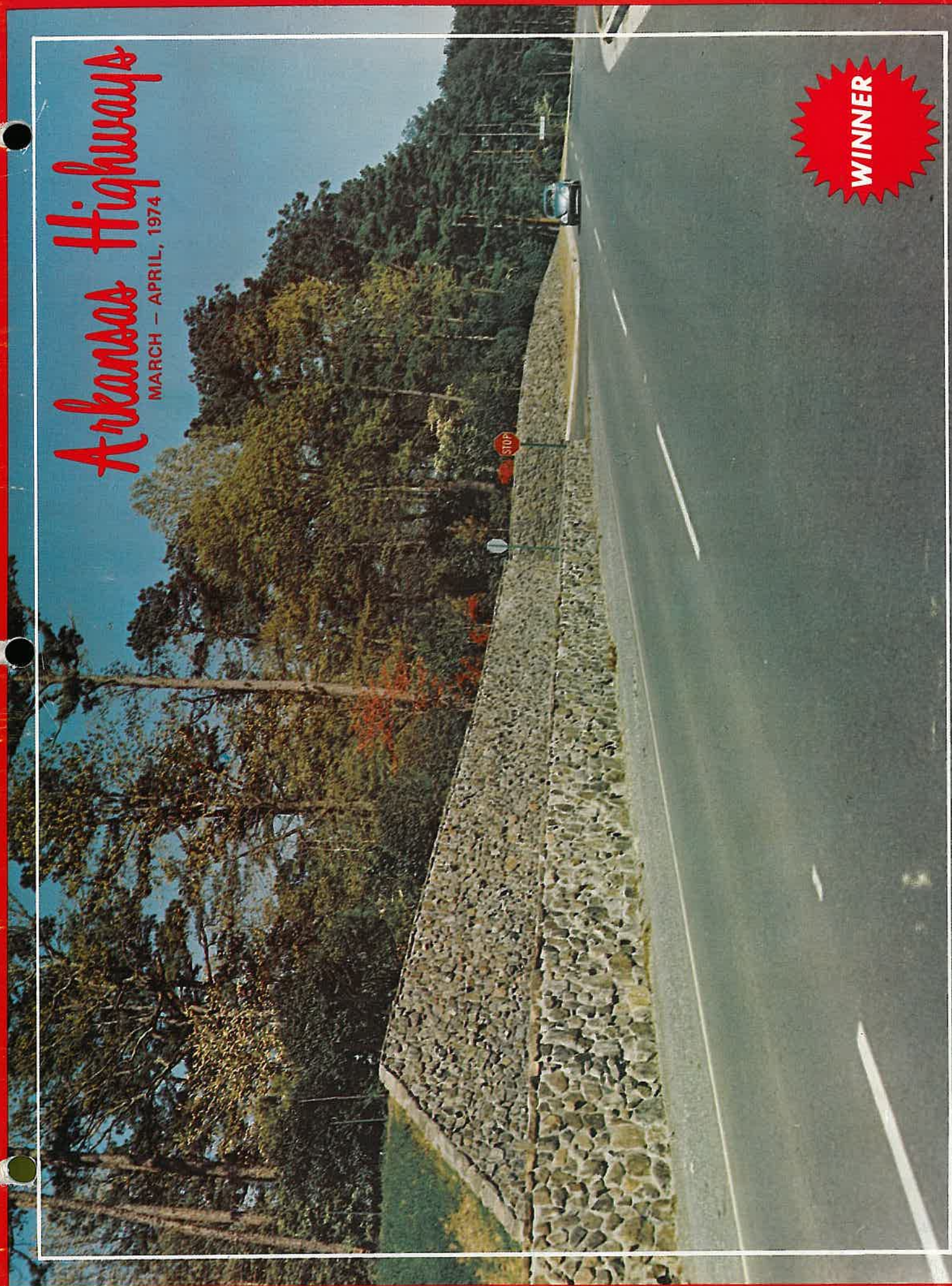


# Arkansas Highways

MARCH - APRIL, 1974

WINNER



# AHD Makes Gasoline Mileage Check

*Since the beginning of the energy crisis many individuals and groups are making tests and statements about gasoline mileage. Perhaps the only subject discussed more than the high price of gasoline, is "more miles per gallon."*

*Small car dealers, who have always used more miles per gallon as an advertising slogan, are having a heyday. One or two of those have even upped the m.p.g. to a suspiciously high figure. Larger car dealers, rallying under the blow of both higher prices and less fuel, are now pushing their cars on the basis that more powerful autos will get about the same miles per gallon as medium sized cars if driven 50 miles per hour. Reports about how to stretch gasoline are pouring in thick and fast in all types of periodicals.*



The test car showing the position of the container.

## AHD MILEAGE TEST

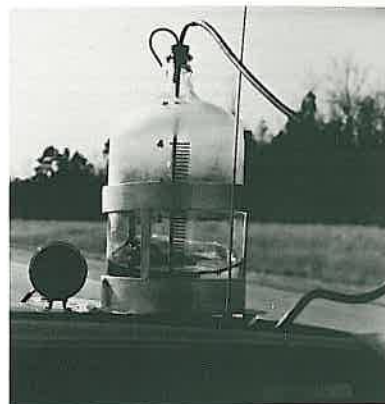
The Research Section of the Planning and Research Division calibrated a five-gallon glass jug in tenths of a gallon and mounted it on a 1972 Plymouth station wagon used as a test car. An electrically-activated two-way valve which could be operated by a switch on the dashboard, was installed in the car to control the gasoline flow from the jug.

Two 30-mile test runs were conducted on each type of highway in the state — interstate, primary, secondary and gravel, and the results averaged. The test car was operated on gasoline in the car's regular tank until it reached the point at which a test run began. The gasoline flow was then switched over to the jug, which holds exactly five gallons, and the car driven 30 miles at 55 m.p.h. or as near thereto as traffic and roadway conditions would allow. The run was timed with a stop-watch and speed recorded on a special speedometer/odometer calibrated in hundredths of miles to insure accuracy of speed and distance.

After the odometer indicated that the car had traveled exactly thirty miles, the amount of gasoline consumed from

the container and lapsed time were calculated and recorded. Results of fuel consumed per 30 miles according to highway type are listed below.

	Tests	Gals. Used	Miles Per Gal.	Avg. Miles Per Hr.
Interstate	1	1.95	14.872	54.269
	2	2.05	14.634	56.003
Primary	1	2.10	14.286	50.992
	2	2.15	13.953	52.632
Secondary	1	2.2	13.636	49.315
	2	2.4	12.500	50.704
Gravel	1	2.7	11.111	34.593
	2	2.7	11.111	34.428



A close-up of the container and speedometer.

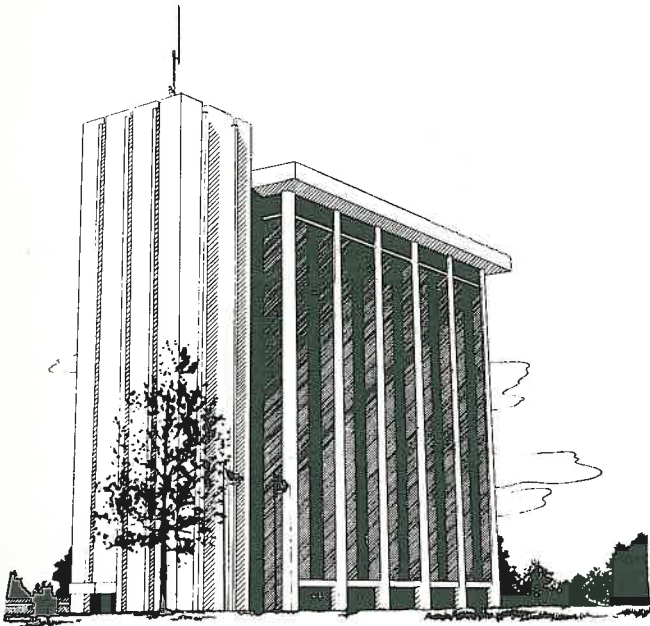
**Conclusion of the test:** A vehicle will travel almost four miles per gallon further on a well-designed modern highway than on a gravel road. Highway improvements DO increase miles per gallon.

## MANY CONTRIBUTING FACTORS

Actually, many other factors are involved in the amount of miles per gallon — model and make of car, size of engine, equipment such as air conditioning, engine tuning, tire inflation pressure, driving habits, and weather conditions. According to the National Auto Club, the average motorist wastes up to one-fifth (!) of his gasoline due to underinflated tires, out-of-tune motor and repeated, unnecessary braking. "Peeling off" from a dead stop also wastes fuel. Such facts need to be seriously considered since the President gives no hope for lower gasoline prices even though he did say two days ago that fuel would be somewhat more plentiful soon.

