chief Roy L. Johnson
Weights Division

Dear Chief Johnson:

With the blessings of age comes the time when a man must turn his back on the world of work and begin a new way of life. That time has come for me, and now that it is here, I have mixed emotions about it. I have been looking forward to this moment, but at the same time feel a certain sadness about it. It is hard to leave the best group of people I have ever worked for and with. I appreciate these associations more than I can tell you.

It is with regret that I now submit my resignation to you for the purpose of retirement as of January 28 at the end of the day. Please accept my deepest respect and gratitude for the opportunity of having worked for the Weights Division.

Sincerely yours,
W. M. Stover

District 10
Paragould, Arkansas

Dear Mr. Pumphrey:

We at the Blytheville Tourist Center would like to express our appreciation to the Highway Department, here in Blytheville. If it had not been for Bill Raspberry and Charles Stevenson we could not have opened the Center due to the ice and snow we have had. They have been courteous and thoughtful enough to bring and return us to work. We feel that this is above the call of duty and an expression of consideration for fellowman. People so often take time to write their complaints and criticism that we wanted to throw bouquets for a change and our sincere "Thanks" to these people.

Sincerely,
Klara Gayle Elliott - Mgr.
Jean McCullough
Mary Jo Elliott

District Five
Batesville, Arkansas

Dear Mr. Chaney:

I want to express my appreciation to the Bald Knob Maintenance Crew for cleaning the highways around Bald Knob, during the snowy weather. I am a bread salesman for Ideal Baking Company and have to travel these roads everyday. Please give the crew credit for this good work.

Thanks,
Keith Pate
A Concerned Citizen

Highway Department of the State of Arkansas

Dear Sirs:

I recently was in your state, visiting my daughter and her family. While there we traveled around a bit and I must say that no place in this great country of our's did I find any comfort and rest stations better than I found in Arkansas.

I am not just saying this, but truly I mean it for it was and does give a person from another state the feeling that here I found what I always thought a place of this kind should be. The stations that we stopped at were so nice and clean, it made one feel welcome and bid you come it.

I think you are doing a wonderful job to all people wherever they might be from and you are to be commended on your fine and clean stations.

Mr. Julius D. Brinck
Wilmington, California

Spread the news from town to town
Let it be known all around
From the sunny shores of California
To the rock bound coast of Maine
To be number one has always been their aim.

And number one they truly are
Their comfort and rest stations shine like a star
So as I'm homeward bound, I shall never forget
These stations are tops and among the best
I salute (you Arkansas) for those havens of rest.

Mr. Jim Chaney
Arkansas State Highway Department
Batesville, Arkansas

Dear Sir:

This letter is a way of showing our appreciation for the fine job that the Highway Department men have done in IZARD County during the last few weeks. Lee Watson and his men have worked many long hours in an effort to keep the roads in this area in as good of shape as possible. During these last weeks, that was near to impossible. I would like to say that as the first flake of snow falls that you can expect to see Lee and his men out on the job. It doesn't matter what time of day or night it is, they are out there on the roads working. We realize that you can't please all the people all the time and we hope that this letter will help to offset all the gripes and complaints received over the past weeks. They all did a very great job and they made our job an awful lot easier. We did not have to work one serious wreck in IZARD County during that period on a state highway.

Trp. D. D. Moad
Calico Rock, Arkansas
Trp. J. M. Martz
Melbourne, Arkansas
Arkansas State Police

Dear Employees:

I want to thank the one responsible for adding my name to the mailing list to receive the Highway Department magazine. It was such a joy to get the summer issue and to read about so many Highway people whom I know and remember so well. I have so many dear friends in the Highway Department, and I have very fond memories of the years I spent in the Legal Division.

As many of you know, my retirement from work was not voluntary, but rather was due to an accident which occurred last October 29, at which time I sustained a broken hip, and the complications resulting from it.

I find that one of the hardest things I have been confronted with is learning to live without "going to work". I suppose this is because I spent so many, many years in an office, and I'm afraid that is where my heart will always be. It really is a tremendous adjustment to make.

Again, let me thank you for your kind thoughts in sending the magazine to me, and also allow me to take this opportunity to say "hello" to my friends in the Highway Department.

Sincerely,
Ethyl S. Harrison

Otha Hewitt
Chief Traffic Division

Dear Sir:

We certainly appreciate the traffic signs placed by the department for the New London Community in Union County. They were greatly needed and much appreciated by all the residents of the community.

In these days of continuous red tape, it's good to know the highway department is so responsive to the needs of all our citizens. Thanks again for prompt service.

Sincerely,
William L. Frisby
Sheridan, Arkansas

Office of Mr. B. K. Cooper
Deputy Director & Chief Engineer
Arkansas Highway Commission

Dear Mr. Cooper:

When recently in Little Rock I was handed one of your state highway maps of Arkansas by an auto rental. This map greatly added to my pleasure and time saving while I was in Little Rock and surrounding areas.

I have seldom seen a map so expertly executed, and I was particularly impressed with the addition of railroad right-of-ways which serve as outstanding landmarks.

Thank you again for making this splendid map available.

Cordially,
Wm. Howard Beasley, Jr.
President

Arkansas State Highway Department
Maintenance Department
Highway 10
Heber Springs, Arkansas

Gentlemen:

The Rotary Club of Heber Springs unanimously wish to thank you for the wonderful job you did keeping our highways passable during the heavy ice and snow. We had reports and praise from visitors to our club and also from members traveling in all directions in and out of here. All said they could tell instantly when they came to your division.

Sincerely,
Fanning Allison
Secretary, Rotary Club
Heber Springs, Arkansas

Curtis Pangle, District Engineer
District 9

Dear Curtis:

The extra work on the edge of the entrance to the county road leading to Blue Spring is just great. The small drop turning down the road from Eureka Springs is gone and the turn to the right out of the road has been much improved. Thank you very much for making this intersection a little safer. We all appreciate it very much.

Sincerely,
Stephen D. Chyrchel
Blue Spring Corporation

RETIREES DECEASED IN 1976

James M. Stark	Floyd A. Lansdale
B. C. Lewis	Mrs. Ceceil M. Byrns
James T. Durham	N. J. Carter
Robert J. Lybarger	William H. Wittenburg
Fred J. Brakefield	George P. Woosley
Robert L. Johnson	Cecil A. Jones
George E. Lovelady	Nolen Boiles
James R. Smith	William C. Barker
Lige Martin	Welcome D. McAteer
Gilmore V. Peel	Martin L. Price
Wilburn Gagle	J. D. Bishop
John B. McFerrin	G. Warren Stanford
John O. Mason	W. A. Wimberly
James E. Winters	Charles E. Shackelford
Raymond Crotts	

AROUND THE DEPARTMENT

ACCOUNTING

BY MARIBETH ADNEY

As most of you know by now, the Accounting Division has lost two employees. Rose Clingan has moved with her family to Marion, Louisiana and Willene Dorris has retired from the Department after twenty-two years. Willene's husband, Bud, is also retiring and they plan to do some travelling. A small party was given for each of these employees and gifts were presented. Both Rose and Willene are missed by the Division and we wish them the very best in the future.



Mr. McCarthy right with Mell Jones

In January Mell Jones was awarded her ten-year service pin and certificate. Cake was served and enjoyed by everyone. We hope Mell can make at least another ten years.

The Accounting Division would like to welcome five new employees: Joanne Potts, Cindy Hawkins, Bobbie Collins, Judy Sullivan and Richard Blaine.

Joanne Potts is married and has two daughters, Kimberly Teresa and Lynne Anne. Joanne, husband Jimmy and the girls enjoy outdoor activities, especially camping. The Potts live in Little Rock.

Cindy Hawkins is one of our commuter employees, driving in from Benton. Cindy also has two children, a three-year old girl named Jennifer and a two-year old boy, Mikey.

Bobbie Collins and her husband Eddie have three children. Gina is twelve, Kathy is eight and Michael is five. The Collins live in southwest Little Rock and have joined the ranks of the weekend roller skaters.

Judy Sullivan is married and has two children. John is eight and Marcey is five. Judy, her husband Steve and the kids like to spend their off-time fishing. The Sullivans live in Little Rock.

Certified Public Accountants have been few and far between for the Highway Department. That makes us especially proud of Richard Blaine. Richard received his education from the University of Florida and the University of

Arkansas at Little Rock. His wife Barbara teaches natural childbirth classes. They have a daughter, Mary, who is two. The Blaine family also lives in Little Rock.

