

ADVANCE HIGHWAYS

 **SUMMER 1976**



DIRECTOR'S DESK



Director Henry Gray

HIGHWAY BILL BECOMES LAW

We are approaching July 4, which will be the peak of our nation's Bicentennial celebration, and the Highway Department has joined other state agencies in celebrating America's 200th Birthday. We have installed Bicentennial signs, where appropriate, along our highways. And, both our highway map and annual movie are flavored with a Bicentennial theme.

This is a time when we can look back with pride on our many accomplishments, but it also is a time when we should be concerned about the future of our highway program.

On May 5, President Ford signed into law the \$17.6 Billion Federal-aid Highway and Safety Act of 1976. Arkansas' share of this money was about \$23 million, and on May 28 the Highway Commission had one of the largest contract lettings in history — which was made possible by these federal funds.

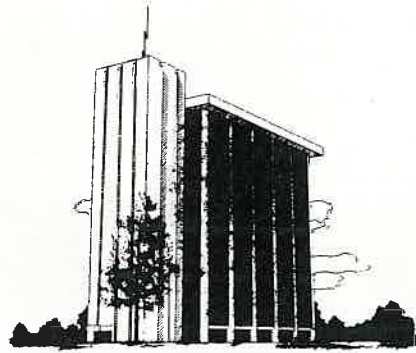
When the federal funds became available, the news media described it as a "windfall" to the state's highway system and implied that our financial woes of the past months were over. This is about as far from the truth as you could possibly get.

The Highway Bill, while made to appear like a big

bonanza, actually is the delayed allocation bill from last October. Congress has been in a dispute over how to distribute highway funds, which caused a several-months' delay and virtually stopped highway construction all over the country. The bill signed by the President is only a compromise measure to get things moving again.

You should be aware that the new highway bill is only a short-term measure, meant to keep the highway and safety programs going for just two years while new approaches to highway development are considered. It is possible that Congress has passed the last "traditional" highway bill. In the future, federal highway financing may be linked with transit, roads, and waterways. If this turns out to be the case, we must be certain that highway interests continue to be well served.

Arkansas Highways



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Arkansas State Highway Department

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Front Cover: Elkorn Tavern - Pea Ridge
National Military Park

Back Cover: Pea Ridge Battleground.

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DIVISION PROFILE

STATE AID

Although Federal financial assistance was available, the Federal-aid Program was not widely accepted by the county officials responsible for county roads. The general objections to the program were higher costs, wider right-of-way, wider bridges, and rigid specifications for materials. Most of these objections were in fact more imaginary than real.

In 1958, several of the Arkansas County Judges visited the State of Mississippi to observe the operation of the State Aid Road Program in that State which had been in existence for eight years. As a result of that visit, legislation was introduced in the Arkansas General Assembly to create a State Aid Program. Act 149 of 1959 created a State Aid Road Program and a State Aid Division within the Arkansas State Highway Department. For some

unknown reason the General Assembly never enacted enabling legislation appropriating the funds for the State Aid System and consequently nothing was ever done toward establishing the State Aid System or State Aid Division.

For many years the Secondary Roads Division administered the Federal-aid county program as well as acting as the design division for Secondary State Highways.

In September 1972, Chief Engineer B. K. Cooper and Secondary Roads Engineer John W. Kizer visited the Mississippi Highway Department to discuss the operation of their State Aid Program.

For many years the Arkansas Highway Commission had received several delegations at each meeting requesting improvement of rural state highways and the addition of many county roads to the State Highway System. Since the needs of the State far exceeded the finances available for road improvement, very few of the county roads were added to the State Highway System. Throughout the State there seemed to be an increasing demand for a road program designed for rural needs.

COUNTRY ROADS, TAKE ME HOME, TO THE PLACE WHERE I BELONG —

The recent popular song "Country Roads, Take Me Home", expressed the almost universal nostalgic longing for a return to the rural environment from which many of us have a vast heritage. As one listens to the words of the singer, vivid pictures of shady lanes, rippling mountain brooks, and winding roads leading to a secluded cabin spring to mind. A serene picture to say the least. But for the most of us, country roads in Arkansas bring to mind clouds of dust, washboard gravel roads or miles of mud.

The State Aid Division, formerly Secondary Roads Division, has the responsibility for administering the State Aid Road Construction Program in the State of Arkansas. The Division was created by Act 445 of 1973 which established the State Aid System and the county road construction program.

Since 1946, Federal Aid Highway Funds have been available for county road improvements on a 50-50 matching basis, with approximately \$15 million used in 64 counties.

During the legislative session of 1973, several bills were introduced in the Senate and House to form a rural road program. There were similarities to many of the bills but the most significant was a bill introduced in the Senate to create a separate Rural Roads Commission comparable to the Arkansas Highway Commission. As a result of much debate and compromise, House Bill 278, co-sponsored by Representative Doug Brandon of Pulaski County and Representative Wayne Hampton of Arkansas County, finally was passed as Act 445 of 1973. The bill received the support of Governor Dale Bumpers and was signed into law.

Under Act 445, the State Aid Engineer is directed to obtain the most miles of State Aid Roads for each dollar with the prime consideration being to provide economical, utilitarian paved roads suitable for rural needs, not to accommodate relatively large volumes of traffic, nor to be designed for high-speed transportation.

The most significant features of Act 445 relating to County Roads are as follows:

- (1) Raised the gasoline tax 1 cent and allocated up to \$7,000,000 annually to the State Aid Road Fund.
- (2) Authorized \$2,000,000 per year for two years to be transferred from State General Revenues to the State Aid Road Fund.
- (3) Created a 5,000-mile State Aid System of County Roads with the periodic addition of roads to comprise an ultimate 10,000-mile system. The system was to consist of those roads and bridges which:
 - (a) Extend to the larger communities including all incorporated towns.
 - (b) Connect with roads of major importance in adjoining counties.
 - (c) Connect with the State Highways to form a complete network of main feeder roads.
 - (d) Carry heavy volumes of traffic serving major business and agricultural interests of the county; and,
 - (e) Collect traffic at reasonable intervals from several local roads.
- (4) Authorized the expenditure of funds for State Aid construction on a 60-40 basis with the counties

furnishing 40% funds. A county can use Federal Revenue Sharing Funds as its matching share. (5) Created the State Aid Division within the Arkansas Highway Department to be headed by the State Aid Engineer who is appointed by, and to serve at the pleasure of, the State Highway Commission. The State Aid Engineer shall be a Registered Professional Engineer with at least three years experience as a county road or highway engineer and a thorough knowledge of rural road problems.

In April 1973, John W. Kizer, Secondary Roads Engineer, began to develop the policies, procedures, and design criteria to be used to implement Act 445. The development of the program involved coordination with a committee of five County Judges. On June 21, 1973, Kizer presented the policies, procedures, and design criteria to the Annual Meeting of the Association of County Judges and received unanimous endorsement of the program.



County Judge John E. "Buddy" Parker of Saline Co. talking with State Aid Division Head John Kizer.

The effective date of Act 445 was July 1, 1973 and on July 2, it was announced that John Kizer was selected to be the State Aid Engineer.

In August 1973, State Aid bids were advertised and contracts were awarded on projects in seven counties. In September and October, contracts were awarded for construction in 14 counties, and the State Aid Program was fully underway.

Since July 1973 projects have been let to contract in 70 counties with projects programmed in all 75 counties. A total of 221 jobs have been programmed. The total mileage completed or under contract is 794 for a cost of \$33,624,930.00. This includes 58 new concrete and/or concrete and steel bridges.

State Aid Engineer, John Kizer has fourteen years of service with the Department, as of this year. A former school teacher and construction worker, Kizer finds his present work "satisfying". He often meets and talks to people living in the area where a road is to be built, and discusses with them the plans, cost, responsibilities (right-of-way and utilities) and progress of the project. "The job includes a great deal of public relations work, which I enjoy", Kizer said.

He holds a B.S. degree from the University of Arkansas at Monticello, in Secondary Education, as well as a B.S. degree in Civil Engineering from the University of Arkansas at Fayetteville.

Representatives of the State Aid Division work closely with the County Judges in the Planning, programming, design and construction phases of the State Aid Projects. Some judges even say this relationship is the best it has ever been.

Max C. Hall, Registered Professional Engineer, is Assistant State Aid Engineer. Hall has over 22 years experience with the Highway Department.



John Kizer looking over plans with Jake Weston.

Jake Weston, Registered Professional Engineer, serves as Staff Assistant to the State Aid Engineer and performs special assignments involved in getting projects to contract. He had several years experience in Surveys Division before coming to the State Aid Division.

Don Potter, P.E., and John Adams are the Section Heads leading the design of State Aid Projects. The Section Heads, under the direction of the State Aid Engineer, coordinate the development of construction plans with the various divisions of the Department as well as with the Districts and the County Judges.

The development of a State Aid Project begins with the County Judge having a need or desire for a road improvement. He contacts the State Aid Engineer and a field inspection is made to determine the type of project, scope of work, eligibility of work, and probable cost. If the County Judge desires to proceed, he requests a project, and it is programmed. The job is given a number, title and an allotment for preliminary engineering is issued from the Chief Engineer's Office. If field surveys are required, surveys are requested and performed either by Surveys Division or District Survey Crews.

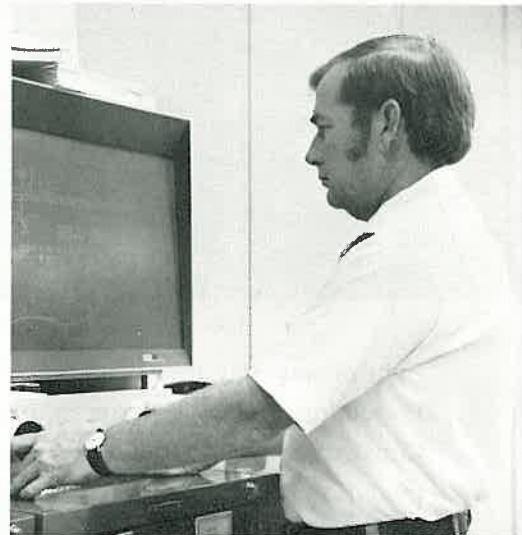
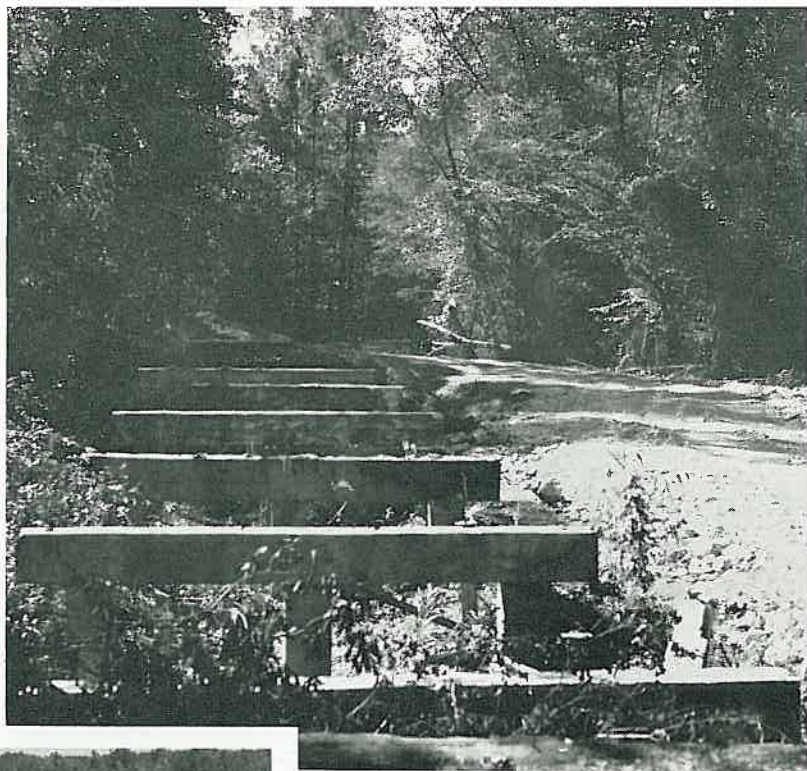
When field surveys are completed, the State Aid Division Design Squads begin to prepare preliminary plans. Preliminary plans are furnished Right of Way Division for ownership research, and Utility Section for field inspection.

When plan development reaches the point where



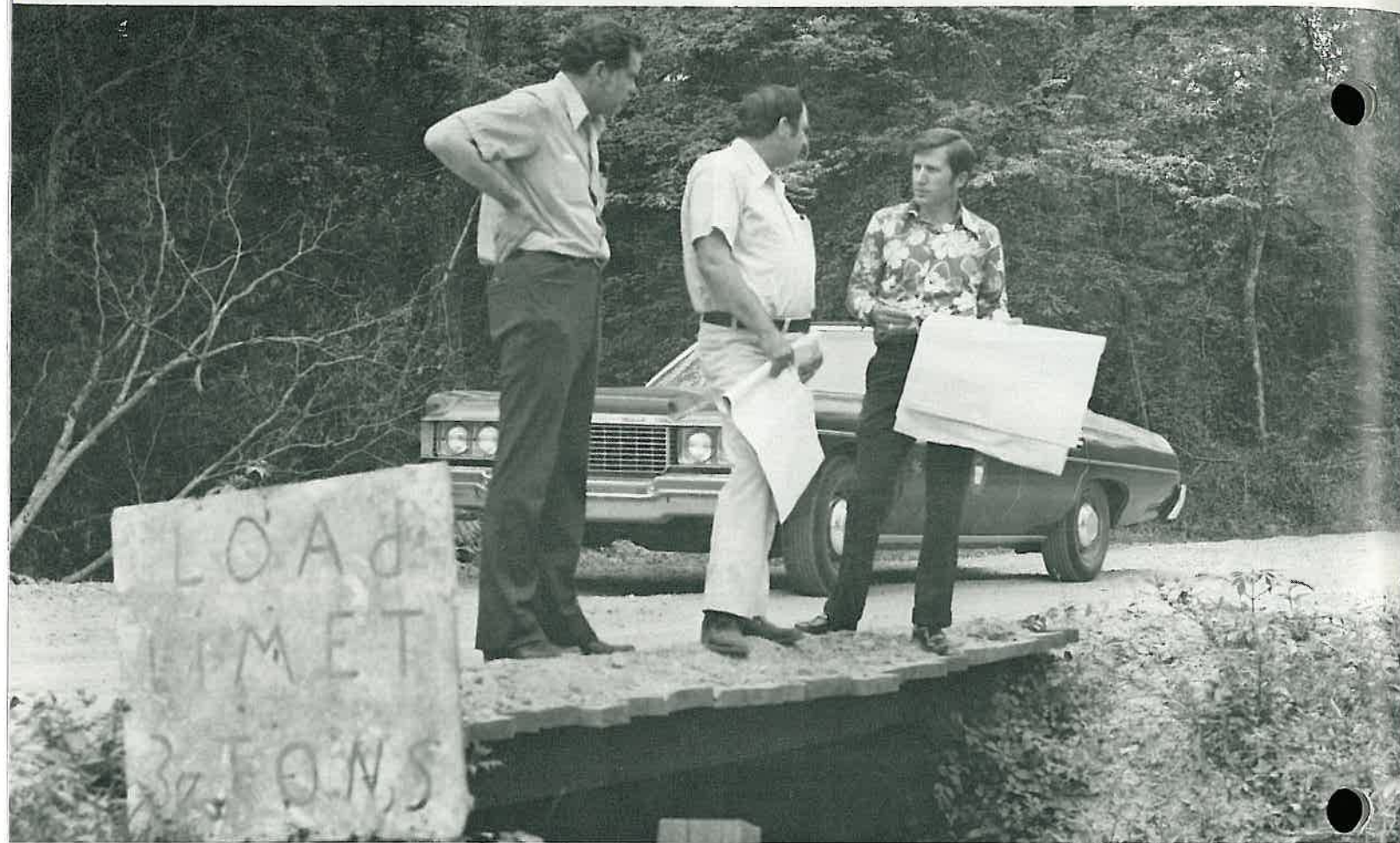
Union Co. Road Foreman A. G. "Red" Kelly, left, John Kizer, Union Co. Judge Homer Parks and Assistant Division Head Max Hall, right.

