

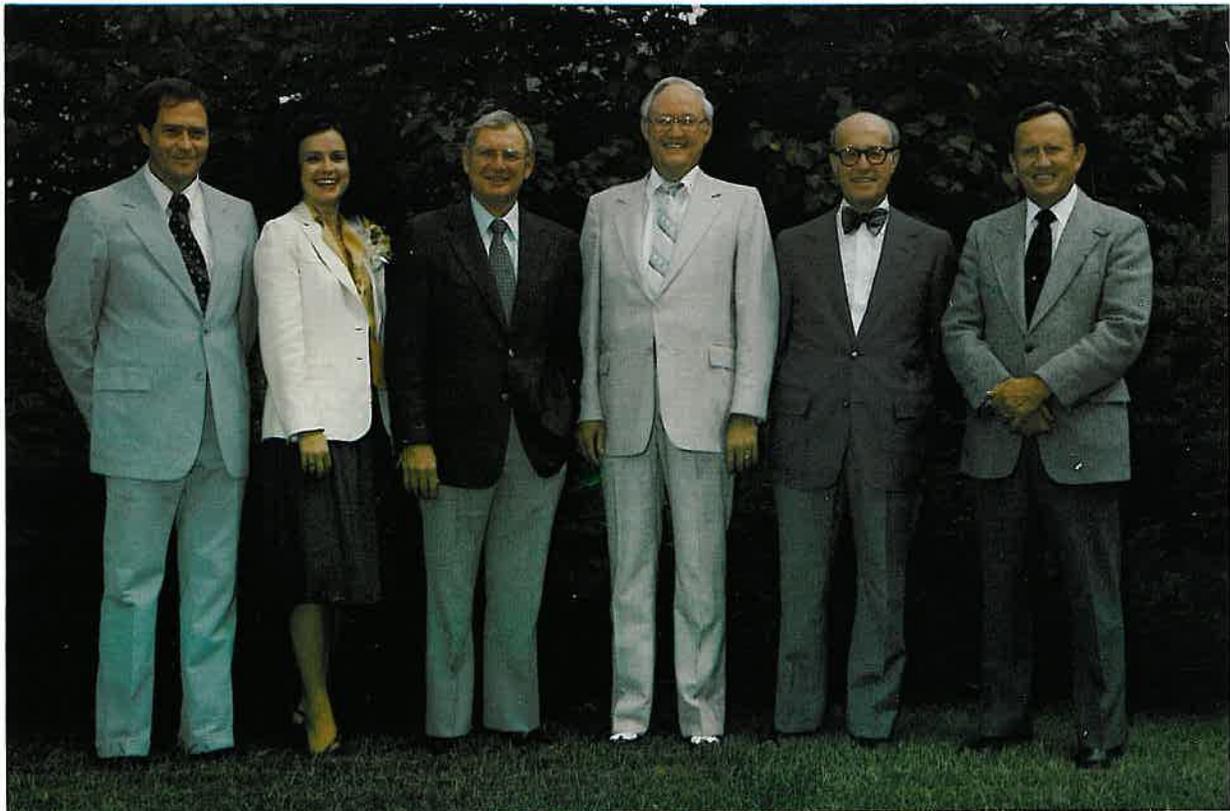
# Arkansas Highways

*Winter 1979*





*from the*  
**ARKANSAS HIGHWAY COMMISSION**



ARKANSAS HIGHWAY COMMISSION: Festus H. Martin, Jr., Patsy Thomasson, Chairman George Kell, Vice Chairman James Branyan, David Solomon, and Highway and Transportation Department Director Henry Gray.

# Arkansas Highways

Volume 25 Number 5  
 Winter 1979  
 October - November - December



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### ARKANSAS HIGHWAY COMMISSION

George Kell, Chairman  
 James A. Branyan, Vice Chairman  
 David Solomon, Member  
 Patsy L. Thomasson, Member  
 Festus H. Martin, Jr., Member



Henry Gray  
 Director of Highways and Transportation  
 B.K. Cooper  
 Deputy Director and Chief Engineer

|   |              |
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ARKANSAS HIGHWAYS is published quarterly by and for employees of the Arkansas State Highway and Transportation Department as a medium of departmental news and other information. Correspondence and material should be directed to ARKANSAS HIGHWAYS Editor, Information Services, Post Office Box 2261, Little Rock, Arkansas, 72203. ARKANSAS HIGHWAYS is freely distributed to the public at their request and to all highway employees.

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 David Hunter

FRONT COVER — Leroy Baker, an AHTD employee of District 6, clears snow from the roadway of Interstate 430 in Little Rock. Photograph by David Hunter.

BACK COVER — The Arkansas State Capitol in Little Rock decorated for the Christmas season. Photograph by David Hunter.

## A Message from the Director

One day each month, sometimes more, five of Arkansas' outstanding citizens meet in Little Rock as members of the Arkansas Highway Commission to make vital decisions and to give guidance concerning activities of the Department.

Theirs is a tremendously important job, and I suspect that the public doesn't fully recognize the contributions they make toward good government within the State.

State law spells out clearly their official duties, which include the following:

- Establishing locations for routes comprising the state highway system.
- Awarding all contracts for construction, improvement and maintenance of roads.
- Approving rules and regulations governing use of the highways.
- Reviewing and approving policies of the Department and the State's highway objectives, assisting in establishing those policies and objectives, and overseeing their execution.
- Monitoring and, when necessary, approving the Department's action to encourage efficient and economical development of public transportation, and the coordination of public transportation plans with highway programs.

Much of this responsibility can be carried out in the Commission's monthly meetings. However, there is also a substantial amount of "after hours" work.

Members also spend many hours attending public meetings, and in discussion with citizens and local governing officials in respect to highway and related transportation matters.

They represent a vast reservoir of knowledge, energy and experience, and the Department is fortunate that the Governors of Arkansas always have been able to find individuals of high caliber to accept appointment to the Commission. As long as the residents of Arkansas have trustworthy individuals such as George Kell, Chairman, of Newport; James A. Branyan, Vice Chairman, of Camden; David Solomon of Helena; Patsy Thomasson of Little Rock and Rison; and F.H. Martin, Jr. of Fayetteville, working for the betterment of their Highway and Transportation System, then they can feel secure that their highway programs are in good hands.

These outstanding individuals join me in expressing our appreciation to each of you for your hard work and dedication to the job and, with sincere warmth and gratitude, we wish you and your families a happy holiday season.



A handwritten signature in black ink, which appears to read "Henry Gray". The signature is written in a cursive, flowing style.

Henry Gray  
Director of Highways & Transportation

# Automobile Age In Arkansas

Part XII  
1956 - 1958

"Great Needs Measured and Great Efforts Begun"

By John Hume

In the last week of June 1956 the U.S. government after many months, even years, of discussion achieved a historically significant socio-economic salient which would commit the Nation to a quarter of a century and more of transport development never before undertaken in history, even in the great days of the Roman roads. This event was the fruit of Presidential and Congressional consideration of the findings of three great studies -- "Toll Roads v. Free Roads (1939)", "Inter-regional Highways (1944)", and the Clay Committee Report (1954) -- and many minor contributions, such as the "Defense Highway Needs (1949)" study.

To close the 1956 Federal fiscal year, the Congress enacted on Monday, June 26th, and President Eisenhower approved on Friday, June 29th, Public Law 84-627, which comprised --

in Title I - The Federal-Aid Highway Act of 1956; and,  
in Title II - The Highway Revenue Act of 1956.

This followed many months of furious debate, often bitter wrangling, over the course of action to be taken in the light of the findings of the several studies, in starkest contrast to the swift unanimity of the final action in this historic last week of June 1956. The event held the emotional impetus of a Coming-of-Age rite for the Automobile Age in America, and, like the primordial salute to puberty, a commencement of action rather than a completion and, in effect in this case, a springboard into a foggy and formidable future.

In the morning hours of June 26, 1956, the U.S. House of Representatives passed H.R. 10660, the Fallon-Gore Bill, a compromise measure drawn on the decisions of many joint conferences between the two chambers of Congress. The House passed the bill by voice vote without debate or dissent. Later in the day the Senate completed the Congressional action by a roll call vote of 89-1 in favor of the measure. The lone dissenter was Senator Russell Long of Louisiana who was a seeming advocate, with the Republicans, of Federal bond financing for the new highway program. The true strategy behind his dissent is open to interesting speculation since he was then and is today the long-time spokesman for the oil industry that obviously was to enjoy enormous profit from the Congressional action which, ironically, he opposed that day.

Many powerful pressures had been brought to bear upon the Congress in the shaping of the new law, and the proposed modifications due to great political power had been legion; but the compromises reached were reasonable for the most part. One of the less happy ones was the deletion of the Interstate link between Little Rock and St. Louis, a vital segment in the most direct highway corridor between the burgeoning Southwest and the Industrial North and East. That link would have given Little Rock, in the eyes of a powerful Senator (of great seniority and a long-time friend of the Federal-Aid Highway Program), "an insufferable advantage" over Memphis as the economic capital of the Mid-South.

Arkansas' Congressional delegation at the time (1947) lacked seniority and power to block the move, so the deletion stood, with consequent long-range impact upon the Arkansas economy.

## A Two-Decade Backlog of Unmet Needs ---

Among many of its members, the ultimate scope of this \$33-billion program was only dimly comprehended. The imminence of need was apparent to all, but the methodology of any necessary action to satisfy that need was obscure to most. It was all too easy to experience the endless frustrations of the incredible congestion of postwar highway traffic flows and the hazard and discomfort of outmoded, outworn, or missing pre-war highways. Not only were these facilities critically deficient in capacity and rideability, they were highways, roads and streets designed and built by a society not yet at ease with this historic innovation, -- the free-moving, immensely-mobile motor vehicle whose function was in almost total polarity to the long centuries of the relatively free moving but very limitedly mobile beast - (man-horse-mule-ox-dog-reindeer)-of-burden-powered vehicle, ponderously moving from production place (usually land) to market center -- or railhead after the Industrial Revolution. This polarity was the crux of the problem but there were few, other than transportation economists, traffic engineers, and a new professional, the planner, who truly understood the real nature of the situation and its alternatives. Even among these informed few, their visualizations of potential solutions were at best to be appallingly short, functionally, of the eventual reality and at worst, to be totally unrealistic in costing expectations.

On the 19th of February, 1954, the Chief Engineer of the Arkansas State Highway Department, Alfred E. Johnson, Sr., widely regarded as a major architect of the Interstate and the accelerated Federal-Aid Highway Program, but speaking as the President of the American Association of State Highway Officials (later Executive Director of that organization 1955-1972), had told an especially convened subcommittee of the U.S. Senate Committee on Public Works that the dilemma of the Nation's highway deficiencies was escalating with appalling rapidity as illustrated by the recent estimates of the cost to eliminate only those deficiencies on the Federal-Aid systems:

|                  | Estimated Costs             |                           |
|------------------|-----------------------------|---------------------------|
|                  | All States<br>(in billions) | Arkansas<br>(in millions) |
| 1 January 1950   | \$29.2                      | \$574.6                   |
| 1 January 1952   | 32.0                        | NA                        |
| 1 November 1953  | 35.0                        | 616.2                     |
| Increase 1950/54 | 5.8                         | 41.6                      |

Capital Improvement  
Expenditures on  
F/A Systems, 1950/53 1/

\$3.6                      \$79.0

1/ State and Federal funds at a 50/50 matching ratio.

Note: Unit costs of highway construction had risen approximately 4%. Arkansas' expenditures included \$21-million in bond sales proceeds but excluded \$22.5 in interest payments on earlier borrowings.

Mr. Johnson was careful to point out that capital expenditures upon non-Federal-Aid state highways over the Nation during those years was \$600-million greater, almost 17%,

than the expenditures on Federal-Aid routes.

New Dimensions in Federal Participation ---

Since 1944, the Congress, with tentative recognition of increased needs and rising costs, had more than doubled the annual pre-war authorizations for postwar federal aid to highways but waited for findings from the 1950 Federal-Aid Systems Needs Study and the Clay Committee Report before moving beyond that point, although a gain rate of \$25-million p.a. had been more-or-less tacitly agreed upon in the early fifties. The evolution of the Congressional authorizations and Arkansas' interest is shown on the following chart.

Arkansas - The Federal Aid Program & State Highway Improvement

(Selected Years)

The Federal Aid Program

Capital Investment 1/  
in Arkansas State Highways

| Year | Congressional | Arkansas' Share |     | Construction | Debt Service <u>2/</u> |
|------|---------------|-----------------|-----|--------------|------------------------|
|      | Authorization | (millions)      | %   |              |                        |
| 1921 | \$ 75         | \$ 1.7          | 2.3 | \$ 1.4       | \$ 0.0                 |
| 1933 | 35            | 1.8             | 5.1 | 2.0          | 3.4                    |
| 1940 | 100           | 2.3             | 2.3 | 4.3          | 5.6                    |
| 1948 | 500           | 7.4 <u>3/</u>   | 1.5 | 15.4         | 3.9                    |
| 1949 | -0-           | -0-             | -0- | 11.6         | 3.8                    |
| 1950 | 450           | 6.7             | 1.5 | 15.2         | 3.8                    |
| 1951 | 450           | 6.7             | 1.5 | 19.4         | 3.9                    |
| 1952 | 500           | 7.4             | 1.5 | 20.2         | 3.9                    |
| 1953 | 500           | 7.3             | 1.5 | 24.2         | 3.7                    |
| 1954 | 575 <u>4/</u> | 8.5 <u>4/</u>   | 1.5 | 16.3         | 3.6                    |
| 1955 | 575 <u>4/</u> | 8.6 <u>4/</u>   | 1.6 | 24.0         | 3.4                    |
| 1956 | 700 <u>4/</u> | 12.9 <u>4/</u>  | 1.8 | 25.3         | 3.2                    |
| 1957 | 700 <u>4/</u> | 13.0 <u>4/</u>  | 1.8 | 30.0         | 3.0                    |

1/ Includes both Federal and State Funds.

2/ Interest payments only - excludes principal payments.

3/ Includes Secondary funds for the first time. The so-called A-B-C distribution begins here: FAP-40%; and Urban Extensions-25%.

4/ Beginning in 1954 the Congressional authorization included \$25-million p.a. (1954 & 1955) for prototype Interstate work at a 50/50 ratio and, in 1956 & 1957, \$175-million annually at a 60/40 match ratio. The Arkansas share was: 1954 - \$0.4-million; 1955 - same; 1956 - \$2.5-million; 1957 - same. Non-construction expenditures during the years 1921-1956 ranged from \$900,000 to \$10.6-million, annually.



The impact of the Federal-Aid Highway Act of 1956 was enormous! The evaluation of highway needs and the socio-economic role of highway, road and street transportation in American life during the last half of the twentieth century had produced a funding profile that would have been termed totally unrealistic just a few years earlier. This Act authorized Interstate funding for what was believed at the time to be the reasonable schedule for constructing that System at a uniform rate for simultaneous completion among the States over an anticipated thirteen-year period at an anticipated total cost of some \$25-billion. The schedule of funding authorizations set out in the 1956 Act is as follows:

These cost estimates would subsequently be prepared at specific intervals and approved by the Congress as the apportioning basis for specified years.

