

● Arkansas Highways

SUMMER 1979





Director Henry Gray

A MESSAGE FROM THE
DIRECTOR'S
DESK

In May, Governor Clinton ordered all state agencies and departments to take steps to reduce gasoline consumption by 15 percent by October 1.

Among the items listed in the Governor's order is the pooling of state vehicles by the agency, that the 55 mile an hour speed limit be strictly observed and that no additions to the motor pool be made unless all vehicles already on hand are fully utilized.

For the past several years, the Highway and Transportation Department has been operating, for the most part, under similar guidelines.

At the present time, more than half of our cars are pooled. The others are assigned to individuals who are on 24-hour call. These vehicles are for official business only.

Strict compliance with the 55 mile an hour speed limit is a must. Department vehicles are highly visible when out on the road and each employee should be conscious of the fact that the public will be observing your every action.

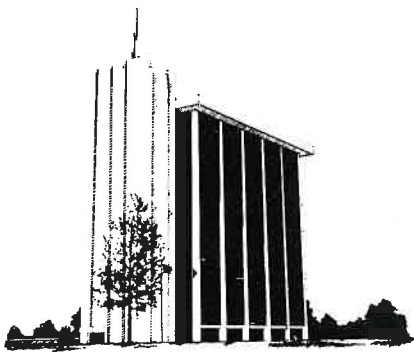
Car pooling should be utilized at every opportunity. Preferential parking spaces are provided for car pools. If you are not presently in a car pool, check with the Personnel Office or the District Office for a list of active car pools. If it is not possible to join one, then get together with other co-workers and start one.

Our energy problems are not going to go away by themselves. It is going to take all of us, working together, to solve them.

A handwritten signature in black ink, appearing to read "Henry Gray". The signature is written in a cursive, flowing style with a large loop at the end.

Arkansas Highways

Volume 25 Number 3
Summer 1979
April - May - June



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David Hunter

FRONT COVER — A scenic shot of the Little Red River, Arkansas Highway 110 in Cleburne County, east of Heber Springs. Photograph by David Hunter.

BACK COVER — "Weighing In" at Fairview Weigh Station, located at the junction of Highways 65 and 82 in Chicot County, near Lake Village. Photograph by Johnnie Gray.

DIVISION PROFILE

EQUAL EMPLOYMENT OPPORTUNITY PROGRAM

PAST, PRESENT AND FUTURE

PAST

The principle of equality has been a stated goal of Americans since this nation was conceived; however, the majority of Americans have acted as if the mere declaration of principle has established the fact.

In 1941, President Roosevelt issued the first Executive Order requiring that non-discrimination in employment clauses be inserted in governmental contracts.

Title VII of the Civil Rights Act of 1964 prohibits discrimination in hiring, upgrading and all other conditions of employment. It became effective on July 2, 1965.

The failure of policies to bring unemployed and under-employed minorities into Federal and Federally-aided Programs, including highway construction, established the need for more positive employment programs. This need led to the issuance of Executive Order 11246 by President Johnson, September 24, 1965.

The Order required all Federal Contracting Agencies to include in every governmental contract specified provisions under which the contractor agrees not to discriminate and to take certain affirmative actions. Subsequently, the contract documents of all Federal-aid highway construction projects have contained a statement to the effect that the employment practices would be administered without regard to race, sex, religion or national origin. However, in general, this statement did little to change the normal process and procedures. As a result, Congress enacted the Federal-aid Highway Act of 1968.

The Act called on the Federal-aid Highway Program to assume its share of correcting some of the nation's most pressing socio-economic problems by training and bringing into the highway program minority group people. The Act contained a provision that would assure all qualified persons equal opportunity for employment on all Federal-aid Highway construction projects.

Section 22 of the Act required each to submit to the Secretary of Transportation, a Statement of Assurances that employment on such projects will be provided without regard to race, color, sex or national origin. It also required each State Highway Department to establish an internal program that would assure equal employment opportunity throughout the Department's workforce.

To comply with the aforementioned directives, the Department established the EEO Section in February 1969, and charged it with the responsibility of implementing the necessary policies and procedures to include advisory and consultative assistance to all contractors participating in

Federal-aid construction contracts, and of implementing and interpreting policies and procedures for the formulation of an Affirmative Action Program that would insure the Department's compliance with the "Statement of Assurances." In essence, the EEO Section was charged with the task of formulating two separate and distinct programs: an External Program delineating contractor responsibilities and an Internal Program delineating the policies and procedures necessary to increase the minority and female utilization throughout the Department.

EEO Coordinator, Frank Newsham, was born in Camden, New Jersey, but spent most of his life in St. Petersburg, Florida. Before joining the Department in June 1967, he devoted 24 years to military service. Having worked in the area of Personnel Administration, he was assigned the duties of Personnel Officer. He was appointed EEO Coordinator in February 1969. He is chairman of the Jacksonville Civil Service Commission.

At the time of his appointment as EEO Coordinator, the extent of the Department's "EEO Program" consisted of the existence of Executive Order 11246 and the Civil Rights Act. It was his responsibility to implement procedures which would be acceptable to the FHWA, the reporting agency, and understandable and acceptable to contractors and Department personnel. This very tedious job marked the beginning of EEO involvement by the Department



EEO Coordinator Frank Newsham (right) discusses the Department's program with an FHWA representative.

PRESENT

In addition to the EEO Coordinator, the staff consists of Henry Droughter, Assistant EEO Coordinator and Title

VI Specialist, Melba Shepard, EEO Procedural Specialist and Internal Program Manager, and Ruth Sanders, Section Secretary.

Henry Droughter is a native of Little Rock and a graduate of Arkansas Agricultural Mechanical & Normal College, now known as the University of Arkansas at Pine Bluff. He joined the Department in March 1972, and was assigned to the Right-of-Way Division as a Relocation Coordinator. He was reassigned in February 1974, to the EEO Section as Assistant EEO Coordinator.



Henry Droughter (standing), Assistant EEO Coordinator, participates in a Pre-Construction Conference.

Melba Shepard began working for the Department in 1970 as a Clerk Typist in the Procurement Office. In 1971, she was transferred to Roadside Development as Section Secretary. In 1974, she became EEO Section Secretary, and in October 1977, she was assigned the duties of EEO Procedural Specialist.



Melba Shepard, Procedural Specialist, reviews statistical data.



EEO Section Secretary, Ruth Sanders.

INTERNAL PROGRAM

The EEO Program of the Arkansas State Highway and Transportation Department is administered through the Department's Affirmative Action Plan, a written set of guidelines identifying the steps the Department will take to insure equal employment. It is a positive management tool to be used at all levels of the organization to improve the representation of minorities and females in the total workforce.

The EEO Staff is required to submit a written plan of action for the Department on a yearly basis. Supervisors are assigned the responsibility and accountability for equal opportunity in all employment practices, including (but not limited to) recruiting, hiring, transfers, promotions, training, compensation, benefits, recognition and terminations.

It is the responsibility of the EEO Section to administer the procedures established under the Affirmative Action Plan. This responsibility involves interpreting, implementing and monitoring the various policies, a task which demands involvement in all departmental organization and in work done by highway construction contractors.

In an effort to insure full implementation of the EEO Program, liaison is maintained with all managerial and supervisory personnel to assist them in accomplishing their EEO responsibilities. They are advised and assisted in matters regarding minority and female utilization as defined in the Department's Affirmative Action Plan and Supervisor's EEO Handbook.

Studies and analyses are made periodically for the evaluation of the local labor force, training needs and sources of employment referral agencies. A list of educational institutions and organizations most likely to refer minority and female candidates for technical, professional and management level positions within the Department is maintained by the EEO Staff.

Statistical and narrative reports are compiled for submission to the Director on a quarterly basis to advise him of the progress being made in achieving the Department's Affirmative Action goals, areas of concern and recommended corrective action.

EXTERNAL PROGRAM

The EEO Section furnishes consultative and interpretive assistance to all construction contractors in formulating an acceptable program for the recruitment and training of minority and female personnel to increase their utilization within the project workforce. Guidance is provided to assist the contractors in meeting program objectives.

In the field, project-site reviews are conducted to assure that contractors are complying with EEO Provisions which are an integral part of their contract. Pre-construction conferences are conducted on jobs contracted by Federal-aid construction funds.

SUPERVISOR'S EEO HANDBOOK

This guidebook sets out the principles and objectives of the entire Affirmative Action Plan for use by managerial and supervisory personnel. It contains the basic EEO policy which must be adhered to in all phases of employment practices on a day-to-day basis.

The publication includes the Department's EEO statement, Affirmative Action commitment and an explanation of the various procedures necessary to implement EEO policy within the Department.

FUTURE

Over the years, procedures have been established and implemented, and while the basic intent -- Equal Employment -- has never changed, policies and procedures are ever changing. As new laws are enacted, new methods of implementing them must be devised.

The future of the Department's EEO Program is focused on achieving these specific goals:

1. To attain minority utilization in the workforce equal to the percentage of minority population in each district.
2. To increase female utilization to technical, para-professional and managerial positions throughout the Department.
3. Externally, to increase the utilization of both minorities and females in all areas of highway construction project work.

While there is still a long way to go in attaining these goals, substantial progress is being made. To publicize this, "EEO Highlights" are featured in every issue of "Arkansas Highways" magazine.

According to Newsham, involvement in the EEO Program has been rewarding. "The most rewarding aspect has been the ability of this office by the implementation of Affirmative Action to get people to recognize the value of an individual person. To know that we have helped even one person get a job or promotion in itself is a reward," he said. "Overall, the improvements made by the Department internally and externally are something we can all be proud of."

Newsham is a witness to the fact that the EEO Program

has come a long way since its beginning. "There's still a lot of room for improvement," he said, "but awareness is the big factor -- awareness that people are people; and the key to creating this awareness has been persistence without harassment."

Henry Droughter is pleased to see minorities and females performing in nontraditional areas.

"There is a broader understanding of the reality," he said. "The laws concerning equal employment opportunity are a means of assuring that equity is maintained and that there is no disparity in the treatment of minorities and females."

He added, "Even more important is the fact that these laws define the necessary affirmative action steps. When the affirmative action steps are implemented, the intent of the law is realized."

Melba Shepard enjoyed her first assignment as EEO Procedural Specialist - preparation and distribution of the "Supervisor's EEO Handbook" which was supplied to all managers and supervisors throughout the Department.

Probably the most rewarding area of her work is actually viewing and analyzing the progress that is being made. "Each month I receive statistical data from Computer Services as well as reports from each District and Division," she said. "With this statistical data, it is easy to see the progress the Department is making from month to month in the utilization of minorities and females. This is very gratifying to me."

"During 1978," she said, "virtually every District and Division, through exerted efforts, showed an improvement in their Affirmative Action status."

Whether referring to internal or external EEO, the primary purpose of the Program is to increase the utilization of minorities and females in the workforce and to allow them to be upgraded to positions from which they have formerly been excluded. The intent of EEO is to assure that everyone is given an equal opportunity to compete in the working arena.

Interpreting, implementing and monitoring the various EEO policies becomes tedious, but an explanation is quite simple. Whether it be Executive Order 11246, Title VI or Title VII, the intent is the same -- NO ONE WILL BE DISCRIMINATED AGAINST -- regardless of race, sex, religion or national origin. The EEO Staff of the AHTD is dedicated to the implementation of this principal.

EEO Highlights

The Supervisor's EEO Handbook states: "The Department's promotion program will be publicized by highlighting breakthrough promotions and advancement of minorities and females to key positions in the Highway Magazine." Ms. Susan Ishmael of the Planning and Research Division has been designated to interview such employees and write the articles for the magazine. Should this type of advancement occur in your area of responsibility, contact Susan at 569-2428.



Lois Turner
Survey Crew
Springdale Residency

On a survey crew in North Arkansas is a young woman who is giving 100 percent of her efforts to the Arkansas State Highway and Transportation Department. Her name is Lois Turner and she believes that working for the Department is "the greatest."

Having worked a year as an Engineering Aide II out of Leon Brewer's office, she has found her work on the survey crew to be "interesting, challenging and constantly changing." She does a little bit of everything -- "flagging, chaining, inspecting concrete and asphalt and sometimes operating the instruments," she said.

Lois never dreamed, when she applied for a job at the Residency, that she would be hired to work on a survey crew. A native of Wynne, she had previously worked in a garment factory and wasn't sure exactly what she was applying for.

She admits she had no idea what to expect when she initially encountered the crew. "Fortunately," she said, "I found everyone to be friendly, helpful and eager to teach me what to do on my job. There were very few problems in getting used to the work."

Now, she said, she feels completely at ease in her job and surroundings. After working in a factory, she said that being in the field is "like being a bird out of a cage." The people she works with and meets are "truly nice" and she has no problems with either the public or the other AHTD employees.