With all the employee changes, we have the inevitable result—another round of musical chairs. Some of the same old faces, only found in new places.

CENTRAL OFFICE

SERVICE AWARDS – BY THE STAFF

During the month of December, 1976 Service Awards and Retirement Certificates were presented to the following personnel of the Central Office: Eugene Ashcraft, Const., 30 yrs.; Lucille Dishongh, Const., 30 yrs.; Raymond Jones, Const., 30 yrs.; Grover Smith Computer, 30 yrs.; Glenn Trammel, Rdwy. Design, 30 yrs.; Jackie Wallace, Personnel, 30 yrs.; Robert Andrews, Office Engineer, 25 yrs.; Marvin Bunch, Rdwy. Design, 25 yrs.; Frank Caple, Procurement, 25 yrs.; John C. Hall, Maintenance, 25 yrs.; Irene Hawkins, Accounting, 25 yrs.; Earl Hillis, Traffic, 25 yrs.; Herlee Johnson, Traffic, 25 yrs.; J. E. Lowder, Chief Engineer, 25 yrs.; Ed Orsini, Internal Audit, 25 yrs.; Billy Prince, Surveys, 25 yrs.; Charles Roach, M & T, 25 yrs.; Frances Roller, M & T, 25 yrs.; Hershel Russell, P & R, 25 yrs.; Joyce Spencer, Comm. Secretary, 25 yrs.; L. G. Willcockson, M & T, Retirement, 36 yrs.; Frank Phillips, Accounting, Retirement, 33 yrs.; Matthew Skelton, Maintenance, Retirement, 27 yrs.; Otha Hewitt, Traffic, Retirement, 26 yrs.; William Cranfill, Traffic, Retirement, 25 yrs.

INTERNAL AUDIT

BY VIRGINIA WILLIAMS

Our boss, E. N. Orsini, Chief of Internal Audit, has just celebrated his 25th anniversary with the Highway Department. A party honoring Mr. Orsini was held at the home of W. H. McDorman. Friends and co-workers were there to congratulate him and present him with his 25 year lapel pin.

MAINTENANCE

BY THE STAFF



Mack McCauley left with Clarence Page

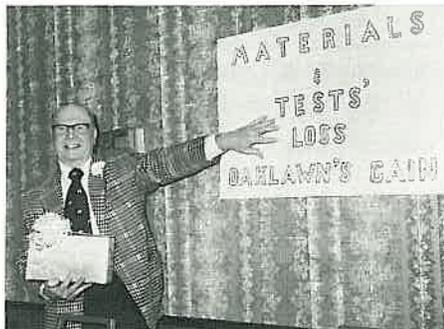
Clarence Page presented Mack McCauley, a technician from Okolona, his 15 year service award.

Congratulations!



MATERIALS & TESTS
BY SIBYL MADDOX

A retirement party was held November 19 at Wyatt's Cafeteria, Southwest City Mall, by the Materials & Tests Division, honoring L. G. Willcockson, Engineering Aide V. L. G. has been with the Department 36 years and we will surely miss him. 52 employees, relatives and friends were in attendance at the dinner party. Joe Magness, Engineer of Materials & Tests presented L. G. a gift in behalf of the employees.



L. G. Willcockson

Congratulations to Mikel Neal, Materials & Tests Inspector. Mikel recently received his 10 year pin and certificate.

In December a party was held in honor of four employees.

Presentations were made to Neil Roach, 25 yrs.; Frances Rollen, 25 yrs.; Melvin House, 15 yrs.; Jerry Stacks, 20 yrs.

Cake and punch were served at the party to fellow employees and friends.



PHOTOGRAMMETRY
BY MARGARET HUDSON & SUE WALLS

David Hunter is our local hero for the month. He was at Calico Rock four-wheeling in the snow when he got a call on his CB radio that a lady way back in the woods needed to go to the hospital. No one else had been able to get to her, but he went back to her house in his four-wheel drive Toyota and took her to the hospital, thus, saving her life. We would like to commend David on this heroic deed.

David is also a new father. Sandy Ann arrived at 9:08 a.m., January 21, weighing 5 pounds and 7 ounces. Congratulations to David and Linda on the birth of their daughter.

Recently Roy and Ferrel Magby, one of our cartographers, took a trip to Denver to have some fun and do some skiing. From all the stories we have heard since their return, they had the fun but didn't get to ski because of the lack of snow.



Darrell W. Fenton

Larry Fenton, a photogrammetrist in our section, has a good reason for being a proud father. The reason is Airman Darrell W. Fenton. Darrell has been assigned to Sheppard AFB, Texas, where he will receive training in the aircraft maintenance field. Darrell, a graduate of McClellan High School, recently completed basic training at Lackland AFB, Texas.

We have our own Deer Slayer in Photogrammetry. He is none other than our own Roy Walden, shown in the picture with his 6-point buck. Roy is one of our stereoplotter operators and quite an outdoors man. He not only enjoys all types of hunting with a bow or gun, but also bowls and plays softball and basketball on the Highway Department teams.



Roy Walden

PLANNING AND RESEARCH
BY SANDI LINDSTROM

On January 8, Florence Routh completed fifteen years of service with the Department. She spent the last six and half years of this time with the Advance Planning Section.



Florence Routh

Tom Davis of Transit Planning is getting a real education working on the rail classification project. Claude Roberson and Odell Lewis, who are helping him make a sight inventory of railroad conditions at various locations, have carried Tom to places he never knew existed. Tom says if you want to know what cold weather is, just go out stepping off crossties on a morning when the temperature is in the single figures!

Betty Wiggins is keeping extra busy these days with her job as an interviewer on the employee classification project. We miss her, but she manages to breeze into the office for a few minutes on payday.

Larry Allen in the Research Section is working on an interesting project concerning solar energy - but with all the snow lately, it's difficult to believe that there is any solar energy around!

A data processing machine and Wang Computer are now in full operation in Current Planning. Polly Cloud and Wayne Harper are the operators. Polly stores the traffic information on tape and Wayne is establishing "Coefficient of Friction" inventory on all State Highways. Both are multi-purpose data processing networks. No details now, but you'll be hearing more in the future.



There is a lot of excitement around here among members of the volleyball and basketball teams. We're having a lot of fun and getting some much needed exercise.

Steve Teague and his wife Nell are on "The Living Five" bowling team. The league is composed of 99% AHD employees and 1% FHWA employees. Jerry Rogers is a member of the Construction Division bowling team, M & T volleyball team, and R-O-W basketball team - is that loyalty to P & R?

Current Planning welcomes two new employees, Karen Cummings and Connie Shaddox. Connie transferred from the Resident Engineer's Office in Nashville. She is single and very active in outdoor sports, especially skiing and rodeoing.



Connie Shaddox & Karen Cummings

Program Planning has gained two employees and lost one. We would like to welcome Laverne Burton from Economics and Charlie Walther from Office Engineer. Sandi Lindstrom transferred to Economics and will truly be missed in this Section.



Debra Thomas

Debra Thomas is a new addition to the Front Office and we are certainly glad to have her. She is from Oklahoma and moved to Little Rock with her husband after getting married in October.

January seems to be the month for anniversaries. Jennie and Randy Sullivan returned to Marble Falls, where they honeymooned last year. Others celebrating first year anniversaries

are Sandi and Carl Lindstrom, Kerry and Larry Nichols, and Karen and Bob Cummings. Troyce and Art Wilson were married 26 years and celebrated at an out of town ball game - where else? Buddy Lewter was married 30 years and as a present to his wife June, he is retiring from the Drug Store after working there 29 years.

Brenda Kirkpatrick has said good-by to "Old Blue" her faithful car of many years and purchased a Cutlass Supreme - which she says is terrific.

Roger Almond attended a conference on Transportation System Management in Minneapolis, Minnesota, November 7-10. He got a taste of the cold weather before we did.

Jim Head and Steve Teague spent the week of January 24 in Washington, D.C. attending a meeting of the Transportation Research Board.

Mary Day Wilson attended a national meeting of State 16(b)(2) Managers, also in Washington, the week of January 10.