Barbara Oldham, Secretary to the State Aid Engineer, has been with the Department 14 years.



**STATE-AID
IN
ACTION**





Linc. Co. Judge Charles Green; Ken Tyler, Assistant District Engineer; with Don Potter of the State Aid Division.

right-of-way requirements can be determined, a field inspection is made with the County Judge and District Construction personnel. Afterward the plans are completed and forwarded to the Office Engineer to prepare to advertise for bids. About this same time, the right-of-way Court Orders and plans for utility adjustments are sent to the County for handling. When the right-of-way is obtained and the County places its' matching share of the estimated cost in escrow with the Department, the project is advertised for bids. Bids are received and contracts awarded by the Arkansas Highway Commission in the same manner as regular State Highway projects.

In 1975, the General Assembly passed Act 982 which created the State Aid Municipal Street System and placed this responsibility with the State Aid Division. However, the State Aid Funds provided by the legislation consisted of Federal Revenue Sharing Funds obtained by the State of Arkansas in excess of \$20 million annually. The amount of Revenue Sharing Funds allocated to Arkansas annually is

approximately \$20 million which does not leave for implementation of Act 982. It is expected that future legislation will appropriate the funds for the Municipal Street System and the work of the State Aid Division will increase proportionately.

Since the founding of our Country 200 years ago, it has been the policy of the U.S. Government to promote the growth of agriculture and our rural areas as the foundation of family and National security. It is becoming more evident that an improved rural network of secondary roads is vital to our economy, our National security, and our heritage.

It is the opinion of the State Aid Engineer that the State Aid Program will serve to stimulate the growth and enhance the lives of rural Arkansas comparable to that of rural electrification. It is apparent all over Arkansas that when the rural roads are hard-surfaced and narrow bridges are replaced, people leave the urban environment to seek the peace and tranquility of the countryside.

COUNTRY ROADS, TAKE ME HOME —

John S. Harris, Jr., District Two Engineer, having worked for the Highway Dept. longer than any other person, retired after 45 years of service. Highway Commission Chairman, Lawrence Blackwell, commended Mr. Harris and presented him a 45-year pin and certificate during the Commission Meeting on March 24.

District Two employees honored Mr. Harris with an open house at the District Two Headquarters on April 2. In recognition of his service to the Department, his fellow employees presented him with several gifts. About 400 persons at-

tended the open house including many Highway Department officials, local officials, and friends of Mr. Harris.

Harris, who has been District Engineer at Pine Bluff since 1959, began working for the Highway Department in the summer of 1928 while a student at the University of Arkansas. He is a registered professional engineer and is a member of the Arkansas Society and the National Society of Professional Engineers. Harris was awarded a Certificate of Merit in 1960 by the American Association of State Highway and Transportation Officials.



JOHN S. HARRIS, JR.

“A FORTY-FIVE YEAR MAN”



Left to right: Charles Mitchell, Johnnie Harris, Coy Campbell and Commissioner James A. Branyan.



Commission Chairman Lawrence Blackwell presenting award to Johnnie Harris.

PERSONNEL CHANGES ANNOUNCED



Norman D. Pumphrey, Assistant Construction Engineer at the AHD Central Office was promoted to District Engineer for District Ten at Paragould.

Pumphrey's first years with the Department were spent in construction with survey parties. He was an engineering assistant and a resident engineer. He is a registered land surveyor.

Pumphrey studied engineering at the University of Arkansas and the International School of Correspondence. He is a registered professional engineer, a member of the Arkansas and National Societies of Professional Engineers, and has received the Outstanding Engineer Award from the Southwest Chapter of ASPE.

He is a Lieutenant Colonel in the Army Reserve, a graduate of the U.S. Army Engineers Advance Officers Course and the Industrial College of the Armed Forces.



M. S. (Sam) Smith, III, is the new District Engineer for District Two at Pine Bluff.

He succeeded John S. Harris, Jr., upon Mr. Harris' retirement April 2.

Mr. Smith has been District Engineer for District Ten at Paragould since 1965. During his Highway Department career he has worked as an instrumentman, as resident engineer and assistant construction engineer. Smith has the longest period of experience among the remaining District Engineers.

He received his engineering degree at the University of Arkansas. He is a registered professional engineer, a veteran of World War II and was discharged with the rank of 1st Lieutenant. Smith has been selected as an honor member of the University of Arkansas Chapter of Chi Epsilon, a national honorary civil engineering fraternity.

SAFETY VEST MANUFACTURED



Harry Lindsey (left) and Becky Carroll (right) of the Ouachita County Sheltered Workshop show Commissioner James Branyan of Camden a reflectorized safety vest manufactured for the Highway Department at the workshop. The Highway Department

negotiated a contract with the workshop to manufacture 1,000 of the vests, which will be worn by AHD employees who work in dangerous areas of highway rights-of-way. The workshop employs approximately a dozen handicapped persons.

PEA RIDGE

NATIONAL MILITARY PARK

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

COVER STORY

The Pea Ridge National Military Park is being featured during this bicentennial time in that it not only holds national significance but is also a part of Arkansas' heritage. The Park is located in Benton County, adjacent to U.S. Highway 62, eleven miles northeast of Rogers and 30 miles northeast of Fayetteville.


The Arkansas General Assembly appropriated \$500,000 to purchase 4,210 acres of private property to give to the Nation. The Pea Ridge Battlefield

Commission was created to acquire title to the lands and arrange transfer of the property to the federal government. Pea Ridge National Military Park was established, in 1956, by the authorization of Congress and on March 7, 1960 deeds of the property were presented to the National Park Service. The Park was officially dedicated in 1962.

This Park is the first Civil War battlefield west of the Mississippi River to be declared a National Park and the first of the National Park Service reservations to include an entire battlefield.

The battle of Pea Ridge began March 7, 1862, with the eruption of cannon fire and the clashing of approximately 16,000 Confederates with about 10,500 Federal troops on a snow-covered frozen ground. The battle was responsible for keeping Missouri in the Union and influencing the course of the war through the Mississippi Valley.

Missouri Confederates, commanded by Major General Sterling W. Price of the Missouri State Guard, had withdrawn into Arkansas before the advancing Union forces of Brig. General Samuel R. Curtis, commander of the Union Army of the Southwest. This resulted in a series of skirmishes, following the battles of Wilson's Creek and Lexington, in Missouri, which in turn led up to the major engagement of Pea Ridge.



TULL'S MISSOURI BATTERY
THIS BATTERY WAS ON THE
CONFEDERATE LINE THE
MORNING OF THE 9TH. IT
RETURNED THE FIRE FROM
THE UNION LINE 1/4 MI. SOUTH

Major General Earl Van Dorn, who commanded the Trans-Mississippi District, Department No. 2 of the Confederate States, planned a campaign into Missouri. On February 22, 1862 he ordered Brig. General Benjamin McCulloch to join his forces with those of General Price that were encamped in the Boston Mountains, south of Fayetteville. The Indian brigade, under the command of Brig. General Albert Pike, was ordered from the Indian Territory to a junction near Fayetteville.

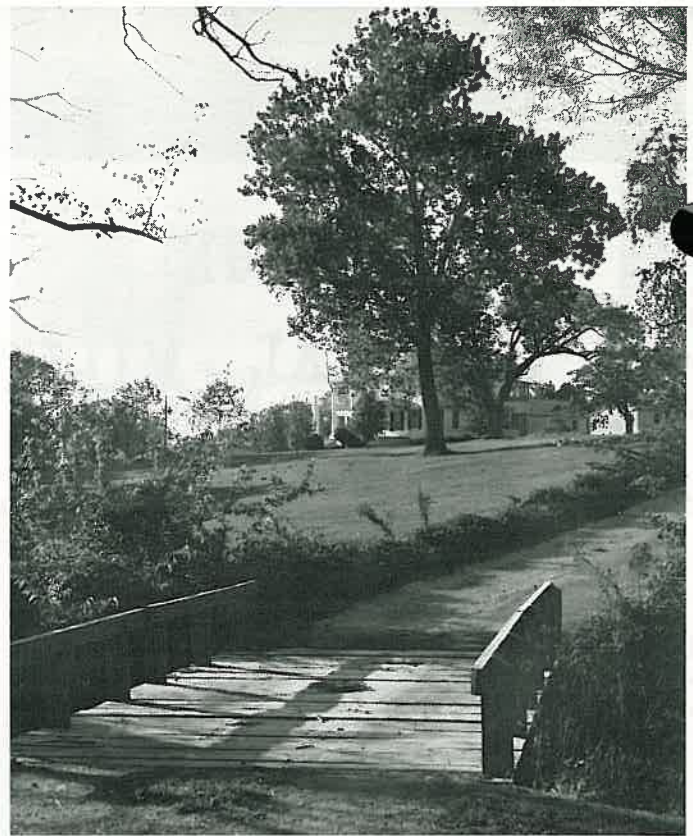
The move northward by the Confederate forces began on March 4, but not until the next afternoon did General Curtis, at Little Sugar Creek near Bentonville, learn that the head of the Confederate column was already past Fayetteville.

Maj. Gen. Earl Van Dorn, on March 27, 1862, at Jacksonport, Ark., sent his report of the battle to Gen. Braxton Bragg. The following is taken from that account:

On the 6th we left Elm Springs for Bentonville, and from prisoners captured by our scouting parties on the 5th I became convinced that up to that time no suspicion was entertained of our advance, and that there were strong hopes of our effecting a complete surprise and attacking the enemy before the large detachments encamped at various points in the surrounding country could rejoin the main body. I therefore endeavored to reach Bentonville, 11 miles distant, by rapid march, but the troops moved so slowly that it was 11 a.m. before the head of the leading division (Price's) reached the village, and we had the mortification to see Sigel's division 7,000 strong leaving it as we entered. Had we been one hour sooner we should have cut him off with his whole force, and certainly have beaten the enemy the next day.

We followed him our advance skirmishing with his rear guard, which was admirably handled, until we had gained a point on Sugar Creek about 7 miles beyond Bentonville, and within 1 or 2 miles of the strongly entrenched camp of the enemy.

In conference with Generals McCulloch and McIntosh, who had an accurate knowledge of this locality, I had ascertained that by making a detour of 8 miles I could reach the Telegraph road leading from Springfield to Fayetteville, and be immediately in rear of the enemy and his entrenchments. I had resolved to adopt this route, and therefore halted the head of my column near the point where the road by which I proposed to move diverges, threw out my pickets, and bivouacked as if for the night. But soon after dark I marched again, moving with Price's division in advance, and taking the road by which I hoped before daylight to reach the rear of the enemy. Some obstructions, which he had hastily thrown in the



way, so impeded our march that we did not gain the Telegraph road until 10 a.m. of the 7th.

By prisoners, with forage wagons, whom our cavalry pickets brought in, we were assured that we were not expected in that quarter, and that the promise was fair for a complete surprise.

I at once made dispositions for attack, and directing General Price to move forward cautiously, soon drew the fire of a few skirmishers, who were rapidly re-enforced, so that before 11 o'clock we were fairly engaged, the enemy holding very good positions and maintaining a heavy fire of artillery and small-arms upon the constantly-advancing columns which were being pressed upon him.

I had directed General McCulloch to attack with his forces the enemy's left, and before 2 o'clock it was evident that if his division could advance, or even maintain its ground, I could at once throw forward Price's left, advance his whole line, and end the battle. I sent him a dispatch to this effect, but it was never received by him. Before it was panned his brave spirit had winged its flight, and one of the most gallant leaders of the Confederacy had fought his last battle.

About 3 p.m. I received by aides-de-camp, the information that Generals McCulloch and McIntosh and Colonel Hebert were killed, and that the division was without any head. I nevertheless pressed forward the attack, and at sunset the enemy was fleeing before our victorious troops at every point in our front, and when night fell we had driven him entirely from the field of battle.

Our troops slept upon their arms nearly a mile beyond the point at which he made his last stand, and my headquarters for the night were at the Elkhorn Tavern. We had taken during the day seven cannons and about 200 prisoners.

In the course of the night I ascertained that the ammunition was almost exhausted, and that the officer in charge of the ordnance supplies could not find his wagons, which, with the subsistence train, had been sent to Bentonville. Most of the troops had been without any food since the morning of the 6th and the artillery horses were beaten out. I was therefore with no little anxiety that I waited the dawn of day. When it came it revealed to me the enemy in a new and strong position, offering battle. I made my dispositions at once to accept the gage, and by 7 o'clock the cannonading was as heavy as that of the previous day.

On the side of the enemy the fire was much better sustained, for being freed from the attack of my right wing, he could now concentrate his whole artillery force. Finding that my right wing was much disorganized, and that the batteries were one after the other retiring from the field with every shot expended, I resolved to withdraw the army, and at once placed the ambulances, with all the wounded that could bear, upon the Huntsville road, and a portion of McCulloch's division, which had joined me during the night, in position to follow, while I so disposed of my remaining forces as best to deceive the enemy as to my intention, and to hold him in check while executing it.

About 10 o'clock I gave the order for the column to march, and soon afterwards for the troops engaged to fall back and cover the rear of the army. This was done very steadily; no attempt was made by the enemy to follow us, and we encamped about 3 p.m. about 10 miles from the field of battle.

(War of the Rebellion, Official Records of the Union and Confederate Armies, Series I, Vol. VIII, pp. 283-284.)



Toll of Battle

Union losses: 203 killed, 980 wounded; 201 captured or missing.

Confederate losses: approximately 1,000 killed and wounded; about 300 captured. Generals Benjamin McCulloch and James McIntosh were killed. Gen. William Y. Slack was mortally wounded.

Indian Warriors

Pea Ridge was the first Civil War battle in which an Indian military organization took part. Gen. Albert Pike's brigade consisted of Indian allies of the Confederacy in the Five Civilized Nations.

States Represented in the Battle

Confederate forces: Arkansas, Missouri, Texas, Louisiana, Kansas and Oklahoma.

Federal forces: Missouri, Indiana, Illinois, Iowa, and Ohio.