Lois serves on the Employees' Advisory committee which she enjoys. She and her husband, George, have a 3-year old son named Corey.

According to Resident Engineer Leon Brewer, "Lois has a great attitude, strong initiative and she's a hard worker. She gets along well with everyone she comes in contact with."

"She was the first female I hired in the field," he said, "and she has measured far beyond my expectations. There just aren't many like her."

Dorothy Smith Transportation Planner

Dorothy Smith of the Planning and Research Division was recently promoted and assigned to the Technical Services Section. Her responsibilities include the organization of the Division's computer work and more fully utilizing the WANG 2200 Computer System by integrating its capabilities with those of the IBM 370 in Computer Services.



Her efforts are directed toward the analysis of immediate applications, job scheduling, and program and data documentation. She has found the WANG 2200 to be versatile and able to accommodate a variety of applications. It is used directly for scientific applications (the usual mathematical and engineering type), and generation of various reports. The WANG is also used as a remote terminal for telecommunication with IBM 370. Dorothy's aspirations include reaching full utilization of the WANG's potential.

Dorothy considers herself a transplanted Yankee, having been born in Iowa, but raised in Panama City, Florida. She earned a Bachelor of Arts degree in 1969, from Florida State University where her major was mathematics and her minors included physics and literature. She has worked for IBM in

Albany, Georgia, and for Garver and Garver, Inc. in Little Rock.

She began working for the Department in December 1974, as an Engineering Aide in the Advance Planning Section of Planning and Research. Her responsibilities included providing technical support for the 3-C transportation planning efforts in the State's urbanized areas.

She attended a course in Urban Travel Demand Forecasting in Washington, D.C. which was sponsored by the Federal Highway Administration. The course supplemented her job knowledge and increased her responsibilities as a statistician. By the middle of 1977, she had assumed complete responsibility of the computer modeling required by Advanced Planning, and continued to contribute to the Section's overall planning activities.

In December 1977, as a Transportation Planner, she attended a FHWA-UMTA sponsored Urban Transportation Planning Systems training session. This was done in an effort to initiate implementation of a more sophisticated battery

of programs for transportation modeling in smaller cities as well as the urbanized ones.

As the section satisfied some of its obligations for updating long-range transportation plans in the urbanized areas, more emphasis was placed on the short-range and immediate transportation needs in the State. In June 1978, Dorothy attended a course funded by FHWA and hosted by Comsis Corporation at the University of Tennessee. She especially appreciated the course, entitled "Quick Response Travel Estimation Techniques."

Additionally, last summer, under the auspices of the Program Planning Section of Planning and Research, Dorothy played a major role in supporting testimony during the I-630 court case regarding the 3-C planning process and traffic projections contained in the Environmental Impact Statement for the project.

Dorothy has a nine-year-old daughter named Cathy. Her outside interests include motorcycling, horseback riding, whitewater canoeing and sewing.

COOPERATIVE AGREEMENT SIGNED



Highway and Transportation Department Director, Henry Gray (left) signs agreement as Morris E. Monroe, Regional Administrator, Federal Highway Administration looks on.

Top officials of the Federal Highway Administration met recently with the Chairman of the Arkansas State Highway Commission and Highway and Transportation Director Henry Gray to sign a formal cooperative agreement that would allow the State to enforce the Motor Carrier Safety and Hazardous Materials laws in the State of Arkansas.

Karl S. Bowers, Federal Highway Administrator; Howard L. Anderson, Robert A. Kaye, of Washington, D.C.; and Morris E. Monroe, of Fort Worth, Texas signed the agreement for the Federal Government.

By this agreement, the Arkansas State Highway and Transportation Department has formally notified the Federal Highway Administration of its acceptance and desire to participate in a cooperative agreement to enforce the Motor Carrier Safety and Hazardous Materials laws and regulations

of the State of Arkansas, concerning highway transportation.

This agreement is a followup to the passage of Senate Bill No. 638 and the subsequent signing by Governor Bill Clinton on April 3, 1979 of Act 720. This Act statutorily changed the name of the Weights and Standards Division of the Arkansas State Highway and Transportation Department to the Arkansas Highway Police Division, to more clearly define its growing responsibilities in the safety and enforcement areas.

Should Arkansas be selected, out of some 25 other states who have expressed an interest in this demonstration program, to participate in this agreement with the Federal Highway Administration, it would result in Arkansas receiving federal funds of approximately \$3 million over the next three years.

PUBLIC HEARINGS

During the spring, the Highway and Transportation Department held five public hearings throughout the state to inform citizens on proposed transportation improvements and to receive their support.

FOURCHE CREEK BRIDGE – LITTLE ROCK

About 110 persons showed up on March 8th for a hearing on the location and design of a bridge to replace the Fourche Dam Pike bridge over Fourche Creek in Pulaski County that was washed out in the September 13th flood.

In April, the Highway Commission awarded a \$353,126 contract to Joyner-Cranford-Burke Construction Company of Little Rock to construct the bridge. Federal disaster funds and State-Aid funds are being used to finance construction.

HIGHWAY 62 – FAYETTEVILLE

On April 19th, Department personnel discussed plans to widen Highway 62 to five lanes from Farmington to Highway 71-B at Fayetteville.

The proposal calls for the 4.5 mile project to be constructed in three phases. If location and design approval is received from the Federal Highway Administration, the first phase could possibly go to contract this fall.

State Senator Morriss Henry of Fayetteville thanked the Department for making the project possible and called the widening a "long needed project."

Senator Henry, and several other speakers, also included a request that sidewalks, or a paved area adjacent to the roadway, be included as a part of the project.



HIGHWAYS 4 and 27 RELOCATION – NASHVILLE

Tornado warnings and a severe thunderstorm that dumped hail and heavy rains did not deter Nashville residents from attending a public hearing May 3rd to discuss the proposed design of the Highway 4 and 27 relocation project.

The proposed bypass will originate on Highway 27 south of Nashville and extend east and northeast to the junction of Highways 24 and 27 northeast of town. The Department also presented a plan to extend the route from Highways 24 and 27 across Mine Creek and the Missouri Pacific tracks to the intersection of Main and Bishop streets.



INTERSECTION IMPROVEMENTS – WARREN

The city of Warren has chosen to use Federal Urban Systems funds to improve the alignment of the intersection of Martin and Church streets.

Under the Urban Systems program, the Federal government will furnish 75% of the cost of the project and the remaining 25% will come from city funds. The state's relationship to the project is that it is charged with the administration of the funds and the responsibility of handling the surveys, design and construction of the project. The State will also appraise, negotiate and acquire the necessary right-of-way.

There is a jog in Martin Street that will be straightened and turning lanes will be provided for traffic in all directions. A fully actuated traffic signal will also be installed.

STATE RAIL PLAN

In late April, the Highway and Transportation Department held four public meetings at Blytheville, Marvell, Waldron and Gillett to discuss the proposed Rail Plan for Arkansas. A state public hearing was held in Little Rock on May 8th.

The Department has been working in conjunction with the Federal Railroad Administration and the Federal Highway Administration since 1977 to draft such a plan so the State may apply for its \$600,000 annual share of the federal funds set aside in the 1976 Railroad Revitalization and Regulatory Reform Act.

The plan addressed 13 rail lines that had been considered for abandonment by the railroads and recommends six of those routes for consideration of a cooperative effort by the state and federal governments and the railroads to prevent the routes from being abandoned.

The plan has been adopted by the Highway Commission and will be submitted for federal approval by October.

The Automobile Age In Arkansas

PART X

(1937 - 1945)

Comprehensive Highway Planning Debuts
In The Highway Planning Survey

By John Hume

The 1934-35 traffic survey became Arkansas Planners' springboard -- not an Olympic model but enough to lift them out of the morbid bickering in the morass of defaulting bonds and bankrupt highway programs -- a springboard into a future geared to highway utilization objectives rather than structural engineering challenge. It was the fortuitous coincidence of the Hayden-Cartwright Act enacted by the Congress in 1934 which made any interest in these new goals financially feasible. That Act authorized the use of one and one-half percent of a State's Federal Aid apportionment each year for planning and surveys for future highway improvement. Although this allocation was left optional with the States for the first few years, the establishment of the Highway Planning Survey in 1935 by the Federal Works Agency gave highway planning sufficient clout to involve most States in the new planning activities. The Highway Planning Survey's objectives of collection and compilation of road use-related data was an onerous job in itself and the end result of the program would provide an enormously useful, even vital, foundation for future highway planning. Such planning would become mandatory for all States within a few years. Arkansas, blessed with many foresighted leaders, was not content with the minimal program and early on established a position of nationally recognized leadership in the highway planning field.

These people recognized that, although road conditions were far from adequate and the fiscal situation desperate, the major arterial highways were no longer the sole and paramount concern of public responsibility. The progress since World War I was phenomenal. There were all-weather roads now linking all the county seats of the State on the major arterial routes and some half dozen regional arterial linkages with other States. On the lower levels of service, the rural roads usually designated "secondary" roads (although not in the meaning of the contemporary use of the term) with their collector, feeder, farm-to-market and land access functions, were often serving as much traffic as the main highways of a decade earlier.

At this time the Federal Aid Program has never been extended to the streets of municipal corporations, with the exception of a few special non-program "make work" fundings to alleviate unemployment in the depths of the depression. At the State level, the General Assembly had authorized limited State-Aid to municipalities on the State Highway "routes" traversing cities and towns of twenty-five hundred or more inhabitants. State Highways then terminated at the corporate limits of these municipalities, only the "routing"

extended into or across them. In places of lesser population, the County Court usually, at the request of the municipality, took care of those improvements not handled by a street improvement project. But the municipal governments were beginning to feel distress under the burden of the mounting traffic load, a distress whose weight and duration they could not begin to contemplate at that time.

It was increasingly obvious in any serious consideration of the situation that a program devoted only to the State's main rural roads could not be reasonably sustained much longer. The need for a careful appraisal of the situation within the context of these newly emerging aspects of the highway, road, and street transport function was now, in the mid-thirties, rather widely recognized by highway management leadership, looking toward a probable revision of overall policy. But there was far from sufficient data available for making such an appraisal -- great voids, in fact, in many areas of necessary knowledge on highway, road and street transport -- and it was to remedy this lack that the so-called Highway Planning Survey was initiated among the States. Arkansas' pilot traffic surveys of 1929 and 1934-35 were important steps at the threshold of this new maturity in surface transportation development in the automotive era.

The Hayden-Cartwright Act with its funding provisions offered the opportunity and the initiative for undertaking these programs and Arkansas was among the first of the States to set up its program in cooperation with the Public Roads Administration. By 1940 all the States had joined Arkansas in these projects. The Highway Planning Surveys were officially described as --

"... a number of related studies that seek to determine the present state of the whole rural highway system; to rate the service rendered by the numerous parts; to prepare the way for a selection of that part of the whole system which, by reason of its relative importance and absolute utility, . . . , merits inclusion in future improvement plans; to assemble the facts necessary for an estimate of the ultimate cost of owning and maintaining the economically necessary improved system; all to the end that a definite economically and socially defensible integrated highway-improvement program may be established and the future of highway transportation may be protected from the hazards inherent in shortsighted and shifting public policy."

The Survey was structured around six basic elements which were later increased by one and which continue today

with an importance that was never contemplated when the Survey was initiated. These elements are as follows:

1. The inventory of all existing public rural highways and roads.
2. Sound estimates based upon reliable sampling of the volume and character of traffic using all highways, roads and streets.
3. Review of the fiscal support and expenditure for highways, roads, and streets by the State and all of its governmental subdivisions.
4. The number of motor vehicles registered in the various political subdivisions of the State as a control upon the areas of incidence of State-collected road-user revenues.
5. Analytical determination of the use of highways, roads and streets of the various administrative systems of the State.
6. Road-life (road improvement) studies, utilizing records of past construction and reconstruction and use characteristics of highways, roads and streets of the various types for developing estimates of the reliable probability of the service life of each type.
7. Origin and destination studies of principal traffic movements -- local, state and regional.

It was upon this heptagonal foundation laid during the doldrums following the Great Depression and the frenetic years of World War II, that the entire modern highway, road and street transportation structure was built, and, as it matured, to which all other transport modes were accommodated.

Unquestionably the most obvious and the most popular product of the Highway Planning Surveys has been the numerous maps made possible as the road inventory data become available, especially the county maps. It is incredible that in the mid-thirties there were no accurate county maps, yet that was the situation. The Post Office Department was without adequate maps showing the location of rural mail routes, yet the Rural Free Delivery of mail was enacted by the Congress before World War I. These maps have been in all probability the most universally utilized of the Survey products. The State Department of Education use them in planning school consolidations and school bus routes. Rural Electric Cooperatives and the other utilities find them indispensable. The State Health Department, the Game and Fish Commission, the Forestry Commission, the Agricultural Extension, the Library Extension, Church Extension, Rural Health Programs, aerial surveys, oil and gas surveys, sales territories, service routes -- all of these and many others make extensive use of these maps.