Ed Johnson was the lucky one; he just spent the last two weeks of January on military assignment at Coronado Island in California. where the temperature reached the low 80's. Ed's daughter, Monica was recently nominated to "Who's Who in American Colleges and Universities" at Henderson State University where she is a junior Home Economics Major. Monica was also nominated to represent her sorority, Alpha Xi Delta, in the "Miss HSU Pageant" in February.



Another of Ed's daughters, Ramona, went on a 9-day vacation cruise during the Thanksgiving holiday period. She went to Nassau and Freeport in the Bahamas on the S.S. Emerald Seas, part of a tour called "Visit America XI". While in Florida, she visited Disney World, the Seaquarium in Miami, and the Cypress Gardens Water Ski Show. Ramona is a senior at Central High and a member of the High Steppers Drill Team. We know Ed is quite proud of these two girls.

John and Tina Bodiak took their year-old son, Michael, to New Jersey for a week at Christmas. They introduced Michael to John's

parents and evidently they hit it off just great.

Karen Cummings and husband Bob visited his family in North Carolina the week before Christmas, and thoroughly enjoyed the trip.

Twenty-two group tickets were ordered by some of the guys in this Division for people who wanted to see the Memphis State U of A basketball game. Everyone must have had a good time because 47 tickets have been ordered for the Rice game. Maybe some of those Memphis State fans will root for Arkansas this time.

Several P & R employees have attempted the winter sports recently. Pat Gee is an "old pro" at snow skiing, Sandi Lindstrom thinks one time down slopes is more than enough, and Jennie Sullivan has decided she prefers skiing on water. Doris Griffin went ice skating with her family and found that she enjoys watching her daughters more than people watching her. Larry Johnson was given a pair of ice skates and, after using them once, asked if he could get an exchange.

Debbie Barclay's daughter Genie, and Jennifer Williams' son Michael both had minor surgery. It's reported that both have recovered and are going full speed.

Hilda Harris of Current Planning gave birth to a bouncing boy on January 15. He weighed 7 lbs. and 7 oz. and his name is Clayton Scott.

Paul and Carolyn Elcan are the proud parents of a baby girl born on August 15. Her name is Melanie Ann and she weighed 6 lbs. 5½ ozs.



Keisha Maxwell

Jackie Maxwell's daughter Keisha is 6 months old now and doing great.

Ursula Schlesier is a grandmother again. Her daughter Sharon gave birth to a beautiful 7 lb. 2 oz. girl on December 21. Her name is Shannon Ingle Fietz.



Shannon Fietz

We also have a new grandpa, none other than Wayne Harper. Wayne's daughter Lorraine gave birth to a big 8 lb. boy. His name is Jeremiah Nathaniel Gwatney and his father, Doug, works in the Sign Shop.



Jeremiah Gwatney



Mr. Sanders with A. E. Johnson, Jr.

Herman Sanders retired from the Highway Department with 25 years of Service on January 15. He worked as a Highway Inventory Technician out of the Field Office of Current Planning. A party was held at Paul's Lamp-lighter where Al Johnson presented him with a

Goodwill Ambassador Award and the field men gave him a hunting jacket. He is now residing in Plummerville and will certainly be missed by all who worked with him.



Hershel Russell, left and Mr. Johnson

Hershel Russell received his 25 year pin on January 15. He is a Highway Inventory Technician from the Field Office of Current Planning. Hershel lives at Ward and travels throughout the State working with the automatic traffic recorders.

PROCUREMENT BY ANN JOHNSON

In late November, Frank Caple was honored for 25 years service with AHD. Gip Robertson, Asst. to the Director made the presentation.

Mrs. Caple attended the party were co-workers and friends shared cake and punch.



RIGHT-OF-WAY BY SHIRLEY CHILDRESS OBITUARY

Doyle Rowland, age 61, died January 13 at his home of an apparent heart attack. Doyle was a Right of Way Technician in the Utilities Section of the Right of Way Division.

Doyle is survived by his wife, Zoa, son Steve (an employee in District 6), daughter Melissa and a host of friends.

Doyle was an avid hunter who enjoyed deer hunting with his wife and turkey hunting with friends and all other types of hunting.

Doyle will be fondly remembered by his many friends in Right of Way for his wit and quaint way of saying things. For instance, Mary Gibson, Secretary in the Utilities Section, remembers how he would come by her desk at break time every morning and say, "I'm going to ankle off down to the cafeteria and get me a belly wash". Wanda Tackett, who has been taking a course in cake decorating, remembers with a smile how Doyle use to stop by and ask her when she was going to bring some of her homework to the office.

If a man's greatness can be judged by the way he treated and loved his family and by how many friends he had, then Doyle Rowland was the greatest.

Acquisition Section



Mr. & Mrs. Fred Sloan



Max McHaney, left and Mr. Watts

A reception was held in January in honor of Fred Sloan and Max McHaney. Fred received his 10 year pin and certificate while Max re-

ceived his 5. J. C. Merritt, Section Chief, presented the awards. Cake and punch were served and many co-workers stopped by to offer their congratulations. Fred's wife and mother-in-law were special guests at this event.

**ROADWAY DESIGN
BY THE STAFF**

On December 9 Roadway Design employees enjoyed cake and punch to celebrate the occasion of a total of 90 years of service from six employees in our division.



From left to right are pictured Bill Duncan, 10 years service; Benny Robbins, 10 years service; Gary Sipes, 15 years service and Richard Siegler, 10 years service. Those not present but receiving awards were Marvin Bunch with 25 years service and Pat Thomson with 20 years service

**STATE-AID DIVISION
BY SHIRLEY WESSON**

A hearty welcome is extended to two employees who recently joined our office staff. They are Angie Moneagle, a replacement for Brenda Seford, who resigned in December and Virgil Stephens, who replaced Charlie Waring who left to attend school.



Mr. & Mrs. Virgil Stephens

Virgil H. Stephens, Draftsman, comes to us from the Air Force also. He served from August 1974 to October 1976 in Enid, Oklahoma. Virgil and his wife, Opaline have a son named Thomas. His special interest lies in home planning and design. Virgil was selected to draft up representation and construction plans used in remodeling the Vance Air Force Base Weather Station.

Angie is presently an active U.S. Army Reservist with the rank of sergeant. She says that she joined the Air Force in 1964 at the age 18. While being stationed at Offutt, AFB, Omaha, Nebraska, Angie held the titles of Queen of the 544th Air Recog. Wing and Miss Offutt, AFB. She is divorced and has two children, a son, Kenny age 10 and a daughter, Stephanie, age 6. Her hobbies include modern art, hiking, boating, camping and free-lance art. Angie also holds a degree in Commercial Art and has a practical nurses' license.



Lola Adams

Lola Adams, daughter of John Adams was elected Secretary of the State Beta Club at their state meeting which was held the last of January at the Camelot Inn. She is an eleventh grade honor student at McClellan High School.



Mr. & Mrs. McLain

LeRoy "Tiger" McLain received his ten year service pin and certificate which was presented to him by John Kizer in early February. Cake and punch was served to all attending this event. Congratulations, Tiger and press on for 10 more.

**SURVEYS DIVISION
BY THE STAFF**

Congratulations to John A. Sims, of the

Surveys Division, upon completion of 25 years with AHD.

Bob Mattox presented Mr. Sims with his pin and certificate.



Bob Mattox, right, with Mr. Sims

**TRAFFIC DIVISION
BY BOBBIE WHITE**

Everyone in Traffic is getting in the good health swing. Would you believe we have a ladies volleyball league? Actually, the team is composed of ladies all over the Highway Department.

My team consists of 10 players' June Rain Melba Shepard, Kay Holt, Jackie Maxwell, Kay Jones, Linda Coogan, Angie Hobson, Carolyn Bowden, Marie Kling and yours truly. On January 25 we played P&R with a 2 out of 3 victory that night so as you can see, I am proud of our team. We even have a coach - Al Collins along with Melba as Co-Captain and myself as Captain. Keep the spirit team.

Frank Vozel, Rick Henriksen, Mike Selig, and Charles Rain help to make up Traffic's basketball team on the Highway Department league. They say this will help keep them in shape. (I hope they don't have to be hospitalized.) Charles, Mike, and Rick are also playing volleyball. Have fun guys and try to win.

Frank Vozel and Mike Selig went on a one-day deer hunt. Frank killed a 8 point deer in only thirty minutes of their stay. The half in hour hunt took place in Grant County. Nice hunting you two.



Mike Selig with Frank Vozel, left.