## AN ASIDE TO THE GASOLINE SITUATION

The gasoline tax — first instituted by the State of Oregon in February, 1919 — was an idea that really caught on as a source of revenues for highway construction! By 1929 every state and the District of Columbia had gasoline taxes!!



**ARKANSAS HIGHWAYS**

**VOLUME 20 NO. 3**

**ARKANSAS HIGHWAY COMMISSION**

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**FRONT COVER** — The section of Highway 10 near the I-430 interchange in western Little Rock won third place in the category, "Outstanding Section of Highway in Its Urban Environment," of the U.S. Department of Transportation's Sixth Annual Highway Awards.

**BACK COVER** — Sketch by Pat Thompson of Roadway Design.



## Contract to be Let for New Index Bridge



The Index Bridge as it looked in 1921. The picture was made to illustrate the problem of drift around the piers.

Duplicate bids are being received by both the Texas and Arkansas Highway Departments for the construction of a new bridge across Red River and approaches on U.S. 59-71 between Ashdown and Texarkana. The bridge will be on new location, approximately 1,000 feet upstream from the existing structure, known as the Index Bridge. The project includes a bridge 2,160 feet long and 1.34 miles of approach roadway.

Bids were opened March 28 and the contract awarded to Austin Bridge Company of Dallas on the basis of their low bid of \$3,741,301. The contractor will have 300 working days in which to complete the job.

The existing bridge is one-way and has been in service more than 50 years. It will continue to be used during construction of the new bridge. Afterward a safety inspection will be made to determine if it will be kept in use or demolished. It was built by the Red River Bridge District of Miller and Little River

Counties sometime prior to 1921, probably about 1919.

The bridge was built of used materials. Some of the trusses were originally used in a railroad bridge and others had been previously used as part of a double deck highway bridge. Some of the wooden decking had also been previously used. The bridge served Ogden (pop. 400) and Ashdown (pop. 2,052) to the north; Texarkana, a city of almost 20,000 (1920 census figures) to the south; and some 5,000 rural people living in a five-mile radius. The traffic volume was about 265 vehicles per day.

Construction was financed by issuing bonds, which were to be retired in 1939 with revenues from bridge tolls expected to average \$20,000 annually. Toll rates varied from 10 cents for foot traffic to 75 cents for trucks. Records do not indicate when the Bridge District turned over the bridge to the Highway Department but an early law required the Department to maintain all bridges when they became toll-free.

# Highway Corridor Meetings Held Across State



Dist. 4 Engr. Calvin Peevy (speaking), Jim McCall of the Public Information Office and Carl McChesney of P&R (right) explain the proposed routes and the Fort Smith meeting.

Now that the 42,500 miles of National Defense and Interstate Highways is nearing completion, Congress has instructed the Secretary of Transportation, through passage of the 1973 Federal-aid Highway Act, to determine the need and/or desirability of constructing highways within 10 tentative corridors.

Two of the corridors, both of which originate in Kansas City, pass through Arkansas. One terminates on the Atlantic Coast at Brunswick, Ga. A highway within that corridor would serve the vicinities of Batesville and Jonesboro. The other corridor terminates at Baton Rouge, La. A highway within it would serve Fayetteville, Fort Smith and Texarkana or Little Rock. There is a possibility that a highway could be constructed in both corridors. Either or both would be highly beneficial to Arkansas.

The Highway Department is conducting a series of open meetings at various locations in the state during March to determine the public's opinion. A corridor is a wide general area (perhaps as much as 100 or 150 miles) used for planning purposes.

Meetings have been held in Fayetteville, Fort Smith, Texarkana, El Dorado, Batesville, Jonesboro and Harrison. Others are scheduled for Camden and at the Department's central headquarters in Little Rock. With the exception of Fayetteville, where the 100 or so persons attending were about evenly divided between for and against, the public has been overwhelmingly in favor of construction of the highway in either of the two corridors.

The meetings are not being held to determine the route of a highway. The Federal Highway Administration will analyze and consolidate the corridor reports into a single report that will be submitted to the Secretary of the Department of Transportation. Congress has instructed the Secretary to have the report ready by January 1, 1975.

## MULTIPURPOSE ROUTE POSSIBLE

The Brunswick corridor is being called a multi-mode system because current proposals include construction of high-speed railway, underground fuel lines and a pneumatic tube to carry small mail, all within the same right of way. Major emphasis in planning such a system is being placed on social, economic and environmental factors but the Highway Act also requires the feasibility study to give attention to unemployment rates, per capita income, annual tonnage figures on production of agricultural products and natural resources such as petroleum, timber and mineral, commercial industrial activities, areas of high tourist and recreational interests, and transportation control points such as regional airports, rail centers and ports.

## AN IDEA IS BORN

The seven-state highway route from Kansas City to Brunswick, Ga. goes all the way back to 1939. It was included in the Bureau of Public Roads' plan that year but was eliminated because of World War II. Later it was because of the Korean conflict and still later because of a shortage of funds. In the mid-1960's six area planning and development commissions in southern Georgia decided to revive the project, so they formed a state association to promote it and had two feasibility studies made, one in 1967 and another in 1969.

"We decided at that time that the road had to be multi-state to be practical," said Col. Kermit Blaney, a retired Army officer and full-time executive director for the South Georgia Limited Access Highway Association. It was Blaney who envisioned the multi-mode concept after learning about a pneumatic tube system in Europe which carries garbage more than 20 miles across land for disposal. In December of 1972 the Multi-state Transportation Route Advisory Board was organized with Georgia, Florida, Alabama, Mississippi, Tennessee and Arkansas participating. Each state has several voting members. Arkansas representatives are Ralph McDonald of Newport, chairman; Jimmy Driftwood, Timbo; Frank N. Carlisle, Jr., Cotter; Howard House, Batesville; Whit Shaver, Wynne; Billy Rogers, Earle; and Jack Deacon, Jonesboro. The governor and the head of each state's highway department are ex officio members. Governor Bumpers and Director Henry Gray are of course the ex officio members for Arkansas. Elton B. Stephens, a Birmingham industrialist who spearheaded the construction of the Red Mountain Expressway in Birmingham, is chairman of the Advisory Board.

# Resident Engineers Conference

The annual Resident Engineers Conference was held at Central Headquarters on February 20-21. Welcoming remarks were made by Director Henry Gray and Chief Engineer B. K. Cooper.

AHD personnel on the program included Asst. Dist. Engr. Jim Gee, Frank Battisto and Jim Trost of Surveys, Asst. Const. Engrs. Ruben McConnell, Bob Parker, Norman Pumphrey and Hurley Perkins; Const. Engr. John Tallant, Asst. Chief Engr. J. E. Lowder, Steve Wilson and Clell Bond of Environmental Development and Dist. 9 Engr. Curtis Pangle.

Others on the program were C. F. Jones of Metroplan; Howard Jones, secretary of the Contractors Licensing Board; Ken Perrett with FHWA; Sam Clark of Mid-State Construction; and Sam Talley of Reynolds and Williams Construction Co.; Tyndall Dickinson of McGeorge Construction Co., and former Const. Engr. John Lawrence, now with Moro, Inc.

Two unusual topics of discussion were AHD Archeologist Clell Bond's remarks on archeological facets in highway construction, and Charles F. Jones' discussion of the Rock Street Outfall Storm Drainage project (more familiarly known around the Department as "the tunnel" or "the hole") now under construction along Rock Street from the proposed route on I-630 (about 13th Street) to the river.

The Dutch treat dinner, a traditional part of the meeting, was held at Rodeway Inn the evening of the 20th. John Tallant acted as master of ceremonies. Dr. E. W. LeFevre, head of the College of Engineering at the University of Arkansas, spoke on the anticipated shortage of young engineers entering the field.

Dick Sniegocki, district chief of the Water Resources Division of U.S. Geological Surveys, was the principal speaker. His subject was a jocular discussion of the conversion to the metric system of measurement.\*

\* See story on pages 8 and 9.



Director Henry Gray.



A part of the group at a session of the conference.



Richard Sniegocki, U.S. Geological Survey; B. K. Cooper and J. E. Lowder.

# AHD Completes Experiment on Aerial Mapping

The State Highway Department has completed a demonstration project in aerial mapping to determine if developing topographical maps by a complex mathematical formula worked out on a computer is more accurate and less expensive than the traditional method of ground surveys. The project, conducted in conjunction with Region 15 of the Federal Highway Administration, proved that mapping by the sophisticated computer method, called aerial analytical triangulation, could be accomplished at a savings of \$550 per mile, or one-half to one-third of the cost of ground control surveying. When such a saving is applied to the Highway Department's projected 10-year mapping workload, the figure reaches nearly half a million dollars.

The Surveys Division of the Highway Department inaugurated the use of photogrammetry (aerial mapping) in 1970. In all survey work ground control points must be established. The principles governing

aerial analytical triangulation (A.A.T.) have been understood for well over half a century; however, it has only been in the last 15-20 years that precision equipment to determine accurate control point measurements and electronic computers to calculate the complex analytical computations have been available.