The Biennium of 1935-1936 was the first of the decade in which no special session of the General Assembly had been called. The bondholders were quiescent under the provisions of the Refunding Act of 1934 as amended in the Regular Session of 1935, at least until pending litigation was completed. It was a peaceful hiatus, an opportune time in which to initiate the highway planning survey activities and, since construction and maintenance activities were minimal, to give

studied attention to the operational problems of highway, road and street transportation. Consequently, the Fifty-first General Assembly in its 1937 Regular Session enacted truly landmark legislation in "Act 300" (Act 300/37) which codified the laws regulating traffic on and in use of the public highways, roads and streets of Arkansas and their enforcement, "The Rules of the Road". "Act 300" is frequently cited today, and it is basically still in force although much amended. Among several other measures touching on highway matters was one of particular interest to municipalities -- Act 153/57, which gives them one-half of the annual three-mill ad valorem road tax collected on property within the corporate limits. Some cities under earlier special legislation continue to receive larger or lesser amounts.

But in 1938 the pressures of unmet bonded debt obligations were building up again, particularly in regard to the outstanding obligations of the Bridge Improvement Districts. In the Special Session of that year and the Regular Session of 1939, the General Assembly enacted legislation under which the State assumed the debt of these Districts and added those bridges on State Highways (the old "swinging" bridges at Des Arc and Powhattan) to the System. The tolls were removed on all State-owned toll bridges, an early aspect of the transport economics impact upon the Highway Program. The outstanding debt of Municipal Districts for improvements on State Highway extensions were assumed by the State also, if no State Aid had been received for the project. Arkansas' action in freeing the toll-bridges anticipated by a year a similar action by the U.S. Congress. The Congress and the General Assembly both enacted measures in 1939 creating Mississippi River Parkway Commissions to explore cooperatively with the other States adjacent to the river the development of a Canada-to-the-Gulf Parkway along both banks of the river. Canada now participates in this long-range program, which is largely abeyant under the Great River Road projects.

When the present Federal Aid program, the seven percent system, was established in 1921, Senator McKellar of Tennessee (a native of Shelby County, he was said in the mid-forties to have deleted a Little Rock-to-St. Louis link from the Interstate Program) spoke valiantly for the present program of "Federal Aid to State Roads" and vigorously opposed the Townsend Plan for "State Aid to a Federal System of Interstate Roads", believing that the ultimate provision of great State and National highway systems would be the inevitable consequence of grass roots beginnings. His position prevailed but many transport students had been impressed by the way in which trucks, tanks, and other motorized equipment had revolutionized military science and tactics during World War I and recognized certain limited values in the "Federal System of Interstate Roads". On these premises, the War Department was requested to designate routes whose improvement would be important to wartime military activities. The War Department produced a map, commonly known as "The Pershing Map" (in first draft in 1922, final draft in 1928) which illustrated a 25,000-mile strategic network of defense routes. These routes were subsequently incorporated into the Federal Aid System. This sequence of events was fortuitous for in 1939 war broke out in Europe

and the United States was engulfed in a paranoia of neutrality, lend-lease and defense needs.

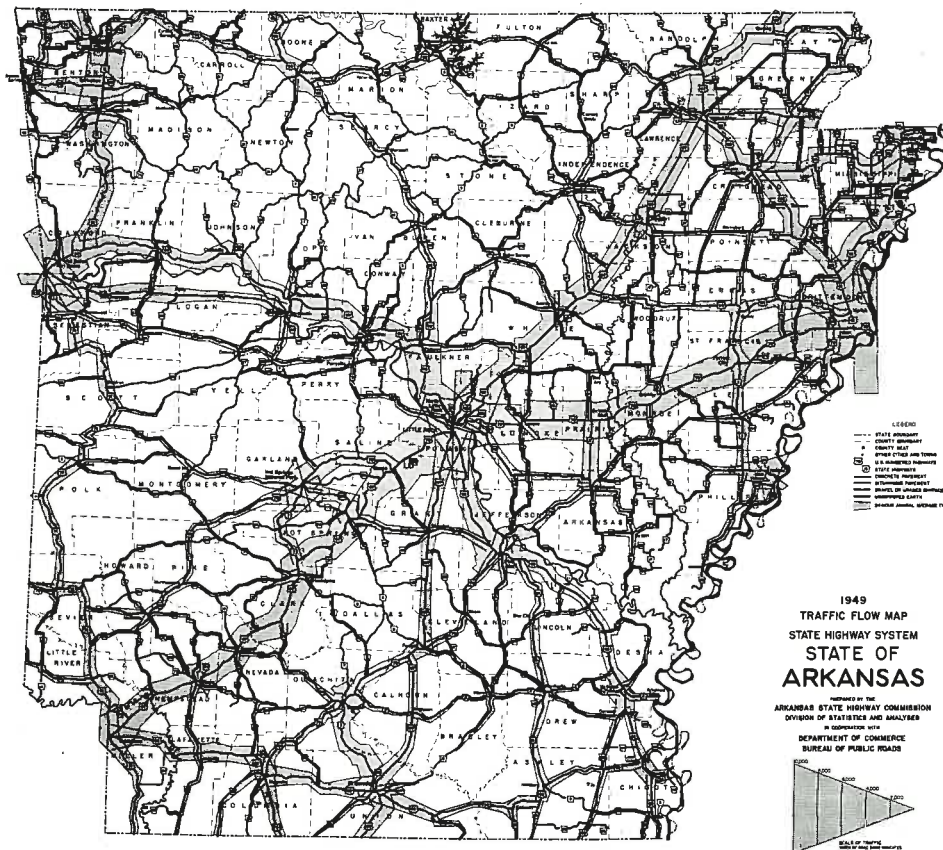
Highway transport students had urged as an adjunct of the Highway Planning Survey a study on the toll roads versus free roads argument. The Federal Aid Highway Act of 1938 made the request and the report was submitted in 1939. It was entitled "Toll Roads and Free Roads" and advocated a 26,700-mile comprehensive interregional system of free highways with strict controls on access to the right-of-way. The recommended system was remarkably similar to the Strategic Network of the Pershing Map and provided the original concept behind the Interstate System. The Interregional Highways it recommended incorporated the major arterial segments of the Federal Aid Primary System.

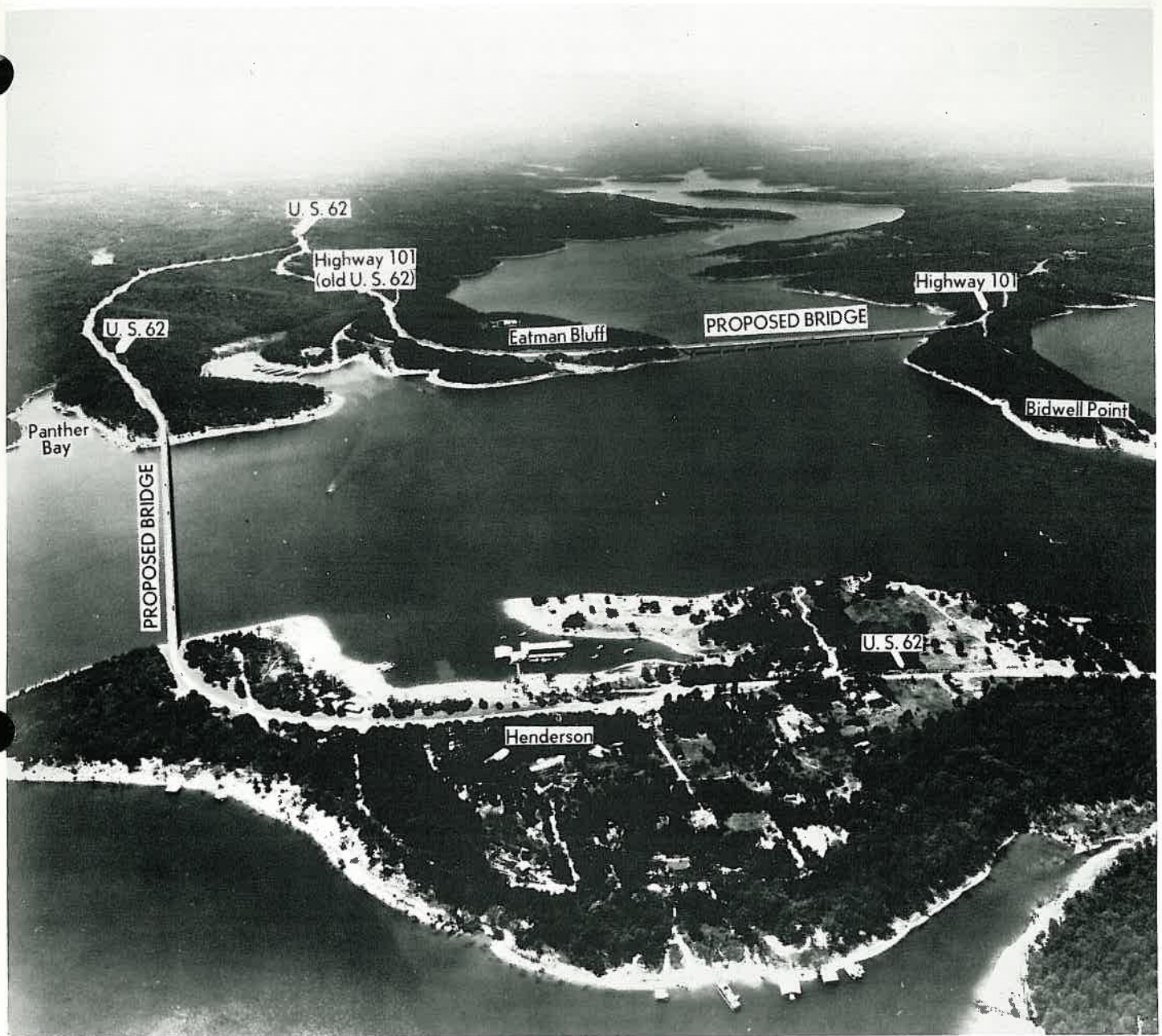
In the Federal Aid Highway Act of 1940 the Federal Aid Program was re-oriented to the needs of national defense. Then on May 27, 1941 the President declared a state of national emergency and in a communication to the Congress on June 2, 1941 called for dedicating the highway support resources of the States and the Nation to the needs of the Strategic Network, now grown to 76,600 miles of mail routes of defense importance. The network consists not of a single road between the control points but rather of a main line and approximately parallel auxiliary lines, with suitable connections between them at frequent intervals. The Pershing Map had been revised in 1935 then superseded in September 1939 by a map carrying the title, "Highway Map Showing Main Traffic Routes of Military Importance", prepared by the Public Roads Administration. At the suggestion of the War Department, this new map was revised in 1940 then

approved by the Secretary of War on November 20, 1940. The routes are considered to be important to the national defense but in varying degrees; 42,400 miles of first priority (which included all of the interregional highway mileage set out in the "Toll Roads and Free Roads" report), 23,100 miles of second priority, and 9,100 miles of third priority. The main transcontinental corridors bridging Arkansas -- U.S. 64, U.S. 65, U.S. 67, U.S. 70 & U.S. 79 -- were all elements in the Strategic Network and Defense Access Roads Program.

During the war, the regular Federal Aid Program was curtailed, almost to extinction. Construction was limited to defense projects, screened project by project and in every stage for the measure of war essentiality. Yet in all the exigency of the war effort, planning for the post-war program was begun and Highway Planning Survey activities were continued but shaped to the needs of the war effort.

Highway management entered the war era still dedicated to the concept of "highway programs designed to achieve and maintain any ultimate condition of the entire street and highway system found to be desirable or necessary." This attitude endured in spite of the unhappy experience of the Road Improvement Districts' defaulted debt for roads long since worn out and often replaced. With bitter irony the General Assembly in the Regular Session of 1941 had at last successfully refunded the State's outstanding highway debt: a thirty years non-recallable maturity schedule for \$217-million in principal and interest. And the State was to come out of the war era to find the highway network in shambles.





CONTRACT AWARDED FOR NORFORK BRIDGES

For the past 35 years, the only way for vehicular traffic to cross Norfolk Lake in Baxter County has been by ferry. That will all change in about four years with the completion of two bridges on U.S. 62 and State Highway 101.

The Army Corps of Engineers has awarded a \$31.4 million contract to Massman Construction Company of Kansas City, Missouri to construct the bridges.

The original Henderson Bridge was opened to traffic on New Years Day in 1935. The 888 foot long structure, supported by five arches, was considered by many to be able to withstand the "ravages of the Norfolk River for centuries."