Charles Rain and son, Charles Todd, entered a cake baking contest in November. The two

worked until they created a masterpiece. The cake won first prize as the most original entry. Charles Todd is a member of the Boy Scouts.



Charles Todd

We have had a very happy girl in our Division this month. Louise Smith and Terrell Watts, who works for M & T, were married January 8. They spent their honeymoon in Hot Springs (as you can remember, everyone was snow-bound that week). Congratulations to you both.

**DISTRICT ONE
BY THE STAFF**



Frank France with B. D. Mulhollen



Wiley Lindsey with B. J. Barrett

A retirement party was held on November 18 for W. F. Lindsey, C. L. Perry, B. G. Meachum, R. G. Joshlin, and E. F. Anderson, for a total of 205 years service to the Highway De-

partment. Cake and punch were served and awards presented by Mr. B. D. Mulhollen, District Engineer. Acknowledgement to those employees with 25 years service and over was also made at the District-wide Christmas party held December 17, as well as honoring M. E. Dorsett and Frank France who retired in December.



B. G. Meachum, Leonard Roberts and E. F. Anderson.



M. E. Dorsett, L. C. Holman and Charlie Pittman.

**FATHER'S DAY
BY JASPER L. RILEY**



Donna Riley

The most exciting day of one state employee's life began mid-day on December 17, the day my only daughter, Donna, was to be married. The wedding was set for 6:30 P.M. and the minister had previously scheduled another wedding for 8:00 P.M.

Donna and the prospective groom arrived at my home in Colt from Arkansas State University in Jonesboro, where they both attend college, at 3:55 P.M. on the day of the wedding. We sat and discussed the Big Event that was to take place at 6:30. About 4:15 I asked the prospective groom when he was going to Brinkley, which is 40 miles from Colt, to get his parents. He decided that now would be a good time.

CHRISTMAS PARTY



Donna asked if her Grandma that lives in Harrisburg (35 miles from Colt) had been informed of her wedding plans and I told her she had not. Immediately she started trying to call and after about three telephone calls, Grandma was located thirty miles from here at Bay Village. Of course she wanted to come to the wedding and Donna said "Dad will come get you". I left hurriedly at 4:30 P.M. so I could be back in plenty of time for the wedding. When I got to Bay Village to get Grandma, she did not have a dress with her and insisted that we go to her home in Harrisburg for her to dress. Grandma happens to be 76 years young and weighs around 220 lbs. so this took a little time. I was beginning to get upset since it was getting very close to that time of the Big Event.

We began the trip back to Colt and immediately I got on the CB radio and asked for a Northbound. No reply. After several tries to no avail, I asked for a Southbound. Still no reply so I asked for anyone on Highway 1. No reply came. Being desperate at this time, I told my CB friends if they let me get a speeding ticket going to my daughter's wedding, I would never forgive them. Needless to say, I had a clear way all the way home. I am grateful to all those CB Radio Friends.

We arrived back home at 6:10 P.M., very happy, but the prospective groom was not back from Brinkley. At 6:20 P.M. the telephone rang. Sure enough, they had lost a fan belt and radiator hose and he wanted me to pick him up in Forrest City. Well, here I go again.

Got to Forrest City and he informs me that his car with his parents in it was back about half way between Palestine and Wheatley, which is fifteen miles back.

Here we go after them, got them, and was almost back to Forrest City when I got that Breaker for the "Sledgehammer", asking if the prospective groom had gotten the rings out of his car, and informing us that the preacher had to leave by 7:00 P.M. for the other wedding. Needless to say, he did not have the rings. I told him he would just have to borrow someone's rings, that we HAD to be back by 7:00 P.M. We were just hitting the Off Ramp at Forrest City when he told me the Marriage License are back in the car too. So away we go, back to his car. Then is when I realized we did not have to worry about any traffic in front of me, because the groom's mother, who was sitting in the back seat, was applying the brake in PLENTY of time for me to stop.

Now, we are on the way back with the license — and would you believe, ONE RING.

The gas gauge is showing very empty by this time and we had to stop in Forrest City to get gas.

Well, the best I can remember the wedding went pretty good and fast. The minister left before he could get paid and made it to his 8:00 P.M. wedding at 7:55 P.M.

Now, after the wedding, I knew the groom was anxious to get his car and get going on his honeymoon. The beautiful bride was playing around with the cake and just enjoying life, but I knew the groom had other things on his mind,

so my oldest son, Walter, took him to get the parts and then on to the car and helped repair it. You would think that enough had happened, but there is more to come. The car is repaired and about one mile down the Interstate he realizes he had a flat on a practically new tire. So he changed the tire. Knowing he needed a spare for the honeymoon trip, he had the new tire fixed and put it back on the car. Off again to get his new bride and on with the honeymoon. Then about three miles down the Interstate the same tire blew about half in two. He put the spare tire back on, got his beautiful bride, and said forget the honeymoon trip, and headed for Jonesboro.

Two Weeks Later — I hope they made it to Jonesboro. We haven't seen or heard from them since.

P.S. I will swear on a Bible all of these statements are true.

DISTRICT TWO BY BETTYE CARTER

What a better way to celebrate the holidays than with a Christmas party with good food, fellowship and fun between fellow employees. District Two held its annual event at noon on the 15th in the district headquarters EOC room with everyone sharing in on the plans. There was plenty of food including ham, turkey, baked beans, fruit salads, vegetables, rolls, pies and cakes all served on tables lined with Christmas berries and candles. It's always a pleasure to get together with friends and their families as well as special guests: Jim Lowder, Bert Rownd, Bobby Parker, Lawrence Fletcher and Mr. & Mrs. Johnny Harris. What better chance is there to visit with old friends and relive the past than when the retirees get together. The dinner was opened with the District Engineer, "Sam" Smith, leading the group in prayer and giving a presentation in honor of Mrs. Leslie Johnson who is retiring after 14 years with the Highway Department. Leslie received a specially designed shoulder purse with the AHD theme and a gift certificate from her many friends.



AN AWARDS CEREMONY

An awards ceremony was held recently at district headquarters with Highway Commissioner Lawrence Blackwell presenting certificates to Brewster Shalmy, Maint. Supt., 40 yrs.; Lester Rabb, Sealing Crew Job Supt., 30 yrs.; J. P. Suitt, McGehee Residency, 30 yrs.; John M. Hollis, Bridge Crew Job Supt., retired after 25 yrs.; Van Bratton, Resident Engineer, 25 yrs.; Wes Kyle, Chicot County Crew, 30 yrs.; Robert Jarboe, Area Foreman Chicot County, 40 yrs. Guest speaker for the occasion was Mr. Tom Keys with the Legal Division. Special guests were: Mrs. Brewster Shalmy, Mrs. Robert Jarboe, Mrs. Van Bratton, Mrs. J. P. Suitt and Mr. John S. Harris, Jr. A reception in honor of the recipients was held afterwards with coffee and doughnuts served.



Another section of the Pine Bluff to Little Rock highway was opened recently with several of the office staff in attendance. It was a first for your reporter and a very inspiring one. Lee-Ann Blackwell, granddaughter of the Highway Commissioner Lawrence Blackwell, cut the ribbon in a cold misty rain while lines of motorists were waiting to travel this new section thus bypassing heavily populated areas.

Awards for their years of service were given recently to R. C. Hudson, for 20 years with the Arkansas County Crew in DeWitt; Albert C. Jackson and Gray Williams both with 15 years in Construction with Van Bratton Residency;

Claude Lovell with 10 years now with the Heavy Equipment Crew; James L. Reeves for 10 years on the Lincoln County Crew; Marion C. Bates of Hamburg for 10 years with the Ashley County Crew and James R. Davidson with 5 years, an employee in the Dist. Shop. Congratulations to all of you!



Shown in the picture are Kim and Amy Harrison, grandchildren of Rev. and Louise Harrison of Star City. Rev. Harrison works in the District Shop. Kim is the daughter of Calvin Harrison and Amy the daughter of Adam Harrison, Jr. both of Star City.

C. E. Woodfield, Asst. Maint. Supt. and his wife Gerri recently returned from a trip to California where they almost stood next to John Wayne. "Peanut" reports it was a lot of driving but worth it.



Shown in the picture are J. T. McCauley and his wife on a recent visit to Okla. The McCauleys went to Lawton, Okla. during the Thanksgiving vacation to visit her married daughter Sandra and her husband. They visited the Army Base and saw a native Indian ceremony with feathers and all. "Mack" reports the mountains and plains are beautiful out west.