B. K. Cooper



John Tallant

RESIDENT ENGINEER'S CONFERENCE

B. K. Cooper, Deputy Director and Chief Engineer, opened the Resident Engineer's Conference on March 3. Cooper welcomed the many participants who came from throughout the State and spoke on the projected funding anticipated in the future for highways.

According to John Tallant, Construction Engineer: "We feel that these Conferences in the past have been beneficial to all attending. These meetings allow us to re-evaluate our existing position with regard to many points which have become controversial, as well as to discuss with field engineering personnel policies and procedures which have been advanced since our last conference."

Several speakers at the Conference and the subject matter presented were:

Mr. Maury Kimbrough, Engr. with P.A.S., Chicago, on "The Consultant's Role in Cont. Mgmt.";

Mr. Jim Robinson, Area Engineer, FHWA, on "Erosion Control";

Mr. Jay Hensley, Engineer with the Asphalt Institute, on "Pavement Smoothness";

Mr. Pete Smith, Contractor, on Utility problems in Highway Construction (panel);

Mr. Van Browning with AP&L on Utility problems in Highway Construction (panel);

Mr. Bill Fortune of Arkla Gas Co. on Utility problems in Highway Construction (panel).

All District Engineers, Resident Engineers and their Assistants are requested to submit questions they would like to have discussed to the Construction Division prior to the Conference. These questions are assigned to appropriate Engineers who sit on a panel and full explanations and answers to the questions are given to the entire group.

The culmination of the Conference was a banquet which 139 participants attended. Marion Hines, Assistant District Chief with the U.S.G.S. was the after-dinner speaker.

EAST BELT FREEWAY HEARING HELD

Support of the Highway Department's design proposals on the northern section of the East Belt Freeway was almost unanimous among the 150 persons who attended a public hearing April 30, at Rose City Junior High School in North Little Rock.

More than a dozen interested persons endorsed the project and no one opposed construction of the six-lane freeway; however, some did ask questions about its effect. Landowners on the north side of I-40 appeared at the hearing to ask that access be provided across I-40 to U.S. 70.

The portion of the \$152 million freeway that was discussed at the hearing begins just south of the Arkansas River and extends northerly to I-40. Interchanges are proposed at State Highway 130, Faulkner Lake Road, U.S. 70 and Interstate 40. A hearing on the southern portion was held November 13, and the first contracts on that section were scheduled to be awarded at the June letting. The first contracts, the northern portion, are expected to be let next spring.

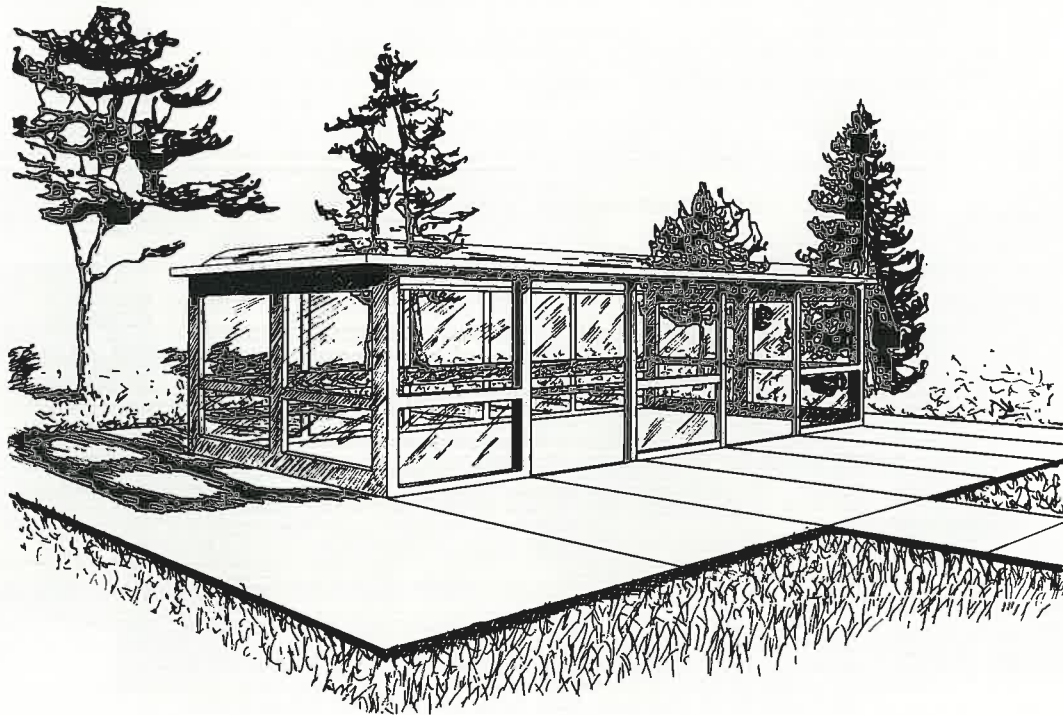
Several state legislators and local business leaders and North Little Rock Mayor Eddie Powell spoke at the hearing. Most talked of the new industry and other developments the new freeway would bring to the area. Mayor Powell said East Belt would be a major factor in the development of the North Little Rock port facilities.

The 9.8 mile freeway eventually will connect I-30 in Southeast Little Rock with I-40 in North Little Rock and will provide improved access to the Little Rock Airport and river port facilities.



I-630 BUS TRANSIT PROPOSAL APPROVED

By Betty Gene Wiggins



The Federal Highway Administration recently approved the concept of the State Highway Department's I-630 Bus Transit Proposal for Interstate funding. This makes the project eligible for 90 percent federal funding.

Approval of this transit proposal by the Federal Highway Administration carries with it the authorization to begin programming for preliminary engineering, initially including detailed design and the acquisition of right of way.

The transit proposal provides for publicly owned terminals and shelters to be established at selected locations along the Wilbur D. Mills Freeway (Interstate 630) to facilitate an express bus system. Convenient parking areas have also been provided for in the plan at the various site locations of terminals and shelters. The establishment of these facilities will enable motorists to conveniently park

their cars and take an express bus to their desired destinations.

Terminal and shelter sites are proposed to be constructed at the I-630 - I-430 Interchange area, at the Baptist Medical Center, Rodney Parham Road Interchange, I-630 - University Interchange, State Hospital, State Capitol, and the I-630 - I-30 Interchange.

All terminals and shelters, except the Baptist Medical Center, will be of a standard design. Walls will be Plexiglass with aluminum frames. The sections will be modular to facilitate construction of additions if necessary. The roof will also be Plexiglass with aluminum frame. The standard size will be 10' x 15' for a shelter and 20' x 30' for a terminal, with a roof height of 7.5 feet.

All terminals and shelters will be served by a three bus capacity loading area. Lighting and landscaping will also

be provided.

The transit proposal is the result of many months of effort by the planning staffs of the Highway Department, Metroplan, and Central Arkansas Transit, the bus transit company now owned by Little Rock, North Little Rock and Pulaski County.

Central Arkansas Transit (CAT) will operate the bus transit system as part of the total mass transit program, thereby aiding in the reduction of urban vehicular congestion, gasoline and oil consumption, and air and noise pollution while it provides savings in motor vehicle operation costs, along with greater convenience and comfort to all users.

The project cost of this 7.5 mile corridor facility is \$2.7 million, with the state paying the 10 percent non-federal share.

NEW SERVICES AVAILABLE

By Mary Day Wilson



Section 16 (b) (2) of the Urban Mass Transportation Act of 1964 authorized capital grants to private non-profit organizations for the first time last year in a pilot program to provide transportation services for elderly and handicapped persons when existing mass transportation services are unavailable, insufficient or inappropriate. Approximately \$20 million was apportioned to all the states and territories, with Arkansas receiving a \$304,000 allocation. The \$304,000 represented 80%. Applying agencies were required to furnish the remaining 20% plus operating costs of the vehicle during its useful life. The funds could be spent for vehicles, hydraulic lifts or other modifications necessary to make vehicles adaptable for elderly and handicapped, and for shortwave radio equipment to be installed in them.

The program, which has now been continued at least through 1977, is being administered through the Transit Plan-

ning Section of the State Highway Department at the request of UMTA. Through the 1975 program 50 vehicles, 10 of which include hydraulic lifts, and several sets of mobile radio equipment were purchased by private non-profit organizations in 29 Arkansas cities. Through the agencies operating them the vehicles will provide transportation for elderly and handicapped persons in many other adjacent cities and communities.

The vehicles include station wagons, 12 - 16 passenger vans, 17 - 24 passenger heavy duty mini-buses, and several larger buses.

The vehicles and other equipment were purchased through the State Purchasing Division by, and in the name of, the State Highway Department, with the first one released to the operating organization in mid-February. By the end of April more than 70% of the vehicles will be in operation. The remainder are expected to be in service by the end of

June.

The Department will hold title to the vehicles during the first 24 months of operation. They have been given a special silver license plate lettered UMTA and an identifying number.

The Highway Department will be required to monitor the vehicles for five years to ascertain that they are being used for the reasons stated at the time of purchase and are being maintained in good working condition for maximum usefulness. All recipient organizations under the 16 (b) (2) program are urged to coordinate services so that the vehicles will accommodate the needs of as many persons as possible. Fares are allowable but whether or not a fare is charged is the prerogative of the individual organizations who purchased them.

Arkansas has been granted a \$332,000 allocation for fiscal year 1976. A date for submission of applications will be announced later by the Department.

ARKANSAS CELEBRATES 140th BIRTHDAY

(FRENCH AND SPANISH YEARS)

(First of Three Articles)

TRANSPORTATION IN ARKANSAS FROM BUFFALO TRAIL TO FREEWAY, PIROGUE TO BARGE TOW, BACKPACK TO JET PLANE.

"Une roche! Une roche!" The lead paddler in the lead canoe of the little flotilla broke the rhythm and the lassitude of the other paddle men with the vibrance of his sudden shout — it sang with joy and excitement. The homesick seaman from the rocky shores of Finisterre in Brittany was weary beyond belief of the endless dense forests and canebakes and muddy earth of past weeks. The low bluff crowned with pine trees had been a welcome change three days ago but it wasn't stone, just a big clay ridge in the soggy muck of the wetlands and swamps such as they had found on occasion along the east bank of the Mississippi and in a smaller version at Poste des Arkansaw.

It was many weeks now since Sieur de la Harpe had led them in their great dugouts, pirogues they were called, from the little post of Nouvelle Orleans into the riverine labyrinths of la Louisiane. They had paddled week after week up the great Mississippi until several weeks ago they had turned into the Arkansas and in all that time Pierre of Finisterre had fitted no stone into his hand — no flat disks to skip across the dingy deltaic river waters, no rounded balls to amuse himself and his companions with some easy juggling around the evening campfire, no jagged frost-fractured granite to build into fire pits for their evening camps.

It was truly a viscous world as far as they knew it, these navigators of its rivers, and this rock on the southbank although only a small one, "une petite roche," was truly a happy sight. It was welcome enough to step up the rhythm of their paddling as they headed for the bank just below it, eager to lay their hands on its unyielding face, its long-unknown textures.

It was the spring of 1722 and Pierre and his companions were to see many more Arkansas "rocks" before they turned back. . . . just around the next



bend the Big Rock as we call it, although they named it the Le Roche Francais; and legend has it that one of their number, Petit Jean, was to die and be buried on another near the upper reaches of their voyage. That voyage was entirely by water with the exception of occasional pedestrian forays away from the river's bank.

That was the transportation mode of the Arkansas traveler, both red and white, during the seventeenth and eighteenth centuries . . . and in all his earlier time for the redman. Anachronistically, for the white man his earliest appearance had been on horseback in the mid-sixteenth century when Hernando de Soto and his party introduced the horse and founded the razorback hog in the Arkansas River Valley. But the horse was not seen again in Arkansas for almost a century and a half although the Indian tribes of East Texas and South Louisiana were to acquire breeding stock several decades earlier as the Spanish from Mexico spread northward.

Traffic by the white men grew heavy on the Mississippi River all along Arkansas' eastern boundary during the Seventeenth Century — always by water or footpath until 1687 when the horse returned to

Arkansas Post — Marquette, Joliet, Hennepin, de Tonti, de la Salle, de Cadillac, and de la Harpe in the birch bark canoes of the northern Indians or the dug-out priogues of the southern. The passenger loads were light, usually parties of ten-to-thirty per trip, and males only among the white travelers prior to 1698. Commodity flow was light, limited to supplies, equipment and trade goods for barter and exchange along the way. The white men's trade goods were knives, axes, and beads while the red men exchanged earthen vessels, wooden platters, baskets, grains, furs, and hides.

During the next century, the Eighteenth, river commerce developed into a steady annual flow. By the end of the century the colonial administration had been transferred from France to Spain (1762) and there were some twenty forts and trading posts strung along the Mississippi from St. Louis on the north to New Orleans on the south, from Mobile on the east to Arkansas Post on the west. Other than Arkansas Post, the first settlement west of the Mississippi, there was only one in the Arkansas area, a fort built in 1739 on the St. Francis River at the site of present day Wittsburg in Cross County. The white population of the Louisiana Territory all told numbered about 200, all males, in 1721 and had risen to some 5,000 by 1740. The white population of the Arkansas area numbered less than a dozen, all males, in 1720 but had grown to 196 in 1785 and soared to 368 in 1799.

The flatboat was introduced late in the Eighteenth Century, and the annual crop of furs, hides, and bear tallow down the Mississippi, the Arkansas, the White, and the other rivers of the Territory bound for New Orleans and the European market grew by leaps and bounds.

The interest of the Spanish in other metals, not gold and silver alone, led to the development of the lead and copper mines in the Missouri District during the latter half of the Eighteenth Century. Most of this production was freighted to Ste. Genevieve on pack mules and there transhipped to flatboats bound down the Mississippi for New Orleans.