The 1956 Act established the 90/10 Interstate participation ratio. This was the first permanent departure from the traditional dollar-for-dollar matching under the Federal-Aid Program. There had been, however, temporary suspensions of the State's responsibility during the emergency conditions of the Great Depression Years and the biennial aberration of the 60/40 ratio under the 1954 Act.

| Year | Congressional Authorization<br>(in billions) |                       | Arkansas Apportionment<br>(in millions) |     |        |     | Capital Investment <sup>1/</sup><br>in Arkansas State Highways<br>(in millions) |              |
|------|--|-----------------------|---|-----|--------|-----|---|--------------|
|      | FAI  | ABC                   | FAI                                     | %   | ABC    | %   | Constrn.  | Debt Service |
| 1957 | \$1.000 <sup>2/</sup>                        | \$0.125 <sup>2/</sup> | \$14.5 <sup>3/</sup>                    | 1.4 | \$ 1.9 | 1.5 | \$30.0  | \$3.0        |
| 1958 | 1.700  | .850                  | 24.7                                    | 1.4 | 12.6   | 1.5 | 30.5  | 2.9          |
| 1959 | 2.000  | .875                  | 28.7                                    | 1.4 | 12.8   | 1.5 | 42.0  | 2.7          |
| 1960 | 2.200  |                       |   |     |        |     |   |              |
| 1961 | 2.200  |                       |   |     |        |     |   |              |
| 1962 | 2.200  |                       |   |     |        |     |   |              |
| 1963 | 2.200  |                       |   |     |        |     |   |              |
| 1964 | 2.200  |                       |   |     |        |     |   |              |
| 1965 | 2.200  |                       |   |     |        |     |   |              |
| 1966 | 2.200  |                       |   |     |        |     |   |              |
| 1967 | 2.200  |                       |   |     |        |     |   |              |
| 1968 | 1.500  |                       |   |     |        |     |   |              |
| 1969 | 1.025  |                       |   |     |        |     |   |              |

<sup>1/</sup> Includes both Federal and State funds.

<sup>2/</sup> These sums are additional to the authorizations in the F/A Highway Act of 1954. The 90/10 matching ratio begins here.

<sup>3/</sup> The apportionments for these three years were made under the Primary formula.

The Federal Aid Highway Act of 1958 increased the Interstate authorizations for the next three years by an additional ---

- 1959 -- \$200-million
- 1960 -- \$300-million
- 1961 -- \$300-million

but the 1959 Act reduced the 1961 authorization to \$2-billion. The 1961 Act revised the entire authorization schedule and added authorization for two additional years, 1970 and 1971, thus extending the anticipated completion to a fifteen-year period. These were the first of many revisions of the funding schedule and the completion date.

The ABC authorizations set out in the 1956 Act continued their progression (\$25-million annually) toward the planned "Billion Dollar Plateau" for ABC funding. The traditional apportionment formulae and matching ratios were continued also -- and the apportionments of the FAI funds were continued under the Primary apportionment formula through fiscal year 1959. During this time, a detailed estimate of the cost to complete each State's segment of the Interstate System was to be made, using design criteria not then adopted and using final routings not then approved; and to be submitted to the Congress by January 12, 1958, for its approval as a basis for apportioning Interstate funds.

#### Measuring Highway Need ---

The Highway Planning Surveys had been initiated in the mid-thirties to evaluate the role of highway, road and street transportation in the socio-economic structure of American life. The quantitative parameters of that job were so enormous and the demands of the War Years so great that it had been impossible to make qualitative or critical assessments of the sufficiency of the highway, road and street plan in fulfilling that role. cursory efforts had been undertaken in 1949 and subsequent years and the findings summarized by the Bureau of Public Roads (now FHWA) and the American Association of State Highway Officials as quoted in an earlier paragraph. As the Clay Committee (the President's Advisory Committee on the highway situation, chaired by General Lucius D. Clay) required broader and more exact cost data on the volume and character of highway, road and street deficiency elimination costs, Section 13 of the Federal-Aid Highway Act of 1954 had called for a new estimate by the States of the quantity and quality of highway need and costs-to-eliminate, within certain criteria of adequacy over the period 1955-1964. However, time did not permit a detailed study for this purpose, so it was necessary to make these estimates on a sampling basis. The "Section 13 Study" found in part:

Section 13 Study  
 Cost to Eliminate Need and Miles of Public Highways, Roads and Streets  
 (1955-1964)

|                               | <u>All States</u><br><u>Totals</u> | <u>Totals</u> | <u>Arkansas</u><br><u>Percent</u> |
|-------------------------------|------------------------------------|---------------|-----------------------------------|
| All highways, roads & streets |                                    |               |                                   |
| Cost (in billions)            | \$101.365                          | \$1,048       | 1.03                              |
| Mileage                       | 3,350,000 miles                    | 71,336 miles  | 2.13                              |
| Federal-Aid Routes - all      |                                    |               |                                   |
| Cost (in billions)            | \$ 68.712                          | \$ .775       | 1.13                              |
| Mileage                       | 725,963 miles                      | 16,664 miles  | 2.30                              |
| Interstate System             |                                    |               |                                   |
| Cost (in billions)            | \$ 23.912                          | \$ .197       | .82                               |
| Mileage                       | 37,600 miles                       | 527 miles     | 1.40                              |

It was upon these data that the Congress set up the Interstate funding schedule in the 1956 Act. But it was generally recognized that a detailed appraisal of the adequacy of all public highways, roads, and streets was essential if logical efforts to overcome the deficiencies were to be made. An accurate inventory of physical plant and the fiscal resources which should support it was the beginning point of rational, businesslike handling of this great new public works program. So the 1956 Act called for a plethora of special studies. It went far toward definition of the Federal role in the public motor vehicular transportation situation, but its writers were all too aware of great gaps in the knowledge vital to their discipline, knowledge which was essential to both the Federal fiscal arm and the State's managerial arm. The required studies would inform both, and the shape of the Federal-Aid Highway Program would ultimately form the matrix in which all highway, road and street programs were developed.

The paramount item was "A Detailed Estimate of the Cost of Completing the Interstate System in Accordance with Section 108(d) of the Federal-Aid Highway Act of 1956". The 1956 Act scheduled five Interstate cost estimates conforming to the initial thirteen-year completion schedule to be submitted to the Congress by January 12 in 1958, 1962, 1966, 1967 and 1968. The first cost estimate, upon approval by the Congress, was to provide Interstate apportionment factors for three years, 1960, 1961 and 1962; the second estimate for four years, 1963, 64, 65 and 66; and the third fourth and fifth estimates for a single year, the next succeeding, each.

The extension of the completion date by the Highway Laws Codification Act in 1958, necessitated the revision of the cost-estimate schedule as set out in Subsection 104(b) (5) of Title 23 U.S. Code. The costs reported in the 108 (d) were:

Section 108(d) Study

Cost to Complete the National System of Interstate  
 and Defense Highways - 1958

|                |              |                  |
|----------------|--------------|------------------|
| All States     | 38,548 Miles | \$32,142,055,000 |
| Arkansas       | 522 Miles    | \$ 319,170,000   |
| Percent of All | 1.35%        | 0.99%            |

Compare this with the Interstate data in the Section 13 Study

findings two and one half years earlier. The apportionment factor was to be the ratio of the estimated cost to complete the Arkansas segment of the Interstate System as a percentage of the estimated cost to complete the entire System. The Arkansas apportionment factor for 1960 was 0.993.

Launching the Big Program ---

The passage of U.S. Public Law 84-627, the Federal Highway Act of 1956 (in Title I), and the Highway Revenue Act of 1956 (in Title II), triggered immediate action by the Arkansas State Highway Commission. For the past ten years the Department had been refining the concept of Interstate highway corridors which would sometime traverse Arkansas and whose actual evolution had begun another decade earlier. Now that the great number of alternatives had been tied down by the Congress to a broad National Plan, specific action was possible. On the National level, action had now moved from the general to the particular in the establishing of the network, its function, and its funding. It thus moved the theatre of action into the State's responsibility but far more within the parameters of Federal decision than in the earlier Federal-Aid Program.

In Arkansas, the Commission entered into contracts with consulting engineers to make preliminary traffic and engineering studies of the five Interstate corridors in Arkansas:

|  |             |
|--|-------------|
| Interstate Route 091 - now I-30 . . . . .  | 143.3 miles |
| Interstate Route 092 - now I-40 . . . . .  | 286.1 miles |
| Interstate Route 093 - now I-55 . . . . .  | .68.8 miles |
| Interstate Route 094 - now I-540 . . . . . | .8.7 miles  |
| Interstate Route 095 - now I-430 . . . . . | 14.9 miles  |

These studies were based upon the earlier investigations by the State Highway Department, particularly those since the Congressional decision on the extent of the System and the designation of the control points in 1947. These studies by the Department were predicated upon Congressional directives as the control points:

- a. The route must be the reasonably most direct between control points, and;
- b. In reasonable conformity with the map of the National network drawn upon the evolution of the "Pershing Map" since 1923 as finally expressed

in the 1947 map drawn under the Federal-Aid Act of 1944.

The final Arkansas corridors were relatively unchanged since the earliest interest in a national interstate and defense highway network with two exceptions: (a) the deletion of the Little Rock/St. Louis segment of the Northeast-Southwest Corridor, and (b) crossing the Arkansas River at Little Rock rather than Fort Smith in the Arkansas segment of the Little Rock/Oklahoma City corridor. These corridors were designated with approximate centerlines on county maps drawn at a scale of one inch to the mile. The consultants were furnished with copies of these maps and with aerial photographs (1"-1000") covering a one-and-one half mile wide band along this line. The consultants were to reduce this band to cover a terrain width of about one-half mile prior to photogrammetric and topographic mapping of the preliminary location, which could be used to pinpoint final centerline locations on aerial mosaics. This work used stereoscopically matched aerial photographs, USGS Quad Sheet maps, Arkansas River Commission maps, AHD county maps, and much detailed field reconnaissance, prior to the centerline alignments. This alignment hinged ultimately upon the correlation of considerations of (a) traffic service, (b) topography, (c) land use, and (d) the cost-effective potential. In several situations, alternative locations were reasonably equal and judgmental decisions were necessary, usually on a cost-effective basis.

The reluctance of transportation engineers and economists to modify their traditional frame of reference so that a proper accommodation to the real logic of the Interstate function might be made is illustrated in these early consultant engineers' studies where the principal considerations for route locations are usually listed in the following order:

- (a) To provide maximum traffic service for the tributary farming areas and the cities and towns along the route; and,
- (b) To accommodate interregional, interstate and

military traffic.

These preliminary cost estimates were prepared prior to the adoption of design standards by the American Association of State Highway Officials but were based upon criteria for multi-laned divided freeways little different from the later approved design criteria. The consultants also prepared programs of construction whereby the routes might be built in stages according to priorities in service to greater volumes of traffic.

The consultants presented their reports and cost estimates in June 1957 so that the "108(d) Study" could make use of their findings. The so-called "108(d) Study" was the first of the sequence of detailed "estimates of cost for completing the Interstate System" called for by the Congress in Section 108(d) of the 1956 Act. (However, U.S. Public Law 85-767 enacted August 1958, codifying highway related law as Title 23, U.S. Code, intervened and the rest of the sequence would be termed "104(b)(5) Studies".

The passage of the Federal Aid Highway Act of 1956, with the curative measures of 1958, 1959, 1960 and 1961, rang down the curtain on the Automobile Age as such, just as the cyclists at the turn of the century were an entr'acte to bridge the transition from the Railroad Age to the Automobile. The transition to multi-modal transport, (The Multi-Modal Age?), it takes time and historic perspective to produce such catch phrases), was implemented by Section 9 of the Federal Aid Highway Act of 1962 which instituted the directive in Title 23-Highway, U.S. Code which would call for the utilization of highways as the common denominator of all transportation planning. From that point all transportation planning was to be a continuing, comprehensive, cooperative effort coordinating all transport modes.

NOTE: This concludes the series on the Automobile Age in Arkansas. There will be a four part series on the National Highway Program and Arkansas, 1956-1979 to follow.

## AHTD Personnel Changes



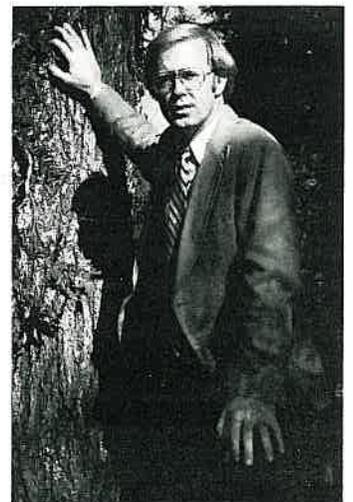
Bryan Davis, former Chief of the Environmental Division, was promoted in September to assume the duties of Chief of the Planning and Research Division. Davis helped to organize and has served as the first Division Head of the Environmental Division. He is a graduate

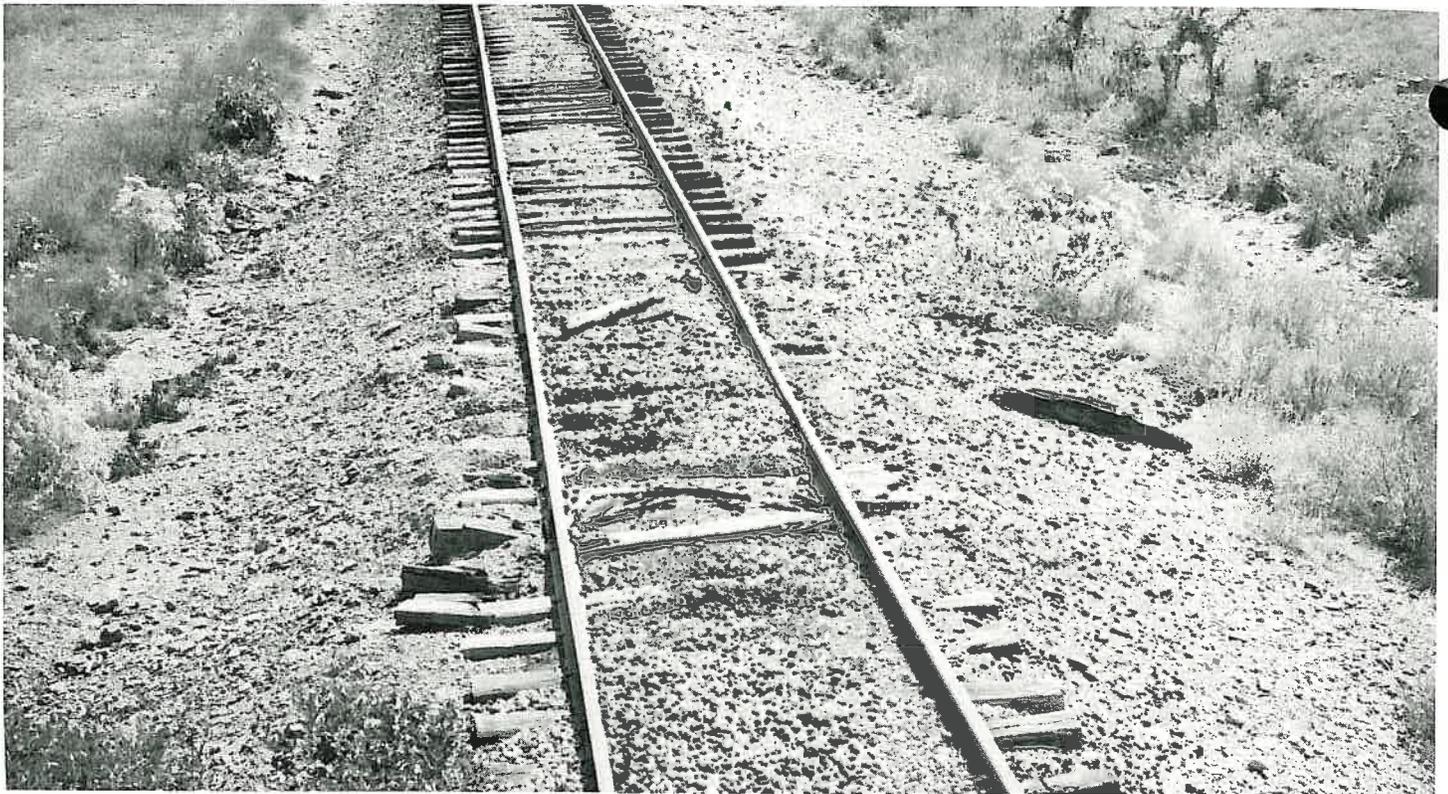
of Louisiana State University and has been involved in many aspects of planning in connection with his various positions in the Department since his employment in 1967.