Our thoughts go out to Doyle Martin who lost his brother recently. F. W. Martin was 58 years old. Burial was in the Mt. Carmel Cemetery at Eudora.

Recently Cleveland County Area Foreman Thomas L. White and the Cleveland County crew and their wives gave Leroy Ashcraft a

retirement party. Those present were the employees and special guests Mr. & Mrs. John S. Harris, Jr., Mr. & Mrs. Brewster Shalmy, Mr. & Mrs. C. E. Woodfield and daughter, Jim Allbritton and sons and Oudia Grimes. Also several retirees: Mr. & Mrs. Guy Crook, Mr. & Mrs. Allie Steward, Mr. & Mrs. Mack Walker, and Mr. & Mrs. Jewel Taylor, also John Merle Hollis recently retired Bridge Crew Foreman. The men fried the fish and all the trimmings and the ladies furnished the pies and cakes. We know Leroy was very honored by this gesture of friendship by his fellow employees.

The talk around the office this time of the year is nothing but the weather. How cold is it? Have you heard the weather prediction? What kind of a weekend do you think we'll have? Some of the past weekends have been "goodies." We appreciated you guys when we want to travel the roads and expressway around here during a ice storm. Keep up the good work.



Shown in the picture, five fearless duck hunters from DeWitt in Arkansas County. A. G. Bullock, station attendant at DeWitt, and his brother Wayne and Billy Paul, with two of their friends Bud David and Lester Johnson after each of them shot their limit while hunting at Little Pecan Lake. A. G. reports that each of them get their limit every time they go out.



Shown in the picture is Ben Novak, son of Frank Novak with the T. G. Orton Residency in Monticello. Ben received the rank of Eagle Scout with the Boy Scouts of America in a ceremony held on January 8 at the First Presbyterian Church in Monticello. He is a student at Monticello High School. Congratulations on this honor, Ben.

Several of the office staff were in attendance at the Functional Title meeting held recently in L.R. It's always nice to get to visit with friends in the Central Office and catch up on things.

If you're in the office in District Two lately you'll need your coat as the heat is turned down to 65 and we're all wearing several sweaters and boots. You can't say we're not doing our part to conserve energy.



Monticello Residency
By The Staff

A bright shining new face is a welcome addition to this office. This is in the person of Paulette Brown, clerk typist. Paulette is the mother of a 20 month old daughter, Tracy Renee. Paulette was a student at the U of A at Monticello last year. She served in the U.S. Army for 18 months, and is a Eudora High School graduate. Her hobbies are playing tennis and horseback riding.



Paulette Brown

All hands and the cooks and families were the guests of the Joe T. Akin's for a venison lunch and trimmings. The venison was a result of the expertise of some of our men in the deer woods.

We lost a faithful and loyal employee, Steve Hollinger, who resigned to attend school at the U of A at Monticello. Cake and coffee was served in his honor as we wished him success in this endeavor.

DISTRICT THREE
BY SHARON BURNS



Dale Spencer

Deer Hunters (that I know about) were both named Spencer. Dale Spencer, our Assistant District Engineer, got himself a five-point buck, and his son, Mike, got an eight-point buck. Better luck next year, Mr. Spencer.



Mike Spencer

Our District Christmas Dinner was held December 16 and 200 employees and wives came. We had lots of good food, visiting, and entertainment. We also took this time to present service awards, retirement certificates, and presented two of our retirees, Otis Walden, Job Superintendent, and Kermit Glasgow, Area Foreman, with presents.



A lot of preparation goes into our Christmas Dinner each year, so this year I made sure we got pictures of some of the workers. I am such a poor photographer, as you can see, but I did finally get a few pictures that we could print.

On December 17, we at the District Office had a Christmas lunch. This is really kind of a "thank you" lunch for the ones who do all the work for the large dinner the night before.



On November 28, John Mark Huckabee was born to Mr. & Mrs. Mike Huckabee, weighing 5 pounds, 14¾ ounces. Photograph of John Mark is at 5 weeks and he weighs approximately 10 pounds. Needless to say, so far, he is taking after his paternal grandfather, Dorsey Huckabee, our District Maintenance Repairman. John Mark's father is attending the Southwestern Baptist Theological Seminary at Ft. Worth, Texas.



John Mark Huckabee



Janice Beck

Janice Beck, daughter of Mr. & Mrs. W. C. Beck of Hope, was inducted into the National Honor Society on November 15 at the Hope High School auditorium. The National Honor Society is an organization of students who are outstanding in character, leadership, scholarship, and service and who maintain a high grade point throughout high school. Janice was in-

ducted in a special assembly along with twenty one other senior class members. She is also a member of the Beta Club, Mu Alpha Theta (Math Club), Future Teachers of America, and is president of the FHA.

Parents were invited to attend the formal ceremony that morning in the auditorium. Here, the purposes of the society were stated and the inductees were introduced. They then took an oath and were given traditional ribbons and red roses. That night a special get together was held for members and parents.

Mr. Beck is the area foreman in Hempstead County.



Congratulations to Linda and Jake Honez on the birth of their first child, Sunny Elizabeth, born October 16 and weighing 9 lbs. 2½ ozs., Sunny is the fifth grandchild of Sam and Dortha Faye Huckabee. Sam works in our Hope Resident's Office.

The same old gal is writing the news, but you will notice that the name is different. I am happy to report that I was married November 12 to Ken Burns from Hope. We had a very small wedding at Spring Hill Methodist Church. My daughter, Karen, served as Maid of Honor and Ken's brother, Daniel, was Best Man.

Congratulations to the following from District Three who received Service Awards and Retirement Certificate: They were W. C. Beck 25 years; J. D. Brakefield, 25 yrs.; Chris C. Ellis, 25 yrs.; Talmadge O. Snow, 25 yrs.;



Ruel K. Staffs, 25 yrs.; Charles E. Andrews, Retirement, 33 yrs.; Elmer G. Horn, Retirement, 30 yrs.; Arthur Pilgreen, Retirement, 30 yrs.; Kermit W. Glasgow, Retirement, 27 yrs.; and Harlan A. Grimes, Retirement, 25½ yrs.

Also congratulations go to Otis Walden on reaching 20 years with the Department; Cecil McCorkel and Clifford Brewer for 10 years; and Larry Polk and Kenneth Crews for 5 years.



Nashville Residency

By F. D. Dull

This Residency held its annual Christmas Party on the night of December 9 in the hospitality room of the SWEPCO Offices at Nashville. We had a pretty good turnout for the party and everyone appeared to really enjoy the food, games, and just plain talk. Also, as you can see, a few snapshots were taken.



This was a combination Christmas Party and going away for two of our employees, Connie Shaddox, our clerk typist, transferred to Planning and Research at Little Rock effective December 12. Connie had been with us for over five years and is one of our favorite people. We hated to see her go and have missed her very much, but we all wish her the best of luck in her new job and home. Also, Glen Owens, an Inspector in the office, had transferred to the Maintenance Division earlier to become the new Area Foreman for Howard County. We hope Glenn is enjoying his new job and since he just had to move to the office next door, he still seems like one of the gang. Another employee, Ken Farrier, an Engineering Aide, has moved to El Dorado to go to work on the Moro Bay Ferry. We also wish Ken and his family lots of luck. But all is not lost because we have also gained a new employee. Miss Pat Sullivan has become our new clerk typist effective January 24. Pat is from near Centerpoint. We all welcome her to our office and hope she likes the job and can put up with the rest of us.

We want to congratulate a couple of our resident deer hunters. Harold Brooks bagged a four-point buck and Wayne Dull killed two four-point bucks. I hope I haven't left anyone out, but if I have, I'm sure I'll hear about it. We don't have any pictures of the deer kills. Maybe next year.

Texarkana Residency

By Debbie Eaton

Jim Karnowski, Emmett Barrett, Larry Nine and Danny McWilliams attended the Bridge Inspection Seminar in NLR, January 11-13.

Our December birthdays were: Mike Giles, Larry Nine & Jim Karnowski. Our January birthdays were: Howard Young & Bryan Duncan.

Gary Roberts attended the IRA Rodeo Finals in Oklahoma again this year. He had a very exciting time and is looking forward to next year.

We would like to wish a belated Happy Anniversary to Howard and Modena Young and extend them our congratulations.