With the new century, the Nineteenth, the growth of the Louisiana Territory was rapidly accelerating. Much of it was a response to the westward pressures of the United States as many of its citizens crossed the Mississippi seeking their fortunes. The dawn of the

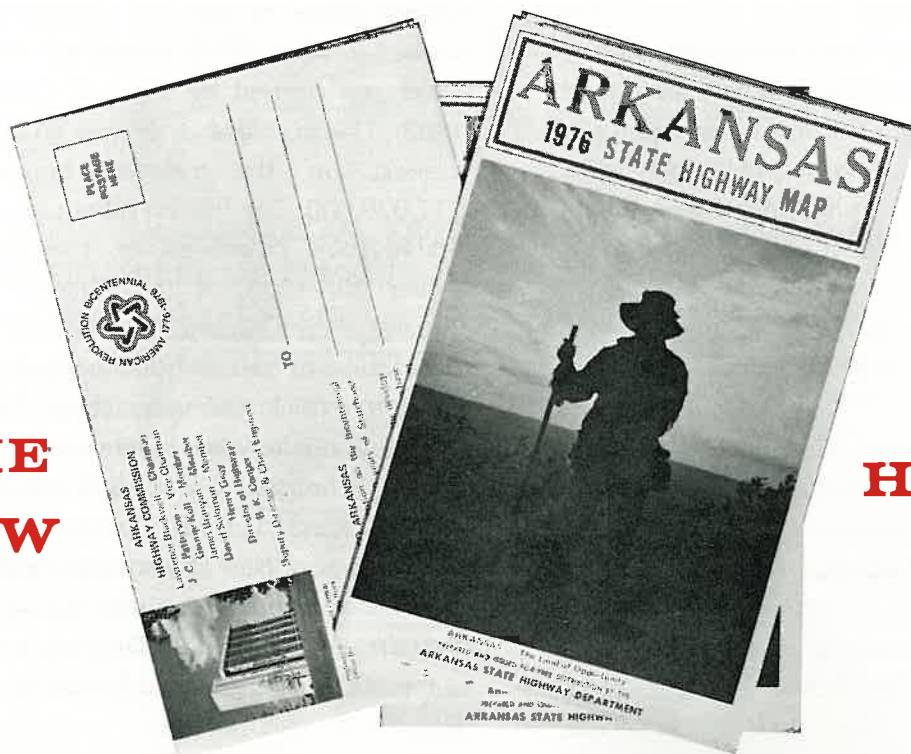
new century brought an end to colonial rule when the United States bought the Louisiana Territory from France in April 1803 (signed by Napoleon May 22, 1803 and ratified by the U.S. Congress in October 1803). The purchase price was \$11,250,000 and the interest on the purchase bonds amounted to \$11,070,000. The French relinquished and the United States took possession of the Territory on December 20, 1803, in the Place d'Armes (Jackson Square) New Orleans. At this time St. Louis had a population of about 1,000 persons. It had no brick house or brick chimney, about 150 houses, three streets, and a log church, all within a palisade guarded by block houses. It was administratively a Fort but the la Cledes' fur trading post ante-dated the Fort by a year or two. New Orleans was much more populous but was all contained within the part now known as the Vieux Carre' or Old Quarter, bounded by Canal, Rampart, and Esplanade Streets and the Mississippi River.

The population of the Arkansas area was still less than 500 persons, probably all males since John Law's German families had abandoned their settlement on the Arkansas and relocated on the present "German Coast" near New Orleans. The population of the Arkansas area was scattered through a half-dozen or more trading posts along the Arkansas, the Ouachita, the White, the Black, the St. Francis, and the Mississippi Rivers.

The Territory was divided into Lower Louisiana administered from New Orleans and Upper Louisiana administered out of St. Louis. Each of these regions was sub-divided into Districts or "Commands". The Command of Arkansas commenced on the Mississippi River at "Little Prairie" about fifty miles below New Madrid and continuing along the west bank of the Mississippi down to Grand Pointe Coupee (now Lake Providence) in Ouachita Parish, Louisiana, then extending back so as to include all the watersheds emptying into the Mississippi River between these points. It illustrates the manner in which government followed commerce and socio-economic activity as long as transport power was derived from natural sources, the muscles of man and beasts of burden, the flow of water, and the blow of wind.

(Next Issue — Territorial Years and Statehood in the Nineteenth Century.)

**THE
NEW**



**1976
HIGHWAY
MAP**

The first of more than one-half million 1976 Highway Department Tourist Maps have been received and requests which have accumulated are being filled. The backlog of requests came from many States, and many Arkansans responded to a news release which stated that the map was available and a copy would be mailed upon request.

The new map includes all additions and revisions to the State Highway System since the 1975 publication and, for the first time, identifies the State's scenic roads as designated by Act 462 of 1975. This map has become the source upon which many individuals and organizations rely for dependable travel facts and statistics.

The map features a cover photograph showing a frontiersman looking into an Arkansas sunset and appropriately captioned, ARKANSAS – THE LAND OF OPPORTUNITY. The official bicentennial emblem is also printed on the cover as a reminder of our Nation's 200th birthday. As the Nation focuses its attention on the bicentennial celebration, Arkansas will observe 140 years of Statehood on June 15, 1976.

There is a new fold to the map which should provide for easier handling and folding. The map includes many features other than highways which

are invaluable to the traveling public. Some of the information shown on the Arkansas portion of the map includes:

- 75 Counties delineated and named
- 1,335 towns named and indexed
- 521 miles of Interstate Highways
- 15,156 miles of State Highways
- 37 Parks (State and National)
- 36 National Forest Recreation Areas
- 23 Game and Fish Management Areas
- 3 National Forests
- 25 Major Lakes
- 8 Tourist Information Centers
- 13 City Insets
- 92 Interchange drawings with exit numbers
- 1,170 Calculated distances between towns in Arkansas

The culmination of the Highway Department Tourist Map covers several months of research, compilation, development, production, and finally, printing.

The maps may be obtained at no charge at any of the Highway Department's District Headquarters or by writing Map Sales, Arkansas Highway Department, P.O. Box 2261, Little Rock, Arkansas 72203.

HIGHWAY MOVIE RELEASED

The 1976 highway movie was completed in early April and, as usual, it has proved to be very entertaining, as well as educational, everywhere it has been shown.

The movie, entitled "Arkansas Highways '76," has a Bicentennial theme. There are sequences showing early road building in the state; some of the first mechanized construction equipment; and some of the more significant highways, from an historical standpoint.

The movie provides a summary of the tremendous progress that has been made during the past year on our highway system, but this year the 20-minute

film also focuses on the ever-growing highway and transportation needs and the uncertainty of funding to meet those needs. The movie features a segment in which Director Henry Gray points out some of the problems and challenges facing the Department, and appeals to viewers to support our legislative representatives when they consider future highway funding to maintain an adequate highway system.

As usual, photographers Johnnie Gray and Louie Greene have included some beautiful scenes dealing with tourism, industry, commerce and agriculture — all of which depend upon the State Highway System. The film, with interesting background music and sound effects, is produced each year to provide Arkansans with the latest information on the growth of their transportation system.

Persons or groups interested in scheduling the movie for a showing should contact the office of Information Services, Arkansas Highway Department, Little Rock.



Left to right: Soundman, Steve Beeson; Director of Highways Henry Gray; Johnnie Gray; and Cameraman Oval Thomas.

1976 SPRING MAINTENANCE ACADEMY

The Highway Maintenance Academy completed its third session, Thursday March 11. The four-day meeting was attended by Highway Department Maintenance personnel from across the State. The opportunity to attend future meetings of the Academy will be afforded all those persons falling within a five-job classification; Assistant District Engineers, Maintenance Superintendents, Assistant Maintenance Superintendents, Area Foremen, and Job Superintendents.

The Academy is designed to update and standardize fundamental management procedures as practiced by the maintenance supervisors throughout the State. Various topics covered during the Academy meeting included: Equipment Maintenance and Operation, Public Relations, Motivation, Communication, Maintenance Math, Legal Aspects of Maintenance, Maintenance Management System, Maintenance functions within the Division, Safety, Bridge Maintenance, and Asphalt Basics.

Certificates of completions were presented at the concluding banquet Thursday evening by Highway Director Henry Gray.



Director Henry Gray



BOTTOM ROW: W. V. Bradshaw, D-7; O. A. Reddin, D-7; L. O. Roberts, D-1; Gazola Halbert, D-1; Harrison Heath, D-4; Columbus Dalmut, D-4; V. E. Stevens, D-5; P. T. Griffith, D-6; Carl Winn, D-4; J. W. Welcher, D-6.

MIDDLE ROW: A. V. Horton, D-9; F. J. Smith, D-9; Vernie Berry, D-9; Dale Spencer,

D-3; M. J. Jordon, D-1; J. E. Belknap, D-1; T. L. White, D-2; J. W. Odom, D-5; B. J. Crumpton, D-6; C. D. Roper, D-4.

THIRD ROW: Hurley Perkins, Maint.; J. E. Waddle, D-7; G. E. Griffis, D-7; C. R. Ingram, D-9; Bill McAlister, D-8; Noah Moody, D-8; S. L. Evans, D-8; V. L. Taylor, D-5; George

Ingle, D-6.

TOP ROW: C. S. Hopper, D-10; R. C. Blackwell, D-10; C. H. Hasselbein, D-10; J. W. Barham, D-3; R. A. Skinner, D-3; Keriny Kidd, D-3; J. C. Hays, D-2; Lloyd Cochran, D-8; S. R. Lyons, D-2; M. E. Steward, D-5; L. M. Rabb, D-2; W. E. Raspberry, D-10.

HONOR ROLL



The 1975 Accident Prevention Honor Roll has a total of 53 supervisors earning certificates.

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

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

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

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

District 1 — Jack Lindley, Job Supt. (1); Clyde O. Jones, Asst. Area Foreman (1); J. Lewis Carter, Area Foreman (5).

District 2 — John Hollis, Job Supt. (6); L. M. Rabb, Job Supt. (1); Virgil Green, Job Supt. (9); Joe Hayes, Job Supt. (6); Aubry Murphy, Crew Leader, (7); Victor Brown, Jr., Sign Foreman (6); R. L. Morgan, Area Foreman (2); T. L. White, Area Foreman (1); Floyd Fullbright, Area Foreman (4).

District 3 — Hermit Vestal, Ferry Foreman (8); Ruel Staggs, Area Foreman (2); Kenneth Formby, Sign Foreman (1).

District 4 — E. I. Hammell, Equip. Supvr. (1); Donald R. Jennings, Job Supt. (1); A. O. Zimmer, Area Foreman (2); Harrison Heath, Area Foreman (2); Columbus Dalmut, Area Foreman (2); C. D. Roper, Area Foreman (1); Dan Woolsey, Bridge Supt. (1).

District 5 — Edgar H. McClure, Job Supt. (4); Austin LaVaughn Coles, Sign Foreman (5); Siegle Leroy Swink, Resident Engineer (4); R. C. Montgomery, Area Foreman (2).

District 6 — W. P. Anderson, Resident Engineer (2); Doyle Bratcher, Sign Foreman (8).

District 7 — L. D. Hopper, Equip. Supvr. (4); Kenneth W. Dunn, Asst. Area Foreman (9); Jim B. Gates, Ferry Supvr. (8); J. M. Renfro, Job Supt. (3).

District 8 — Joe Duvall, Sign Foreman (7); Sam Evans, Area Foreman (1).

District 9 — B. J. McMullen, Equip. Supvr. (2); John W. Parker, Job Supt. (2); F. M. Parker, Job Supt. (3); Jack L. Dickey, Job Supt. (2); J. T. Richardson, Area Foreman (1); F. J. Smith, Area Foreman (1); Jack W. Brisco, Resident Engineer (2); C. R. Garner, Resident Engineer (1).

District 10 — Danny Stafford, Resident Engineer (1).

CRASH BARRIER DEMONSTRATED



Arkansas Culvert and Supply Co. recently demonstrated the Fitch impact attenuator for a number of Highway Department employees. Jim Genty of Arkansas Culvert drove this car into the crash barrier at 50 miles per hour. He was not injured and damage to the auto was minor.



AIR QUALITY EQUIPMENT DEMONSTRATED

On March 8 thru March 11 the Federal Highway Administration demonstrated a wide variety of air quality monitoring equipment at the Central office of the Arkansas State Highway Department.

Officials of the Highway Department, Department of Pollution Control and Ecology, and local Federal Highway Administration office were provided with information on the types, cost, operation, maintenance and reliability of available air monitoring equipment.

The demonstration project involves a mobile van, one of only two in the country, equipped with an array of air quality monitoring equipment.

The need of the demonstration project came about from the air quality guidelines recently issued by the FHWA. These guidelines were required by the Clean Air and Federal-Aid Highway Act of 1970 as a means of providing a system to address the abatement, prevention and control of air pollution. The guidelines require air quality analyses consistent with the complexity of highway proposals and prevalent meteorological conditions.

The mobile lab gave AHD personnel an opportunity to gain experience in the operation of air monitoring equipment. The Highway Department recently purchased its own air monitoring equipment, but it is not yet fully operational.

YUGOSLAVIAN VISITOR

By Susan Ishmael



Mr. Franc Zerdin

A most enjoyable and enthusiastic visitor toured and studied the Arkansas Highway Department May 3 -14 as part of a 4-month study tour in the United States. Mr. Franc Zerdin, a native of Ljubljana, Yugoslavia, is head of the Data Processing Group at the Republic Roads Community, Technical Services in Ljubljana. Before arriving in Arkansas, Zerdin had visited the Highway Departments in Maryland, Virginia and Georgia, and after leaving, he planned to visit those in Texas, Kansas, Iowa and Minnesota.

Zerdin graduated in 1960 from the University of Ljubljana with a degree in Physics. Three years later he received a post-graduate degree (M.S. equivalent) in Nuclear Engineering from the same university. He began his career in computer business and in 1974, after several years of working with various computers, he became head of the Data Processing Group. He is a member of the Mathematical and Physical Society of Slovenia and of the Society of Economists.

The majority of his visit was spent with Planning and Research, and he felt he received a very good overview of the main activities of the division. He also felt he learned quite a bit about our use of computers, as well as our Construction Division Management System, which was of particular interest. In Yugoslavia, maintenance work is done by contract, but Zerdin hopes that the Roads Community will work on plans for doing much of their own maintenance in the future. He thoroughly enjoyed spending a day outside in the field with Construction.

In describing his work, Zerdin said, "The Roads Community is somewhat similar to the Arkansas Highway Department in management. However, our use of computers is not as advanced. They are used extensively for planning, analysis of traffic counting and administration and personnel functions. However, we are just beginning to computerize our Accounting Division."

Zerdin made several observations during his visit. For example, "I have come to the conclusion that the problems we have are very similar to those in America," he said, "We are all human beings with many of the same feelings."

Another observation was that "Sometimes workers do not need as much supervision as is expected," he noted. "In your Highway Department, I have seen that the work is done without such strict supervision, which is better. People seem to feel the responsibility for doing their part on their own. I would like to see this in my work."

Zerdin viewed the 1976 "Arkansas Highways" film and was very impressed. "I hope that many others besides Highway Employees can see the film because it is such a good way to learn about Arkansas and the Highway Department. I think it should be shown on television," he said.

"I firmly believe my visit was worthwhile," Zer^din said, "I plan to return to the U.S. and Arkansas the first occasion possible. I have many things to tell my wife and 13-year-old son when I return home. I want to thank the people of Arkansas and the Highway Department who made me welcome, and especially all those who listened to and answered my many questions. I am very grateful for a wonderful visit."