However, just ten years after the bridge was completed, its usefulness was outweighed by the need for flood control

and the generation of hydroelectric power in the area of the White River. Norfolk Dam was constructed and the Henderson Bridge was inundated.

The big barge ferries, operated by the Highway and Transportation Department, have been carrying traffic across a mile of water ever since. Increased economic, industrial and recreational development soon resulted in long lines of traffic waiting to make the crossing.

In 1967, serious efforts to build new bridges began. In 1973, former President Nixon signed a bill authorizing construction. Federal funds were later made available in 1978.

MAY CONTRACTS SET RECORD

Bolstered by two \$24 million-plus contracts, the May bid opening on highway projects set a dollar volume record. The \$80,179,360 total for the 49 contracts awarded is the highest total in the Highway Commission's 66 year history.

This was made possible by the availability of Interstate Highway funds to be used on the uncompleted section of I-630 in downtown Little Rock and the approval of additional Urban High Density funds for the East Belt Freeway in Pulaski County.

In late April, Federal Judge G. Thomas Eisele lifted the injunction that had halted construction on I-630 in 1975. Judge Eisele ruled that the new Environmental Impact Statement prepared by the Department was adequate and addressed the areas of concern that were challenged by Arkansas Community Organizations for Reform Now (ACORN). ACORN filed suit in 1974 asking the court to halt construction of the Freeway. The court ordered the Department to prepare a new statement and prohibited work on the section of I-630 from Dennison Street to I-30.

When Judge Eisele lifted the injunction, the Department immediately advertised for bids for grading and structures on a 1.45 mile section from Cross Street to I-30.

The Michael Construction Company of Chattanooga, Tennessee submitted the low bid of \$24,432,823, which is a record for a single contract awarded by the Commission.

The contract awarded for the East Belt Bridge Superstructure is the final major project to be awarded on the East Belt Freeway. All that remains to award is signing and landscaping.

This project was also delayed somewhat by court action. A group of barge and port operators had asked the Federal Court to not allow construction of the bridge as proposed with a 500 foot navigation span. Instead, they argued that a 600 foot span was needed. The Court dismissed their suit clearing the way for completion of the bridge.

The Department received additional Urban High Density funds earlier this year and in May awarded a \$24,243,994 contract to Jensen Construction Company of Des Moines, Iowa.



I-630 – Eastbound at 8th and 9th Streets



East Belt Freeway – Arkansas River Bridge Approach



JONESBORO BYPASS DEDICATED

More than 300 persons attended the formal dedication ceremony and luncheon April 12 at Jonesboro marking the completion of the \$10.2-million, 4-lane Highway 63 Bypass.

At the dedication site, Highway Commissioner George Kell called the new highway a big plus for Jonesboro, Craighead County and Northeast Arkansas. Kell noted that some safety problems still remain, "One, there are too many openings onto the highway, and two, Jonesboro has grown beyond our wildest guesses when we started this project."

Kell noted that the Highway and Transportation Department hopes to limit the openings on the bypass if federal funds can be obtained for safety reasons.

First District Congressman Bill Alexander, speaking at the luncheon, said he had talked with officials of the Department of Transportation in Washington and requested additional funds that could be used to finance overpasses and to close certain intersections on the bypass.

Transportation and energy problems were the topic of Alexander's speech. "The energy crisis is a real threat to our way of life. It threatens the regular livelihood of everyone in this room, and your children and grandchildren."

Alexander said the energy problem is directly linked to the nation's streets and highways network. He said it takes less energy to carry goods over good roads than substandard highways and streets.

Alexander called the bypass project an outstanding example of cooperation between state, county and municipal officials, "to joining hands to bring about progress for this dynamic expanding city in Northeast Arkansas."

Without better roads, Alexander noted, Arkansas farm products can not easily move to river and ocean ports for export.

Joe N. Martin, Chairman of the Streets and Highways Commission of the Greater Jonesboro Chamber of Commerce, was honored at the luncheon for his many years of civic contributions to Jonesboro and Northeast Arkansas.

He was given a framed resolution from the Chamber dedicating the bypass in his honor.

Following the luncheon, Highway Commissioners were given a bus tour of the area to look at completed projects.



Arkansas Highway Commission Chairman George Kell



AN INTERVIEW WITH COMMISSIONER F.H. MARTIN, JR.

As a Highway Commissioner, F.H. Martin, Jr. has rapidly become accustomed to serving as spokesman for the Arkansas State Highway and Transportation Department and the Highway Commission. With only four months of service, it is clear that he brings unusual interest and diligence to his new job. Martin was appointed to the Highway Commission in January, 1979 by Governor Bill Clinton to serve a 10-year term. A Fayetteville attorney, he admits definitely there have been some major adjustments to make with the added demand upon his time and energy. "It's quite often," he said, "that I look up and see someone walking in the door of my office to visit and discuss some subject concerning highway and transportation programs."

Martin became a full-time associate professor of law in 1975 at the University Law School in Fayetteville but later returned to private practice. He misses teaching "very much" and hopes to return to it. He said he learns more from the students than they learn from him.

He serves on the Board of Directors of the Richardson Center in Fayetteville, a school for mentally retarded children, an association he is very proud of. "Being around those special children," he said, "is one of the most rewarding experiences of my life. They really teach you something no one else can."

He's a Razorbacker, "a hillbilly" with the genuine warmth of a native Arkansan. He is also a family man; he and his wife Myrna, have three children: William Douglas, age 10, Jennifer Lynn, age 8, and Kimberly Jeanette, age 1½.

The following comments were made April 19, 1979 in a interview with Susan Ishmael in Martin's Fayetteville office.

ISHMAEL:

You were appointed to the Highway Commission at the beginning of an intense Legislative Session. What were your feelings when Governor Clinton asked you to serve on the Commission?

MARTIN:

Basically, I considered it a very high honor but I had reservations and still do -- as to whether I can give it the time that I know is necessary to do a decent job at it. That's what I told him (Governor Clinton). I'm not wealthy by any means, never have been. I grew up poor. I have a family and I have to work so we can continue to eat and wear shoes, but I think those were my first two reactions. I feel honored and want very much to do a good job.

ISHMAEL:

Does the idea of committing ten years to your role as a Highway Commissioner cause you any apprehension?

MARTIN:

No. If it got to the point where I knew that, for whatever reason, I wasn't able to give it time enough to do a fairly decent job at it, then I think I would just have to resign. Ten years goes by pretty fast. The older you get, the faster it goes. I'm not looking at the next ten years as a drudgery, by any means. I think a big part of it is very enjoyable. It's pleasant to meet the people you meet and to work with them.

ISHMAEL:

What are some of the developments you would favor in the State as a whole during your tenure?

MARTIN:

I'd like to see gravelled roads -- what I call dirt roads -- paved. I was happy to see there were not as many dirt roads in the State Highway System as I would have thought. The Commission at the last meeting agreed to commit a major portion of the new funds that we obtained from the Legislature to upgrading the rural roads. I think the estimates are that probably within three to four years, most all the dirt roads in the System can be paved. That is doing the job on the basis of doing it right -- not just, as my grandmother used to say, 'a hit and a lick and a promise to go on', but doing the job properly. That is pleasing to me, and I want to see us get it accomplished.

**“I was very pleased
with having
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we were able to get.”**

ISHMAEL:

What are some of the accomplishments you would like to see in North Arkansas?

MARTIN:

As far as projects -- U.S. 65 where I grew up, and U.S. 71 in this area where I live now. I know, in a sense that's probably being prejudiced, because I have more acquaintance with those people, but also, if you take a map and look at these two districts, those two projects, I think would be of the greatest benefit to all the people in these two districts as a whole. U.S. 71 goes right down this western district and U.S. 65 affects pretty much all the counties in the northern part of the State.

ISHMAEL:

Are you pleased with the legislation passed in this year's General Assembly under the Governor's Highway Package?

MARTIN:

I was happy with it. Of course, you know I am going to favor Bill Clinton but being sincere about it, at least one of the other Commissioners has made the statement to me, and publicly, that this is the first time during that Commissioner's term that any governor has really strongly supported an increase in taxes for the Highway Program. It's not popular for any politician to support an increase in taxes, particularly in view of what happened in California with Proposition 13. I was very pleased with having the Governor's support, and with the increased funding we were able to get. I know that a lot of it was due to the hard work that the other Commissioners put in. They were complimented for it. They put in a lot of long, hard hours down there visiting with the Legislators and impressing on them the need. By and large, I'd say I was very pleased with the response of the people in the Legislature. You know, they have to come back home and explain why they voted for an increase in taxes and that's kind of hard to do. It's just as unpopular for them as it is for the Governor.

ISHMAEL:

Are there any other funding measures you would like to see passed?

MARTIN:

I don't have any new types of revenue increase measures in mind. I know there were a lot explored during the Legislative Session. I do think it would be fair to do away with the border tax exemption because it is a line drawing process and when we draw the line

so one city or one area can compete with a neighboring state, then we've made it difficult for the people on the other side of the line to compete with their friends across the street. If you have to draw that kind of line, I don't know what is much fairer than letting the state boundaries be the way to set it. Also, it is a kind of thing that feeds upon itself. Once you've given the exemption to a certain area, then the people right next to that area have a very strong argument that they ought to have the same treatment, and before long you're meeting yourself out in the center of the State. So to me, removal of that exemption would be fair treatment and would be an increase in revenues that would not require a new tax.

ISHMAEL:

What about increased motor fuels taxes?

MARTIN:

I don't see too much wrong with increasing the tax on motor fuels. A lot of people commented that perhaps we should have pushed for a two-cent increase as opposed to one; there have been some suggestions that we tie the tax to the price of the fuel so that as the price increases, the tax increases and again I wouldn't have too much quarrel with that. I like the system the people adopted years ago -- that is, letting the users, by and large, pay for the highways. I think it's a pretty good system.



ISHMAEL:

Do you think the 55 mph speed limit is effective? Do you think it should be raised?

MARTIN:

I think it's effective in the sense that it has reduced deaths on our highways. I don't think we can argue with those statistics. In the sense that there are an awful lot of people who don't comply with it. . . then maybe it isn't. In addition to a reduction in death, I think statistics show, (of course, people say you can get numbers to show whatever you want) but I believe it to be true that it also makes the use of our energy most efficient. It would not cause me a great deal of concern to see an increase in the speed limit of up to 60-65 mph on the Interstate highways; and I'm not so sure that we would have a corresponding increase in accidents. In fact, it might help. I know I try to abide by the law and if I set my cruise control at 55 mph and drive on the Interstate from Alma to Little Rock, well, you can go to sleep in a hurry. So I wouldn't see too much wrong with that. Overall, though, I think the 55 mph speed limit has accomplished some very desirable goals.

ISHMAEL:

What are your views on expansion of Arkansas' Interstate System?

MARTIN:

I think that as the population of the State increases, (and I believe it is going to continue to increase because it's an attractive place to live), the Interstate System will need to expand with it. To me, the limited access four-lane highway is the safest type of highway for a highway to carry a high volume of movement of people with the fewest traffic hazards and fewest accidents. Whether it's part of the Interstate System or whether it's just those kinds of highways, I think we are going to continue to need them as our population increases.



ISHMAEL:

Do you think that gradually more emphasis will be placed on mass transit in Arkansas?

MARTIN:

Yes. I think the energy problems are pretty much going to dictate that we try to find some system of mass transportation. But I think it will be difficult in this State because we are basically a State of individual family units and we all have homes by and large. We don't have any great concentrated population centers except maybe the exception of Little Rock and even there geographically, people are spread out and it makes it difficult to have an effective system of mass transportation. If the price of gasoline keeps going up though, the cost factors will reverse to some extent and we'll probably have to take a good, hard look at some system of mass transportation. A fellow in Mountain Home has told me that some organization has developed a tube system built above the ground that works on a pneumatic air pressure principle. He is very enthused and believes it is a possible kind of transportation system. His organization believes you could have this kind of system from Kansas City to Atlanta, for example.