OBITUARY

Kermit William Glasgow, 67, of Nashville died in a Nashville hospital.

Services were held at the Latimer Funeral Home Chapel in Nashville with the Rev. David Webb and Dr. John Ferguson officiating.

Mr. Glasgow was born Dec. 4, 1909, in Howard County, and was a retired Area Foreman for AHD. He was a member of the County Line Baptist Church in Nashville.

Survivors include his wife, Mrs. Charlie May Shofner Glasgow of Nashville, a brother, Hoke Glasgow of Nashville, a sister, Mrs. Lila Norton of DeQueen, and a number of nieces and nephews.

DISTRICT FOUR

BY HELEN BUTLER

Is there any other news besides snow, ice, and cold? Not much. Compliments to all the men who worked so hard and long under terrible conditions. Wonder what the overtime pay will be spent on, diamond rings-n-things?

Christmas seems a long time ago, but we did have a great party. We enjoyed our out-of-town guests, and our entertainment provided by the Faulkner family, and of course Santa Claus. It was a pleasure to witness the presentation of service awards by Commissioner J. C. Patterson. The recipients were: Columbus Dalmut, Greenwood Area Foreman, 35 yrs.; Archie Lewis, Greenwood Asst. Foreman, 30 yrs.; Don Jennings, Springdale Job Supt., 25 yrs.; Jewel Kirkendall, Eng. Asst. I, 25 yrs.; Claude Dillard, Eqpt. Operator II, 27 yrs.



That's a lot of years! Congratulations!

Other service award recipients are: Milton Patton, 5 yrs.; Archie Blanton, 5 yrs.; Tom Hale, 5 yrs.; Marvin Goodner, 10 yrs.; George Williams, 10 yrs.; Johnnie Marley, 10 yrs.; Buck Johnston, 15 yrs.; Don Turner, 20 yrs.



Blanton



Goodner



Hale



Marley



Williams



Johnston



Don Turner with Calvin Peevy

Another 15 year certificate recipient was Mona Mahl, District Secretary. It took three cameras and much film, but here it is - Mona's

picture, taken at a small Coffee given in her honor at District Headquarters.



Mona Mahl

Dan Woolsey, retiring Bridge Supt., was honored at Franklin County Area Headquarters by co-workers, also receiving his 15 year certificate. He was given the tool of his new trade, by his crew - a fishing rod. Best wishes, Dan, for a long and healthful retirement.



Dan Woolsey

Kim McDowel has taken over the job of Bridge Supt. and David Becker has taken Kim's place as Permit Officer.

Don Turner, formerly Engineer Aide V in Ralph Fulton Residency, is now Asst. Maint. Supt., replacing Carl Winn who has retired.

Last but not least, we welcome Debbie Moore who returned from Little Rock after three years in the Construction Division, just in time to fill our Payroll Clerk's job. Previously, Debbie was Clerk in the Ft. Smith Res. Engineer's Office for 2 years.



Bobby Clotfelter



Roy's boys, R. J. Clotfelter, of Seb. II Crew, got his near Natural Dam - an 8-pointer, and John shot his at Camp Chaffee.

Also, a few deer hunters were successful. C. Heller, of Paris Area, shot his deer at Mt. Magazine.

There were a few other events besides snow, after all, like the visit by the Blood Services, and the many brave souls who contribute

We have three first for our New Year. January 11 Shop Mechanic B. G. Lee and wife Judy announced the birth of Megan Elizabeth. Big sister, Melanie, 3 years old is delighted, as are grandparents Lois and Archie Lewis, Greenwood Asst. Foreman.

January 12, Misty Leigh Sudbury was welcomed by her sisters Lonene, 13, Karen, 11, and parents, Charlene and Lonnie, Equip. Op. on Dist. Wide Crew.

The first wedding of the year was January 21. Ed McLaughlin, Radio Technician, married Sandra Lewis of Prairie Grove. We wish Ed and his new family, Angela, 7, and Lisa, 5, much happiness.





DISTRICT FIVE BY THE STAFF
 Congratulations to the following in District Five during 1976 for service and retirement certificates: William Denniston, 25 yrs.; Montie

May, 25 yrs.; Edgar McClure, Retirement, (30 yrs.); and Hassell Glover, Retirement, (27 yrs.).



**DISTRICT SIX
BY OLGA ESTELL**

Snow always brings to mind, hot chocolate and popcorn, and makes you want to curl up in front of a fireplace with a good book, and lock out all the cold, but recently, I get the feeling that if you mention snow, you best be ready to move in a hurry! The winter always brought good atmosphere to our house, like something good cooking, filling the house with good "smells" and you go about your chores with that feeling that "something good" is about to happen, that anticipation of the first snow. You can hardly wait for it to begin, and you wait for it to begin, and you wait with that tinge of childish excitement. However, as we grow older, some of the excitement seems to disappear when the weatherman says snow before tomorrow morning, you get that lump in your tummy, thinking you must make that effort to try to get to work! Then, there is the ice, that always finds its way to my driveway, and there are the accidents, and then there are the nights when all our highway crews are working day and night clearing that beautiful white stuff mixed with ice off the highways! Do you wonder why some people dread to hear snow in the forecast?

New personnel at District Six, include Ricky Hearne and Pam Gartman working in the stock room, and fuel clerk, Shirley Jackson. Shirley is the only one I know who finds racoons and muskrats in her freezer (put there by her two boys). Her hobbies are horses and bird dogs.



Left to Right: H. Wilhelm, Robert Kelley, B. J. Bagley, A. C. Venable, Leonard Ingle, Butch, and D. Snow.



Left to Right: Jack Hollingshead, Billy Karben, A. C. Cunningham, Bobby Ingle, and Henry Purvis.

We had an award party on October 15. The following received pins and certificates: W. Wilhelm, B. C. Karber, E. J. Bagley, W. T. Garner,

A. C. Venable, D. M. Snow, C. Kight, Andrew Hall, A. C. Cunningham, B. L. Ingle, R. N. Kelly, T. L. Williams, H. T. Purvis, R. B. Ingle, J. B. Hollinghead, Dan Smith, and F. L. Beliew. Coffee and cake were served and our own Jim West did the honors and made like a photographer. All the pictures turned out very, very good. Thanks Jim.

Our Christmas party was a huge success, and we had a very good turnout. One of our guests was Commissioner Lawrence Blackwell. Mr. Blackwell awarded the 25 and 30 year awards. Mr. Dan Smith was the recipient of the 25 year pin and Mr. F. L. Beliew, the 30 year pin. It was a pleasure meeting these two fine men and their families and we wish them many more years with the AHD.



Dan Smith, right with Lawrence Blackwell



Mr. & Mrs. F. L. Beliew and Lawrence Blackwell

Two of our Retirees who came to our Christmas party were our dear friend Woody Hardin, who always blows in and out on his motorcycle, and who always brings many laughs and jokes, and dear Glen Appleby, who visits occasionally, and few as his visits are, we always enjoy hearing what all he has been up to. Woody and Glen, when you read this, think of us working people and come see us soon.

We were all saddened with the passing of Mr. Doyle Bratcher. He had been with the AHD nearly 25 years. He was a very pleasant person and knowing him and working with him was our pleasure. He will be missed by many.

Wayne Hall, who is the son of Mr. and Mrs. Felix Hall, Job Supt. who succeeded Glen Appleby, won the High Point trophy for the year. He does obstacle riding and owns a beautiful red Quarter Horse. He has 31 trophies, winning 9 this year. He also has a First Place trophy. He has performed all over the state and belongs to the Mayflower Riding Club of May-

flower, Arkansas. Wayne is fourteen years and in the ninth grade. One day he may be a famous stunt rider and we will be so proud of him! Speaking of horses, February 4 is very close, does that mean anything?



Wayne Hall

Russell Owen is attending a FHWA Value Engineering Study in Austin, Texas the week of January 31 and we do hope he isn't missing all this nice cold weather we are having.

In case anybody is wondering why Woody Jones is floating on a cloud or appears to be, I would venture to guess that that new grandbaby is the reason. He has crowed about it now for about 10 weeks. Now he is as old as Georgia and me.