AWARDS

JANUARY- FEBRUARY- MARCH- APRIL

45 YEARS

John S. Harris, Jr., District 2

30 YEARS

Lucille B. Dishongh, Construction
J. C. Gossett, District 7
E. H. McClure, District 5
William C. Booth, District 7
Elmer G. Horn, District 3
Archie E. Lewis, District 4
L. Glenn Trammel, Roadway Design

25 YEARS

J. D. Brakefield, District 3
Montie H. May, District 5
Waukeen Bateman, District 10
Van Bratton, Jr., District 2
Doyle P. Jacks, District 7
James E. Lowder, Asst. Chief Engineer
Robert C. Andrews, Office Engineer
Christopher C. Ellis, District 3
Harlan A. Grimes, District 3
John E. Hall, Maintenance
Charlie Pittman, District 1

20 YEARS

Shelby Hudson, Jr., District 1
Frank Novak, District 2
Herman W. Sanders, P&R
Benjamin F. Walsh, District 7
John C. Ashcraft, District 2
Kenneth R. Ellis, District 8
Wallace O. Holland, District 1
Robert N. Kelly, District 6
James D. Pierce, District 2
George T. Tabler, District 4
Ralph W. Wylie, District 3
Hershel F. Harwell, District 7
Howard Hazel, District 3
J. D. Neighbors, District 3
Jay H. Parker, District 9
John C. Wheelington, District 7
Herbert H. Burks, District 2
J. H. Burton, District 10
Loyd Cochran, District 8
Taylor H. Howard, District 5
Brooks O. Nichols, Roadway Design
Richard L. Swindle, District 10
Billy J. Weaver, District 5

15 YEARS

Morgan Y. Bryant, District 1
Kenneth W. Dunn, District 7
Bryan W. McArthur, R-O-W
Von Z. Sturdevant, District 8
James D. Barnett, Traffic
Andrew Hall, District 6
Raymond W. Major, Bridge Design
Troy J. Martin, District 9
Marvin H. Hart, M&T
Calbert A. Porterfield, Maint. - Radio
Billy N. Stanton, District 5
Carolyn J. Stringer, Computer Serv.
I. V. White, District 2
Carolyn W. Wise, District 6
Billie D. Anderson, District 5
Joe C. Buckmaster, District 6

James E. Folk, District 5
O. Z. McGee, District 2
William H. Smither, District 4
Galen N. Williams, District 10

10 YEARS

Susie D. Boyett, Procurement
Charles R. Breeding, Weights
Charles M. Gibson, District 9
Richard W. Henriksen, Traffic
Joseph A. Leopard, District 2
George G. Major, Jr., Roadway Design
William D. Smith, Weights
Ila Fay Sullivan, Computer Serv.
James A. Vickery, District 1
Shirley M. Wright, District 9
Donna R. Barbee, Legal
Jessie E. Bradshaw, Bldg. & Grnds.
Bobby G. Davidson, District 7
Johnnie O. Edmunds, District 8
Peter A. Escarre, Records & Repro.
Robert H. Gossett, M&T
Robert H. Green, Jr., Roadway Design
Clyde O. Jones, District 1
Jimmy W. Smith, District 1
Allen C. Venable, District 6
Oscar L. Allison, District 3
Emmett D. Barrett, District 3
Leon Beck, District 8
Johnny G. Chambers, District 1
Robert L. Evans, District 6
Harold T. Guinn, Traffic
William R. Harbison, Jr., District 9
Earl C. Harkins, District 6
Morril H. Harriman, Weights
John H. Keys, District 6
Jimmy L. Leopard, District 2
Harry H. Miller, District 1
Howard F. Snow, P&R
M. C. Young, District 8
Jimmy N. Barker, District 4
Cecil C. Bennett, District 10
Kenneth L. Brazile, District 1
James O. Britt, District 7
Charles R. Brokaw, District 5
Jess H. Brown, Bldg. & Grnds.
Oscar B. Doherty, Jr., District 7
Jimmy L. Goad, District 1
Roy L. Gortemiller, District 4
Hershel L. Henry, District 4
David L. Marsh, Accounting
Buford G. Mathews, District 1
James H. Parrish, District 1
Marvin K. Perry, District 1
Billy J. Robbins, District 5
James C. Smith, District 2
Joe H. Smith, District 8
Richard R. Steel, District 2
Billy A. Turpin, District 3
Deward Zumwalt, District 10

5 YEARS

Angela V. Blackwell, Permits
Donald W. Donaldson, Surveys
Tommie N. Erwin, District 6
Kenneth R. Formby, District 3
Harvey A. Hubbard, District 7
Lewis T. Jones, District 1
Charles B. Ludwig, District 10
Nancy P. Mahan, District 10
James F. Marshall, P&R
Bernard W. Mize, District 7
Roy E. Morris, District 1
Raymond W. Roach, District 4
Mondell Aynes, District 4
Jack D. Drewry, District 9
Delbert King, District 1
Roy D. Lee, District 6
Oll T. McGuire, District 8
Stephen B. Teague, P&R
Ray E. Wadley, District 5
Elic E. Astre, District 4
Lawrence J. Carter, District 6
Tommy C. Curbo, District 1
James D. Earnhart, District 9
Charles Ellingburg, District 2
James H. Ellis, District 7
Vanoy Eskridge, District 1
Walter A. Lloyd, District 2
Kenneth R. McMickle, District 1
William D. Milam, District 9
Elie Murray, District 2
Buford W. Nelson, District 10
Lewis R. Porter, District 6
Edward W. Pridgeon, District 2
Tommy A. Riley, District 4
James M. Robinson, District 2
Alfio J. Sacco, Procurement
Leslie A. Shane, District 5
William C. Simpson, Weights
Harold White, District 10
Robert G. White, District 3
J. C. Williams, District 9
James D. Smith, District 7
Leonard M. Cotter, District 9
Glendal F. Easton, District 10
Donald G. Hastings, Weights
Barney L. Herring, District 2
Lotis Horton, Jr., District 9
James C. House, District 6
Jessie A. Hubbard, District 5
Wilbert Jackson, District 7
Leonard H. Norton, District 10
Doyle L. Shrable, District 9
Harold E. Trotter, District 4
Alvin Vaughn, District 3
Dennis R. Williams, District 5
Jerry B. Williams, District 8
Larry G. Young, District 4

RETIREMENTS

FEBRUARY - MARCH - APRIL

George A. Keller, District 10
Ethyl S. Harrison, Legal
Paul R. Cater, District 2
Imon E. Hamric, District 3
Clyde F. Pogue, District 5

C. B. Brooks, Jr., Central Warehouse
Ewin T. Caudle, District 8
Jack W. Dunn, District 4
John Fancher, District 9
Lawrence C. Holman, District 1

Continued on Page 25

Continued from page 24

Cecil C. Horn, District 5
William H. Merriman, District 6
Paul E. Nokes, District 10
Charles L. Ball, District 1
Raymond C. Cantrell, District 9
Frank W. Nicholson, District 1
William G. Roberts, District 1
James C. Hixon, Central Warehouse
Kenneth W. Dunn, District 7
Unis C. Burnett, District 8
Jessie M. Hollis, District 7
I. V. White, District 2
Frank Baker, District 4
Olan L. Clark, District 2
Garland J. Daniel, District 8
John S. Harris, Jr., District 2
John D. Inman, District 4
David W. Morris, District 1
Buster Thompson, District 6
Jess M. Woods, District 1
James F. Woodson, District 6
I. Treese Kimmer, District 5

LETTERS

District Nine

Mr. James Richardson

Dear Mr. Richardson:

My sister, Mrs. S. B. Barker, and I wanted to thank you for the courtesy extended to us last Thursday, February 24, on Highway 65 just south of Highway 14.

We were driving the 1971 Ford that was hit by the pickup truck driven by Lonnie Martin. You helped us pry the fender away from the tire, because Mr. Martin left us immobile on the road. We know that you were very busy and faced with grave responsibilities, and yet you took the time to come to our assistance.

Once again, our thanks.

Sincerely yours,

*Art Volkening
Manchester, Mo.*

RIGHT ON RED



Right turn on red, ruled by Congressional action last year and Arkansas Legislative Act 1068 of 1976, is now permissible.

It applies at all intersections regulated by traffic lights unless a sign specifically prohibits the right turn. The motorists must come to a complete stop and enter the intersection cautiously if no traffic is approaching from the left.

The new rule became effective on April 28. You may now turn right on red and please be careful.

March 18, 1976

*Mr. Billy K. Cooper, Chief Engineer
Arkansas State Highway Department*

Dear Billy:

As a regular traveler of Highway 10 and Cantrell Road, I am most thrilled at the latest improvement; namely, the turn lane at Highway 10 and Allsopp Park. This has really helped the traffic tremendously.

If no one else has told you, let me say thanks.

Sincerely,

*George Millar, Jr.
Metrocentre Improvement Dist. No. One*

*Mr. W. V. Bradshaw
District Seven*

Dear Mr. Bradshaw:

I want you to know of the genuinely helpful and courteous service I received from your Mr. Fred Belin and Mr. Murry Hollis.

If the attitude of these men is typical of the Arkansas people, it will surely be a fine place to live.

*Very truly yours,
Emmett Shult*

Around the Department

ACCOUNTING DIVISION

BY JANE BROWN

Most of the spirited ones in our division are now engaged in outdoor events to occupy our warm days away from the office. The effects of the sun have already started changing the appearances of many physically and mentally. Being outdoors again doing our fishing, boating, tennis or ball playing can only mean a healthier attitude for all of us, and we're all excited to be amid this new season.

We have two new employees to welcome to the Highway Department, and they are quite a nice addition to our office. Harden Steele is our new Accountant, working under David Marsh's supervision, and Diane Keene is the new File Clerk working under Lee Wagner's supervision. Harden is single, gals, and quite a lot of fun, so I hope you have an opportunity to get to know him! Diane on the other hand is married, but is definitely one of the prettiest additions around, so hope you all get a chance to meet her, too! We hope both of them find their jobs enjoyable and interesting, which I'm sure will be, since we're a pretty good bunch to work with! Ha!

Gay Bray, our part-time employee, will be graduating this May from High School, and then will be joining us full-time beginning in June. We're really glad she chose to stay with us.

Our congratulations to James McCarthy who was honored with the Boss of the Year Award. The Arkansas Bicentennial Chapter Of The American Business Women Association presented him this award at their first annual boss-night banquet. We're all extremely proud of him, and feel it was definitely well deserved by him.



At this time I'd like to say farewell to all the special people I have worked with here at the Highway Department, who have made my job so very enjoyable. Born a Yankee, and apparently destined to stay one, my husband and I are moving to Peoria, Illinois. Southern hospitality seems to be something people are

born with here, and it certainly is a gift the entire world is in desperate need of. I can't say enough about the people I have worked so closely with in my department, but I know I've truly been fortunate to know such considerate and extraordinary friends. My job has been a delight thanks to them, and they have given me some beautiful memories to carry throughout life. Instead of saying goodbye, I'll just say, I hope I see you all again in the near future, and thanks for all the good times!



Congratulations to David Marsh when he received his 10-year Service Award from his boss, Mr. McCarthy.

BRIDGE DESIGN

BY BONNIE WESSON

Our men in Bridge Design have been feverishly working from early to late on the East Belt Freeway design. These long hours with no vacation will be forgotten when the East Belt is complete. Thinking optimistic; maybe, fondly remembered - hopefully, not forgotten.

Leave taking complicates the payroll to the extent that I forbid even the slightest inattentance. Unfortunately, a few have chanced it only to wish that I would simply tear out the end of the building and get back to my desk. But no, that wouldn't take long enough.

A weekend fishing trip was planned to break the tiresome schedule. Wayne Majors, Tim Daters, Gary Ashley, Phill Brand, Chuck Sherwood, and Carl Lindstrom went to Millwood Lake along with two skillfuls, John Adams of State Aid and Bob Mize of Roadway Design. The word drifted back that there was plenty of fish, beer, and bs (that's best stories).

The housing industry got a surge last month. Jim Tribo, Tim Daters, and Mike Coogan bought new homes in Western Little Rock. I tried to help the auto industry. They sent my payment book in a manila folder.

COMPUTER SERVICES

BY THE STAFF

Congratulations to several people in the Computer Services Division who received Service



Jerry Conway with Fay Sullivan

Awards during the month of March. Jerry Conway received a 15-year pin and certificate; Carolyn Stringer, 15 years; and Fay Sullivan, 10 years. Presentations were made by Vershall Roy, Chief of Computer Services. Cookies and punch were served in their honor.



Carolyn Stringer receiving award from Vershall Roy.

We have some new arrivals to introduce. John Carter and wife were delighted with the arrival of a baby girl on February 3, named Jill Ashley.



Jill Ashley Carter



Nathaniel Benjamin Dailey

Also, John Dailey and wife were delighted with the arrival of a baby boy on April 19, named Nathaniel Benjamin.

Congratulations to Gary French and Regina Ann who were married on April 17 at the Mount Pleasant Baptist Church of Maynard, Arkansas.

CONSTRUCTION DIVISION

BY THE STAFF

On Thursday, April 29, the Construction Division honored Norman Pumphrey with a farewell party. Over the past six years he has worked as a Asst. Construction Engineer but now will leave to assume the responsibilities of a District Engineer for District 10.



Bobby & Norman Pumphrey

John Tallant, Construction Chief presented Norman's going away gift. The office gave him a set of metric tools, which just fit Bobby's hands.

Luci Dishongh decorated the office in a Bicentennial Theme and made the corsage for Mrs. Pumphrey.

Cake and punch were served when many of Norman's friends stopped by. Best wishes and keep us informed.

EEO SECTION

BY THE STAFF



Southwest Little Rock Toastmasters Club held their annual speech contest April 16. Melba Shepard, secretary in the EEO Section, was first place winner. Phil McConnell, president, presented her with the award. As winner of this

contest, Melba earned the right to compete in the Area II Speech Contest, to be conducted May 1 at Coachman's Inn. The title of Melba's speech was "My Second Most Exciting Pastime".

LEGAL DIVISION

BY THE STAFF



Donna Barbee, left, with Tom Keys.

In February Donna Barbee was honored by the Legal Division for 10 years service with the Department. Donna is secretary to Thomas Keys, Chief Council who presented her with the pin and certificate.

Cake and punch were served and many of her friends stopped by to congratulate her.

MAINTENANCE DIVISION

BY THE STAFF

Radio Section

Cal Porterfield, Chief Radio Technician in the Radio Section of Maintenance received his 15-year Service Award in April.



Cal Porterfield

Clarence Page presented Cal's pin and certificate. All the Maintenance Division attended the party.

Equipment Section

The Equipment Section, along with Central Shops, honored Mr. C. B. Brooks, Jr., Central Shops Superintendent, with a retirement party on March 31. Mr. Brooks had as his guests his wife Mary and Mrs. Don Hayes. Many of Mr. Brooks' friends were present to honor him on this occasion.



Mr. Head with Mr. & Mrs. Brooks

We were glad to see Mrs. retirees from Central Shops present.

We extend our congratulations and best wishes to Mr. and Mrs. Brooks for a long and happy retirement and the best for the years ahead.

MATERIALS & TESTS DIVISION

BY SIBYL MADDOX

Mrs. Virginia Kay Green, wife of George Green, Chemist in the M&T Division, has been selected "Outstanding Young Woman of Hot Spring County" for the year 1976. The contest was sponsored by the Junior Service League. Mrs. Green was nominated by the Malvern Women's Club. The selection was made by the Presidents of all Civic Organizations in Malvern. Mrs. Green is assistant librarian at the Hot Spring County Library.

Those who receive their 15 year pins and certificates are Jim Briley, Assistant Division Head; Henry Hart, Engineering Aide; and Bob Hickey, Area Engineer. Punch and Cake will be enjoyed by all. Congratulations to all three.