Davis replaces A.E. Johnson, Jr., who was promoted earlier this year to Assistant Chief Engineer for Planning and Development.

Steve Wilson, formerly Assistant Division Head of the Environmental Division was promoted, October 4, to assume the duties of Chief of the Environmental Division. Wilson began his career with the Arkansas Highway and Transportation Department in September 1972. He graduated from Arkansas Tech University at Russellville with a Bachelor's Degree in Wildlife Ecology and holds a Master of Science Degree in Wildlife Ecology from the U of A at Fayetteville.

Wilson is also the immediate past president of the Ozark Society.





## Rail Project Approved

The Federal Railroad Administration has approved the Arkansas State Highway and Transportation Department's application for funds to rehabilitate the Arkansas Western Railroad. The funding of this rehabilitation project is the first attempt by the AHTD as the designated rail planning agency to halt the deterioration of a branchline.

The Arkansas Western Railroad extends from Heavener, Oklahoma to Waldron, Arkansas and is wholly owned and operated by the Kansas City Southern Railroad Company.

The total cost of the rehabilitation project is \$2,922,628, of which the Federal share is \$1,944,677. The KCS and the Waldron shippers will provide the remaining \$977,951.

The Federal share includes the allocations to Oklahoma. The Department applied for Oklahoma's \$1,317,260 alloca-

tion because of Oklahoma's Constitution which restricts State agencies from granting money to private corporations. Because the Arkansas project will also benefit Oklahoma, the Oklahoma Department of Transportation encouraged the Federal Railroad Administrator to approve the Arkansas Department's application for Oklahoma's share of funds.

The rehabilitation of this rail line was the top priority in the Arkansas State Rail Plan because of the devastating economic impact which would have been suffered by the Waldron community upon losing its rail service. AHTD officials estimate that almost 1,400 jobs would be lost in the Waldron community if the line continued on its present course toward inevitable abandonment.

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## Express Buses on Freeway Draw Support

Speakers at a public hearing September 6th for a Highway and Transportation Department plan, had only praise to build shelters and parking lots at several points along I-630 to serve an express bus operation between west and east Little Rock.

The proposed project would cost about \$4.3 million. It would include new bus shelters at nine locations along the 7.5 miles of freeway. Parking lots would be built in four places and the system would take advantage of large parking lots at shopping centers and medical centers.

Central Arkansas Transit would operate the express bus

system along the freeway, and Bob Lee, general manager of CAT, said he was "in full accord" with the plan.

In response to questions, Jim Head, State Transit Administrator for the Highway Department, told the group that the state was studying the possibility of building other shelters and parking lots along the East Belt Freeway and other freeways at Little Rock.

Head said the construction schedule would depend on completion of the eastern portion of I-630.

## Vanpool Agreement Signed



David Bostic, of the Right of Way Division, accepts the keys from Rodney Combs, of the Arkansas State Employees Association, to the first all AHTD employee van. Twelve employees ride in the vanpool which originates in Rose Bud, Arkansas.

The Arkansas Highway and Transportation Department has entered into an agreement with the Arkansas State Employees Association to provide financing for 75% of the capital cost for the purchase of 25 vans to be used by the Association for a vanpool project. The agreement was signed September 18 by Department Director Henry Gray and Association Executive Director L.D. Owen.

The Highway Commission authorized the Department, in July of this year, to obligate up to \$200,000 from Federal Urban System funds for this project. The Federal Aid Highway Act of 1978 approved federal assistance for projects designed to encourage the use of carpools and vanpools.

The State Employees Association agreed to purchase the vehicles by competitive bid or price quotation and will hold title to the vehicles. The Highway and Transportation Department will have lien on the title until the funds are repaid. The funds will be paid back in monthly payments over a maximum period of four years.

The vans will be used for a Vanpool Demonstration Program by State employees to commute from home to work. Each vanpool will have eight to fifteen members and each employee will pay a weekly fee that is deducted from their paychecks to repay the funds.

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## Public Meetings Held on U.S. 67 Corridor Study

The Arkansas Highway and Transportation Department held five public meetings in September in Northeast Arkansas for the purpose of receiving citizens' comments as part of the U.S. 67 Corridor Study.

Personnel from the Department's Statewide Planning Section were in Corning, Paragould, Walnut Ridge, Pocahontas

and Jonesboro.

The purpose of the study is to determine the location for a new Highway 67 from Newport to the Missouri state line.

The study includes such factors as traffic demand, land use, topography, cost, social, environmental and economic concerns.

# First State Aid City Street Project Completed

The city of Booneville has the distinction of being the first to complete a city street improvement project funded under Act 199 of 1979.

The Act established the funding for the State Aid City Street program by which the State Highway and Transportation Department would provide planning and engineering services to over 360 cities and towns, covering some 3,500 miles of arterial streets.

The State Aid City Street program is similar to the

State Aid County Road program established in 1973, in that its purpose is to assist the local governments with the improvement of city streets using Federal, State and Local funds.

The city of Booneville elected to resurface  $\frac{1}{4}$  mile of Linda Street from Sassafras Avenue to Highway 23. A contract was awarded to Bice Construction Company of Searcy for \$8,352. The project was completed on September 25.



## Public Hearing Held at Jonesboro

More than 200 persons attended a public hearing October 30th in Jonesboro on the proposed access controls for the U.S 63 Bypass at Jonesboro.

The Highway and Transportation Department has tentative approval for \$3.3 Million in Federal Highway Administration funds to construct service roads and restrict access to the four-lane divided freeway.

In addition to the service roads, the Department proposes to construct interchanges and overpasses if additional funding becomes available.

Brooks Nichols, Assistant Chief Engineer - Design, told the audience that the Department hopes to be able to advertise for bids early next year for the construction of the service roads.



George Kell receives plaque from Jim Reaves on behalf of the AHC.



Charles Mitchell receives plaque from Jim Reaves on behalf of the AHTD.

## AHC Receives Commendation

The Arkansas State Highway Commission received a commendation, Wednesday, November 7, from Project With Industry's Association of Rehabilitation, Industry and Business, Inc., of Hot Springs for its commitment to hiring handicapped individuals.

Jim Reaves, Executive Director, presented a plaque to Commission Chairman George Kell of Swifton, expressing the appreciation of Project With Industry.

Reaves also presented a plaque to Arkansas Highway and Transportation Department District Three Engineer Charles

Mitchell of Hope. District Three has hired several handicapped persons referred by Project With Industry.

The Highway and Transportation Department has actively recruited handicapped persons for employment and staff members have participated in several workshops and seminars sponsored by Project With Industry.

The Association of Rehabilitation, Industry and Business, Inc. is a private, non-profit corporation established to assist Arkansas employers and qualified handicapped workers to be brought together for the benefit of both.



## Pigeon Creek Ground Breaking

Baxter County residents joined with AHTD officials August 23 to break ground for the new Pigeon Creek Bridge on Highway 201 north of Mountain Home.

At times when the level of Lake Norfork is raised, Pigeon Creek overflows, submerging the bridge and causing area residents to travel miles out of their way. Participating in the ceremony were State Senator Vada Sheid, State Representative Ed Gilbert, Baxter County Judge James Baker, Highway Commissioner F.H. Martin, Jr., Department Director Henry Gray and AHTD District 9 Engineer Hurley Perkins.

The new \$2.1 million bridge will be 24 feet wide and 377 feet long. The bridge and approaches are expected to be completed by the Fall of 1980.

Construction of this bridge is possible because of a special program, using 80% Federal-Aid Bridge Replacement Funds and 20% State Matching Funds.

# Ground Breakings - Dedications



## *New Bridge to Replace Ferry at St. Charles*

More than 600 persons were on hand November 6 to celebrate the breaking of ground for construction of the long-awaited White River Bridge on State Highway 1 at St. Charles in Arkansas County.

The bridge, to be completed by 1983 at a cost of \$10.1 million, will replace the last ferry on the so-called Mississippi River Parkway, (Great River Road), from Canada to the Gulf of Mexico.

Among those giving speeches and wielding gold-plated shovels were U.S. Senator Dale Bumpers, U.S. Representative Ed Bethune, U.S. Representative Bill Alexander, Governor Bill Clinton, Highway Commission Chairman George Kell and Highway Commissioner Patsy Thomasson.

They praised the efforts of Elmer Ferguson, a DeWitt banker and businessman who is chairman of the St. Charles White River Bridge Association, and other public officials and citizens. The Association was founded in 1971 to work toward acquiring the funding for the bridge.

In 1976, Congress authorized 75% of the funding under the federal Great River Road program, which is designed to provide tourists a north-south route along the Mississippi River. The Highway and Transportation Department will fund the remaining 25%.

The bridge will be built on property that is part of the

White River Wildlife Refuge, which consists of about 113,000 acres of land. The refuge is managed by the federal Fish and Wildlife Service, a branch of the Interior Department.

Wilbur Botts, a DeWitt lawyer and president of the DeWitt Chamber of Commerce, presented the Fish and Wildlife Service with a deed to 52 acres, purchased by the Highway and Transportation Department, as mitigation land to offset the environmental effect of the bridge construction.

Botts also presented the Natural Heritage Commission with an easement to 40 acres of timberland for preservation.

St. Charles is linked by Highway 1 to Interstate 40 at Forrest City, 55 miles to the north and to U.S. Highway 65 at Dumas, 55 miles to the south. St. Charles also is linked by State Highway 1 and U.S. Highway 49 to Marvell and Helena, and by Highway 1 and State Highway 11 to DeWitt, which is 13 miles west of St. Charles and Stuttgart.

Northerly connections are dependent on the ferry. When the ferry is not operating, a trip to Marvell, normally 20 miles, is lengthened to 70 miles via the bridge at Clarendon. A trip to Memphis is lengthened by more than 40 miles.

The bridge will be 1.3 miles in length and will be located 925 feet downstream from the ferry crossing. Plans call for two 12-foot wide lanes with a surface width of 40 feet.



U.S. Representative Bill Alexander





Governor Bill Clinton



From left to right: AHTD Deputy Director and Chief Engineer B.K. Cooper, Commissioners F.H. Martin, Jr., Patsy Thomasson and James Branyan, State Representative Ode Maddox, Governor Bill Clinton and Highway and Transportation Department Director Henry Gray officially open the new section of four-lane highway through Mena.

## *New Four-lane Highway Dedicated at Mena*

More than 2,000 Mena residents gathered at the Northside Shopping Center on Highway 71 November 8th to take part in the ceremonies officially dedicating the newly widened Highway 71 through Mena.

Governor Bill Clinton, in his address to the crowd, said the most important thing Legislators in the State had done since he took office was to appropriate more funds for roads.

The Governor said good highways "are important to jobs," and that an improved road program is "literally the salvation of the people of Arkansas."

The Governor then joined State Representative Ode Maddox of Oden, Highway and Transportation Director Henry Gray, Deputy Director & Chief Engineer B.K. Cooper, and Highway Commissioners James Branyan, Patsy Thomasson and F.H. Martin, Jr. for the ribbon cutting ceremony.

The improvement need was so critical for Highway 71 that the Arkansas Highway Commission allocated 100% State Construction funds in order to push up the completion and opening of this new urban highway facility.

A contract was let on June 1, 1978 to R.D. Plant Contracting Company of Murfreesboro, Arkansas in the amount of \$1.3 Million. The project began at Bethesda Road and Highway 71 and continued north ½-mile past the intersection of Highway 8 and Highway 71, a distance of 1.82 miles.

In addition to the existing roadway being widened to four lanes, curbs, gutters and minor drainage structures were installed. Modern traffic control signals along this improvement will make the facility much safer for the highway users of this area to travel and should relieve much of the traffic congestion in the downtown area.

## *Two Highways Dedicated at Russellville*

Two highway dedications were held October 8th in the Russellville area.

The Russellville Chamber of Commerce hosted the official dedication of the recently completed reconstruction of State Highway 7 from Russellville to Dover, a distance of 6.2 miles.

Highway Commission Chairman George Kell was on hand to cut the ribbon and deliver the dedicatory address.

The Commission awarded a \$2 million contract to the Ben M. Hogan Company of Little Rock in July of 1977 for

the project.

Later in the day, Chairman Kell joined with residents along State Highway 331 east of Russellville in a ceremony celebrating the completion of construction of 3.1 miles of roadway.

A \$444,000 contract was awarded in October 1978 to the Jack Wood Construction Company of Judsonia to reconstruct the highway, which was taken into the State Highway System in 1973.

# Sign Shop Has New Location



The Sign Shop is now in a brand new building at a new location near the Central Headquarters. The new shop is located on Sibley Hole Road in Little Rock, just north of Highway 338 (Baseline Road). The old facility in North Little Rock was inconvenient as well as outdated.

The new building, which includes some badly needed new equipment, was constructed at a cost of \$850,000. Personnel started moving into the new shop the first of October. There are some 20 highway employees at the facility. Traffic Services and Traffic Safety Sections of the Traffic Division are now located there, along with the Research Section of Planning & Research, which has use of the modern electronics laboratory.

The new equipment in the Sign Shop will solve many problems in the making and recycling of signs. The signs made, up to this time, had to be cut by hand from sheets of aluminum. Now a shear, which mechanically cuts the signs to exact size, makes a more exact job possible in a fraction of the time which used to be involved.

An electric sander, to strip off the old reflective finish from used signs in order that they be recycled has been installed. Previously, the old finish was removed by a long process of chemically dipping the signs, which involved many steps and took a great amount of time. The sander can do in a few moments, what used to take many hours.



James Everett uses new sander to strip old reflective surface off of sign.