J. J. Malat

DISTRICT SEVEN

BY ALTHEA CAMPBELL

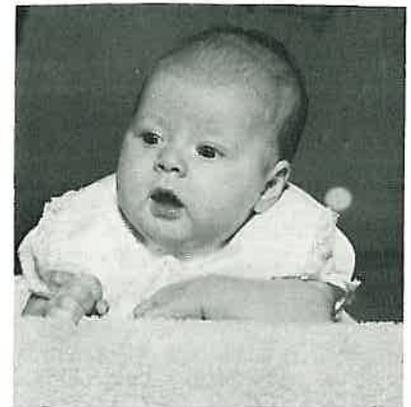
1976 Annual Service Awards were presented in District Headquarters on December 16. Commissioner James Branyan presented 30 year awards to William Booth (Equip. Oper. for Doyle Jacks in Columbia County), and John C. Gossett (Auto/Diesel Mechanic in Shop for L. D. Hopper). He also presented 25 year awards to Grover Wise, Jr. (Engr. Aide IV for A. W. Hardy in Camden Construction), and Doyle P. Jacks (Area Foreman in Columbia County). Coffee and a decorated cake were served these employees and members of their families, Commissioner Branyan, District Engineer Coy Campbell and office employees. Congratulations!

Theda Huffman is the new clerk typist for A. W. Hardy's Residency. Theda worked in the District Office the summer of 1971, on the student loan program - welcome back, Theda. This seems kinda late, but somehow these men never forget - Deer Season. Lucky hunters reporting to me are: Coy Campbell, (Mr. Campbell's 14 yr. old son, Mark, got an 8-point), John Livingston, Larry Hollis, James Jones, Bill Skidmore, Bob Myers, John Beasley, Gene McMahan, Jerry Rowland, Charles Binns, George Lindsey, Donald Brandon (got 1!). Alan Cheatham. Guess District 7 got their quota.

J. G. Cantrell, Engr. Aide II and T. L. Harrington, Engr. Aide I, were transferred from Bob Myers' Residency to the office of A. W. Hardy on December 26.



Gary Richard Dorris



Medreth Yvonne Marguerite Loe

**M. J. REESE RESIDENCY
BY CINDY HOUSE**

First of all, I'd like to welcome our two new employees - Sonny Moss, Jr. and Earnest Young. They were hired this past fall and we all wish them well.

Our successful hunters this year were Dallas Smith with an 8-point and a 4-point, Carl Pierce with an 8-point, and Conrad Sanders with a 4-point. Better luck next year to those less fortunate.

I'd like to congratulate Elaine and J. R. McVay (Hwy. E.A. III) on their new addition. Marty Robert was born on August 27 and weighed 7 lbs. 13 ozs. He's a very handsome young man and I'm sure Elaine and J. R. agree.

I'd also like to welcome Sara Thompson. She is the baby daughter of Margaret and Mike Thompson (Asst. Resident Engineer).

January 28 is the date set for dedication and ribbon-cutting ceremony for our Northwest Avenue project, Job No. 7732. It is being entered in the National Contest for Outstanding Urban Street Development. We're all looking forward to the dedication.

**A. W. HARDY'S RESIDENCY
BY THEDA HUFFMAN**

The New Year couldn't have started better! I must admit I'm glad to be back in the "Land of Opportunity". The people of District 7 are great and I really enjoy working with those in A. W. Hardy's office and, of course, Abby him-



Eddie, Tina and Nancy Toward (grandchildren of Mamie and Ralph Toward). Ralph is Stockroom Supervisor; parents of the children are son, Ed and Alice Toward of Camden.

Penny Waddle, daughter of Maye and Jodie Waddle (Area Foreman for Lafayette County). Penny is Jr. Cheerleader Captain for Prescott Junior High School this year.

Gary Richard Dorris, son of Cathie and Gary Dorris (Night Watchman), was born December 2. (Know they are enjoying their little tax deduction.)



Penny Waddle

Medreth Yvonne Marguerite Loe, 3 month old daughter of Mr. & Mrs. Lawrence Loe - granddaughter of Dorris & Arvis Loe (Auto/Diesel Mechanic). The Loes are now in Lockingsheed, England where he is stationed.

self. I guess I am the only one in the office who cannot tell if Johnny Sprayberry is telling the truth or pulling my leg!

This is a picture of the sweetest three-year old I know. That is Susannah, my daughter. Isn't she beautiful? (That is me holding her in front of the camera.)



We want to welcome two new employees to our residency. Actually only one of them is new. James Cantrell worked with us before and we are glad to have him back. We are also happy to have Tony Harrington working with us.

Allen Cheatham claims to have killed all the squirrels in this part of the woods. Every time he goes hunting all he can find are trees.

Calvin Shaw enjoyed a Christmas visit to Missouri

And we, the ladies of District 7, truly enjoyed our trip to Little Rock even if it was business.

**DISTRICT EIGHT
BY NANCY KENNEDY**



Edwin T. Candle



Leonard C. Keeling

Congratulations to Leonard C. Keeling for 25 years service and Edwin Candle upon his retirement after 30 years with the AHD.

Job Supt. Bill McAlister is a proud new grandpa. Keri Elizabeth was born January 12 weighing 8 lbs. 6 3/4 ozs. Keri's dad is Bill Jack McAlister, who works in Bridge Design in the Little Rock office.

Terry Tise, who works in the District Shop is the proud papa of a new little boy, George Wyatt weighed 8 lbs. 8 1/2 ozs. when he was born January 11. He has an older brother, Shane, who is 4 years old.

Danny Bradford, who works in the Van Buren County crew, has a new baby girl. She was born January 11 and they named her Shawna Lynn. Shawna weighed 7 lbs. 5 1/2 ozs. at birth.

We were saddened by the death of our janitor, Henry King. Mr. King died December 24, at St. Mary's Hospital. He was a member of the Pottsville Assembly of God Church. Survivors include his wife, 7 children, 19 grandchildren and 1 great-grandchild.



Thomas Daily spent a few days at Grove, Kansas, pheasant hunting. This picture shows just how proud he was of the game he got.



Here's a group of our girls at the District Office getting ready for Christmas.



DISTRICT NINE

BY SHIRLEY MORTON

Our 1976 Christmas party at Marble Falls Convention Center was lots of fun and enjoyed by over 500 employees, and their families. We were so happy to have forty-five of our retired families there. The district supervisory staff furnished ham, rolls and drinks and an assortment of covered dishes brought by the employees' wives filled the long serving tables.

District Engineer Curtis Pangle spoke to the group, introduced our distinguished guests and our Commissioner J. C. Patterson, who presented service awards to Thomas Faubus, Omel Fields, James McConnell, Ellis Stewart, and Lonnie Tilley, and he presented retirement certificates to Ray Duffy, Wayne Coonfield, Elbert Evans and J. M. Tate.

Mr. Pangle recognized Raymond Cantrell, Gene Villines, Silvester Mathis, Tillman Fancher and Harvey Boles who retired during 1976.

Santa Claus made his annual appearance and gave all the children a sack of candy. The Faulkner Family and their beautiful music was appreciated and enjoyed by all of us. Thank you, Glenn, and your family and friends, for being with us - we look forward to your special music each year. We also enjoyed the one-man band, Jeff Coursey, who entertained us throughout the evening.

It was so nice to visit with everyone and to have so many nice guests with us - we look forward to this big party each year and hope all of our friends at the Central Office and in other districts will make plans to attend our 1977 Christmas party.

Congratulations to recent service award recipients from Henderson Ferry: Lonnie Tilley, 30 yrs.; Roger Fowler and S. R. "Pete" Pyeatt, 20 yrs.; and to Ezra Horton, Equipment Operator in Searcy County, 15 yrs. These awards were presented by the District Staff at the supervisor's meeting.



Ezra Horton



S. R. "Pete" Pyeatt



Joe Fowler



Lonnie Tilley

Joe Foley is pictured shoveling snow at the district headquarters on January 10. We had over fourteen inches of snow, snow drifts, ice and sub-zero weather for many days. All of the fellows who worked long hours in all capacities on the snow and ice removal are to be commended. The district staff received many com-

pliments from the public and the central office on the efficient work that was done to keep the roads passable. Right on, boys!!



Joe Foley



The Faulkner Family





It is good to have District Engineer Curtis Pangle back at work after a week in the hospital and a week at his home recuperating. We are also happy to report that Mrs. Marion Downs (Norma Lee) is recuperating satisfactorily from recent surgery at Boone County Hospital.