Louise Smith, clerk typist, is transferring to Traffic Division. We will miss her and her vibrant personality.

PHOTOGRAMMETRY

BY SUE WALLS

Spring has sprung and summer is on its way. Everyone's thoughts are turning to summer sports like fishing and baseball. Roger Taylor and Bob Barnett went fishing recently, but they haven't said anything about a fish fry yet. Roy Walden is still plugging away at baseball. I hope they have a good winning season this year.

Farrell Adams, Bob Barnett, Kevin Harris, Roger Taylor and Roy Walden have just completed a 168-academic-hour course on Elementary Surveying. If you need to know any-

thing about surveying, any of these fellows should be able to tell you.

Lynn Bridges has just completed five weeks of Color Photography school in Denver, Colo. I'm sure he has some interesting and exciting tales to tell of his experiences in the mountains of Colorado if you just ask him about them.

In Lynn's absence, John Jackson has been working in the camera room. John is the son of Glendol Jackson in the Right of Way Division. It certainly has been nice having him in our office.

We would like to welcome Bob Paxton to our staff. He is the new Department Airplane Pilot. When he is not flying or checking out the airplane, he will be working in the Photogrammetry Lab. Bob and his wife, the former Raymelle Bethard, are the parents of two children, Missy, 13, and Joey, 12. His hobbies of course, are flying and photography. I know we will all enjoy having him work with us.

Charles Alexander and his wife Mary are looking forward to a visit from the stork in October. He has really been walking around on cloud 9. Congratulations to you both.

At the first sign of Spring, my thoughts turn to gardening. It is a lot of hard work, but when harvest time comes, it is worth it. I planted a few rows by myself one Saturday while my husband was at work, and it is so crooked it looks like I followed a snake when I made it. Well, they say practice makes perfect; I can't wait to see how straight they get just before I finish planting.

PLANNING & RESEARCH

BY THE STAFF

Planning & Research has several people to welcome and some to say farewell to.

Brenda Woodyard, formerly in Maintenance replaces Doris Griffin as secretary in Advance Planning. Doris resigned to be full-time mother to "Skeeter" and Stacey. A special P & R welcome to Brenda and to Doris please return and visit.



Susan Ishmael with Tommy Lorenzo who was introduced in the last magazine.

Economics welcomes Susan Ishmael, replacing Gloria Holliday who resigned and moved to Estes Park, Colorado. Susan, formerly of Memphis, is a graduate of Harding College with a B.A. degree in English, and a recent bride (February 14) of Mike Ishmael. Her father performed the nuptial vows.



Gloria Holliday

June Rain and Bobbie White of the Accident Records Unit, along with Herb Hawn - all formerly of the Current Planning Section - are now a unit of traffic and have moved to the ninth floor.

James Sanders transferred from Advance Planning to Transit Planning where he will be assisting in the development and administration of Federal Grant Program.

Congratulations to Howard Snow who was awarded his ten-year Service Pin and Certificate.

We're happy to report that Odell Lewis is making satisfactory progress following his accident and is expected to return to work soon.

An oversight reporting for last issue of magazine failed to mention the arrival of Jerry Dixon's daughter, Brandy Lynn, born August 17. (Jerry we'll try to be more prompt next time. . .)

Mayo White and Nathan Bingham were among representatives from seventeen Highway Departments and nine Industries, along with twelve Federal Highway Administrators, attending a workshop seminar April 5-8, in Santa Fe, New Mexico. Subjects stressed were speed monitoring, truck weight studies, vehicle classification counts and automatic traffic counts. The New Mexico Highway Department graciously hosted the meet.

Ed Johnson's son, Jeff and daughter, Romona, were both inducted into the National Honor Society recently. Both attend Central High School where Jeff is a senior and Romona, a junior.

Sympathies extended to the family of Chester Willis in the death of his father recently.

Also we extend our deepest sympathy to Betsy Morrison and family in the death of her mother.

PROCUREMENT

BY ANN JOHNSON

Somewhere in this issue is a picture of a misplaced Nebraska Italian named Alfio J.

RECORDS & REPRODUCTION

BY THE STAFF



Al Sacco

Sacco. The picture shows him holding the cake that was part of the refreshments served when he received his Five-Year Certificate not long ago. Time does fly and we all learn new things. He has adapted to the Southern climate quite well, and only occasionally has to say, "Pardon, I misunderstood your statement." I understand that he has also developed a taste for cornbread, black-eyed peas and greens, but I'm not sure he can finish a glass of buttermilk yet.

Of course, adjustments are not all one sided in this office. We have learned not to ask "What?" when he mumbles strange words, found out what true Italian spaghetti sauce tastes like, and we speak a bit slower over words that confuse him. Our heartiest "congrats" to you, Al.

Lewis Wade and his son, Kevin, had an opportunity to go to Walt Disney World in Orlando with some friends a few weeks ago. It was one of those "spur-of-the-moment" things and those are always fun. Lewis is one of those people who jump into the water only after checking the temperature, wind speeds, climatic conditions, and the depth — and this, so I have been told is when he takes a bath in the tub. Everyone in the office told him to go and not worry about such a simple thing as money. Lo and Behold!! He went and had a marvelous time. He even had a slight Florida Tan when he returned.

Patsy and Eulin Downing have weathered the discussion, cussing and planning stages of their quest for a home, and will begin to build soon, and Henry Plunk and his wife, Joy, have just moved into a new (to them, anyway) home in the Jacksonville area. Henry kept saying that his wife was moving, but he wasn't. It's really strange how some statements return to haunt you.

This is, more or less, the interesting news of the office. Some of us are planning to take short vacations during the summer, one of us is scheduled for surgery, and some of us may spend a lot of time at various baseball parks.

We have all enjoyed the beautiful spring flowers this year. It seems most of us are suffering from either Spring Fever, Gardening Fever, or Fishing Fever. Others are trying to figure out where to go and what to do during vacation.

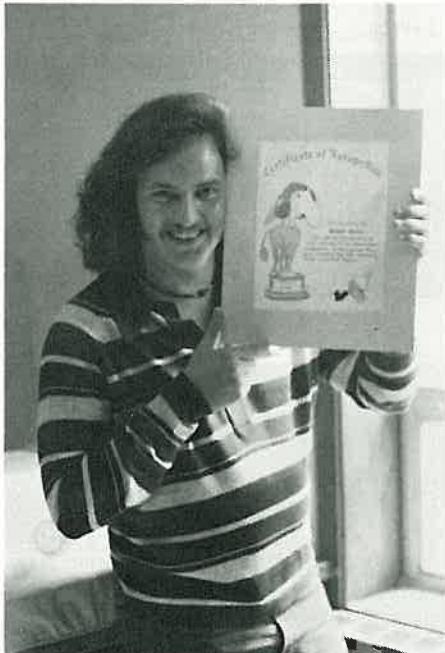
Our section likes to eat (and we are all beginning to show it). We have had two potlucks since the last magazine.

The first, on February 20, honored Pete Escarre, Assistant Section Head, pictured here receiving his 10-year service award and pin from Al Dunn, Section Chief. We wish him many more happy years with AHD.



Pete Escarre with Al Dunn

On March 5 we had potluck honoring Ronny Lewis on his last day with us. Ronny resigned to work elsewhere. He still stops by to tell us "Hi". We wish him lots of luck in his new job. Ronny is pictured with the beautiful Certificate of Recognition presented to him by his co-workers.



Ronny Lewis

On March 19 we had refreshments honoring Debra Allen on her last day of work before leaving to await the arrival of the stork. The stork arrived earlier than expected on April 3,

and Debra and Danny are the proud parents of a bouncing baby boy, James Casey, who weighed in at 7 lbs. 6½ ozs.



James Casey Allen

Roy Roling, Jr., son of Patsy Roling in Reproduction, has entered Olympic competition seven times. He won a gold medal in swimming his first trip and a gold medal in bowling last year. Two weeks ago, his school's basketball team won first place in State Olympic basketball competition — Roy was high scorer.



Roy Roling

The Olympics Roy competes in are the "Arkansas Special Olympics", the only state-wide recreational and physical education program for mentally retarded citizens. Roy has been a student at the North Hills Exceptional School in North Little Rock for eight years. Congratulations, Roy!!

Our new 1976 Arkansas Highway Department tourist maps have arrived and we have been very busy answering all our "fan" mail.

RIGHT OF WAY

BY THE STAFF

Appraisal Section



This cute little fellow is Scott Sanson. He is the son of Jimmy Sanson who works in the Appraisal Section. Scott was born November 10.



Mrs. Query & Billy Lynn

Congratulations to Harold Guinn, who received his ten year certificate last week, from Harold Stoebener.



Harold Guinn with Harold Stoebener

ROADWAY DESIGN

BY THE STAFF

Congratulations to R. L. (Bob) Walters of the State Design Section. Bob was among those who passed the Professional Engineer Examination given last November. He received his registration Certificate during National Engineer's Week in March. We are all real proud of Bob.

Phillip McConnell and wife Jill are the proud parents of a robust new baby daughter. Julie Cristin, daughter No. 2, arrived at 2:00 a.m. on Sunday, March 14. Reports are that parents and both daughters are well and doing nicely.

Bob Narrell reports the arrival of grandchild (and we do mean Grand) No. 2, born to Mr. & Mrs. R. G. Nolan (Bob and Wanda's daughter, Marsha) of Annapolis, Maryland on March 22. Mother and daughter, Stephanie Jill are both well and happy.

Wednesday, February 4, John Dunn fell after leaving work and fractured a bone in his shoulder. John was off work until his shoulder mended enough to allow him to work. Finally, after several weeks John made a full recovery from the accident.

Bob Mize took a week's vacation recently during his son (Doug's) spring break. They went camping and fishing at Lake Ouachita and caught a good mess of fish.

Rick Robbins will be going back to Boy's State this year, to serve as City Councilor. He was recommended to return as a Councilor this year after being elected to Secretary of Boy's State last year. Needless to say, Jerry & Benny Robbins are proud of him.

TRAFFIC - SIGN SHOP

BY THE STAFF

Mr. & Mrs. E. H. Hightower are the proud grandparents of Billy Lynn, son of Mr. & Mrs. Gregg Query of Bethesda.

Janice Hampton of Coal Hill who was previously employed, came by the other day with her new addition, Michael Ann. They have another daughter Kelly. She is now retired if you could say that with two small children.

Speaking of Hobbies, Richard Chapman now is a owner of a CB - er along with a few million others - 10-4.

Welcome to our new employees's, Michael Lee, S. L. Johnson, and Jeff Brown.

DISTRICT ONE

BY JANET MCEL DUFF

On February 11, District Engineer Bill Mulhollen presented the following men their service certificates and pins: M. J. Jordon, 25 years of service; W. O. Holland, 20 years; Shelby Hudson, 20 years; J. M. Quinn, 20 years; J. E. Davis, 15 years; Morgan Y. Bryant, 15 years.



Hudson



Quinn



Jordon



Holland



Davis



Bryant

Cake, punch, and coffee were served in their honor. Congratulations to each of you.

On April 12 District One held a Retiree Party for several of our key maintenance employees. The men who were honored are: Griffin Roberts, 29 years; Jesse Woods, 26 years; Charlie Ball, 21 years; Frank Nicholson, 21 years, and Wister Morris, 24 years, who was unable to attend. Their wives were our special guest.

Happy Retirement!!

April 16, was another special date at the Phillips County Area Headquarters. L. C.



Roberts



Wood



Ball



Nicholson



Holman, who is also retiring, was honored with a fish fry for 30 plus years' service. Also honored at that time was Cleo Anderson who will retire soon. Their families were invited, and a delicious fish supper was enjoyed by approximately 60 people.



Pictured with their Certificate of Safety is the District-wide sealing and truck crew, Jack Lindley, Job Supt.

This crew drove between 450,000 and 500,000 miles hauling materials the past year which shows it is not how much you drive but how you drive that makes the difference.

Standing left to right are: J. W. Davis, R. O. Thompson, W. L. Moore, A. B. Dewitt, Fred Tacker, Roger Cheney, Kenneth Davis, Harry Miller.

Front row left to right are: H. L. Andrews, E. B. Waldrep, Jack Lindley, Job Supt., J. H. Andrews.

Not shown are Griffin Roberts and Jess Woods who have retired, but were a part in earning this award.

Shown here is the Woodruff County area crew, J. Lewis Carter, Foreman.

This crew has received a Certificate of Safety Award 4 out of the past 5 years, and is to be commended for this record, and the individual effort of each employee to obtain these awards. These certificates are not easy to come by, and they sure don't come by accidents.



Standing left to right are: Henry Armstrong, Donald Armstrong, Asst. Foreman, J. J. McCabe, Harrison Turner, Kenneth Perry, Woodrow Taylor, Loyd Plummer, Ruben Lee.

Front row left to right: J. C. Freeman, J. C. Keen, Roger McCuan, B. S. Wright, J. F. Ashby, J. L. Carter, Area Foreman, F. L. Bradley, not shown.

D. W. Morris retired before this picture was taken, but he helped in earning this award.

DISTRICT TWO

BY BETTYE CARTER

District Two Employees expressed their feeling of respect and high regard for John S. Harris, Jr., who has been District Engineer since 1959. A "day to remember" was planned much in advance for Mr. Harris and that it was. Much thought and planning went into the event as this was for a Special Man to many people in Southeast Arkansas as well as being the longest length of time employee to retire from the Highway Department. Public notice was made with newspaper, radio and T.V. coverage. The opening phase was the presentation of a wooden plaque presented by Highway Commission Chairman Lawrence Blackwell before the Office Staff, Resident Engineers, and Area Foremen. Ken Tyler, Asst. to the Dist. Engr. designed and handcrafted the plaque from Black Oak with brass plate noting the District Hdqtrs. around the state. The overall design was the state of Arkansas. Mr. Harris was presented with several gifts for his future leisure time enjoyment.



Lawrence Blackwell presenting award to Johnnie Harris.



Mr. and Mrs. Johnnie Harris, Jr., with Commission Chairman Lawrence Blackwell.



Sam Smith, center, the new District Engineer.

Mrs. John Hughes designed and constructed a cake for the occasion with the Highway colors and emblem and centered with a large 45 noting the 45-year span with the Highway Department. This talented lady is the wife of John Hughes, Area Foreman in Desha County.

The reception table was appointed in sterling silver with accessories in red, white and blue, the color theme of the day. Floral arrangements in red, white and blue were located around the building. Guests were served coffee and refreshments.

Almost 300 guests called between the hours of 1 to 4 p.m. to show their respect to Mr. Harris. Honored guests were members of the Highway Commission, Director Henry Gray, AHD Central Office personnel, contractors, state, county and city government officials, friends and family.

J. C. "Jack" Ashcraft received a 20 year pin recently for service with the Arkansas Highway Department. He is employed as the station attendant at the Area Hdqtrs. at Rison and started as a laborer. He is married and the father of four children and five grandchildren. All his spare time he devotes to his tomato farming in Cleveland County.

A twenty-year certificate was presented recently to James Pierce, office manager, when the office staff hosted a get-together with coffee and cake honoring his 20 years of service. James has a lot of patience and deep concern for a job well done. We, the girls in the office

realize this as he "attempts" to keep us in line but always in a nice way.