The Arkansas Highway Department entered into a demonstration project with the Federal Highway Administration in June, 1972. The flight strip selected was along the proposed corridor for relocated highway U.S. 71 between Fayetteville and Bentonville. In order to make an accurate comparison the corridor was surveyed both on the ground (by the Highway Department) and by A.A.T. (FHWA). Each agency recorded the man-hours involved.

*continued on page 11.*

## RESIDENT ENGINEERS

CONFERENCE continued.



Left side of table: Calvin Peevy and Gene Ashcraft. Right side: Charles Mitchell, Bill Looney and Raymond Jones.



Left side of table: V. O. Selby and Curtis Pangle. Right side: Charles Means, Jim Barnett and Glenn Trammel.



Left to right: Dr. LeFevre, U. of A.; Sam Clark, Mid-State Construction; and Charles McMillan, FHWA.



# The Move to Metric Measure



(Editor's Note: Acknowledgment is due Dist. Chief Richard Sniegocki and hydrologist Hugh Hudson of the Denver regional office, both with the U.S. Geological Survey Division of the Department of the Interior for some of the background information.

For the last several years bills have been introduced in Congress whereby the metric system of weights and measures would become the official system of the country but one has yet to clear all the hurdles. The conversion would take a long time and involve an unfathomable number of changes which would touch the lives of virtually every citizen, even the do-it-yourselfer. Imagine the dismay of a home improvement buff, working on a Saturday project in his workshop, who all of a sudden needs to run to the nearest hardware for a dozen screws that used to be 1-3/8 inches long. Let's see now, there's 2.54 centimeters to an inch . . .

If and when the change-over comes, it may set a record for lengthy passage of a bill through Congress — because George Washington first presented the metric system to Congress for consideration in 1795! Arkansas Highway officials do not plan to change to the metric system unless Congressional action is taken.

Actually, the metric system has several positives. Perhaps the most important of those is the relation of volume and mass — 1,000 cubic centimeters or 1 liter equals 1,000 grams or 1 kilogram. The meter is the only unit of length in metric measure. Compare the English system where cars are driven by miles, horses raced by furlongs and ships sailed by nautical miles. The English system is more difficult because

so many units of measure bear the same name but mean different amounts. For instance, throughout the commercial world a barrel can be eight different amounts, and a ton 11 amounts.

Interest in conversion to the metric system was quickened when America discovered that Russia was ahead in the space race. The reason was partially blamed on the amount of time involved in using and converting such awkward units as foot-pounds and miles. While American designers were busy dividing by such error-prone factors as 5,280, 12, 16, etc., the Russians simply moved a decimal point to make a conversion.

## SHOULD WE CONVERT TO THE METRIC SYSTEM?

According to *World Highways Magazine* published by the International Road Federation, "all major industrialized

WHAT IS THE METRIC SYSTEM? WHERE DID IT ORIGINATE?

SHOULD WE CONVERT TO IT? WHY?

WILL THE CHANGE-OVER BE DIFFICULT? IF SO, HOW DIFFICULT?

HOW LONG A TRANSITION PERIOD WILL BE NECESSARY?

WHAT'S WRONG WITH THE ENGLISH SYSTEM? WHERE DID IT ORIGINATE?

countries of the world except the United States is already using the metric system." Other sources say 80 percent of the world population. *World Highways* began with their first issue of 1974 to express distance only in kilometers. In fact, it may surprise many to know that the metric system was legalized by the U.S. Congress more than a hundred years ago (1866) but no action was ever taken to put it into effect.

## HISTORY OF THE METRIC SYSTEM

In their desire to break with the past, France's post-Revolutionary leaders instituted many changes. One they particularly wanted was an entirely new system of measurements.

The committee appointed to set up the system decided that the length of measure should be based on some natural measurement. Science was very popular and respected during the prevailing "Age of Reason" following Newton's discoveries, so the committee appointed to establish the new system decided that the length of measure should be based on some natural element. The "space project" of that era was measurement of the earth, so the committee began with the distance from the Equator to the North Pole — on a straight line run-



ning through Paris. A ten-millionth of the total distance seemed to be a convenient length for everyday use, so the unit was named the meter and set as the basic measurement of length. The gram was established as the unit of mass and the liter as the unit of volume.

Meter sticks were made and the metric system ruled compulsory in France in 1801. However, the people resisted changing to it until 1840, when a law passed under peril of severe penalty, absolutely forbade the use of any system of measure except metric.

After the system was set up, a more accurate measure was made of the distance between the Equator and the North Pole, which revealed that the actual distance was 2,288 meters longer than originally thought! The centimeter-gram-second system (C.G.S. System) was then established and accepted by the world's scientists as the universal system of units of measurement. The C.G.S. System redefined the length of a meter as being the distance, measured at 20° C. (68° F.), between two fine lines on the International Prototype Meter.

Likewise, the gram, originally supposed to be the weight at 4° C. (39.2° F.) of one cubic centimeter of water, was redefined as one thousandth of the weight of the International Prototype Kilogram. The international standards are on record in Paris, with duplicates kept in other places, including the U.S. Bureau of Standards in Washington.

Scientists of later years have compared the standards with invariant physical quantities so that if the standards should be destroyed, they could be accurately reproduced. For instance, the meter has been measured against the wave length of light produced in a lamp containing mercury transmuted from gold. The gram has been measured against the exact weight of one cubic centimeter of water, which is actually slightly less than one gram.

When the metric system was established, Great Britain apparently liked the idea but declined to adopt it because it came from the enemy. They are now in the process of making the change-over. Temperatures are being reported in both centigrade and Fahrenheit reading. All government supply orders specify metric units.

#### THE U.S. — WILL WE OR WON'T WE?

Though the change to the metric system would indeed be slow and difficult for the United States, it does seem inevitable. The transition period is anticipated to be somewhere around 20 years. (Congress should have listened to George Washington—then the change would have already been made and today's generations wouldn't have to deal with it.) China, Russia and Japan have all made the switch since 1920.

There is really no good reason for the United States to cling to the system now in use — other than the process of learning the metric system and converting any object with measures to its units — because the various definitions and measurements are polyglot and outmoded.

## Mrs. Smith Aids Spinal Cord Task Force

Mrs. Maurice Smith of Birdeye, wife of Commission Chairman Smith, has been elected chairman of a newly-formed group called the Spinal Cord Task Force which was organized by the Arkansas League of Nursing to promote improved health care for persons suffering spinal cord injury.

Mrs. Smith and Mrs. Betty Bumpers, Governor Bumpers' wife, announced plans and goals set out by the Task Force at a press conference held at the Governor's Mansion on March 11. An acute-care center is planned for emergency service, as well as an intermediate-care center and improved vocational rehabilitation. Mrs. Smith led an effort last year to raise funds to enable Razorback football player Lynn Norton to receive specialized treatment at a Texas hospital. Norton suffered spinal injuries in an automobile accident last summer.

Other members of the task force are state Rep. Vada Sheid of Mountain Home, state Sen. John F. Bearden, Jr. of Leachville, University of Arkansas Athletic Director Frank Broyles and Mrs. Nell Balkman, director of the Arkansas League of Nursing.

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#### CARVELL HIT BY CAR WHILE ON DUTY

Jim Carvell, Sr. of Traffic Services was hit and seriously injured by a motorist at Morrilton on February 8. He remains hospitalized at Baptist Medical Center.

Carvell, one of Traffic's administrative officers and a long-time employee, was standing on the shoulder of Highway 9 near the fire station discussing the location of a traffic light pole with Morrilton's police chief when a motorist traveling north ran partially off the road onto the shoulder where Carvell was standing. He sustained a broken left leg, multiple right knee injuries and lacerations of the right hand. The accident occurred about 3:30 in the afternoon.

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#### Continued The Move to Metric Measure.

Some highway departments are beginning to design plans in metric measure. Specifications for all military weapons are now stated in metric units. Army contour maps have been shown in meters since 1947.

An International Conference on Metric Education was held in Biloxi-Gulfport, Miss. in January of this year to acquaint teachers and administrators with the resource people who can assist them in developing programs for teaching the metric system.

## I-630 Model Displayed During Engineers' Week



Information Officer Bill Looney points out features of the freeway route to Mr. and Mrs. Steven Willis of Bryant.

A scale model of the proposed route of I-630 (Mills Expressway) through downtown Little Rock was displayed at The Mall shopping center in Little Rock as part of the observance of National Engineer's Week, February 17-23.



Bob Kessinger of P&R explains the fuel consumption display to Debbie and Dana Dooms of 7913 West 29th Street in Little Rock.

Also on display was an exhibit by the Research Section of the Department showing how better roads improve gasoline mileage.

Copies of the 1974 tourist map were handed out by AHD personnel who were on hand to answer questions.