- ISHMAEL: *How do you think the Highway Commission could better serve the needs of the transportation disadvantaged of the State?*
- MARTIN: My only experience with this has been through the Richardson Center and the result of that experience was that we didn't have the apparent need that we thought was there when we started. I like the type of system we were involved in there which was basically to make available vehicles and transportation from other organizations when they weren't in use. That seemed to be an efficient method of transportation available to those who have disadvantages either because of the physical handicaps or because they simply cannot afford transportation. Our experience may not have given a true picture either, because the people in need of assistance may not have been aware of transportation assistance. We need to make them aware of it. Locally, the buildings, sidewalks and street designs have changed very significantly just during the past two or three years to accommodate the physically handicapped and of course, we need to keep that in mind in our designs. As to movement over longer distances, I think the Department should make more transportation available when we find the need.
- ISHMAEL: *What impact do you feel that the State Aid Road Program has had on our overall highway process in the State? Would you favor additional funding for this program?*
- MARTIN: From my limited experience, I think it has been good. That's a method through which roads not in the State Highway System can be upgraded and improved. I really believe the counties have as great a need as there is for improvement of their roads because we have too many situations when the weather is bad and children can't get to school for prolonged periods of time. Also a large number of people in the State depend on agriculture of some form for their livelihood. Those roads need to be improved to help those people keep on making a living.
- ISHMAEL: *What were some of the comments you heard this past winter about the way the Department handled the snow and ice problems?*
- MARTIN: The comments that I heard were very favorable. I only heard one complaint -- that in one instance, in getting the snow off the roads we knocked down a mailbox, and that was solved very quickly. The other comments I heard were very complimentary to the personnel of the Department. They were out working irregular hours; and as quickly as the need was indicated they were there to try to keep the roads clear. By and large they did that.
- ISHMAEL: *Have you felt a lot of pressure since you became a Highway Commissioner to advance certain highway projects?*
- MARTIN: No. I have had a lot of letters and phone calls and a lot of people to walk into my office and those people want to talk about their problems or their needs. That's fine and I think they should. They should talk with me or with their District Engineers or with the people in Little Rock, but as far as it's being pressure, I just haven't considered it that. Those people are doing what they have every right to do and what we ought to want them to do and that is to let us try to do a good job for them when we know what their thoughts are. I have not had an unpleasant conversation with anyone; it's all been on a good level.
- ISHMAEL: *Have you found it difficult to combine your career, family life and outside activities such as your role as Highway Commissioner?*
- MARTIN: Yes. Probably a lot of it is because I'm slow of my nature. . . I work slow, I'm a slow reader and writer. Time has been and I'm sure will continue to be a problem. I realize it has to be a problem for everyone else on the Commission too. I knew before coming on the Commission that it would be a problem, so it's not something I didn't expect. I knew what I was getting into and shouldn't complain about it.

ISHMAEL:

What are some of the things you like best about living in Arkansas?

MARTIN:

I think it would be difficult for anyone to live in a State with Lou Holtz and Eddie Sutton and not like sports. I attend more basketball games than football, but enjoy both of them very much. The enthusiasm and spirit is just unequalled. It's also a good place to live and bring up children. We don't have many, if any, areas in Arkansas where we have to be concerned when our wives go shopping that they are apt to get mugged or have their purse taken. We don't have to worry a lot about our children being mistreated. They can go out in the yard or around to their buddy's house to play, and we don't have to be concerned about whether they are going to get home safely. We have clean air and clean water. We have excellent recreational facilities; just as good as any place I know. I haven't seen any place as beautiful as Arkansas. The people are friendly, too. I can't think of any place I'd rather live.

**“I think any individual who is willing
to go into any endeavor
and apply himself
and work at it, will do well.”**

ISHMAEL:

Do you think, as the population grows, Arkansas will be able to maintain that type of atmosphere?

MARTIN:

I think we can, because we have enough people with the awareness of the problems caused by large numbers of people and enough concern to do something about them. Already a lot has been done. The purchase of the 12,000 acres on Beaver Lake on the Hobbs Estate and making that into a joint State and Federal park -- that's a very good example of people from varying interest groups having gotten together to get the thing accomplished. . . I think that people who come here from other areas, particularly from highly populized and industrial areas, bring with them an awareness of the need to keep our environment good, and I think this will continue to be so.

ISHMAEL:

Do you think the Highway and Transportation Department is doing an adequate job of conserving the environment in Arkansas?

MARTIN:

Yes, and I was very pleased to see that the Department has in its employ a friend of mine I went to school with, a person I know has as much concern for maintaining a good environment as anyone, anywhere. He's a person I know will perform his job as his conscience dictates -- Steve Wilson. When the Department has that type of people working for them, it would be difficult for anyone to convince me that we're not just as concerned about the quality of life as anyone else.

ISHMAEL:

Did you enjoy your teaching position at the University?

MARTIN:

Very much. I miss it and I'm going to go back to it some if I can. I guess that's a problem I have -- I don't want to give anything up. I got started teaching over there because the second year I was out of school the professor took a leave and they asked me if I would teach those courses while he was gone. I did, and it just continued on a part-time basis for four or five years. Then, a couple of years I taught full-time and enjoyed it. I learned more teaching than the kids, number one. Number two, I enjoy being with law students. They sure open your eyes. They have very good minds -- very inquisitive minds -- and I enjoyed it a great deal.



ISHMAEL:

MARTIN:



What advice do you give a student interested in entering the law profession?

Normally, there is a concern and a sense of fear of law school. The first thing I say to anybody is what an old English professor said to me at Tech and that is "If you can tie your shoes, you can learn English; if you can learn English, you can learn anything." But basically, if you're willing to work, you can excel. I really believe that. I don't think there's a great deal of spread between any two people's intelligence. I think any individual who is willing to go into any endeavor and apply himself and work at it, I think he will do well. That applies to law students. There are a lot of kids who get out of law school and don't really have what they consider to be the golden job opportunity, but then as you see the people you had as students, it is very rewarding to see that most all of them are doing well in whatever kind of job they have chosen.

ISHMAEL:

How did you and Bill Clinton become acquainted?

MARTIN:

When I was teaching part-time at the Law School, Bill was a full-time professor there and that's where we got to know each other.

ISHMAEL:

What were some of your experiences as financial chairman for Clinton's 1974 Congressional Campaign?

MARTIN:

There was a lot of paperwork that had to be done. For example, I didn't finish complying with all the Federal reporting laws until October 1977; that's a pretty good period of time. I enjoyed the campaign. I think the world of Bill; I enjoy being around him and it was a fun thing to do, but a very time consuming thing for a while.

ISHMAEL:

How do you feel your experience in the legal profession will help you as a Highway Commissioner?

MARTIN:

Sometimes I think it would help more if I were an engineer! The main way that my legal experience will help me is that it has given me an opportunity to meet a lot of people, and I would think this probably would be more helpful than anything else.

ISHMAEL:

Do you think the needs of the Arkansas highway user are being met? If not, where is improvement needed?

MARTIN:

I think they are being met overall. I think the Highway and Transportation Department has done a good job. I was very favorably impressed by the fact that the number of employees in the Department has remained at fairly much the same level for a 10-year period when at the same time, almost every other governmental unit was increasing its number of employees. I suppose that is an inherent temptation. That statistic astonished me and I was very pleased to see it. I think the Department has done a good job basically. There are some areas that need to be improved for safety reasons, such

as on Highway 71 South from here to Alma. We've had several people killed on that highway. Also up at Pea Ridge, recently it was pointed out to me that there's a curve up there where five people have been killed in the last three to four years. There are obviously a lot of things we need to do; but by and large, I think the needs are being met.

ISHMAEL:

In your opinion, what is the best way to achieve more favorable relations between employees and management?

MARTIN:

In my opinion, the best way is probably to make sure that each has a clear understanding of the other's situation and duties. If everyone understands what the other person's responsibilities are, it makes it a lot easier to understand why any particular person takes the approach he takes to his job. These things go hand in hand to assure a good line of communication.

ISHMAEL:

How could employees be made to feel freer about taking grievances or suggestions to their supervisors?

MARTIN:

By impressing on each person, in some manner, that the procedures available have been made available for that person's use and should be taken advantage of; also by making each person aware that there is not going to be any sanction whatsoever for their use of the procedures that have been established.

“The first and most important thing is that the Highway Commission as a body should do the best that it can to meet the needs of the people of the State of Arkansas.”

ISHMAEL:

What, in your opinion, is the ONE greatest concern in highway and transportation progress in Arkansas?

MARTIN:

I expect it's money. Money and inflation -- they're the same thing really. I know from my discussions with the other Commissioners, Henry Gray and Billy Cooper, it's obvious that the cost of simply holding what we have is going up at such a tremendous rate that it's very difficult. At the same time, our population is increasing; and as it increases, we are going to have to expand the Highway System. So, I really think the greatest concern is finding the wherewithal to get it done.

ISHMAEL:

Do you think Highway Commissioners should represent the State at large or that they should serve only their regional interests?

MARTIN:

I think you have to represent the State at large. I don't think you can be effective for the job if you don't put the interests of the State of Arkansas first. I know each Commissioner is to represent his district and each Commissioner does that and that's fine; I'll attempt to do that too. But I would never quarrel in the least with what I consider to be a needed project in some other area of the State. If it were a matter of each person, very simply, fighting to get every dime he could get for his district and forgetting the rest of the State, I don't think we could function. It's my judgment that the other Commissioners have that same feeling -- that the first and most important thing is that the Highway Commission as a body should do the best that it can to meet the needs of the people of the State of Arkansas.

DISTRICTS CELEBRATE NATIONAL TRANSPORTATION WEEK

During National Transportation Week, May 13 - 19, the Arkansas Highway and Transportation Department conducted possibly the largest single event in its history. Each District held an Open House at its Headquarters in observance of this special week.

The purpose of the Open Houses was to give as many citizens as possible an opportunity to visit the District and get a first hand look at the Department's operation.

More than 2,000 persons visited the Districts during the observance.

National Transportation Week came at a very crucial time in the Department's history. The Legislature had just concluded its work which included approval of \$64 million in additional revenues to the Department. The Constitutional Convention was beginning its first week of deliberations, which included several proposals relating to the organization of the Highway Commission and the Highway and Transportation Department. Three harsh winters in a row resulting in deteriorated roadways and plenty of potholes brought highways to the top of nearly everyone's priority list.

Each District displayed various pieces of equipment, furnished handouts containing information about the District, and used picture display boards to show construction projects underway, the effects of the past harsh winters on the highways, sign vandalism, litter pickup costs and other items of interest.

Planning for this special event began last December, and the work began in earnest in February. Personnel from Information Services met with each District committee to plan the specifics for their Open House.

Many people within the various divisions of the Department became involved in different aspects. It was this combined effort that contributed to the success of the Open Houses.

The size of the crowds varied from District to District, with the largest turnouts recorded at District 2 in Pine Bluff and District 6 in Little Rock.

District 2 was deluged with school groups taking advantage of the good weather for a field trip. More than 400 elementary age children roamed the grounds that afternoon. Another 300 adults also stopped by for a visit, including a couple from Toronto, Canada, who were passing through town and stopped at the District headquarters when they saw the open house sign.

District 6 chartered a bus and provided tours of the construction sites along the East Belt Freeway in Little Rock attracting many interested citizens and the news media. Several Boy Scouts, working on requirements for merit badges, volunteered their services to take groups on tours of the District complex.

The star of the District 9 Open House at Harrison was the Norfolk Lake Bridges display. The Corps of Engineers loaned the Department two artist's conceptions of the bridges

that will be built on Norfolk Lake to replace the Henderson Ferry.

Those people who took the time to visit one of the ten Open Houses came away more informed and much more interested in the Department's activities.

One newspaper editor, Bill Courtney of *The Wynne Shopper*, was so impressed with what he saw at the District One Open House in Wynne that he published the following commentary:

"In attending the Highway Department District One open house last Friday afternoon, we contemplated the fact that the Arkansas Highway Department is a government agency, and one which has had a long history of political manipulation.

Since adoption of the Mack-Blackwell Amendment, the Department has been taken "out of politics" and generally permitted to operate independently of political control by the administration in power.

Has it worked? We think it has, and admirably, too.

When the average citizen has contact with the Highway Department he sees a great deal of efficiency and a genuine attitude of service to the public.

When you see Highway Department crews building or repairing highways, you notice that interruptions in traffic flow are always kept to the absolute minimum. Handling of traffic around construction areas is always done with the utmost possible safety and courtesy.

When repairs are made, the job is done permanently; there are no slipshod temporary repairs. When highways are built, they are built to high standards to withstand the maximum use expected. Sometimes the quality of paving and the amount of subsurface preparation seems excessive, but time has shown that this is the least costly in the long run.

The Department is conscientious about its minor jobs as well. Damaged signs (and the public should be ashamed of this) are repaired and replaced immediately. Trash and junk along the highways (and again we ought to be ashamed) are picked up regularly. Weeds and grass are kept mowed, and care is taken not to damage shrubs and trees which add to the beauty of our highways.

One could list many instances in which Highway Department personnel make an extra effort to do an excellent job. And this type of high morale and pride is often lacking in public agencies. Every AHTD employee seems to glory in adding to the department's fine reputation; they're proud of their jobs and proud of the job they do."







Letters

March 31, 1979

J.K. Brown
District 8
Morrilton, Arkansas

Dear Mr. Brown:

I am writing to you in behalf of the citizens of Austin Community to thank you for the diligent manner in which you have taken care of Highway 9, especially at the extreme north end of the county.