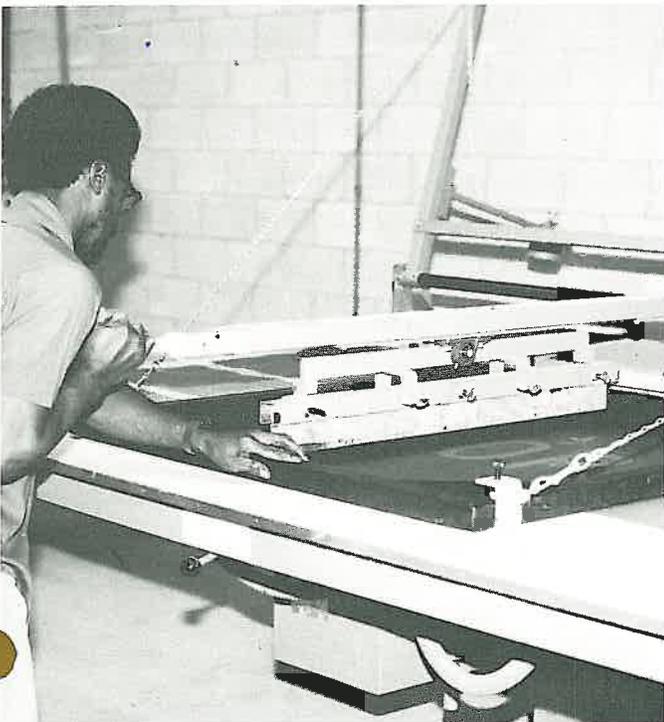
Screens used to print signs were heretofore cut by hand. The Sign Shop now has a screen maker that automatically cuts the screens. This will allow signs to be made more exact and also, any unusually designed signs will be a simple task to accomplish with the use of the screen maker.

A vacuum table is also being used to hold the signs in place while they are being printed.

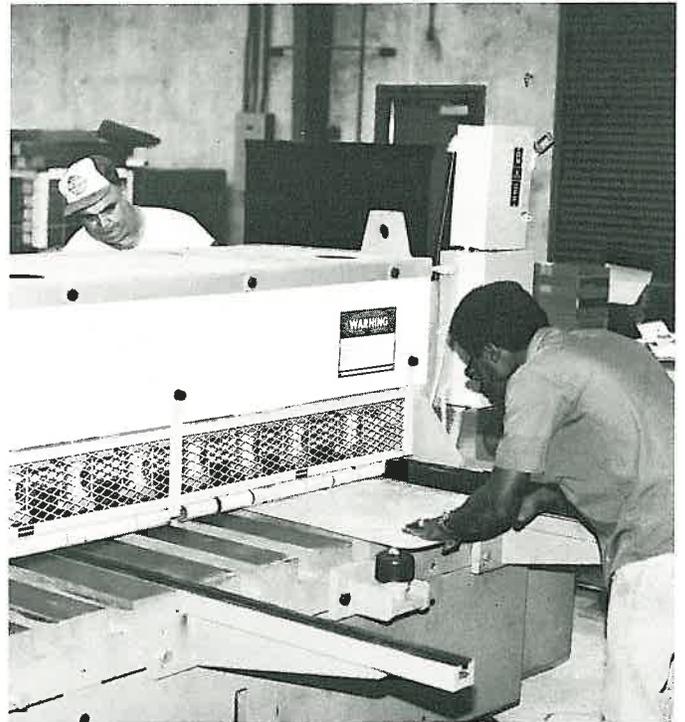
The new shop allows much more space which provides for a safer working area. The lighting is also greatly improved over that of the old building.



Richard Williams removes sign which has been stripped of its old reflective finish.



Allan Loring uses the new automatic decal screen maker.



Allan Loring and Henry Pruitt demonstrate the new power shear.



**BEAUTIFUL...**

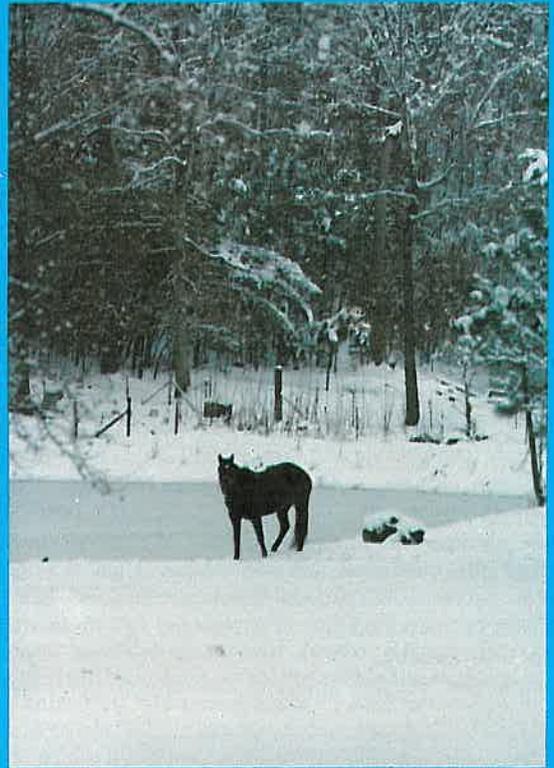


**BUT HAZARDOUS...**

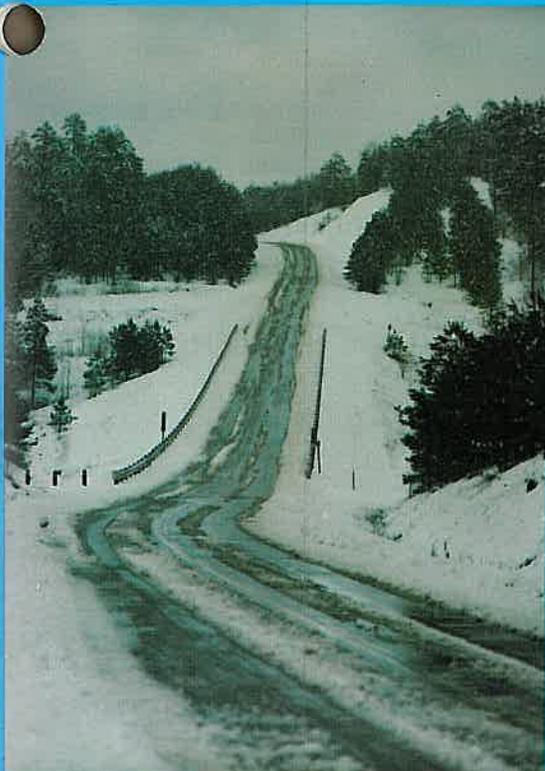




**WINTER COMES**



**TO ARKANSAS!**



# EEO Highlights

The Supervisor's EEO Handbook states: "The Department's promotion program will be publicized by highlighting breakthrough promotions and advancement of minorities and females to key positions in the Highway Magazine." Should this type of advancement occur in your area of responsibility, please contact the Information Services Office at 569-2266 or the EEO Section at 569-2296.

## Marthelle Qualls Sign Maker

Marthelle Qualls was promoted in June to the position of sign maker at the Highway and Transportation Department Sign Shop in Little Rock. The Sign Shop is a part of the Traffic Division.

Ms. Qualls joined the Department in June, 1978, as a summer clerk in the Technical Services Section of Planning and Research Division. She became a permanent employee of the Department in September of that year, transferring to Office Engineer as a general clerk.

As sign maker, Ms. Qualls' responsibilities include helping to operate the presser and cooker and printing signs. She enjoys her new job, she said. "I am happy to have a chance to gain wider experience, and the people have been very helpful as I learned what to do on my job," she added.

Ms. Qualls graduated from Parkview High School in 1978 and has attended Draughon School of Business. She has taken courses in keypunch and in September will begin studying computer processing.

Among her outside interests are swimming, jogging, music and cooking.



Marthelle Qualls

## Bettye Carter Permit Clerk - District Two

Some people have jobs; others have careers. Bettye Carter, promoted in March to District Two Permit Clerk in Pine Bluff definitely views her new position as a career.

Mrs. Carter, the only female permit clerk in the State, has been an AHTD employee since November 1972 when she was hired as the first receptionist in the new District Headquarters facility. As receptionist, she also served as radio operator.

She was then promoted to District fuel clerk which involved utilizing data processing and accounting procedures to maintain fuel records and report to the Central Office.

As District permit clerk, Mrs. Carter's responsibilities involve the handling of permits for utilities and access drive-ways on highway rights-of-way. "The best thing about this job," she said, "is that there's something different to do each day. I talk to loggers, representatives of utility companies, house movers, and mowing operators and each situation is different. The job also involves quite a bit of travel which I really enjoy a great deal."

There are times when she must investigate drainage problems and try to determine why the water is not flowing. She also talks with businesses desiring to erect signs on highway right-of-way and approves the location for the sign.

When a problem arises, she talks to the permit applicant and tries to work out the problem as best she can. "It is a real challenge to work with the public as a representative of the Arkansas State Highway and Transportation Department," she said. "I am always learning something new. The job is mostly public relations and I've had no problems so far. The people I work with are great."

Back in the office, she fills in for payroll clerk and district secretary when needed, and handles insurance for the district. She is also news reporter for "Arkansas Highways" magazine.

A graduate of Pine Bluff High School, Mrs. Carter attends classes in continuing education at the University of Arkansas at Pine Bluff. She has completed courses in management, personnel management, computer and business law, and plans to take various other courses as time permits.

She is a member of the Opportunity Chapter of Associated Business Women of America. A past president of the organization, she has also received the honor "Woman of the Year". A member of Trinity Lutheran Church, Mrs. Carter has three daughters, ages 19, 16 and 10.

"I plan to make a career out of this job", she said. "I am very committed to it and I plan to stick with it. It means a lot to me and I have received a great deal of help and support, for which I'm grateful."



Bettye Carter

# District 7 Employee Tours England

*This article was written by Mary Nell Carlson, Field Clerk for Bob Myers, Resident Engineer at Camden, who recently returned from a very special trip to England.*

On the 4th of July a trip to England was mentioned but at the time I was talking about it, I really didn't take it very serious. I really thought one person was actually planning and the others were just talking, but as the time passed, we all kept planning for the trip by sending for passports and making our plane reservations. The trip included my mother, sister, aunt and my husband's niece, whose mother lives in High Wycombe, England and we were going with her to visit her mother. Maureen had not been home in ten years and needless to say was very excited about the trip. I still could not believe I was going even though all the plans were still being made. Being away from my family for three weeks was a little more than I wanted to think about. Actually I kept thinking at the last minute I might back out, I finally packed about 10:00 the night before we left. Four of us had never flown and Maureen doesn't like flying so I could tell a fine trip was in store. We left the Dallas Airport on Monday, September 17, at 6:45 p.m. on a Braniff 747, non-stop flight to Gatwick Airport, just out of London. Something must have happened to me on the way to Dallas because I did not get nervous the first time, boarded the plane like an 'old pro' and if anyone had a right to be nervous I did after all the stories I heard from my fellow employees. Nearly each day someone would have a different story to tell my about flying on plans. The flight was great, even when we hit stormy weather over the ocean, I was still calm and remarked to my sister that "the road" needed grading. This was an eight hour flight, and we also had to run our time up six hours so we were to land at 9:10 a.m. but the pilot like us so well we circled the airport until 9:35 a.m. (3:35 a.m. our time). We could see another plan out the window but the pilot did not tell us why we had the delay in landing. From the time we stepped off the plane, things really being to change from what I'm use to. By this time we were all pretty tired, I didn't sleep on the plane (I was sure the pilot would need some help) and it was now beginning to show. The airport was quite crowded. We had to rush through customs and collect our luggage, we were to catch a train into London and had already bought our tickets in Dallas. We found a very nice porter to help us and believe me we needed help with all the luggage we had. Made it on the train and had about a thirty minute trip to London. Again with the unloading of luggage and standing in line for a cab, I could already tell London was a little different from Locust Bayou. We ended up having to get two cabs for the five of us and the luggage. We could tell it was great to be traveling with someone who knew their way around, lucky we had already had some of our money exchanged before we left the states. We made it across London to another train station and had five minutes to get tickets and board the train to High Wycombe, we made it with about two minutes to spare, but by this time we could move our luggage with great speed, and the language was sounding exciting -- it was "Yes, dear and Yes, love". We decided pretty quick that our husbands needed to spend some time there. We finally made it to High Wycombe at 2:45 p.m. and I might add we were all ready to rest. On Wednesday and the rest of the time we were on the go and we learned quickly to walk fast and be on the lookout. The small cars and driving on the opposite side of the street was something new. Everyone goes in a fast hurry and the people all carry their own shopping bags as the stores do not provide paper bags. I kept a daily diary for the time we were there so I will briefly outline our travels, but first let me add since

I'm an employee of the Highway Department I did notice the signs, etc. I saw only two Stop Signs, all the others were "Give Way" and "RoundABOUTS" which were at all inter-sections. We saw one bridge construction in progress and they had a large sign that read "Cementation Work". Now we go back to the traveling and points of interest. High Wycombe is a rather large town and very thinly populated. The houses are all very close together, very clean and the yards were all small but filled with flowers which were in full bloom. We had beautiful weather and very little rain, even though it was cold enough for a light coat and it made you wonder why the flowers were so pretty, the fruit trees were loaded and the blackberries were ripe. I was amazed at the small cars and the speed limit, a large car actually looked out of place. We visited some of the open stalls they have each Friday and Saturday in the town and you could buy just about anything you wanted. We did a lot of comparing of prices and they have lots of things that we have. Gas is very expensive, about \$2.40 per gallon. Transportation was great and you could actually get around better by bus or train, there were three or four different bus services in this one town. Our next town was Windsor, where we toured the famous Windsor Castle, which was very impressive and dates back hundreds of years. Certainly a great tourist attraction and people from all walks of life were everywhere. Some of the streets were stone and made the walking hard at times. There were lots of tourist shops around the castle and brass is one of the big sellers. In Beaconfield, another tourist attraction, was the Bekonscot Model Village. A complete village all laid out, even with the airport and trains running throughout. You had paved paths to walk on and again everything was to perfection. We spent two days sight seeing in London and of course didn't see everything. London is a very busy town and the streets were so crowded. We went to Buckingham Palace and watched the very colorful changing of the guards. We toured the building where all the Queen's coaches were kept and saw quite a few of the horses. They have horses, harnesses and coaches for different occasions.

Other points of interest were the Planetarium, Madame Tussards House of Wax, the Tower Bridge, the London Bridge, Houses of Parliament, Westminster Bridge, Westminster Abbey, Trafalgar Square, Whitehall, Big Ben and of course the famous Picadilly Circus. We took a two hour bus tour on the famous double deck bus. We went to Oxford and this is strictly a town of colleges and no way could I describe the buildings, they were beautiful. In the town of Stratford-upon-Avon we toured the birthplace of Shakespeare. We saw the famous Cliffs of Dover on the English Channel and crossed the channel at Ramsgate, England to Calais, France. We crossed on a Hoverlloyd Craft, which is operated by jet engines. (I had always heard how rough the English Channel could be and believe me it was. We drove across France and spent the night in Belgium, which to me was a very pretty country. The highways were narrow and were lined with trees. On the return trip to England we drove along the coast, we were stopped and thoroughly searched by the border guards between Belgium and France, and that was quite an experience, especially with the different languages. The trip back across the English Channel was about like crossing one of our local lakes, very calm. This was a very busy three weeks and we were fortunate to have seen so much, yet we were all ready to head back to Arkansas and it was a long ten hour flight. It sure was good to be home again, I was even treated like a queen for almost half a day. Wondering how the family made it without me while I was gone I ask my daughter if she really had missed me -- she looked up from her book and said, "Why mother, have you been someplace?"