## Transit Planning Unit Established

A Transit Planning Unit has been established within the Planning and Research Division to coordinate all transportation planning. Since Governor Bumpers in 1969 assigned the Highway Department the responsibility of coordinating all transportation planning in the state, the coordination effort has been accomplished by various sections of P&R. Increased emphasis now being placed on alternate modes of travel and changing highway user characteristics as a result of the fuel crisis, made it apparent that the coordination effort should be consolidated within a single unit.

Specifically, Transit Planning will be responsible for coordinating Arkansas' part of the National Transportation Study and subsequent updates. Other responsibilities will include:

1. maintaining liaison with transportation development projects on Arkansas River,
2. developing railroad and AMTRAK information,
3. representing the Department in the Multi-Modal Transportation Corridor study,
4. developing lines of communication with the Urban Mass Transit Assistance (UMTA) of DOT,
5. investigating potential of rural public transportation, and
6. promoting use of containerization as a means of developing an integrated transit system.

Ed Johnson, who is currently serving as study coordinator for the National Transportation Study, will be in charge of the new unit. He will be assisted by environmentalist Bob Tyler and Betty Wiggins, A.I.P.

# Highway Trash Barrels Being Removed



State Highway Department officials, weary of the lack of public cooperation and misuse of the highway "drive-by" trash barrels, have decided to remove the barrels at most locations. AHD Maint. Engr. Bert Rownd, whose division empties and maintains the barrels, said they provided a worthwhile service to

many motorists and their removal was regretful but the Department saw no other alternative.

For the past several years the Department has furnished trash barrels along state highways as a courtesy to motorists, who could drive by and deposit car trash without alighting from the car. As many as 100 containers have been in use at one time.

From the outset, vandalism and misuse of the barrels has been a problem. In a few locations, usually where barrels were located near a municipality, people in the area have dumped their home garbage in the barrels or on the ground beside the barrel, creating an eyesore. When requests that barrels not be used for that purpose went unheeded, the Department had no choice but to remove the barrel.

That problem has increased and become more widespread, particularly during the last two years, so that more and more barrels have had to be removed. The barrels are emptied by Department maintenance crews as a part of their work schedule but no regular time is set up for that particular activity, except for those at rest areas, roadside parks and weight station pull-outs, which are emptied daily. Barrels at more isolated locations are emptied at least once a week but perhaps only once, so that the stench and distasteful sight of home garbage dumped into or by a barrel, discourages motorists from stopping to deposit car trash.

*continued from page 7.*

## NOTE TO ROYAL GUARD POLICYHOLDERS

Employees who received an accounting of their Royal Guard escrow fund and are not satisfied with the accounting, may ask for a detailed breakdown of the escrow fund by making a written request to:

Royal Guard Attention: Frank Tuthill

150 William Street

New York, N. Y. 10038

Employees who had coverage prior to March 1972 may be due a dividend from Royal Guard. If you had coverage prior to that date and did not receive a dividend check, you may inquire if one is due by writing to:

Royal Guard Attention: S. L. Spring

3725 Blackburn Street

Dallas, Texas 75219

The economic advantages of A.A.T. cannot be overstated. Region 15 of the Federal Highway Administration, with headquarters in Arlington, Va., set up a group of 30 demonstration projects encompassing the complete spectrum of highway engineering technology. They made aerial analytical triangulation Project No. 1. The projects will be demonstrated nationwide to promote highway engineering research and development.

In addition to Arkansas, successful A.A.T. demonstrations have been conducted in Florida, Mississippi and Nebraska. As a consequence, Mississippi and Nebraska have already obtained the necessary equipment and gotten A.A.T. programs underway.

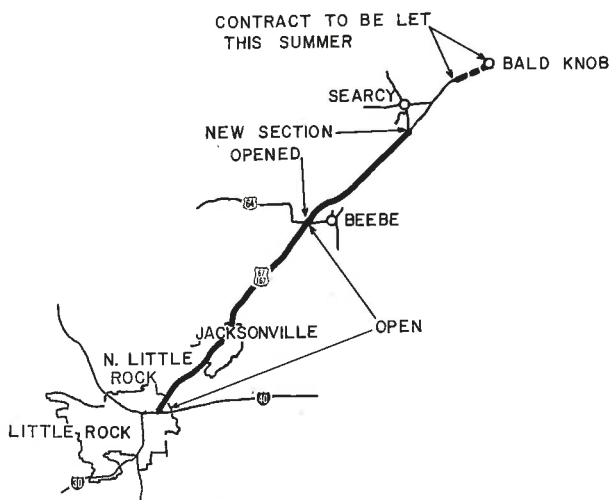
## Employee Badly Burned In Gas Explosion



Millard Raby, 58, of 5609 Sonora Drive in North Little Rock, was severely burned March 4 when the blade of the motor patrol he was operating accidentally struck a booster gas line near Hot Springs. The gas exploded and threw Raby from the machine. He said he realized when he hit the gas main and feared an explosion but could not get the machine into reverse gear in order to move it back before the explosion. Flames reportedly shot 80 feet into the air and burned for more than an hour.

The accident occurred about 3:20 p.m. as Raby was blading shoulders on Highway 7 a half-mile outside the north city limits. Raby, a member of Garland County Area Foreman Don Stovall's crew, was rushed to St. Joseph's Hospital. He sustained first and second degree burns about the face, arms and legs. After a few days Raby was able to be transferred to Memorial Hospital in North Little Rock. He expects to leave the hospital about March 15. The motor grader was a total loss.

## 14 Miles of U.S. 67-167 Opened



A 14-mile section of U.S. 67-167 from the junction of U.S. 64 at Beebe to near the south city limits of Searcy was completed and opened to traffic late in February. The four-lane freeway type highway was constructed at a cost of more than \$8.6 million. It is expected to carry more than 14,000 vehicles per day in the future.

A 3.8 mile bypass of Searcy, costing more than \$3.4 million, is under construction from where the new section ends to the junction with the U.S. 67-167 city route (Race Street). It is expected to be completed late this year.

A \$7.4 million contract for four additional miles of construction from Race Street northeastward to the junction of Highway 157 was awarded in October of 1973. The Highway Department anticipates awarding a contract this summer for construction which will carry the highway to Bald Knob. The entire route from Jacksonville to Bald Knob is being built four lanes wide on new location. U.S. 67 carries the heaviest volume of truck traffic of any highway in the state.

# Accident Prevention Honor Roll

A total of 65 field supervisors received certificates of safety because their crews worked the entire 1973 calendar year without a lost-time personal injury or a chargeable accident to a motor vehicle or equipment. Awarding a certificate for each year worked without lost-time injury or chargeable accident was begun eight years ago by the Safety Section to build incentive in using safety practices. The only remaining group which has completed eight years is Res. Engr. Gary Godfrey's crew of Harrison.

Seven other crews are close behind with seven years each. The years are cumulative and not necessarily successive. For instance, a crew could work three years, have an accident or injury the fourth year, work three more accident-free years, and accumulate six years of safe job performance. Sixteen crews completed their first year in 1973.

Jacksonville — C. B. Brooks, Jr., Equipment Supervisor (5).

Surveys — Bobby M. Brown, Party Chief (7); John L. Adams, Party Chief (5); Neal Magee, Party Chief (5); Gerald T. Kirksey, Party Chief (7); B. F. Prince, Party Chief (6); D. D. King, Party Chief (1); John A. Sims, Party Chief (7); Harold Wacaster, Party Chief (4).

Photogrammetry — Roger Taylor, Photogrammetrist (1).

District 1 — H. M. Ross, Area Foreman (4); J. L. Carter, Area Foreman (4); A. L. Jones, Helena Bridge (1); V. H. Shassere, Resident Engineer (3); A. H. Cockrill, Resident Engineer (2).

District 2 — John Merle Hollis, Job Superintendent (4); Virgil Green, Job Superintendent (7); Joe Hayes, Job Superintendent (5); Aubrey M. Murphy, Crew Leader (5); Victor M. Brown, Jr., Signman (4); W. H. Poston, Ferry Foreman (5); G. D. White, Area Foreman (1); R. L. Morgan, Area Foreman (1); Floyd Fulbright, Area Foreman (3); S. R. Lyons, Area Foreman (1); Van Bratton, Jr., Resident Engineer (2); M. D. Bagwell, Resident Engineer (2).

District 3 — John William Barham, Sign Foreman (7); Hermit Vestal, Ferry Foreman (6); K. L. Harris, Resident Engineer (3).

District 4 — J. R. King, Job Superintendent (3); Leo Seals, Job Superintendent (2); C. L. Oliver, Sign Foreman (6); D. W. Carpenter, Sign Foreman (3); C. E. Trammel, Sign Foreman (1); B. G. Sanders, Area Foreman (3); A. O. Zimmer, Area Foreman (1); V. O. Selby, Resident Engineer (1); Jack

Coleman, Resident Engineer (3); C. W. McMillan, Resident Engineer (1).