We all know that the last three winters have given us unusually severe weather. We appreciate the way you have kept Highway 9 open in Conway County by blading off the ice and snow. We need this service not only for daily activities, but in order to get to the hospital and to doctors in emergencies.

We feel also that you have done a superb job in the mowing of the right-of-ways.

Many citizens have expressed these views and I speak for them all. We understand that county road funds are limited and we feel you are doing all that is possible.

We appreciate your planning and want to thank you as a community.

Sincerely,
K.W. Winningham
Center Ridge, Arkansas

February 16, 1979

Mr. Bert Rownd
Maintenance Engineer
Arkansas Highway & Transportation Department
Little Rock, Arkansas

Dear Mr. Rownd:

Most of us are quick to criticize our public institutions when we are displeased; however, we usually take for granted situations which occur that demonstrate good service.

I want to extend to you and your employees my sincere appreciation for your efforts to clear the major highways during the winter storm the night of February 6 and the morning of February 7. On the morning of February 7, I personally was able to commute 30 miles from Benton to North Little Rock via Interstate 30 and 40 to work at the General Mail Facility. Also, many of our employees were able to report for work due to the efforts of your highway department employees.

Thank you again for a job well done under adverse conditions.

Sincerely yours,
H.G. Davis
Actg. SC Director, Mail Processing
General Mail Facility
Little Rock, Arkansas

March 29, 1979

Mr. Henry Gray
Director of Highways and Transportation
9500 New Benton Highway
Little Rock, Arkansas

Dear Mr. Gray:

I would like to take this opportunity to thank and praise all the Highway employees of this district for the outstanding job they have done during the terrible winter storms of 1979.

I would particularly like to thank Mr. Paul Bennett, area foreman, and all the highway maintenance employees of the Pea Ridge area headquarters for the long hours and persistence, working night and day, to keep the roads clear and assure the safety and protection of the people in this area.

In behalf of the people in our district, I wanted you to know we sincerely appreciate the dedication of these highway employees and of all the highway employees during these difficult times.

Sincerely,
Richard L. Barclay
State Representative, District 7
Rogers, Arkansas

March 20, 1979

Major Roy Johnson
Weight Division
Arkansas Highway & Transportation Department
P.O. Box 2779
Little Rock, Arkansas

Ref: Unit No. 274
Sgt. Bill Cogburn
Patrolman J. Howell

Dear Sir:

I want to take this opportunity to commend two of your officers for their cooperation and assistance rendered this office on March 1, 1979. With their help the Deputy was able to make a felony arrest of a subject in Norman, Arkansas. This subject was armed and had several firearms in his van. I also want to express my gratitude for men such as these. If we can ever be of service, please let us know.

Sincerely,
Arnold Smith
Sheriff, Montgomery County

April 23, 1979

Mr. Roy L. Johnson
Arkansas Highway Department
P.O. Box 2261
Little Rock, Arkansas

Dear Mr. Johnson:

Subject: Letter of Appreciation
Re: William Cogburn
John Howell

We would like to take this opportunity to express our sincere appreciation to your organization for the prompt response and assistance from these men during the recent tornado at Wickes and Grannis.

Our nation's real strength and unity were derived through volunteers helping their fellowman during times such as the night of the tornado.

We, in Polk County, are very fortunate -- not only that no lives were lost -- but also that there are people such as your men, who will come to the assistance of their fellowman in emergencies such as we have just gone through.

Our upmost and sincere thanks for a job well done!

	Sincerely,
Sam Varner	Bill E. Nelson
County Judge	County Coordinator
Polk County, Arkansas	Polk County, Arkansas

February 14, 1979

Mr. Henry Gray, Director
Arkansas State Highway & Transportation Dept.
Little Rock, Arkansas

Dear Mr. Gray:

We in Newton County have had the worst winter this year that I can remember and the snow has been on the ground since just after Christmas, also with below zero temperatures.

During this entire period your people have kept Highway 7 open for traffic working sometimes all night to do so. I live 21 miles south of Jasper on Highway 7 and I have not as yet had to put my chains on to come back and forth to work.

I want to at this time commend the Arkansas Highway Department and all the Newton County employees of your department for the manner that they do their work. I feel that Mr. Vernie Berry has done an excellent job this year as he has done in the past and the men that work for him also.

I know that they would rather be at home in this type of weather but they all work and never complain at least to my knowledge.

So if I may, I would like to publicly thank both you and the employees of the Highway Department for all their efforts this year.

Sincerely yours,
Paul Austin
County Coordinator
Newton County Quorum Court

April 24, 1979

Mr. Calvin Peevy
District 4 Engineer
Fort Smith, Arkansas

Dear Mr. Peevy:

Subject: Letter of Appreciation

We would like to take this opportunity to express our sincere appreciation to the Arkansas Highway and Transportation Department for the prompt response and assistance during the recent tornado at Wickes and Grannis.

Our nation's real strength and unity were derived through volunteers helping their fellowman during times such as the night of the tornado.

We, in Polk County, are very fortunate -- not only that no lives were lost -- but also that there are people such as you, who will come to the assistance of their fellowman in emergencies such as we have just gone through.

Our upmost and sincere thanks for a job well done.

	Sincerely,
Sam Varner	Bill E. Nelson
County Judge	County Coordinator
	Polk County
	Office of Emergency Services

February 5, 1979

Arkansas Highway Department
District 10 Engineer
Paragould, Arkansas

To Whom It May Concern:

This letter is of sincere appreciation for the fine work performed by Mr. Dairl Hyde of the Highway Department in Marked Tree, Arkansas. For the time and consideration he has given us in Poinsett County.

We could not have asked for better service at any time than we have received from Mr. Hyde.

Sincerely,
Steve Ryan
Poinsett County Judge

March 7, 1979

Wishing you continued success in the great work you are doing for our fine State, I am

Mr. Darrell Roper
Paris, Arkansas

Yours most sincerely,
Letitia Dabney
Bonneville, Arkansas

Dear Mr. Roper:

February 22, 1979

Not for a moment have I forgotten your coming to my rescue so quickly when I was in trouble. I was very hesitant about calling you, being reluctant to add my problem to the many I felt sure you already had, many of which I am confident were far more urgent than mine.

Arkansas State Highway Department
Central Office Building
Little Rock, Arkansas 72203

I was quite surprised and delighted when I looked out the next morning and saw Mr. Tabler already at work on my entrance-way.

Dear Sir:

I simply could not resist the impulse to stand on my porch to watch while most of the work was in progress in spite of the extreme cold. It was a real treat to see the way Mr. Tabler manipulated that huge piece of machinery.

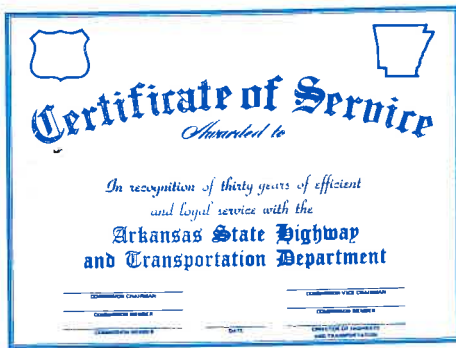
I would like to express my appreciations to your Department for the excellent job Lee Campbell Watson and his men have done this past winter.

I had the pleasure of shaking his hand and thanking him for a wonderful job, and of sending a thank you to the young man, who was with him, for his good work.

You have an outstanding group of men working in Izard County and they should be commended for the excellent work they have done.

You have my heartfelt thanks and please be assured that if I can ever return the favor you have but to call upon me.

Sincerely,
Jack Yancy
Sheriff of Izard County



15 Years

- Curtis A. Baker District 1
- James R. Brown Weights
- Richard L. Butler Roadway Design
- William J. Harrod Traffic
- Clifford P. Hulan District 3
- Arvin L. Shuffield District 6
- Charles E. Vance, Jr. District 7

- Gordon R. Hite District 7
- James M. Holt E & P
- Leslie McSwain Bridge Design
- Jackie G. Ninemire District 9 - HF
- Garry N. Price District 10
- Bill L. Raimer District 9
- Willard W. Shirley Central Shops
- James B. Taylor District 1
- John D. Taylor, Jr. Weights
- Harrison Turner District 1
- Lyndal M. Waits District 10
- Albert D. Wyers, III District 4

10 Years

- Roy W. Andrews District 2
- Lewis Z. Ball P & R
- Harold D. Beaver District 5
- Harry W. Collins District 4
- Eulas R. Ervin District 10
- Ollie R. Gann Weights
- Freddie L. Hall District 6
- Billy W. McCreless District 10
- Julius J. Miller Central Shops
- Burrell D. Rogers District 10
- Jerry M. Trotter District 4

APRIL

30 Years

- George F. Ingle District 6
- Jack L. Keilch Accounting
- James L. Owens M & T

25 Years

- John R. Bradley District 7
- Charles R. Carlton District 3
- John L. Carter District 1
- Sinclair C. Haller District 4
- Frank M. Lemon Roadway Design
- John C. Owens District 1
- Alva G. Rives, Jr. District 8
- John D. Roberts District 8
- Guy T. Spears District 10

20 Years

- John K. Bussell District 7
- John W. Glass, Jr. District 7

MARCH

25 Years

- Jake Franks District 2
- Bobby G. Hughes M & T
- Ernest H. Reynolds District 8
- Thurman M. Snelgroes District 9 - HF

20 Years

- Pierce B. Bardwell, Jr. District 6
- Paul H. DeBusk, Jr. Roadway Design
- James E. Giles R-O-W
- Joe M. Irvin District 10
- Bobby G. Kessinger P & R
- Billy J. Montgomery District 10
- Roy T. Richmond District 9 - HF
- John W. Taunton Surveys
- Gerald D. White District 2

5 Years

- David L. Anderson Surveys
- Gary D. Anderson R-O-W
- Ronald W. Andrews District 1
- Steve W. Balch Weights
- Eldridge Comstock District 9 - HF
- Kenneth B. Cook District 6
- Jerry Crawford District 10
- Lester L. Cupp Surveys
- Jessie L. Downie Permit
- Paula D. Efirid Computer Services
- James B. Fincher Weights
- Brenda G. Freeman District 10
- Harold L. Godwin Weights

Patricia E. Koonce Accounting
 Milan E. Miles District 2
 Cletis D. Whitson District 4
 William H. Williams R-O-W

15 Years

William F. Blalock Traffic
 Louis Bramlett District 8
 Curtis D. Conner P & R
 Chester H. Jester Traffic
 Kenneth Jones Surveys
 Walter Mays District 1
 Willie Parnell District 9 - HF
 Fairis B. Russell Weights

10 Years

Henry Armstrong District 1
 Harold W. Blackwell District 10
 Calvin R. Castleberry District 6
 Troy W. Clark District 1
 Elmer Deaton District 4
 David M. Hammond Construction - OE
 Jimmy R. Harrison District 4
 William G. Heffington R & R
 Daniel R. Lister District 4
 Thomas D. McCormick District 4
 Frank S. McKellar Weights
 Dessie B. Pendleton District 1
 Gary D. Scroggins District 8
 Calvin D. Shaw District 7
 Charlie D. Sisson District 3
 Stanley C. Smith District 7
 Warren G. Ward P & R
 Ronald N. Withrow District 8
 Phyllis J. Womack E & P

5 Years

Wendell P. Blankenship District 7
 Louis Carter, Jr. District 9
 Willie B. Cooper District 7
 William D. Cox District 9
 John S. Dailey Computer Services
 Ronald D. Elmore Weights
 James J. Epton District 3
 Freddie J. Ficht District 9
 Ronnie S. Glenn District 10
 Orville C. Hampton District 1
 Benny R. Henley District 2
 James M. Johnston District 8
 Bobby G. Kelley District 10
 Douglas D. King District 5
 Jackie D. Kyle District 9
 W.J. Phillips District 6
 Jack Plunkett District 2
 Billy J. Rea District 9
 Gerald N. Rolland, Jr. District 1
 Ronald C. Sheetrum District 5
 Deward E. Smith District 8
 Charlie S. Surgener District 5
 Stanley D. Sutterfield District 6
 Oleather Swanigan, Jr. District 1
 Harold D. Turner District 9
 Van D. Woosley District 1

MAY

30 Years

Elmer Jordan District 9

25 Years

Edris H. Braswell District 9
 Troy B. Cook District 5

Harold S. Culdice District 9

20 Years

Dee D. Edens District 9
 Ralph W. Johnson District 4
 Francis M. Parker, Jr. District 9
 Mack C. Peevy District 4
 Epps Price District 5
 Cecil E. Short District 10
 Fred E. Williams R-O-W

15 Years

Joyce J. Barrett R-O-W
 James T. Freeman District 10
 Archie L. Jones Weights
 Francis L. Lewis Weights
 Adrian McKim District 6
 Jimmy J. Parker District 7
 Edgar R. Raymond District 1