# Radars Enforcement Increased By the Arkansas Highway Police



During July 1979, the Arkansas Highway Police, formerly the Weights and Standards Division, Arkansas State Highway and Transportation Department, initiated a Career Development Training Program in Doppler Traffic Radar. In recent years, courts throughout the United States have increasingly established precedence requiring law enforcement officers operating traffic radar sets to have adequate operational training.

The AHP Program development and implementation encompassed two major phases: (1) The AHP Training Officers attended a Radar Instructor/Specialist Course which was developed by the Arkansas State Police, with assistance from the Northwestern University Traffic Institute, and several radar manufacturers. (2) A comprehensive AHP Doppler Traffic Radar Training Course was formulated and implemented in three categories (a) A Traffic Radar Instructor/Training Management Course (b) A Traffic Radar Operator's Course (c) Policy and Procedure for uniform implementation in the field.

The AHP District Commanders were selected to undergo Traffic Radar Instructor's Training, and a Training Management Course which was conducted at Little Rock Central Headquarters. Upon completion, the District Commanders assisted the Division Training Officer in establishing training locations and schedules for the Traffic Radar Operator's Course presented throughout the State during August and September 1979.

The AHP officers assigned to AHP Highway Patrol Units throughout the State attended the Traffic Radar Opera-

tor's Course which was two-days in duration. The first day consisted of classroom lectures and study from a seventy page workbook developed by the Training Section. At the



close of the first day a written examination was administered, with a score of at least 70% required in order for the respective officers to qualify for continuing training on the following day. On the second day, officers were divided into teams equipped with radar sets, and under the supervision of an instructor (District Commanders), went out to designated areas of State Highways to participate in speed limit compliance enforcement. At the close of the second day, each team was individually critiqued on their performance, and administered a second checklist test by their instructor. This test consisted of questions regarding the proper set-up of the radar unit, proper maintenance of the set, accurate use, how to identify the target and erroneous readings caused by sur-

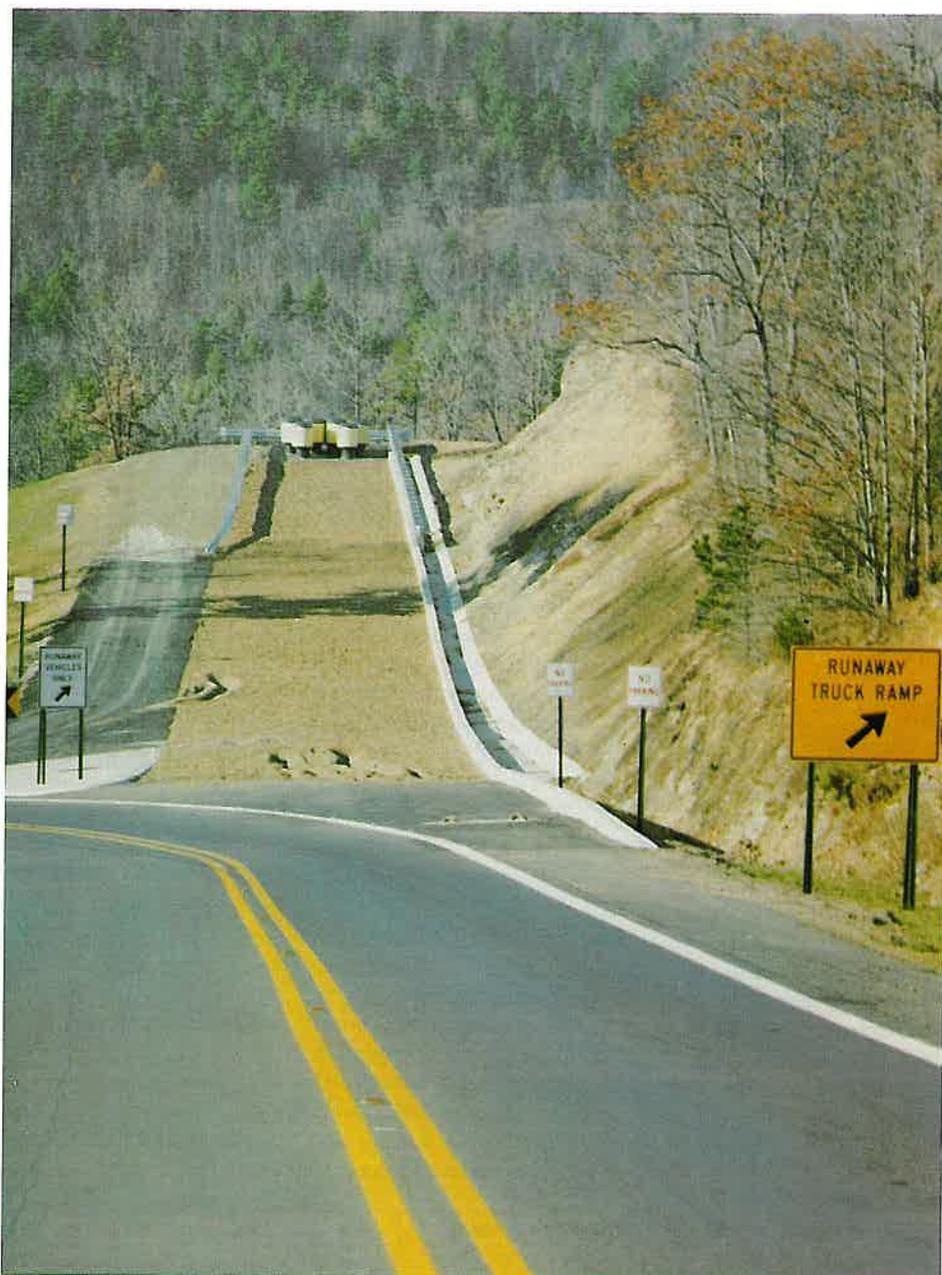
rounding interference.

Upon successful completion of the two-day course, the officers were presented with a wall certificate, attesting to their training and qualifications, and a photo-identification card for presentation in court.

Recently, several new traffic radar sets were purchased and added to the existing AHP radar inventory enabling wider and consistent enforcement coverage throughout the State.

The AHP application of radar enforcement falls within two (2) primary categories: (a) Speed compliance enforcement of all motor vehicles and (b) Speed/Weight restrictions on posted secondary State Highways.

## Truck Escape Ramp First In Arkansas



The Arkansas State Highway and Transportation Department has constructed the first emergency escape ramp for runaway trucks in Arkansas. The ramp is located off of the northbound lanes of Highway 65 approximately 2.5 miles north of Dennard in Van Buren County.

The escape ramp is near the bottom of a steep hill with signs giving advanced warning of the steep hill and the presence of the ramp.

The Arkansas Highway Commission awarded a \$175,000 contract on June 27 of this year to Freshour Construction Company, Inc. of Sweet Home, Arkansas for construction of the ramp facility.

The ramp consists of an off-lane of pea gravel. The depth of the pea gravel increases toward the end of the 500-foot ramp. A runaway truck will be slowed by the soft gravel surface as well as by the end section, which has a reverse upgrade. Should a truck fail to stop before reaching the end of the ramp, crash attenuators have been installed.

Similar ramps have been used in other states and have proven to be an invaluable safety feature. Another ramp is presently under construction on Highway 7, just south of Jasper.

Other locations are being considered throughout the State for installation of escape ramps as funding becomes available.

# Letters of Appreciation

September 26, 1979

November 12, 1979

Dear Sir:

Would like you to know how nice your employees are. I was coming out of Memphis October 31st on I-40 West. I stopped at the first rest area out of Memphis which is about 10 miles and I locked my car door with my keys inside. They do such a good job of keeping the place clean that I could not find a piece of wire, and there was a couple of nice men that said they worked for the Highway Department. They were inspectors of the rest area along I-40. They got a coat hanger from the storage room and unlocked my car. I tried to pay them but they would not take it. I just thought you ought to know what nice people you have working for you.

Carl B. Gray  
Tulsa, Oklahoma

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October 25, 1979

Dan Flowers  
Arkansas Highway Department

Dear Dan:

I thank you for the help you have given to me and citizens of Cabot in improving the highways in and around Cabot, during my term as Mayor.

Also I appreciate your agency starting construction of the parking area for commuters during my term.

Thanks again and I look forward to working with you on future projects.

Stephen Tipton  
Mayor, Cabot, Arkansas

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October 2, 1979

Dear Sirs:

We appreciate the way you arranged to have a portion of Albert Pike (Highways 70 & 270) built up so rain water would drain off rather than remain in a puddle in front of our store and partially in the crosswalk.

William D. Burwell  
Hot Springs, Arkansas

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September 14, 1979

Dear Sirs:

Recently I was travelling on Highway 79 south of Pine Bluff. I stopped at the roadside park and was immediately impressed by the clean restroom, the neat and well manicured appearance of the grass and shrubbery and the friendliness of the employee on duty. I complimented him on the appearance of the park. In the conversation it was evident that he was quite proud of the appearance and indicated that he was working on his own time cleaning the garbage cans while I was there. It is refreshing to see this attitude in one of our public employees and I felt it should be brought to the attention of his superiors.

J. Maurice Peel  
Regional Manager  
Murphy Oil Corporation  
Memphis, Tennessee

Arkansas Highway Police  
West Memphis, Arkansas

Dear Sir:

Recently one of our trucks was stopped at the West Memphis I-55 scale for being over-height. We ship custom laminated wooden beams throughout the central U.S. and we strive to ensure that each load is legal in all aspects when it leaves our yard. Inadvertently, this truck left our yard being over-height and I apologize for the error.

I would also like to commend George Brown, Badge No. 262, for being a responsible and courteous officer. Our driver reported that Officer Brown was most helpful and I would like Officer Brown to know that we appreciate his aid.

Perhaps more importantly, I would like to personally thank Officer Brown for preventing a potentially very serious accident.

Craig R. McIntyre  
Assistant Plant Manager,  
Koppers Company, Inc.  
Magnolia, Arkansas

\*\*\*\*\*

September 10, 1979

Gentlemen:

On our return home from the National World War I convention in Hot Springs, Wednesday, September 5, my husband who is an asthmatic patient was in need of a breathing treatment. We were approaching the Rest Station in District 6 and drove in hoping to be able to give him the treatment so needed. Two of your employees, Bill Morris and Sue Berry were there and with their assistance, so graciously given and with knowledge of his treatment gave us the help we so badly needed.

Thanks seem rather inadequate for such concern and help but it is our only means of telling you how much we appreciated these two people, especially Mr. Morris who understood the medication and machine we were using.

We look forward to the future when we may be able to visit your wonderful state and the courtesy we found wherever we stopped.

Mr. & Mrs. Lloyd E. Whitman  
Soddy, Tennessee

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August 10, 1979

Gentlemen:

I would like to express my appreciation for your cooperation and help when I was in North Little Rock. Thanks to your efforts a bad situation was handled without too much adverse repercussions.

Any time a tank truck overturns, there is a potential hazard and I cannot express strongly enough the advantages of having people such as those in your department around to help alleviate the possibility of those potential hazards. Your men were cordial and courteous and willing to help and I must commend them for that.

Walter Chambliss  
Plant Manager,  
Commercial Chemical Co.  
Memphis, Tennessee

September 21, 1979

Arkansas Highway Police  
Little Rock, Arkansas

Dear Chief Johnson:

I have enclosed a copy of an article from the August 10, 1979, Mena Star, for your information. (Editor's Note: Summary of article: Nine-year old Texas boy drowned in swimming pool of Mena Motel. Officer William Cogburn used emergency life-saving techniques to revive the boy.)

This article does not go into great length as to Sgt. William M. Cogburn's participation in this life-saving effort. But, with-

out question, Sgt. Cogburn's knowledge of modern CPR methods resulted in saving this child's life. He and Mr. Denton, an employee of the Mena Motel, are to be commended for their quick response to the emergency, where a few seconds could have resulted in sure death or permanent brain damage.

Sgt. Cogburn has attended several of our Civil Defense and Emergency Services schools and training sessions. He has always shown a desire to become knowledgeable in every area that he might encounter in his daily duties on our state highways.

Bill E. Nelson  
Office of Emergency Services  
Polk County, Arkansas



SEPTEMBER

Hubert C. Martin . . . . . 30 Years . . . . . District 5

25 Years

William C. Dillon, Jr. . . . . E & P  
Patsy J. Downing . . . . . E & P  
William H. Potter . . . . . District 1

20 Years

Huston A. Alford . . . . . Traffic  
Coy Campbell, Jr. . . . . District 7  
Monte E. Deakins . . . . . District 6  
Paul J. Elcan . . . . . P & R  
James M. Garrett . . . . . Office Engineer  
Thomas L. Lindsey . . . . . District 7  
Richard A. Williams . . . . . Traffic

15 Years

Allan L. Holmes . . . . . District 4  
Clara W. Jones . . . . . District 5  
Ronald A. Jones . . . . . District 9  
Gary J. Lewis . . . . . Final Estimates  
Donald R. Phillips . . . . . District 10  
Roy D. Pitts . . . . . District 5  
Doris H. Pruitt . . . . . Legal  
William K. Rounsavall . . . . . Office Engineer  
James O. Shaw, Jr. . . . . District 5  
James F. Taylor . . . . . Radio  
Terrell Watts . . . . . Materials

10 Years

Travis M. Boyd . . . . . AHP  
Earl Bragg . . . . . District 10  
James P. Branscum . . . . . District 5  
Jerry C. Edwards . . . . . District 2  
James P. Griffis . . . . . District 7  
Leland H. Halcomb . . . . . P & R  
Wayne S. Harper . . . . . District 3  
Vinie M. Holt . . . . . District 3  
David E. Jones . . . . . District 10  
Norma J. McKinney . . . . . District 5  
David A. Nix . . . . . District 7  
Burl D. Robertson . . . . . District 2  
Brad J. Sneed . . . . . District 5  
Walter E. White . . . . . P & R

5 Years

Jimmy G. Barksdale . . . . . District 7  
Herman J. Bentz . . . . . District 6  
Tollie C. Berry . . . . . District 10  
Troy E. Brown . . . . . District 8  
Harold O. Carr . . . . . District 5  
James A. Cole . . . . . District 4  
Charles C. Core . . . . . District 4  
Mary E. Gibson . . . . . ROW