District 5 — Edgar McClure, Job Superintendent (2); Kirby Johnson, Job Superintendent (3); A. L. Coles, Sign Foreman (3); B. J. Weaver, Area Foreman (3); S. L. Swink, Resident Engineer (3).

District 6 — W. P. Anderson, Resident Engineer (1); Doyle Bratcher, Sign Foreman (7).

District 7 — Harry T. Castelberry, Area Foreman (3); Thomas Lee Lindsey, Area Foreman (1); Jodie Waddle, Area Foreman (2); Jim Buck Gates, Ferry Supervisor (6); Kenneth Watson Dunn, Sign Crew (7); L. D. Hopper, Equipment Supervisor (2); A. W. Hardy, Jr., Resident Engineer (4); R. E. Myers, Resident Engineer (2); M. J. Reese, Resident Engineer (1).

District 8 — Ewin Caudle, Job Superintendent (4); Joe DuVall, Sign Foreman (5); Opie Winningham, Area Foreman (2); Elmer Smith, Resident Engineer (6); T. D. Casey, Resident Engineer (4).

District 9 — John Parker, Job Superintendent (1); Jack S. Dickey, Sign Foreman (1); Gary L. Godfrey, Resident Engineer (8).

District 10 — J. M. Cameron, Resident Engineer (1).



## Short Course to be April 4-5

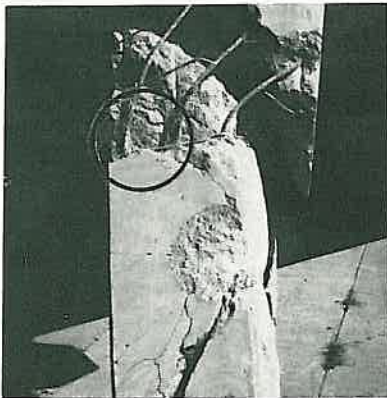
The 19th Annual Highway Short Course will be held April 4-5 at the Fayetteville campus of the University of Arkansas. The two-day meeting is an annual workshop co-sponsored by the Civil Engineering School of the University and the Highway Department to acquaint engineers with new methods and processes and to discuss mutual problems.

Commission Chairman Maurice Smith, President Sam Clark of the Arkansas Chapter of Associated General Contractors, and FHWA Division Engineer C. F. McMillen will preside over the three meeting sessions.

Subjects to be discussed include effects of the energy crisis, certification acceptance, geology in the planning process, labor relations, the state-aid program and material shortages in the highway industry.

A banquet for engineers and their wives will conclude the meeting.

## Truck Shears Off Overpass Column



Ronald Ladd of Dallas, Texas was driving a tractor-trailer rig carrying a load of heavy machinery about 7:40 the morning of February 20 when it suddenly went out of control and struck a column of the Airport Road overpass on I-40 near Carlisle, shearing off the column. When Ladd and his wife climbed down from the truck and surveyed the damage to the truck, the load, and to the overpass structure, the sickening reality of the damage costs quickly registered in his face. No estimate of the damages to the rig are available but he said the load he was hauling cost about \$150,000. It was heavily damaged. Cost to repair the overpass was about \$7,000., according to Heavy Bridge Maint. Engr. John E. Hall, who was on the scene in an hour after the accident happened.

But Ladd just didn't know how lucky he and Mrs. Ladd were. In a freakish sort of way, an upper portion of the column broke away (see inside circle in photo) from the remainder of the column and from the concrete cap above it. Wedged between the bottom of the cap and the top of the trailer, it moved along with the truck until the truck stopped.

The fragment of concrete acted like a jack and was probably all that kept the entire overpass span from coming down on the truck. Hall said if the entire span, which dropped eight inches after the column was knocked out, had come

## Obituaries



Charles E. Gibbons, 69, of Bigelow, died Saturday, March 9 in a Little Rock hospital of injuries suffered Friday when a tractor turned over on him in a freakish accident. His son, Lee Gibbons of the Traffic Services Division, was with him at the time of the accident.

Gibbons was employed by the Highway Department a total of 28 years and had been area foreman of Perry County for several years before he retired in March, 1970. He was both a former mayor and alderman of Bigelow and a former School Board member. He was chairman of the Perry County Election Commission. His son-in-law, Cal Porterfield, is also employed by the Highway Department in the radio shop.

Survivors in addition to his son, are his widow, Mrs. Opal Brown Gibbons; two daughters, Mrs. Porterfield of Little Rock and Mrs. Walter Tullos of Ashdown; one brother, Frank Gibbons, Bigelow; two sisters, Mrs. Bill Green and Mrs. Hattie Zimmer, both of Little Rock, and seven grandchildren.

Funeral services were held Monday, March 11 at First Baptist Church at Bigelow, where he was a long-time member. Burial was in Volman Cemetery by Harris Funeral Home. Employees and retired employees of the Department were honorary pallbearers.

down, repair costs would have probably run more than \$100,000.

The truck first struck the guard rail some 30-35 feet ahead of the column, and pretty well flattened it. However, the guard rail held and deflected the truck from leaving the roadway. Mrs. Ladd was asleep in the compartment behind the seat and fortunately was on the driver's side when the truck struck the overpass bent. She was uninjured and Ladd received only minor scratches and bruises.

The overpass was closed and bridge jacks placed under the span until repairs could be made. It was the first column of a structure on the interstate to be completely destroyed, though many others have been hit. No other vehicles were involved.



**SERVICE AWARDS** — Chief Counsel Thomas Keys, and Bob Thornton and Jim Fooks of Right-of-Way have received service awards since the last issue. Thomas received a 15-year certificate the first of March, presented by Director Henry Gray.



Tom Keys, left, who likes to look dour and implacable under those John L. Lewis eyebrows, doesn't always, as evidenced by the quizzical half-smile above while Director Gray presents his award.

Bob Thornton, head of the Relocation Section, has completed five years of service. Right-of-Way Chief Don Martin presented the award.



Bob Thornton, left, and Don Martin.



Jim Fooks, left, and Herbert Hooten.

Jim Fooks of the Appraisal Section has also completed five years. He received an award from Herbert Hooten, head of the section.

**RETIREMENTS** — Three long-time employees, representing a total of 87 years' service, have retired in recent weeks. J. C. Perkins, inspector with the Maintenance Division, retired in February after 33 years of service. An open house was held for him and Ruth on the 8th. His pleasant countenance is missed.



Ruth Perkins helps J. C. cut the retirement cake.

Joe Hicks has retired from his job as a designer in Roadway Design after 29 years. Mrs. Hicks came out to enjoy a retirement party with him.



Mrs. Hicks holds a plaque made especially for Joe by co-worker Marvin Bunch while Joe displays the party cake.



Alton Beard holds granddaughter Melanie. With them are Mrs. Beard (Dorothy), Debbie and little Emily.

Alton Beard, a chemist in Materials and Tests, retired February 28 upon completion of 25 years of service. M&T employees gave a party in his honor. Mrs. Beard and their daughter-in-law Debbie and the granddaughters came out to share the day with Alton. Son Travis and daughter Sue Ella were unable to be present.

**OTHER NEWS ITEMS FROM M&T** — We recently learned of the death of James Dale Tay-

lor, an asphalt inspector, on December 20. He lived at Walnut Ridge and lacked one day being employed by the Department 22 years. Survivors include his widow, a stepson, a step-daughter, his parents, Mr. and Mrs. Orin S. Taylor of Mammoth Spring, a brother, a sister and four step-children.

Bobby Hughes recently received a pin and certificate for 20 years' service and was treated to cake and punch.



M&T Engr. Joe Magness, right, presented Bobby Hughes' certificate.

R. M. Hickey is back at work after being off several weeks due to illness.

D. L. Barrow, one of the inspectors, resigned March 22. He lives at Pine Ridge.

Brenda Allen, daughter of George and Carolyn Allen of Warren, married Gary Ashley on March 22 at Warren. Gary is an assistant squad supervisor in Bridge Design. His brother-in-law officiated. The newlyweds are residing at Winston Terrace Apartments. George Allen is an inspector for M&T.

Tom Stroud, coordinator for Weights and Standards, spoke to the Little Rock Sertoma Club on March 13 about the history and responsibilities of the Weights Division.

An amusing note was received from Mrs. Howard Stern of Pine Bluff. She exclaimed over the glogg recipe we ran in the December issue and suggested we name it "One-for-the-Road Punch" or "Head-on Punch." Mrs. Stern didn't say whether her suggestion was derived from experience or conclusion. We don't know — we didn't have the nerve to try it.

James Hixon, the watchman at the Jacksonville Shops, is proud of the fish he is displaying in the picture below. He snagged the 2½-pounder while pole fishing with a minnow in Lake Conway near the Mayflower exit.



James Hixon. Anyone want to take fishing lessons?