10 Years

Grover C. Carney Weights
 Kenneth M. Clark District 9
 Alfred E. Dillon Weights
 Kenneth W. Eason District 4
 Truman K. Einert District 8
 Margaret F. Hudson Surveys
 Donald R. Jenkinson District 7
 Gary D. Jordan District 8
 Robert L. Kendrick District 4
 Phillip L. McConnell Roadway Design
 Thomas H. McMurray District 3
 Robert C. Metcalf District 10
 James A. Moudy District 8
 John R. Porter District 10
 Junior D. Priddy District 4
 Lynn A. Rand District 9 - HF
 Michael C. Schmalz District 4
 Odis D. Smith District 4
 James L. Steele District 2
 Carl D. Thompson District 6
 Donnie G. Walker District 9 - HF
 Sterling L. White District 10

5 Years

Steven R. Arocha District 4
 Aubrey D. Beasley District 10
 Edgar O. Benson District 10
 Rex L. Boothe R-O-W
 Carolyn M. Bowden Info. Services
 Everett L. Burr District 9
 George H. Cingolani District 2
 Robert W. Cox E & P
 Edward M. Croy District 10
 James L. Davidson District 6
 Herman L. Elder District 3
 James M. Glisson, Jr. District 9
 Arlin Godwin District 3
 Ralph H. Heckel District 9
 Charles D. Hood P & R
 John A. Mizell District 4
 Willia T. Morehead District 5
 Herbert A. Moss District 5
 Philip K. Norman District 1
 Larry E. Patrick M & T
 James E. Rye District 8
 Thomas E. Smith District 2
 Granville J. Stuart District 4
 William J. Tramel District 8
 Larry E. Wheeler District 9
 Marshall W. Whitecotton District 8
 Syble J. Whitlock District 9



Retirements

FEBRUARY

Omar N. Smith District 10
 Clarence E. Saffel District 3
 Hugh K. McMurrrough Right-of-Way
 Noah S. Medford, Jr. District 4
 Joe D. Herrington District 6
 Henry F. Klober Weights
 Clarence L. Kight District 6

MARCH

Brewster M. Shalmy District 2
 Roosevelt Franklin District 6
 Emet F. Anderson District 1
 Thomas L. Goodson Construction - 3
 Albert N. Watkins Construction - 5

APRIL

John D. Roberts Construction - 8
 Grover L. Jarvis Weights
 Arlie M. Gibbins District 2
 Harrison Heath District 4
 Montie H. May District 5
 Ernest H. Reynolds District 8
 Daniel A. Morris District 1
 Billie Wood Materials & Tests
 Roy B. Barnett District 6
 Byron E. Coston District 7
 Willie Parnell Henderson Ferry
 Walton Robinson Roadway Design
 Hoyitt C. Archer District 3
 Herbert H. Burks District 2

Around The Department

BRIDGE DESIGN

By The Staff

Congratulations to Alice Jo Dong and Bonnie Wesson. Both were recently presented Service Awards and pins.

Alice, who has been with the Department for 15 years, is an engineer in the Checking Section.

Bonnie, Division Secretary, has completed 10 years of service.

In addition to the certificates and pins, each was given a long stem rose.



Alice Jo Dong



Bonnie Wesson

COMPUTER SERVICES

By The Staff

Our congratulations to Paula Efirid upon completion of five years of service with AHTD. Art Johnson presented the Certificate of Service and cookies were served in the Data Entry Section in honor of the occasion.

Hystcine Watson resigned May 2nd and has moved to Scott Field in Illinios to her husband's new Air Force Station. Hope Coleman, a trainee at Pulaski Vo-Tech School will be replacing her. Glad to have you with us, Hope.

The newest addition to our staff is Joe Kersey, a recent UCA graduate. Welcome to you, Joe.

Albert Comeau, who has more than 17 years of service with AHTD, will be retiring in May. He is planning on making his home in New Mexico. We surely will miss you Al, and wish you the best of everything.



Al Comeau

Gary French attended an FHWA-sponsored course on Urban Transportation in Washington, D.C. the week of April 23rd.

Two terminals have been installed at AHTD to be connected on-line to the computer. One has been assigned to Bridge Design, the other will be in Construction.

Computer Services at this time, is bringing into its scope, a new Customer Information Control System (CICS/VS). Eventually, this will play a major part in the Inventory System which is now being developed. In connection with this, Barbara Smith and Guy Simms have attended classes in Washington, D.C. Also, Jane Mobley, Carlotta Vaughan, Floyd Pharris and Pat Martin will be attending classes concerned with the CICS Equipment Management System Project.

Larry Allen attended the Highway Engineering Exchange Program meeting in Panama City, May 8-10.

CONSTRUCTION

By The Staff



Ralph Blackwell

Congratulations to Ralph Blackwell, head of Construction Management. Ralph recently completed ten years of service with the Department and was presented with a pin and certificate by Division Head John Tallant.

MAINTENANCE DIVISION

By The Staff

Ralph Buchanan, Heavy Bridge Maintenance Foreman, received his ten year certificate and pin from John Hall. Actually, he's been here almost eleven years now, but we were waiting on the pin to get here. Cake and coffee were served.



Ralph Buchanan and John Hall

Condolences are extended to Tom Pringle and his family. Tom's father was killed as he was backing out of his driveway.

Dove C. Curtis, a retired Heavy Bridge Maintenance Foreman, knows how to spend his time. Mr. Curtis snagged a 14-pound big mouth bass at Des Arc. Eat your hearts out!



Last magazine, I announced the birth of Amanda Winkler, daughter of Ron Winkler. At the time, I did not have a picture of her, but Dad just happened to have one this time. Isn't she a doll!



Amanda Winkler

Ed Rownd, son of Bert Rownd, tied the knot with Bonita Reeves on April 6, 1979. Congratulations Ed and Bonita!

As I write this, William Tyler, Assistant State Maintenance Engineer, has not left us, but two weeks from now he'll be back down in that part of the State he refers to as "God's Country". He will be the new Assistant District Engineer at Hope. I know he can't wait to run the highways and get his hands into that good ole Hope dirt. We'll all miss him, but we wish him the best of luck. Congratulations District Three!

MATERIALS & TESTS

By The Staff

Sibyl Maddox was recently elected "Woman of the Year" by the Golden Chapter of the American Business Women's Association. She will be competing for the National Top Ten Business Women of the Year in Minneapolis, Minnesota in October. Congratulations, Sibyl!

Several of our employees have already begun their vacations. D.M. Greene and Terrell Watts each enjoyed a week of fishing and outdoor activities with their families and friends while Bob Gossett and family vacationed at the Arkansas Folk Festival in Mountain View.

However, several of our employees were saddened by the loss of members of their family. Jim Reynolds' father passed away earlier this year as did Henry Hart's sister. Barney Phillips also suffered the loss of his father-in-law. We extend our sympathy to all these families.

George Smith is the proud owner of a 1979 Oldsmobile Delta 88.

C.A. Phillips went turkey hunting this season and came back with one weighing 19 pounds and having an 11½ inch beard. Great shooting, Barney!

On March 9, 1979, Bill (Smokey) Wood was treated to a retirement party and was given an electric trolling motor and a live-well bucket. We know that he will put these gifts to good use. Many of Smokey's friends came by to congratulate him on his 33½ years of service with the Department. Everyone enjoyed the cake, punch and fellowship and we will all miss Smokey.

PERMITS

By Angela Blackwell

Congratulations to Jess Downie, who was recently presented his 5 year Service Certificate by V.W. Dumas, Permit Supervisor.



Jess Downie

Mrs. Charles R. Staats of Arlington, Texas, who is the daughter of Mr. and Mrs. V.W. Dumas, was recently named "Woman of the Year" by the Methodist Church that she and her family attend in Arlington. A tea was held for Mrs. Staats on April 19th and she will be honored again on May 4th.

Donna and Jimmy Crain's son, Brooks, recently celebrated his third birthday. His party was held at the Malvern City Park. Marvin Staton of Office Engineer is Brooks' grandfather.



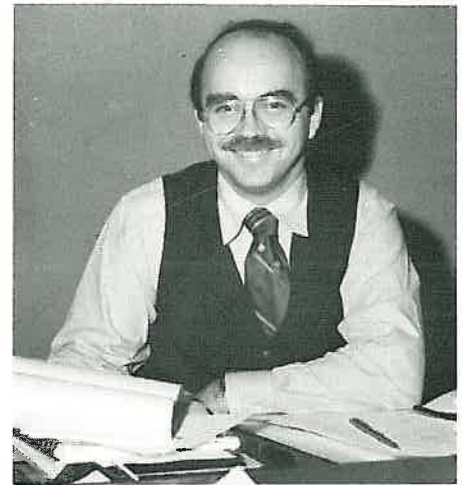
PLANNING & RESEARCH

By the Staff

Planning and Research welcomes Keith Jones who recently joined the Department as Section Head of Statewide Planning. His most recent employment was with Public Technology, Inc. in Washington, D.C. He formerly worked with Metroplan in Little Rock.

He holds a B.S. Degree in Civil Engineering from Washington University in St. Louis and has done graduate work there.

He and his wife, Leta, reside in Little Rock and have a two-year old daughter named Holly. For recreation he enjoys playing tennis.



Keith Jones

We would like to wish Mark Bradley the best of luck with his new job at Allied Telephone and welcome Tom Harrell who transferred to Program Planning in January.

Beware of the Tigers! (Basketball team). They appear to be very dangerous. Thus far, Eric Phillips and Jerry Westerman have injured their knee and John Bell his ankle, among others on the team. Eric had a rest from work due to a stay in the hospital for surgery resulting from his injury.

The Program Planning and Statewide Planning Sections have been reorganized. Brenda Kirkpatrick and Mike Webb are now in Program Planning; John Bell, Ed Hoppe, Lynn Malbrough, Eric Phillips, Florence Routh, and Jean Walz have moved to Statewide Planning.

Larry Johnson, of Technical Services, and his wife Marcia, are the proud parents of a baby girl born November 14, 1978. She weighed 8 pounds, and 15½ ounces and her name is Carrie Inez. Larry says this is "omega".

We would like to welcome Dorothy Smith to Technical Services.

Betty Wiggins of the Public Transportation Section and Sandra Miller visited Betty's sister and brother-in-law and other relatives in Wichita Falls, Texas after the tornado there. They were in the destruction area and sustained considerable property damage but, fortunately, no injuries.

In a realignment of work responsibilities which became effective April 20, Dale Gossien was transferred from the Statewide Planning Section to the Public Transportation Section. He will continue working on the state rail plan until the present phase is completed.



John Bodiak

Finance and Economics welcomes back John Bodiak who left the Department a few months ago, and has recently returned. We're glad to have you back, John!

Congratulations to Doris Griffin who received her five-year pin.

Charles Hood of Mapping recently celebrated five years of service with AHTD on May 21st. He is shown here receiving his pin and certificate from Charles Frazier, Section Head. Refreshments were served and everyone had a nice time. Congratulations, Charles.



RECORDS & REPRODUCTION

By the Staff

The following letter was received on May 3, by Records and Reproduction.

Manager of Map Sales
Arkansas Highway and
Transportation Department
P.O. Box 2261
Little Rock, Arkansas 72203

Dear Sir:

On Monday, April 23, 1979, I called your Department and order 3 maps. The woman who took my order was extremely pleasant and helpful. According to the invoice I received her initials were "E.B." I feel sure you should be congratulated on the caliber of your staff if this person is any example. After talking to her on Monday and placing my order, I received the maps here in Las Vegas, Nevada on Friday, April 27, 1979. I must say I am very pleased with this response. Again I would like for you to tell "E.B." thank you for the kindness, consideration and promptness.

The check for the 3 maps - Invoice No. 34320 for \$2.00 is enclosed.

Sincerely,
Clifford P. Lloyd
6452 Evergreen Avenue
Las Vegas, Nevada

E.B. is Evelyn Buchanan who works with Alma Stephens in our Map Sales Section. These two ladies do an outstanding job dealing with the public and distributing our various maps.

Congratulations to Jerry Heffington who recently completed 10 years service with AHTD. He was presented his pin and certificate by Section Head, Al Dunn.

We are happy to have Dick Godfrey and Patsy Roling back with us. These employees have been off work due to illness. We are so glad they are both doing much better.

We were saddened to hear of the death of

Lucille Huffstutler's husband. Our sympathy goes out to her and her family.



Jerry Heffington and Al Dunn

PHOTOGRAMMETRY

By The Staff

Bob Paxton, the airplane pilot, has left the Highway Department for greener pastures. We had a farewell luncheon for him and a couple of our former employees dropped by to wish him well. It was nice of Stella Christman, who is now working in Planning and Research, and David Hunter, who is with Information Services now, to drop by for lunch and to say "Good-bye" to Bob. In the picture, Bob displays his farewell gifts. Now he is really an aviator.