Olen E. Gunter . . . . . District 6  
Denver A. Hardman . . . . . District 6  
Dennis L. Herren . . . . . District 10  
Kenneth M. Hiley . . . . . ROW  
Ray S. Hughes, Jr. . . . . District 7  
Joe B. Hurst . . . . . District 8  
Boyce E. Martin . . . . . AHP  
Charles May . . . . . District 8  
James W. McLeod . . . . . Roadway Design  
Bruce G. Murph, Jr. . . . . District 7  
Kennie S. New . . . . . Final Estimates  
Ernest E. Potter . . . . . E & P  
Havis L. Rackley . . . . . District 8  
Charles R. Rainey . . . . . State Aid  
Boyd L. Rochelle, Jr. . . . . District 6  
London H. Sabb . . . . . ROW  
William E. Shipp . . . . . District 8  
Jerry L. Spigner . . . . . District 6  
Ronald G. Stanfill . . . . . District 9  
Jimmy C. Stinson . . . . . District 4  
Jerry W. Watson . . . . . District 3  
Jennifer A. Williams . . . . . P & R  
Marion G. Williams . . . . . P & R  
Charles E. Wilson . . . . . District 3  
Susan R. Sanders . . . . . District 8

OCTOBER

James A. Williams . . . . . 30 Years . . . . . Construction

20 Years

Dale F. Loe . . . . . Bridge Design  
Joe G. Watkins . . . . . District 2

15 Years

Billy Allred . . . . . District 5  
Teddy M. Carr . . . . . District 2  
James N. Dowell . . . . . Legal  
Howard E. Harper . . . . . District 9  
Charles L. Tully . . . . . District 6  
Joe P. Yocham . . . . . District 9

10 Years

Charles L. Barrett . . . . . District 10  
John E. Beasley . . . . . District 7  
George E. Bounds, Jr. . . . . District 7  
David W. Dodson . . . . . District 9  
Emma L. Galyeon . . . . . Personnel  
Lois G. McCormick . . . . . District 1  
Robert P. McMadden . . . . . District 1  
Louis J. Quarti, III . . . . . Computer Services  
Charles E. Sherwood . . . . . Bridge Design  
Percy A. Walker . . . . . District 7  
Thomas R. Walter . . . . . AHP  
Jurl Woffard . . . . . District 1

5 Years

Tommy G. Austin . . . . . District 6  
Barney G. Berry . . . . . District 8  
Carolyn J. Bobo . . . . . Computer Services  
Harold C. Brezler . . . . . District 5  
Betty J. Byrd . . . . . Legal  
Reuben C. Carter . . . . . District 6  
Paul Castleberry . . . . . District 7  
James C. Chalk . . . . . District 2  
Harold D. Culver . . . . . District 4  
Freddie G. Evans . . . . . District 6  
William A. Keeling . . . . . District 9  
William E. Kendall . . . . . District 2  
Kerry F. Nichols . . . . . P & R  
Russell D. Overall . . . . . District 9  
Jonnie H. Price . . . . . Construction  
Brian F. Schwartz . . . . . District 9  
Emil J. Skutchan . . . . . District 3  
Gerald E. Stockton . . . . . District 4

Elaine Sullivan . . . . . Environmental  
Michael J. Tackett . . . . . State Aid  
Billy J. Walker . . . . . District 9  
Eldon G. Watson . . . . . District 9  
Louise F. Watts . . . . . Traffic

NOVEMBER

Otha I. Black . . . . . 30 Years . . . . . District 3

25 Years

Helen A. Butler . . . . . District 4  
James C. Tritch . . . . . District 10

20 Years

Charles L. Boyd . . . . . District 8  
Paul A. Clem . . . . . District 1  
Jeff D. Guynes . . . . . District 6  
Carolyn J. Milner . . . . . District 7  
Charles E. Venable . . . . . Chief Engineer

15 Years

Frank W. Oliver . . . . . District 5  
Lloyd Williams . . . . . District 1

10 Years

Alton A. Beck . . . . . P & R  
George L. Lindsey . . . . . District 7  
Mickey J. Reese . . . . . Construction  
Donald W. Westbrook . . . . . District 3  
Carl White . . . . . District 10  
James L. Wilson . . . . . District 3  
Perry Word . . . . . District 2

5 Years

Robert E. Barnett . . . . . Surveys  
Danny C. Cummings . . . . . District 3  
Thomas J. Greenway . . . . . Materials  
Adam Harrison . . . . . District 2  
James E. Howell . . . . . District 7  
Donald R. Lee . . . . . District 9  
Richard L. Platt . . . . . District 5  
Billy J. Reynolds . . . . . District 2  
Homer S. Whatley . . . . . District 3  
Raymond J. Woodruff . . . . . District 1  
John H. McLaughlin . . . . . District 4

## Retirees

August

Frank Newsham . . . . . EEO  
William G. Nix . . . . . District 7  
James D. Earnhart . . . . . Materials  
Louis D. Wilson . . . . . District 1  
Clyde J. Coston . . . . . District 7  
Cecil N. Weaver . . . . . District 8  
Joe L. McLaughlin . . . . . District 4  
Harold H. Wilhelm . . . . . District 6

September

Paul F. Newton . . . . . District 8  
Albert H. Mason . . . . . District 1  
Ralph B. Jones . . . . . District 6  
Archie E. Smith . . . . . District 5  
Elmer W. Smith, Jr. . . . . District 8  
Odie R. Sullivan . . . . . District 6  
Ben F. Walker . . . . . District 2

October

Clarence D. Page . . . . . Radio  
James H. Cooper . . . . . District 10  
Roland O. Thompson . . . . . District 1  
Sibly I. Maddox . . . . . Materials  
Daniel L. Guymon . . . . . District 10

# Around the Department

## COMPUTER SERVICES

### By the Staff

The following changes have been made in Computer Services: Carolyn Stringer is now Production Control Manager and Sue Riffin is the new Data Entry Supervisor.

Steve Stocks, who joined our staff in July, was married to Laurie Jo on September 28 and they now reside in Vilonia.

John Carter and his wife Debbie became the proud parents of twin girls in August and brought them by the office recently to show us their new pride and joys.



Kristy & Julie Carter

Shown in the picture is 9-year-old Patty Green. This was her first year to play on the Salem Softball team. She played first base. Patty is the daughter of Mary Green, one of our Data Entry Operators.



## EQUIPMENT & PROCUREMENT

### By the Staff

In September, Patsy Downing celebrated 25 years of service with the Department. Mr. Maurice Head, Chief of Equipment and Procurement Division presented the service pin. Cake and punch were served in honor of the occasion. Her husband Eulin, along with many friends and co-workers around the Department attended the party.



Patsy Downing

## FREEWAY ENGINEER

### By the Staff

Ralph B. Jones, Resident Engineer on the East Belt Freeway, retired on September 1. A fish fry was held on September 14 to honor Ralph and retirement gifts were presented.



Ralph Jones

Ralph, a native of Camden, Arkansas and a graduate of Fairview High School there, attended Little Rock Junior College, graduated from ICS Civil Engineering, and is a Registered Professional Engineer and a licensed Land Surveyor. After serving in the U.S. Navy for three years during World War II, he began his career with AHTD in September 1947 at West Memphis as an Inspector under Ward Goodman, then Resident Engineer.

Ralph is married to the former Martha Lee

Tschiemer and they have two sons, Chris and Mark.

At 54 he is the youngest employee to retire with 35 years service in the retirement system.

We hated to see Ralph leave, as he was truly an asset to the Department, but wish him all the best in his future endeavor.

## MATERIALS DIVISION

### By the Staff

The Materials Division would like to welcome several new employees.

Tommye Croft is our new secretary. She is 19 years of age and married. Her husband, Scot, is employed at Reynolds Metal. Tommye graduated from Bauxite High School and attended U.C.A. for a year. Some of her hobbies are jogging and cooking.

Reggis McAlister recently transferred from Technical Services to the Bituminous Design Section. Reggis is 20 years old, enjoys all kinds of sports, and is the proud owner of a 1979 Oldsmobile Starfire.

Harold Banks recently transferred from Roadway Design to the Geotechnical Section. He is married and has a daughter who is three years old. His wife, Rhonda works at Teletype. Harold enjoys softball, golf, basketball and bowling.

Larry Williams, 25, has also transferred to the Geotechnical Section. He has been with the Department for 4 years. His hobbies include playing the guitar and camping.

Lisa Tully is one of our new technicians. She is 18, married, and her husband, Chuck, works at Halco. Her hobbies include collecting all sorts of animals such as dogs, cats, fish and gerbels. Lisa has had 1 year of electronics training at Arkansas College of Technology.

Ellis Watson, 25, is also one of our new technicians. He is married and his wife, Christine, is employed at Philander Smith College. They have two children, Corey, who is 2, and Towanda, who is 7.

One of our new engineering assistants is Bob Shelton. Bob is a former Shoppers News employee. He and his wife, Hildegard have a son who is 11 years of age. Bob enjoys hunting, fishing and art.

Terrell Watts was recently honored with a party, celebrating his 15 years of service with the Department. Bobby Hughes and Bill Langston were also honored for their 25 years of service. Cake and punch were served.

A retirement party was held on October 17th for Sibyl Maddox. Sibyl was with the Department for over 15 years. Friends from many Divisions came by to honor her. She was presented with a set of luggage. We want to wish her all the happiness in the world during her years of retirement.

## PERMITS

### By Angela Blackwell

We would like to welcome two new employees to the Permit Section. They are Mildred Galt and Joe Wheat.

Mildred's daughter gave birth to a 6 pound, 9 ounce daughter on October 22. Her name is

Jennifer Lynn and the proud parents are Ginger and Dennis Rutledge of North Little Rock.

We're glad to have Preston Purkiss back with us. He suffered a heart attack in August and was gone for several weeks. We missed 'Purk' and are happy that he is feeling well.

We were sorry to bid farewell to Donna Crain in October. Donna, her husband Jimmy and son Brooks, moved to Jonesboro, Louisiana, where Jimmy is a manager for Wal-Mart. A surprise potluck was held and baby gifts were given to Donna, who is expecting a baby in April.

Terry Nanney and Julia Hopkins celebrated birthdays in October.

Jeanie and Bob Kittler have been busy square dancing. Their club, The Twirling Lariats, danced at the Livestock Show in Little Rock. They have also been dancing in the streets of Beebe during their Fall Festival and at El Paso, Arkansas during a promotion for Stone's Supermarket.

We extend our sympathy to Terry Nanny and his family. Terry's mother passed away in October after a lengthy illness.

## PLANNING & RESEARCH

### By the Staff

We would like to welcome our new Planning and Research Division Head, Bryan Davis, who was formerly Chief of the Environmental Division. One of his hobbies is running - 2½ miles every day in the hills of Leawood. Bryan and his wife, Betty Ruth, have a son, Matthew, who is two years old.

Our Office Manager, Buddy Lewter, and his wife had a lovely vacation recently visiting some of the northern states and Canada. Not anticipating the drastic difference in temperature, they took only light jackets, and the snow and freezing temperatures experienced along the way were quite a shock! Even so, they reported a wonderful trip.

Brenda Long of our Administrative Section is enjoying the new car she bought recently.

We would like to say congratulations to Susan Ishmael who was recently promoted to Administrative Assistant to the Assistant Chief Engineer of Planning and Development. Susan has been in the Finance and Economics Section for the past three years and we will miss her but wish the very best of luck in her new position. We failed to mention last time that Susan had been involved in an automobile accident in June while on vacation. We are glad to see that she is doing a lot better.

Congratulations to Ed White who recently was presented his 10 year certificate of service to the Department.

We would like to welcome two new employees to Finance and Economics. They are Phyllis Haynes and John Haynie. Phyllis is a graduate student at UALR and is working on her Masters in Public Administration and is doing her internship here at the Department. John is a 1976 graduate of Henderson State University with a degree in Business. He is married and enjoys hunting and fishing and many other sports. We are glad to have John and Phyllis with us.

We were sorry to see Reggie McAlister transfer from Technical Services to the Materials Division. She has worked in this office for two years. We will miss her but wish her well with her new position.

Ursula Schlesier has become a grandmother again. Her daughter Sharon has a new son, named Augustus William Fitts. He was born May 1 and is Ursula's only grandson.



Augustus W. Fitts

Three employees of Technical Services received service awards in September. They were Paul Elcan, 20 years; Wayne Harper, 10 years and Larry Johnson, 15 years. Larry Johnson, Head of Technical Services, presented pins and awards to Wayne and Paul. For the celebration, cake and punch were served.

Congratulations also to the members of Mayo White's field crew who received service pins and certificates. They were: Lewis Ball, 10 years; Jennifer Williams, 5 years; W.G. Ward, 10 years; Grady Williams, 5 years; and Jimmy Clark, 10 years.



Mayo White's field crew

On October 19 we enjoyed cupcakes and the works in honor of Jackie Maxwell, Pam Edwards and Dorothy Smith's birthdays. Happy Birthday Ladies!

We would like to wish a 'Happy Birthday' to Carrie Johnson on her 1st birthday on Nov. 14th. She is the daughter of Mr. & Mrs. Larry Johnson. She will be celebrating in her new home in Yorkwood.



Carrie Johnson

Congratulations to Mark and Pam Edwards on their first born child. Born June 20, Justin Ross arrived weighing 8 pounds and 1 ounce.



We would like to welcome two new employees to Technical Services. In May, Donna Morrison transferred from the Ark. Department of Labor. Her husband, David, is the Administrator of County Revenue Services. They have one child, Jeanite, who is five years old.

In September we were joined by Debbie Watson. She was formerly employed by the Central Arkansas Christian School. She is a 1977 graduate of McClellan High School and a newlywed. Debbie was married to Mike Watson on July 28th. Debbie enjoys children and water skiing.

## RADIO SECTION

### By the Staff

On September 19, after 19 years of service in the Radio Section, Clarence D. Page, Section Head, Radio Communications, was honored at an Open House in the Maintenance Office with over a hundred fellow workers and retired friends extending congratulations.

Employees gave Mr. Page an Electronic Scientific Calculator - his hobby is figuring abstract geometry and algebra problems!!!

We wish Mr. and Mrs. Page the very best in their retirement years which will probably be spent in Mobile, Alabama, and the Gulf Coast area where their daughter, Grace, their son-in-law, Ray Gustin, their grandchildren, Leslie and Pat reside.



Bert Rownd and Mr. & Mrs. Page

Calbert A. "Cal" Porterfield has been promoted to Section Head, Radio Communications to fill the vacancy created by Mr. Page's retirement. Cal has worked in the Radio Shop since March 1961. Congratulations, Cal!



**Cal Porterfield and Clarence Page**

James F. "Jim" Taylor was presented his 15 year Service Award in September by Mr. Page. Also, congratulations are in order for Jim since he has been promoted to Radio Maintenance Supervisor. He will be moving from Bradford to Little Rock.



**Jim Taylor**

Dual R. Schales was recently presented his 10 year Service award by Mr. Page. Dual and his family, wife Barbara and children Jason and Brad, will be moving to the northeast section of the state to service the area vacated by Jim Taylor. Congratulations Dual!



**Dual Schales**

Harold E. Harrison is our Radio Operator - in fact, his is the most often heard voice over the State of Arkansas radio system. In June, Harold was presented his 10 year service award by Mr. Page. Congratulations, Harold - we're glad you're on the air!