## DEPARTMENT NEWS

### BRIDGE DESIGN

BONNIE WESSON

So, well, into summer with just a breeze coming through the open window, we find that last year's casual attire has been stored with the winter things and, with our arms stuck to the desk, we are trying to figure out how to "take it off" without appearing loose. Who would have guessed that the energy crisis would be a personal thing!

A new design squad has been formed in this division and is under the able supervision of John Sage. Jim Kuykendall was promoted to squad supervisor of an existing design squad. Dallas Vire is Jim's assistant. Dale Loe, squad supervisor, is now assisted by Gary Ashley. Nearly everyone was reassigned in a squad. John, Jim, Dallas and Gary are great to work with and we congratulate each one.

Tom Ballard is a recently-employed draftsman in Jim Kuykendall's squad. Tom talks on his hands, which is interesting for the rest of us. We are learning to communicate without words and we appreciate Tom's sense of humor. (We've learned some great insults, too.)

J. P. Sumner is still trying to conquer his trail bike. He tries to ride it and it tries to drag him. The weather has been perfect for riding (rain is fun). It makes me envious to see everyone profiling around in the breeze when my legs are stuck to the bucket seat.

We are glad that Jim Darnell is back to work after a reported illness. Rumor has it that he was in jail for streaking.

Most of us are in carpools and they are some experience!! Not only do you have your own hassle of getting to work, but several others, too. The carpool I am in has never been together as a group.

Never! All overslept on the same morning (Vanessa, Debbie and I take turns; keeps the guys alert); and "who's driving" is a last minute decision. These certainties add interest to the rush hour and the rest of the day seems like no problem at all.

One last thing, I received my 5-year service pin from my boss, Veral Pinkerton, who said some very nice things. He even brought donuts. Mr. Pinkerton brings me the biggest, most beautiful, roses that I have ever seen. He grows them himself. It's GREAT being a minority person.

### FINAL ESTIMATES

RON COFER

Charlene Foster has been employed as a clerk typist in our section since the last issue of the magazine. She came from Louisiana, is married and has two real cute little girls. They are residing at Bryant while her husband Jessie is attending Mid-America Baptist Theological Seminary. He has two more years. Charlene's hobby is sewing. She makes most of her clothes.

Well, our resident cowgirl, Ann Witham, has ridden off into her last sunset (as a single girl, that is). She "got hitched" March 2. The guy who hog-tied her (or is trying to) is Freddy Harrell from the Bryant-Salem area. They are presently living in Salem but are buying 79 acres in the Mt. View community where they plan to build a house in the near future.

Our office gave Ann a little party on Friday, March 1. She received several useful gifts. The Harrells' wedding day was unusual. After the wedding the bride and groom and about 25 friends went dining and dancing until midnight. Then Ann and their friends gave Freddy a surprise birthday party at their home which went on till 4:00 a.m.!! Kind of unusual, huh???



Ann Harrell

Dunc Duncan's wife Mary has been pretty ill lately but has not returned to teaching. We hope that everything goes well for her.

Dub Rogers is already planning his annual trips. He doesn't know yet when or where he is going, but since the traveling fever has hit him, it's for sure that he's going somewhere — he always does.

Joe Lewis has been fighting the gas shortage pretty successfully since he acquired a 1972 Gremlin. He says he really likes the little car, which is surprising, since he has always driven a big Pontiac.

Boss Raymond Jones is praying for some good weekend weather this spring and summer, as he and his family do a lot of camping around Arkansas' beautiful lakes. Last year they enjoyed a camping vacation in Colorado.

Another camper in our office is Victor Moody. He and his family usually take weekend trips to Lake Ouachita. They set up camp, relax and swim and eat — really do it right. Sounds like fun!

Anyone who likes pepper-hot food needs to talk to Neda Yoder. She mixes hot peppers with dill pickles and, man, they are good! The taste is so different from ordinary dill pickles. Be sure to keep a couple of gallons of water handy because sometimes you get one that burns so bad you can't see straight!! (That sounds like the voice of experience speaking, Ron. Ed.)

John and Susan Wilson celebrated their first wedding anniversary December 24 with dinner at Sir Loin Inn. The Wilsons



are a very industrious couple. They made all the gifts which they gave to their family and friends last Christmas. Susan graduates from UALR this fall and will begin teaching in an elementary school.

Well, it's gardening time again and the gardening bug has bitten several people in our office, including me. Our secretary, Laura Malone, and her two-year-old daughter, Heather, started their garden last weekend. Needless to say, this is Heather's first attempt. Gary Joe Lewis and Dunc Duncan are putting in gardens this year, too. Now you know where you can get some fresh vegetables, since all of us are professional gardeners.

Shorty Bradford from Chip Young's residency, has been transferred into our office for a short while to help check final estimates. Shorty prefers working out in the field, but we've enjoyed having him in the office for awhile.

## PERMIT SECTION

SAMMYE MARTINEZ



Jess Downie

We welcome Jess Downie as a new employee in our office. He was formerly employed by Western Union, is married and has three children.



A bargain is something you figure out a use for after you have it.

March-April, 1974

## PLANNING & RESEARCH

KATHY KING

Two employees have received 5-year service awards since the last issue of the magazine. Troyce Wilson, secretary to Div. Engr. Al Johnson, completed five years in January and received a certificate presented by Mr. Johnson.

Polly Cloud of Current Planning Section completed five years in February. Section Head Jim Head presented her award. Congratulations!



Al Johnson and Troyce Wilson



Polly Cloud and Jim Head

A new section called the Transit Planning Unit has been set up in our Division. It is headed by Ed Johnson, with assistance from Betty Wiggins and Bob Tyler. Bob's sports and baby talk are missed since he transferred from Economics to Transit Planning. He kept everyone up-to-date on Jerry Eckwood and the Miami Dolphins, among other things.

Victor Hicks joined the Division in

February as a new employee in Mapping. Welcome, Victor.

John Robertson, one of Economics' bachelors, and Judy Spees were wed February 3 in St. John's Lutheran Church at Fayetteville. Best wishes to both and may they have a long and happy life together.



Christina Bosley, going on 1 year.

Pictured above is the boss of the Bosley household. Christina, the daughter of Glenna and Skipper, will be one year old on April 29. She is the center of attention in Economics whenever she comes to visit.

Our congratulations to John Hume's mother who celebrated her 89th birthday February 19.

## REPRODUCTION

JERRY DIXON

All of us welcome Bill Black back to Reproduction. His leg injury limits his duties, but he was willing to push himself to return, nevertheless. Bill has endured much pain. In fact, the skin graft afterward, he says, was more painful than the gunshot wound. We'll take your word for that, Bill!

Ron Lewis is having car troubles! Just after the warranty expired on his '72 VW, a piston rod broke and the engine blew up. Ron is trying to get the dealer to split the repair cost but has lost the battle so far. Then while towing the VW with his '52 Ford pickup, he damaged both

vehicles and the truck quit, too! Why do they call it a Super Beatle? Anybody want to buy a VW or a '52 Ford truck?

Patsy Latson and Alma Stephens accompanied their husbands, who are part of the Scimitar Temple Shrine Clown Unit, when the clowns visited Crippled Childrens Hospital in Shreveport, La. on March 2-3. The group went by chartered bus. While there they toured the hospital and saw the different classrooms and workshops for the children. Who do you suppose enjoyed the trip the most, the Shriners or the children?

Frank and Janean Knowles must be in pretty good physical shape! Janean just sold her Honda 70SL and bought a Yamaha 100 Enduro. Frank's bike is a 125 Enduro. They not only ride together—they're also taking karate lessons. If you don't hear the cycles revving up, you may hear the chop-chop of hands and feet . . . and down come the walls! Who's gonna win?

Debra and Danny Allen are off to Six Flags for the weekend. They may go on to St. Louis to a dog show. The Allens had hoped to enter their malamute, Juneau of Cholla, but due to a leg injury, Juneau cannot be shown for another four weeks. Good luck on your future shows, Debra.

Chris Parker is still undecided on the school and courses to take, but he's pretty sure he will go around fall. He recently returned from a nuclear weapons school, courtesy Uncle Sam, but where can he use that training here in Reproduction?

Tommy Daniel is attending the NCO Academy. After the final two weeks in Oklahoma or Kentucky, Tommy hopes to be promoted to a sergeant E-6. We'll know in July — that's when the two weeks are up. Stand up straight, Tommy!

We Dixons have been doing some kite flying with our two children. As soon as one got up, another little fellow needed help. We couldn't have them crying so we offered all the assistance possible. (Climbing the tree to retrieve one kite wasn't the easiest but it brought a big smile to the faces of the onlookers.) That's the way things are in apartment complexes.

## RIGHT OF WAY

by the staff

### ENVIRONMENTAL DEVELOPMENT

By the Staff

Charles Waring and Jim Walker are new employees in our section. Charles is a draftsman. Jim has somewhat of a dual function. He is assisting sociologist Gwen Sheffield with environmental impact statements, and working with outdoor advertising coordinators on the billboard program. Both Charlie and Jim are batchelors, so they're open game to the fairer sex.