It is always nice to have an excuse to hold a fish fry and what is a better reason than to acknowledge the retirement of three of the men in the shop. Three long-time employees, Olan Clark, I. V. White and Frances Drake were the surprised guests of honor when all the office staff and shop employees presented them with fishing gear to start their retirement off right. The cooks did a great job.

Olan retired after 21 years, I. V. after 15, and Mr. Drake or "Unk" after 21 years. These three friendly faces will be missed around District Headquarters.

Also, missed around District Two is one-half of the Weight and Standard Unit in Pine Bluff, that being Ron Anderson. A nicer more likeable person than Ron won't be found. Good luck, Ron, on your transfer back to Newport but don't forget your friends in D-2.



A new baby girl was born on February 21, to Mr. & Mrs. Earl C. Raines, thus making a family of three girls for the Raines. Amanda Marie weighed 8 lbs. 11½ ozs. Earl is a Civil Engineer in Van Bratton's Residency. Also a Registered Professional Engineer, Earl has transferred to Pine Bluff from District Six. Congratulations to the Raines family and welcome to D-2.



Employee Steve Wilson and Sheila C. Work were united in marriage on March 12 at the

First Assembly of God Church in Pine Bluff. The bride (daughter of Mr. & Mrs. J. P. Work), works in the Insurance Department at Jefferson Hospital. Steve is an Engineer Aide and is the brother of Rickie L. Wilson also in the same residency.

Wedding vows were exchanged on April 10, at the Harmony Baptist Church by Catherine Sue Poindexter and William Dan Walker. The bride is the daughter of Mr. & Mrs. Frank H. Poindexter Sr. and the groom is the son of Mr. & Mrs. Dan Walker, both of Pine Bluff. William works as an Engineer Aide.



Steve Carr (seated) signed a letter to attend Clemson University at Clemson, S.C. on a football scholarship to play linebacker position. Steve is a 3-year letterman and this year was chosen outstanding lineman, All Southeast Ark. and a member of the All State Team. His major will be Engineering.

Looking on are his parents, Mr. & Mrs. Ted Carr, Dr. Turner, and Coach Bailey. Ted Carr is Engr. Aide and has been with the Highway Department for 11 years. He is also a native of DeWitt.

The family of J. W. Colbert of Lake Village wish to show their gratitude for the help they received in the tornado damage during March of this year:

We would like to express our appreciation to the Arkansas Highway Department Employees of District 2 for their kindness in supplying our many needs after our home was destroyed by a tornado.

May God Bless each of you,
J. W. Colbert & family
District 2, Lake Village

News of a saddened nature: Mrs. Cecal Clark, wife of Olan Clark the shop foreman died on Feb. 22, after a lengthy illness. She was the mother of five children and a member of Harmony Baptist Church where she was a Sunday school teacher for 20 years. Mrs. Clark was a devoted wife and mother as well as a wonderful person and very well thought of by all.

DISTRICT THREE

BY SHARON BAILEY

Congratulations to Ralph Wylie, J. D. Neighbors, and Howard Hazel on reaching 20 years with the Department; Emmet Barrett and Oscar Allison for 10 years; and Robert White for 5 years.

Cecil McCorkle who works at the District Service Station graduated in the top five from the Senior Instructors Administrative School held in Columbia, South Carolina, at the U.S. Army Training Center. Cecil is in the 95th Division of the Army Reserve in Shreveport, Louisiana. Congratulations on this accomplishment.

Nine construction employees attended the Basic Materials Course and sixteen attended the Survey School which were held at the District Headquarters in Hope. Pictures were taken of the guys and instructors of the Survey School but I guess they were just too busy at the other one to think about taking pictures.



All the group

Buster Royston of the Hope Resident Engineer's office became a grandpa. Marjorie and Joe Scruggs of Little Rock are the parents and Todd Nolen born March 13th weighing 8 lbs. 11 ozs. is the little one. He sure is cute, Buster. Congratulations.



Todd Nolen Scruggs

WATCH YOUR STEP when you come see us. We had a special visitor here the other day -

a ground rattler. Seems he was wanting to learn about our computer. I guess Computer Services wondered why nothing was put on the machine one day; we were all too scared to go in the room. I still have to have someone with me before I go in there. I'm a little bit scared of them. Mr. Mitchell is helping us though, we put out some kind of stuff that is supposed to keep them away; or so he tells me. You think he is just pulling our leg?

NASHVILLE RESIDENCY

BY CONNIE SHADDOX

We don't have any expectant mothers or fathers this time but we do have a very proud Grandpa. Randy Todd Morris was born August



15. He is the son of Randy and Nancy Jo Morris, daughter and son-in-law of Mr. & Mrs. Glen Owens. Glen is a construction inspector with the Nashville Residency.

Several of our employees have celebrated birthdays since January, they include K. L. Harris, T. L. Goodson, Roy Wilson, Glen Owens, Dewey Smith, and Connie Shaddox.

We are very proud of our men who attended the Basic Materials School and Surveying School held in Hope. Those attending the Basic Materials School were H. L. Brooks and K. E. Ferrier. Attending the Surveying School were R. M. Wilson, D. W. Westbrook, D. E. Smith, H. L. Brooks, and K. E. Ferrier. W. E. Dull was an assistant instructor in the Surveying School.

DISTRICT FOUR

BY HELEN BUTLER

Now that the tornado-type weather is almost over, hopefully, we can settle down and look forward to summer activities — starting off with our annual Spring Picnic. We are anticipating good weather and the usual large turnout, with fun, games, and delicious food.

March 8 started off with the National Bicentennial Wagon Train rolling thru our State. David Dodd, Mechanic from the Springdale Area Headquarters, had the responsible job of Scout, traveling with the group from



Springdale to Fort Smith. David tells us that the weather was bitter cold, windy, and raining; the problems many, as the Wagon Master, Dusty Richards, led his 30 wagons and 300 riders. The true spirit of Americans was evident as these modern-day pioneers bravely & proudly kept the train going, and together, over hills, bridges, and roads which they weren't sure their devoted animals could pull. The Tri-State C.B.ers were a great help. The excitement was evident not only among the riders but in the enthusiasm of the crowds welcoming them along the way, in the towns and at the crossroads. The 4-day trip ended when they joined the National Train with wagons from Texas, Louisiana and Okla., some of which were going all the way to Valley Forge, Pa. Lt. Gov. Joe Purcell was Honorary Wagon Master, and rode all the way from Springdale. He found the experience evidence of what Arkansas & Americans can do together to overcome any obstacles.

Our young pioneers are also in the news. Ground was broken for the Rogers Boy Scout Reservation near Booneville on April 10. Located in S.W. Logan County, the 2,800 acre reservation is the rugged, scenic part of what was formerly the State Tuberculosis Sanitorium. Heading the list of dignitaries & speakers were Gov. David Pryor, Rep. John Paul Hamerschmidt, & Sen. Dale Bumpers. The reservation will serve the 18-county Westark Area Council Boy Scouts.

Logan County Area Foreman Darrell Roper and wife, Patsy, who reside in Paris, are proud of their area Boy Scouts, Girl Scouts and Camp Cahinnio (built with the proceeds from the sale of Girl Scout cookies.)

Tommy Tabler, Assistant Foreman at Logan County has completed 20 years service with the AHD. Darrell Roper, Foreman presented Tommy

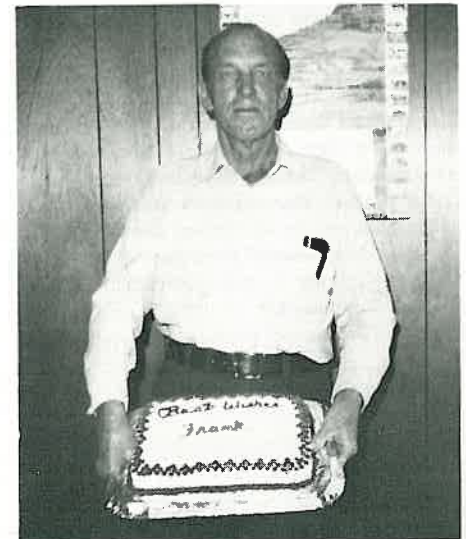


Darrell Roper presenting award to Tommy Tabler.

with his pin and certificate at a small party given by the Logan County Crew.

We wish all our new retirees well:

E. O. Loyd, Logan County Eqpt. Op. III, after 22 years of service; Jack Dunn, Seb. County Eqpt. Op. II, 23 years; J. D. Inman, Crawford County Eqpt. Op. II, 22 years; C. D. Dillard, Polk County Eqpt. Op. II, 27 years; and Frank T. Baker, Wash. County Eqpt. Op. III, 19 years.



Frank Baker

The Spring Maint. Academy, held the week of March 8, was attended by Asst. Maint. Supt. Carl Winn, Seb. Area Foreman Columbus Dalmut, Logan County Area Foreman C. D. Roper, and Polk County Area Foreman Harrison Heath.



Gene Astre, right, with James Seay

Tommy Riley, Shop Mechanic at Dist. 4 Headquarters, and Gene Astre Road Mechanic have completed five years with us and we congratulate them on receiving their pins.

Kim McDowell, Dist. Permit Officer, is now on two weeks' active duty with the Air Nat'l Guard Reserves. He recently completed an Air Force Civil Engineering correspondence course, and his diploma to prove it is proudly hanging on his office wall.

Dist. Headquarters Bookkeeper Emily Rogers and husband John are truly traveling grandparents. At Christmas they made a flying trip to San Francisco to visit their daughter, Bobbie Ann, and latter's husband Con, and the two children; and now have just returned from a fast trip to Houston, Texas. Their son, Charles, and his wife, Janie proudly introduced the newest grandchild, Jennifer, born Feb. 20. Vickie, 14, and J. C., 11, so happily welcome their new sister. Emily and John also dash over to Little Rock occasionally to see son, Fraser, his wife, Gay, and two grandsons. Emily's "Grandma's Brag Book runneth over!!"



District 4 held its annual spring Bar-B-Q at Ben Geren Park in Fort Smith recently.

Around 250 people attended the picnic including special guests: Mr. & Mrs. Johnnie Gray, Mr. Ed Orsini, Mr. & Mrs. Kit Carson & son, Mr. & Mrs. Frank Vozel, Mr. and Mrs. Bill Hayes, and several retired employees.

Entertainers that appeared were as follows: "The Faulkner Family" from Huntsville and "Hartford Valley Boys" from Hartford.

Glen Faulkner is Area Foreman in Madison County. Tommy Hale of our Seb. Co. Maint. Crew at Greenwood plays with the Hartford Boys.

Everyone had a good time!!



OBITUARY

Junius P. Clayton, Jr., aged 68, of Ozark, a retired state Highway Department engineer, died Tuesday.

A native of Ozark, he had been with the Highway Department 35 years, the last 11 as engineer for the Fort Smith District. A new expressway at Fort Smith was named for him.

Survivors are his wife, Mrs. Edna Chiles Clayton; a daughter, Mrs. June Keller of Greenwich, N. Y., and four grandchildren.

MEAN'S RESIDENCY

BY BETTY MILLARD

Congratulations go to Jim Barker, who has received his 10-year pin and certificate of service.

Happy Birthday to Lyndy Holland who celebrated his ? birthday by working! We just can't seem to get along without that little guy. Happy Birthday, anyway Lyndy.

Turkeys, Turkeys & more Turkeys! You should hear some of the stories going around here about the hunting adventures. Everyone in this office was so proud of Ed Slaughterbeck when we heard that he finally got a Turkey (and a nice one at that). Seems it had a 10½ - 11" beard and weighed close to 20 lbs.

Other turkey hunters who were successful included Charley Lance who killed two. One had a 9½ inch beard and the other had a 10½ inch beard and weighed 22 lbs. Lyndell Lyda also took home one with a 3 inch beard. There may have been others, but these were the only ones reported to me. Congratulations fellows!

Charles Means finally found that boat trailer he was needing so badly and he and his sons are really putting it to good use. We're all waiting for the time when Charles will appear on "The American Sportsman" - only this time don't go to sleep and let that big one get away!!

Mack Rose came in the other day with some new glasses. We asked him how he liked them and he said the glasses were just great - it's the floor that keeps jumping around. We hope by the time this is in print you're used to those new glasses.

That's about it from Waldron for now. We would like to wish everyone a pleasant Bicentennial Summer.

DISTRICT FIVE

BY MARILYN COFFMAN

Congratulations to Montie H. May for twenty-five years service with the department, Bill N. Stanton 15 years and Ray E. Wadley and Leslie Shane 5 years.

On February 9, Edgar McClure, Job Superintendent, was surprised with a party to celebrate his 30-years with the department. Mr. Chaney presented him a certificate and pin, and refreshments were served to all District Supervisors and Office Employees.

We are pleased to have Lorene Pickens, Stockroom Supervisor, back at work. She was missed by all of her fellow employees the six weeks she was absent, due to surgery. Danny



Edgar McClure

Seaman and Paul Matthews did an excellent job taking care of the Stockroom while she was away.

A hearty welcome to Margie Graham, our new Secretary for Resident Engineers, John Ed Smith and Harold Beaver. Margie is the replacement for Norma McKinney, who transferred to the District Headquarters to be our new Fuel Clerk.

We also welcome Ronnie Lynn Holder, Engineering Aide in the John Smith Residency.

On April 5, cake and coffee were served at the District Headquarters to all Area Foremen, Job Superintendents, and Office Personnel. The occasion was a going-away party in honor of Freese Kimmer's retirement. A very special guest was his attractive wife Lucille. Kimmer was presented a watch as a small token of appreciation for approximately thirty years of dedicated service. We miss him in the office, but wish him many happy years of retirement.



Mr. & Mrs. Freese Kimmer

Bill Stanton, Engineering Aide, is proud of his son Alex Stanton, one of Batesville High School's outstanding track stars. Alex finished second in the 880-yard run at the Arkansas State University Invitational Track Classic held in Jonesboro recently.



Alex Stanton

Cliff Martin, Assistant District Engineer, and wife took time off from their busy schedules to enjoy a weeks vacation with their children and grandchildren in Longview and Garland, Texas.

Our deepest sympathy is extended to Sally McMillan, retiree, in the death of her husband, Russell McMillan.

DISTRICT SIX

BY OLGA ESTELL



Edward Trickey, Russell Owens, Buster Thompson.

An award party was held at District Six, on February 20. Those receiving awards were, Russell Owens, for 20 years service, Buster Thompson, 20 years; Edward Leon Trickey, 15 years; and Edward Williamson, 15 years. The party held in the Conference Room at the District Six Office, was attended by all the employees. Refreshments were served by, Debbie Simpson, Laura Malat, Georgia Russenberger, and Olga Estell. Laura baked and decorated two cakes, one a chocolate and the other a cherry cake. One of Laura's many

talants, and needless to say they were delicious and were decorated so pretty. I made pretty good coffee, Laura, after all what is cake without a good cup of coffee! Everyone had a good time, congratulations guys, and see you again in another 15 or 20 years.