**Harold Harrison**

Gordon D. Foddrill came to work for the Radio Section in June. He graduated from the Ouachita Vo-Tech School in Hot Springs where his family lives. He now resides in Little Rock. Gordon's hobby is hiking and backpacking in the mountains with his brother. Welcome, Gordon.



**Gordon Foddrill**

Joseph J. "Joe" McKenna is our newest employee in the Radio Section. Joe has had extensive experience in communications and we're glad he is on our team. Joe will be moving his wife, Carol Beth, and two sons, Pat and Tim, to central Arkansas from California as soon as they sell their home. Welcome, Joe!



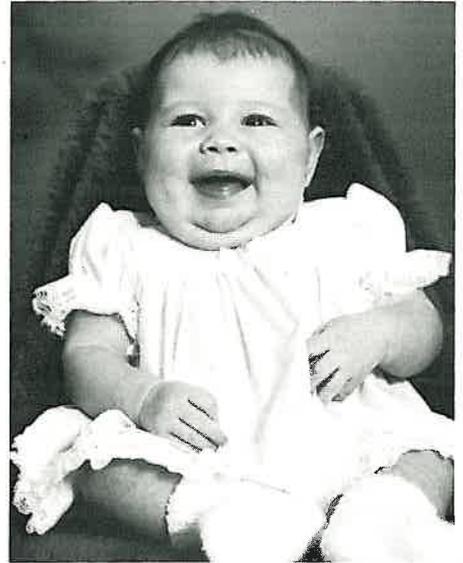
**Joe McKenna**

## REPRODUCTION

### By the Staff

SOME of the men in our Section are making BIG deer hunting plans. We hope this year they have better luck. One of the hunters stated if they didn't do better this year than last year, they might as well stay home.

Jerry and Barbara Heffington are the proud parents of a 7 pound, 6 ounce daughter, Andrea Michelle, born July 26. Belated congratulations to them! Her grandfather, Odie Sullivan, recently retired from the Highway Department.



**Andrea Michelle Heffington**

Bonnie Hodge spent an enjoyable two weeks in Mountain Home. The scenery is so beautiful in that part of the state. Her daughter, Suzanne, is enrolled in UALR training to be a nurse.

Some of the men in our Section are bowling on Monday nights in the Highway Department Bowling League. They are named the Night Owls. They may be in last place, but they have a lot of enthusiasm.

Jerry McKown purchased a new set of mud grippers for his truck. He is getting ready to cut wood to heat his new home this winter.

Robert Cagle, who worked in our Section the last two summers and as a COE student part of last year, is now working full time as an offset press operator. His hobbies are cars and water skiing. He recently graduated from McClellan High School and is leaving January 9 for basic training for the National Guard. He is the son of Gene Cagle, Building Maintenance Superintendent.

Sherry Schmidt is our newest employee and works as a 16mm camera operator. Her hobbies are swimming, tennis and horseback riding. She is the daughter of Herman Schmidt of the Legal Division. We welcome Sherry to our Section.



## RIGHT-OF-WAY

By Shirley Childress

The adorable little boy pictured here is Donald Scott McCorkle, Jr., the son of Tammy and Scott McCorkle. Tammy is a Clerk-Typist in the Administrative Section. Scottie was born June 20 at the Baptist Medical Center and weighed 7 pounds and 4 ounces. He was six weeks old when this picture was taken so he has grown and changed a lot, but he is still adorable.



We would like to give a hearty welcome to Shirley Butler of our Acquisition Section. Shirley transferred to Right of Way from Procurement, where she had worked since September 1975, so she is not new to the Department. Shirley is definitely an asset to the Right of Way Division; therefore, we could say that Procurement's loss is Right of Way's gain.

Glendol Jackson went on a weekend fishing trip to Louisiana in October and reported he had a very good time, and the weather was nice, but the thing he enjoyed the most was the gumbo he ate at a local restaurant.

## UTILITIES SECTION

By Mary Gibson

Congratulations to Arthur Watt, Chief of the Utilities Section, for his 10 years of service with the Department. His certificate and pin were presented by Don Martin, Chief of the Right of Way Division. Arthur's lovely wife, Betty, was with us for this presentation. Lemonade and cake were enjoyed by all. The cake was decorated with power lines and a small telephone. This decoration was very appropriate since the power lines represent the utility involvement of the various utilities on the highway projects. You may be wondering about the small telephone. This small telephone could represent the telephone companies throughout the State which are involved on the different highway projects; but it really represents the fact that Arthur is constantly wanted on the telephone.



## ROADWAY DESIGN

By the Staff

The new voice you hear answering the phone in Roadway belongs to Shirley Bain. Shirley is now the Division Secretary for Roadway Design. We feel very fortunate to have Shirley taking care of us.

Congratulations go out to Phillip McConnell who recently took over the Freeway Design Section. Phillip has been with the Department for 10 years.

We also want to welcome two new drafters to our Division, James Plunkett and Steve Powers. James is working in the Freeway Section and Steve is in the Primary Section.

## PHOTOGRAMMETRY

By Sue Walls

Bob Barnett is Photogrammetry's first grandfather. His daughter, Pam Robbins, is now the mother of a 9 pound, 11 ounce baby girl named April Dawn. April was born on October 15. Pam worked in the Utilities Section of the Right-of-Way Division for one summer and her husband, John, works for District 6.

Roger Taylor and a friend went on a fishing trip to "H" Lake in the White River National Wildlife Refuge in October. They returned with a total of 150 fish. This number included bass and crappie both. It sounds like they had a very successful fishing trip.

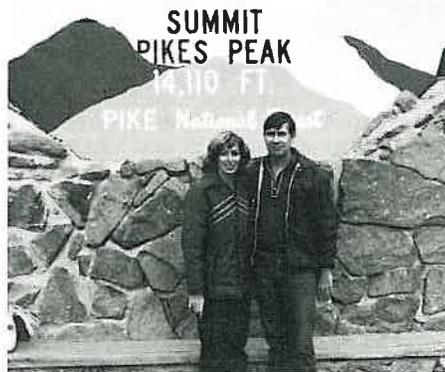
Randy Jones and his wife, Angie, attended a Navigator's Conference held in Tupelo, Miss. last year. They were so impressed with it that they and their church, Grace Bible Church, sponsored one in October. They had 16 couples to attend. Randy said that it was very enjoyable as well as being informative.

Randy Crossland took his vacation in September. He and his wife, Beverly, took a trip to Eureka Springs. They attended the "Passion Play" and other tourist attractions. Randy said they had a very enjoyable trip.

## DISTRICT 2

By Bettye Carter

The fall colors are beginning to brighten the roadsides in District 2 but nothing yet as breathtaking as the mountain sides in the slides that C.E. Woodfield brought back from Colorado. Gene and his wife Gerri are shown in the picture standing at the summit of Pike's Peak. We all enjoyed the pictures of their mountain cabin and side trips.



C.W. Woodfield

Joe Barnett, our Assistant District Engineer, is one of the biggest deer hunting fans we've ever seen. We're waiting to see the deer he bagged last week while hunting at Eureka Springs during the Muzzle loading season.

The employees honored Robert O. Jarboe with a reception recently at the District Headquarters. Bob retired after 42 years of service with the Department. Shown in the pictures are Bob and Helen Jarboe and their daughter and granddaughter. Gifts of fishing equipment were presented and a special cake baked by Mrs. John Hughes of Dermitt highlighted the event. Special guests were Mr. & Mrs. Brewster Shalmy and John S. Harris, Jr. We all will remember Mr. Bob and hope he has many years yet to enjoy.



Jarboe and family

A fish fry was given for the men working on Highway 144 in Arkansas County under Claudie Lovell and Clinton Bohannon. Mr. and Mrs. Jessie Wolfe, wanting to show their appreciation for the hard work involved, fried fish with all the trimmings. We certainly appreciate these fine people. Its always nice to be remembered.



A baby shower was given to Mrs. Billie Faye Gailey recently from the employees of the office. Billie Faye is the fuel clerk in the District office.



Mrs. Billie Faye Gailey

Azzie McGehee is the new field clerk in the Bagwell Residency in McGehee. Azzie is a very nice person and a pleasure to work with.



Azzie McGehee

J.L. Leopard is the proud grandfather of a darling baby girl. Chasity Dainne Parker was born August 1 to J.L.'s daughter Judy and her husband.



Chasity Parker

Our deepest sympathy goes to the family of Russell Bagwell. Russell, a senior at McGehee High School, was injured in a football game which caused his death. He was an outstanding young man in all walks of life and an inspiration to all he knew. Russell's father, Max Bagwell, is a Resident Engineer in District 2.

We hope Johnny Yelvenington is recovering after breaking his foot after a fall. Johnny is the crew leader in Desha County.

James Riley Davidson passed away recently after suffering with a heart attack. Mr. David-

son has worked in the shop at the District Headquarters for 8 years. He was married to Suzie Pitts Davidson and was the father of two sons, James Ralph and Bobby Joe and three grandchildren. James Ralph is the Office Manager in the Van Bratton Residency in Pine Bluff.

Debra Pruitt, Engineering Aide I, in the Van Bratton Residency, is very excited over moving into her first new home. She and her husband Bobby, and 3-year-old daughter Carman will enjoy settling in their own home.

Shown in the picture is Shannie Crain, Station Attendant at the District Headquarters, with his "super sweet potatoes". One of his potatoes weighed in a 3 pounds and 14 ounces.



Shannie Crain

Services awards were recently presented to the following: William E. Kendall, Equipment Operator II in Jefferson County and James C. Chalk, Equipment Operator IV in Drew County for 5 years of service; Teddy Mack Carr, Senior Inspector in Max Bagwell's Residency received an award for 15 years and Joe Garland Watkins, Senior Inspector in Van Bratton's Residency received a 20 year award. Congratulations to all of these fine men.

## DISTRICT 3

By Vinie Holt

LaVerne Arledge, District Fuel Clerk, and her daughter Angie took a nice vacation in August. They flew to Germany and visited with LaVerne's brother Bob, who is stationed at Nuremburg with the Army. He and his family showed them as many of the beautiful sights as they could see in two short weeks. They spent a lot of time on the Autobahn traveling to different cities, such as Munich and Stuttgart, and visited several lovely castles and mountain villages, and even traveled into Austria for a brief look. The weather was great, the scenery was beautiful and those two weeks will long be remembered, both in pictures and in souvenirs. LaVerne and Angie returned with. LaVerne brought me a beautiful set of salt and pepper shakers for my collection. She brought various other souvenirs to others in the office.

Chuck Mitchell, son of District Engineer and Mrs. Charles Mitchell recently competed in a

five-mile run at Arkadelphia. Chuck came home with the First Place trophy in his age class. I'm sure his parents are very proud of him.

Congratulations to C.E. Wilson and J.W. Watson for five years of service with the Department and to Vinie Holt for ten years.

Pictured is Matthew Kyle Johnson, son of Larry and Kathy Johnson. Matthew was born May 11, 1979 weighing 6 pounds and 13 ounces and was 21 inches long. Larry is a Districtwide Operator. Junior Purtle, Nevada County Area Foreman is the proud grandpa!



## HOPE RESIDENCY

By Kathy Clark

We have lots of news to tell about in this issue.

First of all, we have three new transfers in our office. Keith Broadway transferred to this office from Leonard Hall's Residency in Little Rock. The Broadways live in Emmet, which is near Hope, and seem to enjoy their new home. While working on Interstate 30, Keith has inspected all types of construction work. We feel fortunate to have a man of his experience working with us.



Fairchild and Broadway

Melvin House and Frank Cross transferred to us from the Materials Division. However, both Melvin and Frank will continue to work as asphalt plant inspectors during the heavy work season. I'm not sure that I can say that we feel lucky to have them, as they tend to make my life very (shall I say) "difficult", but I have been informed that we are stuck with them. No, in all seriousness, Melvin and Frank, we want to welcome you two "scoundrels" to the office.

Gerald Zimmer began working for the Department in September. Gerald retired from the U.S. Army after serving 23 years. He had worked around road construction alot while in the Army, so when he began working for AHTD, he came with some construction experience.

We want to welcome Gerald and to let him know that we appreciate the long hours he has put in lately.

Karen Clayton, a new employee who started working for the Department in August, has been working on Interstate 30 in almost every phase of construction work. We have heard that Karen is fast to 'catch on' and is doing a fine job assisting other inspectors on the project. We hope Karen enjoys her work, as we certainly enjoy having her.

Karoline Rook is a temporary employee who was hired to help with the checking of daily reports. Karoline began working for the Department in late August. She and her family live in Hope. When the daily reports start rolling in, Buster and I know that Karoline will take care of them for us. We want to thank Karoline for helping us through a heavy construction season with tons of paper work.



**Karoline Rook**

We are just now getting you some photographs of some employees in this office. We have a picture of Sharon Fairchild, Carl Ray Hatton, Billy Gross and Ray Goodson. In the last issue of the magazine, we told you some things about these people. Maybe now it will be easier to match names with faces.



**Carl Hatton**



**Billy Gross**



**Leonard, Goodson and Logue**

Mike Logue began work for the AHTD in August. Mike moved here from Shreveport after graduating from high school. He has helped inspect gravel on the construction project between Prescott and Delight on Highway 29. Mike says he enjoys sports very much. We want to officially welcome him to this office and to thank him for all the hard work he has been doing for us.

And, oh yes! We have a very special photograph to show you. Rodney Price, our Resident Engineer, and his wife Sue, are the proud parents of a new baby girl, Rebecca Leigh. Rebecca was born on April 29 and we know her 'big sisters' are glad to have a real, live baby to play with. Rebecca Leigh weighed 7 pounds and 14 ounces at birth.



**Rebecca Leigh Price**

#### **DISTRICT 4**

##### **By the Staff**

We welcome our new District Engineer Allan Holmes, his wife Marla and their son, Marlon to the District 4 family. We are looking forward to working with them.

We have had several Service Certificates presented since our last time in the magazine. Those presented awards were: C.D. Whitson, 20 years; Gene Holloway, Kenneth Eason, Robert Kendrick, Danny Lister, Kenneth Trotter and Thomas Trotter, 10 years; R.J. Smith and F.B. Wilkinson, 5 years.



**Whitson**

**Holloway**



**Eason**



**Kendrick**



**Lister**



**K. Trotter**



**T. Trotter**



**Smith**



**Wilkinson**

Congratulations are in order for Ron and Candy Stubblefield on the birth of their son, Scott Ray, born July 29. Ron works in the Sebastian County Crew at Fort Smith.

Wedding bells sounded for Mark Simpson, maintenance repairman at the District Shop, and Cindy on May 19th. Congratulations!

We were all deeply saddened at the death of James R. Smith (Big Jim) who died on June 23rd, at the age of 49. Jim was, with the Department for 11 years and was Crewleader in the Sebastian County Crew at Fort Smith. Jim will be greatly missed. Our thoughts are with his wife Gloria and family.

Shirley Campbell, field clerk in Jack Coleman's residency, left the Department and moved to Louisiana. Shirley has been with the Department for nine years and will be missed by her co-workers.



**Shirley Campbell**

Mona and Bill Mahl are now the proud grandparents of a girl, born September 13. Mona is the District 4 secretary.