Another addition to the Section's ranks is Joshua Marion Searcy Wilson, born February 18, just in time to celebrate George Washington birthday holiday. Staff ecologist Steve Wilson is, of course, Josh's proud father.

Now that "spring has sprung", there are few weekends that you'll find the environmentalists on the home front. Bryan Davis, Steve Wilson, and Jim Gaither usually hit the water for a little canoeing and fishing while Jim Walker takes to the woods for some camping. Charlie has a different opinion of an outing, his weekends are spent at Oaklawn watching those ponies run. By the way, the last I heard, Charlie now owns about 100 yards of the race track, or at least he should!

### ENGINEERING SECTION

PAT BABBITT



Fred Williams, head of the Engineering Section, presented Steve's award.

Congratulations to technician Steve Crook for receiving a five-year pin. He has a birthday coming up this weekend and we are planning a party at Shakey's. By the way, Steve is single and lives in Sheridan.



Ray Sherwin, right, accepts going-away gift

Ray Sherwin departed March 8 to work with the Little Rock Fire Department. We hated to see him leave. He left a void in our office that can never be filled. (Hopefully). All kidding aside, we will miss him but wish him the best of luck. All of us enjoyed the cake and coke party on his last day. Fred presented him a going away present. Ray promised us if there was a fire at the Highway Department he would know which floor to send the ladder to first!



Gary Anderson

Gary Anderson, a 1972 graduate of Parkview High School in Little Rock, is a new draftsman. He attended Petit Jean Vocational Technical School and has two brothers and one sister. Gary lives in Little Rock with his family.

We are looking forward to Springtime. Some of us have already started camping and fishing. Kay Winkle went camping this past weekend and really had a great

time. The weather was perfect.

Wedding bells rung January 11 for Joe Daven and Beverly Scott, in a candle-light ceremony in Geyer Springs First Baptist Church in Little Rock. After a wedding trip to Marble Falls, the happy couple is at home in Little Rock. Beverly works for Wel-Bilt Products and Joe is a Draftsman in our Section.

## SECONDARY ROADS

SHIRLEY WESSON

This Division welcomes Jack Weston, a former employee of Surveys. He came back to the Highway Department in February and is now our staff assistant.



Don Potter

Don Potter, a Civil Engineer III, was among 19 engineers who were certified by the State Board of Professional Engineers. The certificate was presented at the annual meeting of the Arkansas Society of Professional Engineers in Hot Springs.

Don began his highway career in 1965 as a junior draftsman. Afterward he was promoted to roadway designer, then engineering assistant before being made Design Section Head in 1968. Having now completed 17 years with the Highway Department, his duties include scheduling, design and supervision of construction plans on Secondary Roads. Congratulations, Don, for this great accomplishment!

Phillip O'Dell, a draftsman, was married Saturday evening, February 23 to Miss

Cynthia Kay Stokes in Fairview Baptist Church. Rev. Don Lutrick officiated at the ceremony, with wedding music presented by Mike Cozart and Miss Judy Garrison.

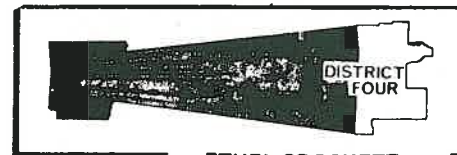
Given in marriage by her father, the bride wore an A-line organza gown. A reception followed at the church. The couple spent their honeymoon at Red Apple Inn, but are now at home in Little Rock, where Cynthia is a secretary with the Hickman Agency. Phillip and Cindy, all of us wish you the best of luck and happiness always.



Cynthia and Phillip O'Dell

On Monday, March 4, this reporter celebrated her birthday. It was a wonderful day of fun. Thanks to all my friends for the nice gifts and for making my day a happy one!

## DISTRICT NEWS



ETHEL CROCKETT

Three District 4 employees have received service awards since the last issue of the magazine. Margarett Parnell, fuel clerk, has completed 10 years; Res. Engr. Jack Coleman of Van Buren has completed 15 years; and Gene Holloway of Coleman's crew, has completed five years.



Margaret Parnell and Maint. Supt. H. L. Hodnett, who presented the award.



Dist. Engr. Calvin Peevy, left, presented Jack Coleman's award.



Jack Coleman presents the award to Gene Holloway.

A retirement party was given Friday afternoon, March 1 in honor of Dist. Bridge Supt. L. E. Sanders. Lek retired February 28 after 18½ years of employment.



Calvin Peevy presented Sanders' goodwill certificate. H. L. Hodnett is at right.

Calvin Peevy SAID he raised this turnip in his wife's flower bed. If you have any doubts, ask Area Foreman Columbus Dalmut at Greenwood. (Ethel, are you trying to tell us Columbus raised the turnip in HIS wife's flower bed? ed.)



Calvin Turnipseed . . . er, Peevy, the gardener of the week!



We welcome Jack Canant as the new office manager at District 6. He has been in administrative training for the past six weeks and has now returned to the District 6 office.

Congratulations to Ray and Eileen Taylor on the birth of their baby girl, Jennifer Rae, born January 10. Eileen is a former clerk typist at the District 6 office.

Sympathy is extended to the family of Jimmy Dell Browning, a former employee of District 6. Both Jimmy, 26, and his brother Lester, 32, died when fire demolished a frame house in the Point View community about 10 miles south of Benton on March 10. They were repairing the house, which belonged to their sister.

Jimmy was a native of Star City and employed by AMF. He worked for the Highway Department as an equipment operator twice between July, 1971, when he was first employed, and November 16, 1973 when he resigned the second time.

Funeral services were held March 12 at Ashby Funeral Chapel in Benton with burial at New Home Cemetery in Jefferson County.



Norman Pumphrey held the State Inspectors' School at Southwest Technical School in East Camden the week of February 25. The 85 inspectors attending were accommodated in the school dorm and received their meals in the cafeteria. We have heard this was the best Inspectors' School the Department has held.

Several employees have received 15-year service awards, including Jesse M. Roberts, maintenance repairman; Johnnie E. Mosley, Percy D. Morton and Albert R. Rowe, equipment operators, and Clark County Area Foreman Homer L. Wilson.

Jack Wallace, maintenance repairman, and William M. Sanders, equipment operator, received 5-year awards.

We wish for Jack Cubage an enjoyable retirement. He was a maintenance supervisor before retirement on January 4. Come to visit us often, Jack. You are missed.

District 7 now includes Lafayette County. Jodie Waddle is the area foreman. We are happy to have him and his crew as a part of our district. We don't have a picture of Jodie but we do have photos of his two daughters, granddaughter and son-in-law, so we will introduce them. (They're prettier anyway.)



Judy and Jim Westmoreland, with April Ann born November 27.

The curve of a smile can set a lot of things straight.



Penny, Jodie and May's 12-year-old daughter.

Ralph Toward, George Lindsey and Arlene Davis, with some assistance from the men in the shop, gave a picnic dinner for the men from the office, shop and Ouachita County and their families. All report having a good time and a delicious dinner.

Leon Sneed has been holding safety meetings throughout the District. We look forward to his visits.

Dianne Tuberville, receptionist, has returned to work after being off on maternity leave. Little Stefani Nicole is now three months old.



Stefani Nicole Tuberville



Sherri Dixon and family.

Sherri Dixon, who has been working as receptionist in Dianne's place, transferred to Bob Myers' office March 7.

Bradley County Area Foreman and Mrs. Dick Reddin and Jimmy Smith have built a new home in Bradley County. They plan to move in next week.

Angela Livingston, lovely daughter of Dist. Maint. Supt. and Mrs. John Livingston, has been chosen finalist in the 1974 Miss Arkansas Teen-ager Pageant, which will be held June 29 at the Arkansas Arts Center in Little Rock. She is being sponsored by the Camden Chamber of Commerce, Rotary Club, Lions Club and Kiwanis Club. Contestants will be judged on scholastic achievement, leadership, poise, personality and appearance. Angela is the granddaughter of Mr. and Mrs. Ed Livingston. Her hobbies include sewing, swimming, twirling, dancing, cooking, writing, and playing the flute and bassoon. (Looks likes a winner. Ed.)



Angela Livingston

Herman H. Belk of Roadside Development has planted several trees on the grounds of the headquarters.



Belk with Mary Nell Carlson.

Dist. Engr. Coy Campbell spent an

enjoyable and enviable week fishing in Mexico. He didn't bring pictures, but the trip will be long remembered.

John and Beverly Beasley are proud of the little lady above. John is office man for Bob Myers' residency.



Dana Beasley

Rommie Belt, equipment operator, and his wife Opal have a new granddaughter. Ginger Deanne was born March 10 to the Belts' daughter and son-in-law, Connie and Ronnie Davis.