Donna Biddle and Charles Fowler were united in marriage on December 31 at the home of his parents. The ceremony was solemnized by the Rev. John McCormack, Pastor of the First United Methodist Church in Harrison before their immediate families. A reception followed after which the happy couple departed for a short honeymoon. Donna and Charles reside south of Harrison with her daughters Jolene and Karen and we wish them all many happy years together.

V. O. Selby, J. W. Brisco, Lloyd Burgess and Billy Pat Phillips represented District 9 at the Bridge Seminar in January.

Congratulations to the following who have new babies at their homes: Mr. and Mrs. Jack Brisco, a daughter, Julie Ann; Mr. and Mrs. J. T. Richardson, a son, Brad; Mr. and Mrs. Gerald Wilkerson, a daughter, Kimberly Lynn; and Mr. and Mrs. J. N. Mallett, a son, Jason.

Happy Birthday to Larry Hodnett, Maintenance Supt., who celebrated February 4 and to W. B. Hawkins (retired) who celebrated on the 20th.

Congratulations to Teresa Rose, the 1977 Junior Queen of the Harrison Roundup Club. Teresa is the lovely young daughter of Asst. Maintenance Supt. Frank Rose.

How about our District Nine AHD Bowling Team - Curtis Pangle, Larry Hodnett, Dennis Jarrett, Doug Pederson and Clint Dodson. They bowl on Monday night in the Men's League at the Cottonwood Bowl in Harrison, have bright new orange shirts and were the first half winners in their league by a ten point margin. Let's all go out on Monday night and support these fellows!!

Our heartfelt sympathy is extended to Jack Holtby (retired) whose brother passed away recently in Texas and to Arlis Faught whose father passed away in Newton County in January.

J. D. Williams, aged 54, Maintenance Repairman, died January 13, at the Boone County Hospital after a lengthy illness. He had been employed 5½ years and is survived by his wife, 2 sons and a daughter. Funeral services were held on January 17 at the Alpena Baptist Church with Rev. Dean Smith officiating. J. C. was a dear friend to all of us and we shall miss him. We extend our deepest sympathy to his family.

DISTRICT TEN BY ISABELLE PSALMONDS

Mr. and Mrs. Harry W. Willcockson made a trip to Cheyenne, Wyoming to see their first grandson, William Scott Willcockson, who was born October 14, and weighed in at 7 lbs. 10½ ozs. Proud Papa Tommy holds the baby while Grandpa looks on. The "T" shirt was probably a little big then - may fit now. Congratulations!



Harry Willcockson was Auto/Diesel Mechanic in District 10, but was transferred to Little Rock in December and promoted to Equipment Inspector. The Shop and Office crews had cake and coffee in his honor and gave him a shirt with best wishes for him in his new job.



Jerry Black with Harry Willcockson



We had only one report and picture of a deer this year. This was brought in by Dwight Beasley and Keith Hall who are on the Greene County Area Crew and Tommy Pitcher, brother-in-law of Keith.

M. L. "Mac" Darr, Engineer Aide IV, of the Paragould Residency retired on November 19, after 21 years of service. The Residency's crew

had coffee and cake in honor of Mac and gave him a watch. Mac, we all wish for you a long and happy retirement.



M. L. "Mac" Darr



Norman Pumphrey, District Engineer, presented George Moss, Asst. to Resident Engineer at Paragould, his 20 year certificate.

And then we had our Christmas party. Over 400 people, employees and families, gathered on December 17 in the District Shop which had been decorated with a large Christmas tree and made to look quite festive for a dinner and time of fellowship.

We were so happy to have Mr. and Mrs. Sam Smith, D.E. District Two, formerly of District 10, with us. Mr. Smith presented the service awards. They went to: G. B. "Duck" Williams, Asst. to R. E. at Paragould, 30 yrs.; W. E. "Bob" Pillow, Auto/Diesel Mech., Paragould, 30 yrs.; Cloyce Gibson, Asst. Job Supt., Paragould, 25 yrs.; and Waukeen Bateman, Dozer Operator, Paragould, 25 yrs.



G.B. "Duck" Williams



Bob Pillow



Cloyce Gibson



Waukeen Batesman



Mrs. Gary Kersey

Door prizes were won by: Mrs. David Washam, David is Asst. Crew Leader in Greene County; Tollie Berry, Equip. Opr. II in Law-

rence County; Harold Lady, Asst. Res. Engr. in Walnut Ridge; Mrs. Gary Kersey, Gary is Engr. Helper II in the Paragould Residency. These

THEN THERE WERE THOSE WHO SERVED!!



were nice prizes and these lucky people were glad to have their names picked out of the hat. Darrell Holder, Maint. Supt., made the presentations. Don't you like his apron?

Since Christmas, of course, with us as with everyone else, the big topic has been the weather. It has been cold and icy. Our men have worked hard and long to keep traffic moving and they have done a good job.

The ladies at the Blytheville Tourist Center are appreciative of Bill Raspberry, Area Foreman, and Charles Stevenson, Equip. Opr. for getting them to work and home again. It is good to get a word of appreciation once in a while.

The ladies at the District Office also appreciate Mr. Combs, Office Manager, and Mr. Pumphrey, Dist. Engr., and Mr. Faulkner, Asst. Dist. Engr., who saw to it that we got to work.



MAINTENANCE
BY THE STAFF



Martin H. Childers, Heavy Bridge Foreman, receives his 15 year certificate from Don Brown Bridge Superintendent.

Degree of Curvature: Approximately 40 ft.
Type: Gravity
Material: Timber and Limbs interwoven,
sealed with clay.



BEAVER INGENUITY

Beaver Dam on left side of S.H. 5, approximately one mile north of Optimus (5.0 miles south of Galico Rock) in Stone County.

Specification Data

Designed & Built By:

Beaver Engineering & Construction Co.

Length: Approximately 100 ft.

Height: Approximately 4 ft.

WHAT'S BEHIND THE BUCK SLIP

BY Charles R. McConnell

Do you work in an organization where countless documents flow steadily among dozens of people? If so, perhaps you've come to regard the instruction, "Read, date, and pass on" as meaning, "Let's see who sits on this one longest."

No doubt you're familiar with the buck slip, that little piece of paper telling you what to do with the larger paper it's stapled to. It may be a slip pre-printed with several stock instructions to check, or it may be someone's note paper bearing a few scrawled words. It could even be no slip at all, just a brief instruction penciled in a corner of the document.

What follows is a brief compilation of some common buck-slip instructions. Provided for each are one or more fairly straight-forward interpretations.

For your information — better this clutter your files than mine.

File — put this away somewhere until it's old enough to qualify as trash.

Future reference — here's hoping we can manage to lose this one.

When convenient — lose it.

For your action — I wouldn't touch this with a sharp stick.

Analyse and comment — can you figure what this is all about?

Note, initial, and pass on — let's distribute the blame equally.

Urgent — bail me out, quickly!

For your information — I want to see if someone agrees with me before I reveal my decision.

For your response — I don't know what to tell him, and anyway you know how I hate to write letters.

Please advise — I don't know what to do with this one, either.

The preceding items came from a pair of pre-printed buck slips used in one organization. Of equal interest are the personal notes you'll find penciled on circulating documents without benefit of pre-printed slips. Some examples:

I think this is yours — I'm only certain I don't want it.

Interesting idea. What do you think? I haven't the foggiest notion what this is all about.

What do you make of this — I want you to make up my mind for me.

Let's discuss over lunch — I couldn't begin to touch this before my second martini (and you're buying).
(Reprinted from MBA Magazine.)

HIGHWAY DEPARTMENT GETS NAME CHANGE



Governor David Pryor signs Senate Bill 245 creating the Arkansas State Highway and Transportation Department. Henry Gray, Director of the Department and Senator Vada Sheid, sponsor of the Act, flank the Governor during this occasion.

The Arkansas State Highway and Transportation Department came into being when Governor David Pryor signed Senate Bill 245 February 17.

The measure, by Senator Vada Sheid of Mountain Home, becomes Act 192 of 1977. The Act broadens the Department's powers to coordinate state planning for all modes of transportation and to administer federal programs for public transportation of railroads.

The State Transportation Commission and Public Service Commission retain their powers. The State Waterways Commission and state and local aviation agencies retain their powers, but are asked to inform the Department of their plans.

The Act specifies that the Commission will retain the name Arkansas State Highway Commission. The Director will be known as Director of Highways and Transportation.

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