We would like to wish Calvin Peevy the best of luck at his new job in Little Rock. We have all enjoyed working with him.



Calvin Peevy



Pictured here is Benji. He belongs to the Allan Holmes' family. While Mother and Dad were on a trip out of state, Marlon entered Benji in the ugliest dog contest at the County Fair. Benji walked away with the 2nd Place Ribbon. Congratulations Benji! Wonder what the 1st place winner must have looked like?

## SPRINGDALE RESIDENCY

By the Staff

Congratulations to the following employees who were recently honored with service awards: E.L. Brewer, 10 years; J.A. Cole, C.F. Collins, G.B. Stukey, and E.L. Westfall, 5 years.

G.E. 'Doc' Stewart retired in October after 26 years with the Department. A retirement party was held in Doc's honor where E.L. Brewer, Resident Engineer, presented Doc with a poem and an engraved silver tray from his fellow employees. Special guests were his wife, Mae, Carl Sanders, and former co-workers attending from Harrison were V.O. Selby, Larry Hodnett and Rayma King.

We would like to extend best wishes to Ronnie Reynolds and Rick Cole and their wives on their recent marriages. They are both employed in Springdale at the E.L. Brewer Residency.

Ronnie and the former Connie Kerr were married at First Southern Baptist Church in Bryant, Arkansas on October 12, 1979 at 7:00 p.m. The couple spent their honeymoon in New Orleans.

Rick and the former Toni Hulse were married at Victory Baptist Church in Springdale on October 19 at 7:00 p.m. The couple spent their honeymoon in Eureka Springs.

Congratulations to Mr. & Mrs. Jerry Stukey, who are the proud parents of a beautiful baby girl, Lori Ellen, born June 6, 1979.



Lori Ellen Stukey

## MENA RESIDENCY

By B.A. Hines

Most of this news should have been in the last magazine, however, our wires got crossed and we failed to get it in. Sorry for the delay!

Lots of changes have been made during the past few months. First of all, we would like to welcome D.C. Spencer back to Mena as Resident Engineer. As you may recall, he was transferred to District 3 back in 1973 as Assistant District Engineer and the local R.E. Office was moved to Waldron. As of May 30, 1979 the office was once again moved to Mena and Spencer has returned as Resident Engineer. Welcome back!

We have also acquired several new employees since our move. W.J. Chambers has returned to the Department after several years in other employment. D.R. Fryar was transferred to us from Ken Harris' Residency in Nashville and T.J. Downs was transferred to us from the Central Office. R.W. Owens, B.C. Rose, Jr. and B.L. Rosenthal are new employees. We welcome all of you.

D.C. Spencer spent several days in Colorado recently where he was quite successful in the art of hunting deer. He reported that he returned with two does and one spike. Wish we had some pictures to prove it! He also reported that he really enjoyed his trip and is already planning to return next year.

The rest of the guys have not been doing anything (or at least nothing they'll report). However, I expect that around mid November and December the office will be buzzing with hunting stories.

The biggest excitement here lately has been over the Arkansas-Texas game on October 20! This day will long be remembered, but we sure don't want to wait that long on that big win anymore! We're proud of our "Hogs" and hope everyone else is too!

## DISTRICT 6

By Laura Malat

District Six is in the process of planning our Christmas Party. The weather is getting colder and Christmas will be here before we know it. With Mr. Perkins transfer to District Nine, the big job of planning and organizing the party has fallen on the capable shoulders of Mr. Fulton, the Assistant District Engineer. We appreciate his efforts and those of the rest of the Committee members who will make this Christmas Party 1979 as successful as last years. Last year, we were visited by Mickey and Minnie

Mouse and I have heard from reliable sources that this year Raggedy Ann and Andy are planning to drop in for the festivities.

We have had two retirements in our District since the last issue of the magazine. Mr. Henry Laws, Senior Mechanic in our shop, retired after 22 years with the Department and Mr. Earl McDaniel, also a Senior Mechanic in our shop, retired after 17 years with the Department. A coffee was given in each ones honor. They will be missed by their fellow workers but both have promised to stop in now and then when they can work it into their schedules.



Earl McDaniel

Congratulations to Monte Deakins, Job Superintendent, and to Carolyn Bureson, also a District Six employee. Their marriage was solomized on October 26 in her home. We wish them both good luck and best wishes in the coming years.

Another wedding announcement is that of Chuck Winkler, paint and body man in the District Shop, to Cathie Riethbaum. They exchanged wedding vows on December 16.

We were informed that Mrs. Al Kisner, wife of our Office Manager and a very talented artist, recently came back from an Art Show in Shawnee, Oklahoma, with a first prize ribbon to her credit, plus she sold many of her paintings. Al is very proud of her and we send our congratulations.

Congratulations are also extended to Chervonne Arnold, daughter of one of our stock clerks, Evelyn Arnold. Chervonne was Little Miss Teeney Tot on the American Legion float in the White County Fair parade. The float won first prize.

And one last thing - in regard to the Arkansas/Texas football game, all I have to say is Oooo Pig Sooiiiiiee RAZORBACKS!

## L.T. POLK RESIDENCY

By the Staff

In July Don Potter transferred to our office from the State Aid Division. Don has been with the Highway Department since 1956. Don is an Assistant Resident Engineer handling the Shackleford Road Job. Welcome Don!

Ray Cox is a Materials Inspector for this

office. He and his wife, Lois, are the proud parents of twins born August 4, a son, Raylen, and a daughter, Lori.

In September Susan Sanders transferred to our office from the Resident Office in Clarksville. Susan has been with the Department for five years in the position of field clerk. She was promoted to office technician replacing Kim Lowrance. Susan and her husband, Larry, have a 4 month old son, Christopher. We are happy to have Susan in our office.

Kim Lowrance transferred as office technician in the Resident Engineers office in Conway. He had held this same position with our office since September, 1977. Kim did a real good job for this office and we wish him well in Conway.

## DISTRICT 7

By Althea Campbell

District Seven is enjoying a visit from Johnny Parks, Auditor with Internal Audit. We are glad to have him working with us.

Don Nutt, Equipment Operator in Dallas County, was married to Miss Vickie Parrott of New Edinburg. The wedding took place on October 19 at 8:00 p.m. in the First Methodist Church of New Edinburg. Best Wishes to you both!

John and Mildred Russ, fuel clerk in District Seven, were very pleased to have John's aunt and uncle from West Virginia visit them this Fall. District Seven employees wish to express our deepest sympathy to Mildred and her mother in the death of Mildred's father, Mr. Jack Silcox, who passed away on October 8th, after an extended illness. He was a retired employee of McGill's Shipbuilding Corporation of Pascagoula, Mississippi.

We also wish to extend our sympathy to John Harvey, our office manager, in the death of his father, Mr. Herbert Harvey. Mr. Harvey was retired from the U.S. Corps of Engineers and was a very prominent resident of the Camden area.

Hubert "Red" Drummond, senior mechanic in the District Shop, has been coaching a girls' softball team called the Hampton Bulldogs. This past season they had a record of 13 wins and 1 loss; won first place in League play and were undefeated and won first place in the League Tournament. Red's wife Carol Ann is a valuable player on his team. Red asked me to be sure and state their winnings were the result of the interest, cooperation and ability of the players and not to be credited to the coach. Shown in the picture are Sylvia Kitchens, Sharon Braud, Becky West, Hubert Drummond, Theresa Kitchens, Pam Johnson, Jill Rowen, Susan Ferguson and Carol Ann Drummond.



## G.R. HITE RESIDENCY

By the Staff

Congratulations to Raymond Covey and his wife, Karen. They are the proud parents of a baby girl, Jennifer Sue. She was born on August 20, weighing 8 pounds and 1½ ounce. Raymond and Karen have one other child, Cathy, who is six years old.



Jennifer Covey



Kathy Covey

Welcome to Terry Schonert, Wendell VanHook and Wade Summerville. These guys have all come to work for us within the last three months.

Also pictured is Jennifer Carol Beard at three and one-half months of age. She is the daughter of Larry and Sherry Beard. Larry works in our office as office technician.



Jennifer Beard

## DISTRICT 8

By the Staff

Congratulations to those receiving service awards. In August were Norman R. Brown and Johnnie K. Denton, 5 years; Jimmy H. Hill, 10 years; and Sidney Johnston, 15 years. In October Barney Gene Barry received his 5 year service award.

Kenneth and Karen Buchanan are the proud parents of a new baby boy. Charles Joshua was born October 16 and weighed 7 pounds and 4 ounces. Josh has an older sister, Jennifer, who is 3 years of age.

It is good to have Joe Parker back with us working in the shop. Joe recently suffered a heart attack but is making an excellent recovery.

Joe Smith is looking extremely well after his heart bypass surgery. He was by recently to visit with us and we hope that he will be back to work real soon.

Reports are slowly trickling in regarding deer hunts. Don Wilkinson brought a nine point buck by to show us. Maybe we will be able to show pictures of his good luck as well as others in the next issue of the magazine.

## DISTRICT 9

By Shirley Morton

We would first like to congratulate our new parents, Mr. and Mrs. Kenny Keeter, on the arrival of their baby daughter. Kenny is an equipment operator in the districtwide asphalt crew.

Our sincere sympathy is extended to the family of retiree Raymond Cantrell who passed away September 6 and to the family of retiree B.I. Wade who passed away on October 3. Raymond and B.K. were good, loyal friends and they will be missed.

It is good to have Gerald Wilkerson, a mechanic in our shop, back at work after an illness.

F.M. "Buster" Parker, Jr., Job Superintendent, broke his leg in a fall at his home and was on the mend when he suffered several heart attacks and was confined to CCU at Boone County Hospital for several weeks. Our get well wishes are sent to "Buster".

Resident Engineer Gary Godfrey is a Grandpa again. Mr. and Mrs. Lyle Godfrey announce the birth of Travis Lyle, 7 pounds and six and one-half ounces, who was born at Little Rock. They also have a darling little daughter who with her baby brother and proud Grandpa recently visited the District 9 office.

We are very proud of our football stars, Scott and Tim Hodnett, who did an outstanding job in the back field for the Harrison Golden Gobblins and to our basketball stars, Marvin Holt of the Bruno-Pyatt Patriots and Jolene Biddle who is a member of the girls Valley Springs Tiger Team.

Debbie Carlson and her crew (??) have the District office really shining - they recently stripped and waxed the floors throughout the building and did a good job! Thanks Deb.

We have enjoyed visits from several of our retired friends, some of whom were Dell Kendall, Tom Wacaster, Corbie Berry, Wright Horton and Howard and Lucille Campbell.

Big plans are being made for a gala District 9 Christmas Party. See you there!

Merry Christmas and Happy New Year to all!

## DISTRICT TEN

By Isabelle Psalmonds

We have had our first frost and the trees are putting on their beautiful Autumn colors. This is such a wonderful time of the year.

The Fall Issue of Arkansas Highways was so beautiful. We look forward to seeing the Winter Issue.

The folks in District 10 have been so busy we haven't had much time to make news. Several construction projects have been completed and final inspections made, so as winter sets in maybe we can play "catch up" and take care of some of those things in our "do later when you have time" file.

When the Jonesboro Residency was reopened Carl Williams, office technician, in the Walnut Ridge office, was transferred to the Jonesboro office and Brenda Freeman was promoted to office technician in the Walnut Ridge office and Betty Kay Dickerson was employed as field clerk. Sherry Bridges is the new field clerk in the Jonesboro office. In the Osceola Residency, Alfreda "Corky" McArthur has been promoted to office technician and Janice Smith is field clerk. Congratulations to Brenda and Corky on their promotions and welcome to Betty, Sherry and Janice. We District Secretarys do appreciate the office technicians and field clerks. When they do a good job, it makes our work easier. All those in District 10 are a real help to me.

Congratulations to James "Doc" Mitchell, Engineer Aide III, who retired July 27th, after 13 years of service with the Department. Coffee and doughnuts were served and Doc was presented with a fishing rod and a stainless steel thermos bottle by the employees of Frank Russenberger's Resident Engineer Office. Doc has our best wishes for a long and pleasant retirement.



J. 'Doc' Mitchell and Frank Russenberger

James "Cotton" Cooper, truck driver, has retired after 15 years of service. His crew gave him a fishing rod and reel and some hedge trimmers. "Cotton" made the magazine last issue and again this issue. Not bad for a retiree. He has the tools for work and play, these should help make retirement a pleasant time, we hope.



Carl Frazier and Norman Pumphrey

Carl Frazier, Crew Leader, recently had heart surgery. His doctor advised him not to continue with his work, so after 17 years with the Department, Carl retired. We wish him the very best and hope his health will improve greatly and he will be able to be busy doing the things he enjoys. His crew had coffee and doughnuts to celebrate (?) his retirement and Norman Pumphrey, District Engineer, on behalf of the crew presented him with a hunting knife as a retirement gift. Hope he will enjoy using it.

We will miss seeing you retirees around and want all of you to visit us real often.

Leland Halcomb, Equipment Operator II, shared honors with Carl and Mr. Pumphrey presented him with a 10 year certificate of service and a 10 year pin. Congratualtions!

James Tritch, Job Superintendent, and his wife flew to Alaska recently to visit their son. James said it was quite and experience and that they saw some really beautiful country.



L. Halcomb

## 25 YEARS AGO

In February 1954 the Chief Engineer of the Arkansas State Highway Department, speaking as President of the American Association of State Highway Officials, made the following statement before Committees of both the U.S. Senate and the House of Representatives. It is an observation which may be increasingly pertinent in the months ahead.

*"While we have never endorsed the philosophy that highway programs are public works in the sense that they can be turned on and off to meet economic fluctuations, they undoubtedly serve in an important position if such conditions must be met. The highway program is of such a nature that it can be expanded rapidly to provide most important public works construction to meet unemployment if conditions seem to justify such a move. While our highway program, and the urgent need for expansion of that program, can be thoroughly justified on the basis of traffic needs, it is well to keep in mind that it is the type of program than can efficiently serve a dual purpose should this country be called upon to face an unemployment situation. It is indisputable that the need for highway expansion exists and that the future economic health of this country is very dependent upon the efficiency of our transportation system."*

Alfred E. Johnson, President  
American Association of State Highway Officials  
February 19, 1954

*Happy  
Holidays*



**from the  
Retirement Board**

**J.E. LOWDER**  
Chairman

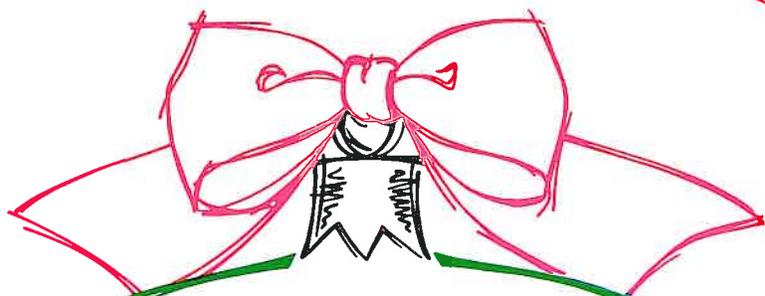
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Executive Secretary



**Merry Christmas**  
**from the**  
**Magazine Staff**



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