District 7 personnel attending the Resident Engineers' Conference in Little Rock were Coy Campbell, Claude Parton, Bob Myers and John Watkins of Camden; A. W. Hardy and Mike Thompson of Magnolia; and Mickey Reese and Dallas Smith of El Dorado.

#### REESE'S RESIDENCY

ELAINE McKINNON

Harris Hearnberger and Stan Smith attended the Construction Inspection Course in Camden February 25-March 1. They enjoyed the course and were supposed to have learned a lot.

Red Hatridge is out of the hospital and back at work. We're glad Red's back - missed him a bunch!

We are proud to introduce several new employees: Red Dorsey, Eddie Peppers, Terry Don Hanson and Danny Pittman.

Huston Sage transferred to the Materials and Tests Division in September, 1973. We miss him but wish him good luck at M&T.

Birthdays celebrated in January: Earl Shrewsbury and Bob Harrell. In February:

Stan Smith, J. R. McVay and Red Hatridge. Coming up this month are Dallas Smith and this reporter's.

Larry Beard has been on Naval Reserve duty in Norfolk, Va. for the last two weeks. This reporter will be glad when he returns so he can have his job back!



Those receiving recent service awards are: Oneil Reece, 20 years; Woodrow Applegate and R. L. Crites, 15 years; and Donald Hill, 5 years.

Three employees retired recently H. T. Smith, who worked for Van Buren County, retired after 25 years with the Department. Carl Khilling retired after 18 years of service with the District-wide crew. Paul Jobe, who worked in Faulkner County, retired after 10 years service. Our best wishes to these men in the years ahead.

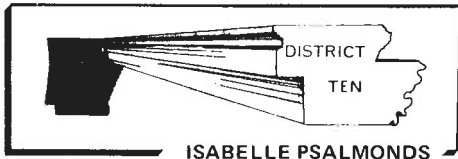
Rodney Smith began work in the District Shop January 21 and says he "really likes working here." He and his wife have a 2-year-old son, Shawn Allen. Rodney's spare time is spent tinkering with lawn mowers and motorcycles. He also likes to ride motorcycles.

Another new employee is William "Bill" Mercer, who replaced Michael Eddleman as Stockroom clerk. He is another motorcycle enthusiast, so what time he isn't riding, he's probably with his girlfriend, Marilyn.

Netha Brown is currently recuperating from a broken leg. The accident occurred while visiting in the home of friends in Hot Springs. Netha says she feels fine, but can't move as fast.

Our deepest sympathy to Van Buren County Area Foreman Opie Winningham. Mrs. Winningham passed away March 7 after a long illness.

We were also saddened to learn of the death of Charlie Gibbons, who retired as Perry County area foreman in 1970. Mr. Gibbons died March 9 as the result of a farming accident.



When Clif Martin, resident engineer at Paragould, left District 10 February 18 to assume the position of assistant district engineer at Batesville, his crew had cake and coffee in his honor. They also presented him a gift certificate, which Clif said he would use to buy a suit.



Clif Martin

Danny Stafford has been moved from Jonesboro to fill the vacancy at Paragould created by Clif's promotion. Mike Cameron is the new resident engineer at Jonesboro. Sonny Lofland has been promoted and moved from Nashville in District 3 to establish a new residency in Walnut Ridge. Welcome, Sonny.

Raymond Hamilton, diesel/auto mechanic, retired February 19 after 20 years with the Highway Department. He received a gift from the shop crew and office personnel.



Raymond Hamilton

Res. Engr. Jim Garrett of Osceola taught a basic materials course at Paragould in January. Thirteen Construction personnel passed the course.

Dist. Engr. M. S. Smith, Engrng. Aide Bill Hyde of Osceola; and Engrng. Assts. Bob Glover of Jonesboro and George Moss of Paragould were among those who taught in the Construction Inspection course at Camden February 25-March 1. They reported a good week.

Eight men in the Osceola maintenance crew have successfully completed 21 hours of study in automotive tune-up at Delta Vo-Tech School in Marked Tree. They are Billy Grubbs, Gene Davenport, Earnest Faulkenberry, Jerry Richmond, Leon Richmond, Alex James, Frank Duren and Felix Duren. Congratulations to these employees in construction and maintenance. It is always good when men study and increase their knowledge about their field of work.



Larry Tritch

Larry Tritch, son of Job Supt. James Tritch, will be graduating from Lake High School this year. Congratulations, Larry.



The only people that listen to both sides of an argument are the neighbors.

## Who Is It?



No one identified last issue's Who Is It, however Gene Ashcraft of Construction did guess that the man in the picture is Smiley Burnette of western movie fame. The youngster sitting on Smiley's knee and wearing his hat, is Bob Roberson of Newport, half of Roving Unit 285, W&S. To all those who griped because no clue was given about Bob, we will tell you that this mystery employee is not with a roving unit.



## "OVER 20" CLUB FORMED

A group of AHD employees recently formed an organization called the Over Twenty Club. Membership, which presently numbers 20, is for non-graduate, non-professional employees with a title less than highway civil engineer who have been employed by the Department a minimum of 17 years. For more information, contact Frank Williams, 7422 Vega Drive, Little Rock, 72209, telephone 565-8062. Williams works with Ralph Jones' residency.

## This'll Kill Ya!

Talkative Mrs. Brown was reporting to her husband the events of her club the previous night.

"The gossip was exciting," she said, "but it got so late I could hardly keep my mouth open."

**Go Down Moses.** When God told Moses he would lead the Israelites out of Egypt, He said, "Moses, I have some good news and some bad news. The good news is that you are going to lead the Israelites out of Egypt."

"All right," said Moses, "Let me have the bad news."

"The bad news," said God, "is that in order to lead the Israelites out of Egypt you will divide the waters of the Red Sea — but first you will have to file an Environmental Impact Statement."

There are two times when people worry! When they are single and when they are married.

The seven ages of woman . . . her real age, plus the estimates of three of her friends and three of her enemies.

Washington D. C. is a curious blend of high tensions and high living. One of the crucial questions that has to be found each day is: "What wine goes with aspirin?"

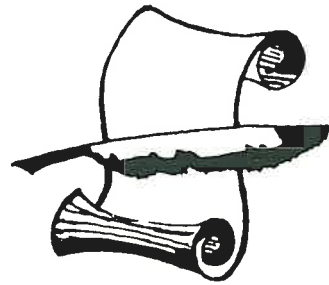
The brain is a wonderful thing. It never stops functioning from the time you are born until the moment you stand up to make a speech.

Adam and Eve were walking in the Garden of Eden when she suddenly asked, "Adam, do you love me?"

"Who else?" he shrugged.

Politician: "Now, ladies and gentlemen, I just want to tax your memory."

Man in audience: "Good heavens! Has it come to that?"



## Letters

March 12, 1974

Dear Sirs,

Would it be possible for you to send me a copy of the October-November, 1970 issue of *Arkansas Highways* (Vol. 16, No. 8)? Either a copy of that issue or the name and address of that issue's cover photographer would be greatly appreciated.

I "discovered" your magazine recently while searching through the periodical section of the local library on an assignment from school. I was struck by the beauty of your cover photographs, and one in particular caught my attention. It was the photograph of a section of Highway 66 between Timbo and Alco in Stone County that appeared on the cover of the October-November, 1970 issue. In that issue, Johnnie M. Gray was listed as being in charge of photography, but the cover photo wasn't explicitly credited.

Could you please send me a copy of that October-November, 1970 issue of *Arkansas Highways* or the name and address of the cover photographer? Any help you can give will be greatly appreciated.

Thank you.

Sincerely,

David Hitchings  
3201 Cross - Baits II  
1440 Hubbard St.  
Ann Arbor, Mi. 48105

## Where Is It?



Last issue's Where Is It? is Highway 43 about 4 miles west of Harrison. Tom Wacaster submitted the picture.



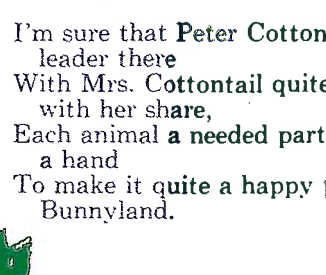
ARKANSAS HIGHWAY DEPARTMENT  
P. O. Box 2261 Little Rock, Arkansas 72203

*Address correction requested  
Forwarding and return postage guaranteed*



## Easter Bunnyland

• Garnett Ann Schultz



I wonder what it's really like in Easter  
Bunnyland  
With all the keen excitement and the colored  
eggs so grand,  
The little carts all laden down, with candy  
toys and such  
And Mother Easter Bunny there, to add the  
final touch.

I'm sure that Peter Cottontail must be the  
leader there  
With Mrs. Cottontail quite pleased, and busy  
with her share,  
Each animal a needed part and there to lend  
a hand  
To make it quite a happy place, in Easter  
Bunnyland.