J. F. Woodson

Congratulations to J. F. Woodson who has recently retired from District Six. We wish you many happy years of retirement.

Apologies are in order to Mr. Verdell Small. In the spring magazine of 1975, his name incorrectly appeared under the wrong picture. Sorry, Verdell, these things do happen, usually though, I am more guilty of misspelling a name, that was a slip up.

Sonja Cahoone was selected as the first Choir Flutist for the All State Orchestra which performed at Little Rock on February 21. Sonja, daughter of Don Cahoone, is a junior at Mills High School. Congratulations indeed go to Sonja, and lots of good luck in her music and may she someday be someone great, maybe — Broadway???

Lisa Estell, daughter of Olga M. Estell, a member of the Greater Little Rock, Jr. Bowling Association, of the Bowl-Away Bantams League, was awarded a trophy for being the highest point bowler in the Junior Tournament held at the Pike Plaza Lanes in NLR. This may not be such a big deal, except for the fact that there were only two girls bowling, and both girls, excelled over the boys. Poor boys!!

Lorrie Estell, also Olga's, made the Drill Team for the 1976-77 school term. She won't be hard to spot as she is the shortest one on the team. Oh, well . . . her momma is every bit of 4 ft. 11 inches, poor kid, there's no hope at all of ever being tall.

Jim West, one of our welders, became a proud papa, on April 15, Little Chandra Leigh West, made her debut weighing in at 7 lbs. and 2 ozs., and was every bit of 19½ inches long. Bring her to see us when she gets big enough.



Chandra Leigh West

Jim Vent, assistant foreman, for Mr. Nute, in North Little Rock, is also bragging about a new addition in his family, his cigars all say "Boy" though, and he was born right after New Years, on January 3, to be exact, he was named Travis Lee. He weighs 6 lbs. 5½ ozs. and in his picture he appears to giving orders, pointing his little finger at somebody!! Little Travis may someday be a foreman at District Six, so Jim you best move up, Buddy!!



Travis Lee Vint

Our office has been plagued with a bad cloud lately, seems Denver Hardman started it. He sprained his ankle one day, and he came in the following day on crutches, and several days, thereafter. Jim West a few days later sprained his ankle, so he was hobbling around with crutches, too. Wasn't easy trying to weld and stay up on those things, just ask him. And then our part time typist-part time college employee, Teresa Harris had to have surgery on her knee, to correct a knee cap that kept slipping, so now she is getting around on crutches. Crutches are an "in" thing at the District Six Office wouldn't you say.

Summer is right around the corner and everyone is getting that "go to the lake" fever and you should hear all the fishing that goes on in our coffee room around that coffee pot. You'd think we lived on the coast, we've heard about every stream, lake and puddle from here to Hot Springs and back.



This little boy is Michael Shane Broadway "Easter Egg Hunting" and after the hunt. His dad is Charles Broadway, Job Super., District Wide Crew for District Six.

DISTRICT SEVEN

BY VICKIE LOE

Mrs. Earlean Campbell, wife of our District Engineer Coy Campbell, was the recipient of the 1975 Outstanding Young Woman award at the Thursday night Jaycees Distinguished Service Awards and Bosses' Night Banquet. Mrs. Campbell has served in a variety of clubs and civic organizations. She has served as president of the United Methodist Women and is a district officer of that group.



Earlena Campbell

Having served as a program resource chairman, Mrs. Campbell serves as librarian and coordinator of the children's department and helps with the reading program in her church.

The honoree has given 75 hours of her time and is now serving as teachers' aide in the reading lab for educating disadvantaged children in the Fairview School System.



Sandra Hollis

Sandra Hollis, 15 year old daughter of Jerry and Ruth Hollis, was crowned Hampton Miss U.S. Team, March 20. Sandra will go to the State Finals at Searcy in June. Jerry is an Equipment Operator II in the District 7 Sealing Crew.



Paul Richard Castleberry

Paul Richard Castleberry, a student at Harmony Grove High School and son of Paul Castleberry, has been awarded a freshman academic scholarship to the University of Arkansas at Little Rock. The scholarship will cover the cost of tuition for the freshman year and is given to students who graduate in the top 10 per cent of their class and/or make high scores on the American College Test. Paul is the Maintenance Repairman II in the Building and Grounds crew.

This fine young man is the nephew of John Harvey, Accountant for District 7. Walter Olen Harvey is the son of Mr. & Mrs. James Harvey. Walter is approx. 7 months old and his uncle thinks he is "TOPS".



Walter Harvey

Bill Campbell, 13-year old son of Mr. & Mrs E. B. Campbell, was recently inducted into the National Junior Honor Society. Bill attends Camden Junior High School. This is a real honor for Bill and we know his parents are equally honored. Bill's mother, Althea, is the District Secretary for District 7.



Larry Hollis, Asst. Dist. Maint. Supt., has had a good season on turkeys this year. Here he is shown with 2 he has killed this year. The largest was killed Friday, April 2. It weighed 20 lbs. and had a 10½-inch beard. On Saturday, April 10, he got No. 2. It weighed 17 lbs. and had a 9-inch beard.

M.J. REESE RESIDENCY
By Cindy House

In the District 7 Residency, Don Smith received his 5-year certificate and pin.

Those attending the Construction Survey Course in Camden beginning in February and ending in March were Don Smith, Raymond Lea, Danny Pittman, Gray Harper, and Carl Pierce. They all passed the course.

We've lost one member of the team. Jessie Wayne Millican, who recently received his 15-year certificate and pin has accepted the job of Assistant Area Foreman in the Maintenance Division. He will certainly be missed by everyone in our office.

We don't have any new babies at this time, but Danny Pittman and George Cano are expecting new additions to their families in the future.

BOB MYERS RESIDENCY
By The Staff



Jason Bradshaw, son of Sam and Jane Bradshaw, was born on January 6. We know his parents are proud of this "Bouncing Baby Boy". Sam is a Hwy. Engr. Aide III.

A. W. HARDY'S RESIDENCY
By Jeanne Johnson



Pictured above (right) Laura Lynn Johnson, daughter of Mrs. Jeanne Johnson, clerk, A. W. Hardy's Residency, and friend Terri Cox who helped with a Bicentennial Pilot Club project. Laura, an eighthgrade student at MJHS, after completing two years of study will be received as a confirmed, communicant member of Faith Lutheran Church, Magnolia, on Easter Sunday.

DISTRICT EIGHT

BY NANCY KENNEDY

Those receiving service awards in February were O. T. McGuire, 5 years; Johnnie O. Edmunds, 10 years; and Kenneth Ellis, 20 years. Those receiving service awards in March were M. C. Young, 10 years; and Leon Beck, 10 years.



McKinney, left, with Allison, right

A party was held at the Perry County Area Headquarters by the Perry County crew honoring O. W. Allison and Mose McKinney who both left the Highway Department in February. Mr. McKinney retired with 19 years service. He received a real nice fishing rod from his fellow employees.



Ewin Caudle, left & Ruben McConnell

Ewin T. Caudle retired in March after 30 years of service with the Highway Department. Mr. Caudle was the Job Superintendent for the District Bridge Crew. A party was held in his honor at the District Headquarters February 27. Those present included Mrs. Caudle, Mr. and Mrs. O. S. Langford, and the District Bridge Crew. After cake and coffee, Mr. Caudle was presented a new watch from his crew. He was also presented a new fishing rod and reel from his fellow employees.

DISTRICT NINE

BY SHIRLEY MORTON

District Nine personnel were hosts at a retirement party on Friday afternoon, March 26, for J. Tillman Fancher, Assistant Maintenance Superintendent, 17 years service; Ray Duffy, Job Superintendent, 27 years; Elbert Evans, Equipment Operator in Madison County, 26 years; Raymond Cantrell, Construction Inspector at the Harrison Residency, 24 years; and Harvey Boles, Henderson Ferry employee with 10 years. Gifts were presented to them by District Engineer Curtis Pangle who also extended our best wishes to the five men for a



Evans



Fancher



Cantrell

happy retirement. Mr. Duffy and Mr. Boles were unable to attend due to illness. Refreshments were served to a large gathering of their co-workers, families and retired friends.



Two retirees visiting: J. C. Perkins, Jr. & Clell Deakins.



Another retiree visiting, Bill Hawkins

Don Martin and Arthur Watt were the guest speakers at the March district-wide supervisor's meeting. Their comments were very interesting and informative and we look forward to having them visit our district again.



Troy Martin receiving his award from L. L. Hodnett.

Congratulations to Mr. and Mrs. GERAL James on the arrival of their son, Michael Quentin, born April 9. GERAL is a construction inspector at the Yellville Residency.

Troy Martin, Equipment Operator II in Newton County, was presented his 15 Year Service Award and Pin recently by District Maintenance Superintendent L. L. Hodnett. Congratulations, Troy.

Our "Get Well Wishes" are sent to District Engineer Curtis Pangle who is recuperating from surgery - we hope he will return to work soon.



Ezra Horton

Ezra Horton, Equipment Operator in Searcy County, with his eighteen pound turkey he bagged in April. The "tom" had a ten inch beard.

DISTRICT TEN

BY ISABELLE PSALMONDS

Approximately 300 people - District 10 employees and spouses - came together in the District Shop at Paragould on April 23 to honor M. S. "Sam" and Mary Smith and Norman and Bobby Pumphrey with a fish fry. We were happy to have Mr. and Mrs. Bert Rownd, Mr. Bill Looney and Mr. Don Martin from the Little Rock Office and Mr. Jim Chaney from Batesville, District 5, come and help us honor these people and enjoy the fellowship.

Sam has been District Engineer in District 10 since July 1965 but is going to Pine Bluff, District 2, effective May 2. It has been a pleasure to work with Mr. Smith. He has been a good boss, but he has also been a friend to all the employees. We appreciate Mrs. Smith and all the lovely things she has done for us.

Sam and Mary and their children Leslie and David have been active in their church and



Sam Smith

in civic clubs and activities in Paragould. People in Northeast Arkansas and especially in Paragould will miss them. We look forward to every visit they will make back.



Mary & Sam Smith

The employees of District 10 presented Sam with a set of Wilson 1200's (golf clubs) and we expect to hear of many triumphs on the golf course now. We also presented Mary with a copper and brass bucket with Delft handles for their new home. We wish for the Smiths the very best as they move to Pine Bluff. We will miss them but know they will be happy in Pine Bluff.



Bobby & Norman Pumphrey

Norman Pumphrey will be the District Engineer in District 10 effective May 2. Norman worked in District 10 about 14 or 15 years ago and we look forward to working with him again. We say "Welcome" to Norman, Bobby and the family. We hope they will like us.

Brent Walkins, Hwy. Civil Engineer I, has transferred from the Residency in Jonesboro to the Residency in Osceola.

Benjamin Michael Cameron, 7 lbs. 5½ ozs. was born to Mike and Barbara Cameron on February 18. Ben has a 3½ year old sister, Jennifer. Mike is Resident Engineer in Jonesboro. Congratulations.



Rusty & Timmy

More Grandchildren - Here we have Rusty Swindle on the left at 16 months and Timmy Swindle on the right at 14 months. These are the grandsons of Leroy Swindle who works in the stock room. Leroy says he spends all his spare time with these handsome boys.



Scotty Hall

Rex Hall brought by a picture of his youngest grandson. This is Scotty Hall, 9 month old son of Rex's son Steve. Rex is a Job Supt.

District 10 had some weddings this year too. James Freeman and Brenda Frolos were married in the Church of Christ at Portia, Ark.

James is a mechanic and works in the District shop. He is the son of Terrell Freeman who is a crew leader. Brenda is the clerk in the Walnut Ridge Residency. This wedding took place on February 27.



James & Brenda Freeman

On March 13, June Troxel, stock clerk, and Ray Chapman of Jonesboro were married. They have bought ten acres with a house on it and have moved in. June says the place is complete with garden, strawberries and peach trees - maybe she will give us a treat this summer.



Deward & Glenda Zumwalt

Another wedding - On April 7, Deward Zumwalt and Glenda Merrow of Paragould were married. Deward is sign foreman working out of Paragould and Glenda works at the Walmart store.

Congratulations and best wishes to all of these couples.

Leslie Smith, daughter of District Engineer Sam Smith, was selected as the finalist in the Northwest Arkansas Poultry Princess competition to compete in Little Rock on June 10, 11 & 12 for the State title of Miss Poultry Princess. There will be twelve finalists in this competition. Leslie was also tapped for the Cardinal Key for scholastic achievement at the University of Arkansas.

SURVEYING COURSE COMPLETED

By Roger Taylor

Ten employees of the Highway Department have completed a surveying course. The course was conducted by the Little Rock Vocational School and was taught by Mr. Bill Wood, an employee of the State Parks Department and a registered land surveyor.

Dilly Hudson in the Personnel office acted as coordinator in enrolling AHD employees. The course lasted nine months, two nights each week, and involved several Saturday mornings in solving field problems.

The curriculum included surveys calculations, instrument operations and the various types of surveys



Holding Sign: Bill Wood, Instructor

1st Row (L to R): Roger Taylor, Roy Walden, Frank Williams, Conway Williams, Kevin Harris

2nd Row: Jay Martindate, Greg Butts, Sylvester Holliday, Frank Addis.

3rd Row: Mike Hammond, Farrell Adams, Willard Holt, Charles Rainey, Bob Barnett.

including land, control, construction and topographic. Those completing the course were awarded a certificate of completion issued by the State Board of Education.

CAGLE ELECTED POST COMMANDER

Gene Cagle, Buildings and Grounds supervisor, was recently elected commander of Pulaski Post No. 334 of the American Legion. He was also elected to the Post's Board of Directors, a separately-elected position. Board membership is for five years. The commander's term is for one year. Pulaski Post has 1726 members. Last year Cagle was the second vice-commander. He has also served as chaplain.

Gene first joined the American Legion at Dumas, his hometown, after discharge from the Navy in 1956. He has been active as a Legionnaire for the last four years.

Gene is a member of Pulaski Post's three-man "train crew" and spends many a Saturday and Sunday helping operate the 40 et 8 Club's portable locomotive so that children may enjoy a "train ride". The locomotive is mounted on a truck chassis so that it can be readily transported to parades, the Children's Colony and other exceptional children's schools for their enjoyment. He also helps maintain the locomotive.

Cagle has been a Highway Department employee for 13 years. During that time his military training has served him well, since he is constantly catching "old Billy" because the buildings are "too hot" or "freezing", or because of some

other housekeeping complaint at Central Headquarters. Being a placid sort, however, he generally takes all the beefs in stride with a resolute shift of his inevitable cigar. Gene is married and the father of three daughters and a son.



KXLR SWEETHEART

On May 20, KXLR selected Becky Talbert as their country sweetheart of the day and sent her a beautiful bouquet of flowers. Becky was secretary for Roger Almond in Program Planning, the Interdisciplinary Staff, and the Environmental Committee but has decided to leave the department and attend UALR. Her major will be art.

To wish her well, the office had a party in her honor with cake and punch served. They gave her a personalized tote bag for her books. She will be missed by all of us, but we wish her the best of everything.



AHD

**SALUTES
OUR
NATION'S
BIRTHDAY**



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

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