Bob Paxton - "Look out Red Baron!"

Roy Walden has been gone to National Guard summer camp. That's why the place seems so quiet lately.

We celebrated "National Secretary's Week" by surprising our secretary, Sue Walls, with a nice dried flower arrangement for her desk and a card of appreciation.

Photogrammetry has been having some exciting events at lunch lately. A snake decided it wanted to come in for lunch and got caught in the door. Brave Jim Barton caught it and put it back outside, but it was exciting for a while. Some of us are still very cautious when going outside now.

Salli Dees, not being quite as cautious as she should be, stepped on another snake and

almost had a heart attack. It is nice to be able to go for a nice walk at lunch and on break, but it pays to be very very cautious when walking around the Photogrammetry Building.

STATE AID DIVISION

By Shirley Wesson

Our division has some newlyweds among us. Debra Andry and Michael Tackett were married on their lunch period at the City Hall on March 12, 1979. Nobody suspected this had happened when they came back holding hands, because this was nothing indifferent. They finally revealed their secret the next morning to everyone in the office. Debi and Mike called their marriage a very romantic one and we all wish them the very best of luck and success.

The girls in this office were honored for National Secretary's Week by being taken out to lunch at the Sizzler's Restaurant by our boss. Also each of us received a lovely arrangement of yellow and white daisies from an anonymous someone in the office who signed the card "From someone who cares about Secretaries". Whoever was so thoughtful, thank you for making our day brighter.

John Kizer will receive his ten-year pin and certificate sometime this month.

On April 13 and 14, 1979, the First Annual JimSon's National Barrel Racing Championship was held in the Barton Coliseum during the Arkansas Arabian Horse Show with all proceeds going to the Kidney Foundation of Arkansas.

"JimSon is a riding horse without a mind of it's own" and was designed, built, and named especially for Jamie Patrick, the Son of Jim and Patty Patrick of Mayflower, Arkansas.

Four contestants, two girls and two boys competed for the JimSon National Title. They were divided into a girl's division and a boy's division.

Two contestants, Miss Dawn Steen and Master Charles Martin are current kidney patients at the Arkansas Children's Hospital. Dawn is also the poster child for the Kidney Foundation.

The other contestants were Miss Kim Hall and Master Johnnie Oldham. Kim is the daughter of Fred Hall of Mayflower and Johnnie is the son of Jim and Barbara Oldham.

One practice for each contestant was held at the Patrick's house to teach the contestants how to ride JimSon and to learn the barrel pattern used in the contest. It takes less than 30 minutes to master both JimSon and the barrels.

On Friday night Kim Hall took first place from Dawn Steen when Dawn made a wide turn on her first barrel and with competition this good that's all it takes.

Johnnie won first place by beating Charles by only a few tenths of a second in a very exciting contest.

Saturday night, just before time for the show to begin, it was learned that Dawn had become ill after her performance Friday night and had to be taken to the hospital, but her doctor, Watson Arnold, of the Children's Hospital reported that she would be back in time to compete for the championship. Dr. Arnold was on hand for the contest because he is both Dawn's and Charles' doctor.

Dawn made a beautiful ride this time but once again Kim was able to edge by her. The timer was not set when Kim started her ride and she had circled two barrels before she could

be stopped. She was restarted and with the same intensity she was able to take first once again.

The boys really put on an exciting performance with Charles coming out ready to win. He beat Johnnie for 1st place this time but Johnnie had won first place the night before and with this being the National Championship a ride-off was declared.

Charles mounted JimSon first, as he made the first barrel he let his horse go wide putting him against the rail, he stopped and then with a spectacular spin, he was back in the race. As Johnnie mounted JimSon you could see the determination in his face, he slipped through the pattern with the ease of a real champion and because of his concentration he became the JimSon's National Champion.

First and second place trophies were pre-

sented both Friday night and Saturday night by Jamie Patrick and then on Saturday night Jamie presented the JimSon's National Champion trophies to Miss Kim Hall in the girl's division and to Master Johnnie Oldham in the boy's division. Kim was also presented a beautiful crown and handmade roses were given to both she and Dawn by the Dogpatch Flower Lady, Barbara Oldham.

Because Jamie owns JimSon he withdrew from this year's contest. Jamie felt it would not be fair to the other contestants for him to compete but says next year he will compete because other kids are not buying their own JimSon horse. Ownership of a JimSon will be one of the requirements for next year's National finals.

Jamie's sporting attitude won him a large sportsmanship trophy.



The happy winners of the 1979 JimSon's National Championship display their trophies.

DISTRICT ONE

By The Staff

We have good news and bad news. The good news is that R.J. "Ray" Woodruff, former Assistant Resident Engineer in West Helena, has been transferred and promoted to the position of Resident Engineer in Wynne. The bad news is that we had to say goodbye to B.J. Barnett, but in good grace we wish him well in his new job as Assistant District Engineer in District Two. Joe and Jackie, his wife, were honored with a delicious fish fry before they left. The food was outstanding and the fellowship even better. The employees of Resident Office No. 13 not only showed how they felt about losing Joe but also said welcome in a great way to their new boss, Ray, and his wife Carol.

Walter Riley, son of Jasper and Ernestine Riley (Jasper is with the Wynne Residency) is a 1979 graduate of Arkansas State University in Jonesboro. Walter receives a Bachelor of Arts Degree in history and a commission as a 2nd Lieutenant in the U.S. Army. He will go to Fort Benning to attend the Infantry Officers Basic Course later this summer. Jasper and Ernestine also have a son, Larry, who is

a 1979 graduate of Forrest City High School. Larry played football, was a member of the Colt Choir and the Vocational Industrial Club of America. Scuba diving, water skiing and bowling are high on his list of hobbies.

Lois McCormick is proud of her son, Chuck, who will graduate from Wynne High School this year. Chuck hasn't decided on his future yet, but it will either be the Army or further schooling. We wish all of these graduates the best.

Service Awards:



Service awards and retirements were recognized on May 2nd in the District office with cake and coffee. Those being honored were: T.H. "Happy" Robertson, who has recently had to take a disability retirement; D.A. Morris, who has worked for 30 years with the Department; E.F. Anderson, with 35 years of service, and J.D. Willis, with 26 years. Also being recognized are Lewis Carter, A.H. Mason, and Nolen Williams, each with 25 years of service; and C.A. Baker and Walter Mays with 15 years of service. Years of service such as these employees have given should say something of the character of many AHTD employees, and we are proud to count them as District One men!

DISTRICT TWO

By Bettye Carter

Spring came in with a bang in southeast Arkansas as winds roared through causing damage in Hamburg. On the night of Sunday, April 8th, the first tornado hit cutting two paths through the center of town. Just as cleanup operations were in full force, the second tornado hit on the following Wednesday, clearing a new path. Crews from the neighboring counties worked together with Gerald White, Area Foreman, and the crew in Ashley County clearing right-of-ways and aiding Hamburg residents. Loss of houses and timber mounted as the stock cleared and people got back to picking up the pieces. "Sammie" Cook, Ashley County employee, and his family lost their home in the storm. We recognize the employees in District Two who put out their efforts to assist in this time of disaster.



Sammie Cook

The employees in District Two gave a farewell reception recently for K.F. Tyler and his family. Friends of the Tylers were served punch and cake at the District Headquarters and joined in as M.S. Smith, District Engineer, made a presentation honoring Ken for 20 years of service. Shown in the picture is one of his gifts, a "Razorback" jacket to wear in Wyoming.



Jane, Melba and Ken Tyler



Ken Tyler modeling his gift

Clyde R. Tucker, age 72, died recently at his home in Herbina. A native of Cleveland County, he was married to the former Johnnie Perkins. Mr. Tucker was a department employee for fifteen years working on the Cleveland County crew. Our sympathy is extended

to his widow and family. Shown is the wedding picture of Mr. and Mrs. Tucker.



Kathy Dolan, daughter of Mrs. Dorothy "Dodie" Dolan, has recently been nominated by her dean at the University of Mississippi to apply for a \$1,000 scholarship through the Educational Communications, Inc. Scholarship Foundation. She is a sophomore and a member of the National Dean's List which places her academically in the top 1% of all colleges and universities.

Denise Johns, daughter of Billy Johns, Area Foreman in Jefferson County has been selected for membership in the National Honor Society. She is a junior at Pine Bluff High School. Formal recognition was given to the new members in an assembly in the McFadden Gym.



Denise Johns

Shown are Chester Smith and Claudie Lovell at a recent meeting held at the District Headquarters by the Safety Division. Duane Sowell of Safety held safety meetings at all of the area headquarters in District Two.



Chester Smith, Claudie Lovell and Duane Sowell

Service Awards have been acknowledged to: Benny R. Henley, Highway Engineer Aide III, McGehee Engineer; Jack Plunkett, Equipment Operator II, McGehee; Rickie G. Hogue, Station Attendant, Desha County and Joe C. Ashcraft, Equipment Operator III, Heavy Equipment Crew, all for five years of service.

Service Awards were given to the following for ten years of service:

Bill Herrington, Finish Carpenter, Bridge Crew and Roy W. Andrews, Equipment Operator II, Monticello, Sealing Crew. For twenty-five years: Jake Franks, Equipment Operator III, DeWitt, Arkansas County. Congratulations to these employees.

Welcome to Mike Thompson, Resident Engineer at the Monticello Residency. Mike has transferred to District Two from District Seven where he worked in Construction at El Dorado. He is a native of Camden and a graduate of the University of Arkansas. We hope that the Thompson family will soon feel at home in Monticello.

Another new addition is that of John Sketoe, Area Foreman in Cleveland County. John came to District Two from Little Rock and has worked in the Central Office and as crew leader in Pulaski County. John is a native of Sheridan in Grant County and feels right at home in Rison. We welcome the Sketoe family to District Two and are proud to have them.

Jim Allbritton has been promoted to Assistant Maintenance Superintendent for District Two. He has been employed by the Highway Department for 17 years starting out in the Construction Division. He worked as chairman, instrumentman and party leader before transferring to Maintenance as permit officer in 1972. Jim attended Arkansas Tech and is certified in the grade of Engineering Technician by the Institute for the Certification of Engineering Technicians. Married to the former Patsy Alexander, they have two sons and a daughter.



Jim Allbritton

DISTRICT THREE

By Vinie Holt

Congratulations to the following on their years of service with the Department:

S.L. Foster, D.G. Cearly and H.L. Higgins for five years; C.E. Saffel and W.P. Murry for ten years; and G.E. Reed, C.A. Horn and C.P. Hulan for 15 years.

On March 2, 1979, we had an Awards Presentation for those in the District with 25 and 30 years of service and for retirees.



District 3 Service Awards

Albert R. McElroy received a certificate for 30 years of service. William R. Aylett, Elmer M. Clark, James W. Clark, Oscar C. Mitchell, Cleo G. Qualls and Robert A. Skinner received certificates for 25 years service. Ruel Staggs received a Public Relations Officer Certificate as a retiree. We had as our guests Mr. James Branyan, Highway Commissioner, and Mr. Coy Campbell, District Engineer at District Seven, and Johnnie Gray, Photographer from the Central Office.

Herschel E. Patterson, Station Supervisor, has just returned from a tour of the Holy Land, Holland and Belgium. The group spent seven days in the city of Jerusalem in a hotel atop the Mount of Olives overlooking the city. Tours were taken each day to Bethlehem, Jericho, Haifa, Galilee, Tiberias, Dead Sea, Sea of Galilee, Jordan River and old and new cities of Jerusalem. The returning two days were spent in Amsterdam, The Netherlands and in Belgium to Brussels.



Herschel Patterson

Pictured are Danny McWilliams and Doug Ward who caught these two big catfish on March 10th on the Red River. The fish on the left weighed 60½ pounds and the one on the right weighed 44 pounds. Danny and Doug are employees of the Texarkana Residency.



Danny McWilliams and Doug Ward

We have lots of pretty babies we want to show off. We have some very proud parents and grandparents. Pictured are Chayne Hutchison, born December 23, 1978, son of Thomas and Sandra Hutchison; Amy Gore and baby sister Kadra Lee Gore, born February 1, 1979, daughters of Vernon and Wanda Gore. The proud grandpa of Chayne, Amy and Kadra Lee is Arthur Gore, Area Foreman at DeQueen.



Amy Gore and Kadra Lee Gore



Chayne Hutchison

Sherri Lee Ann Elder, born January 19, 1979, is the daughter of Herman and Peggy Elder of Oden. Herman works in the Montgomery County Crew.



Sherri Lee Ann Elder

Tamera Rene Mayberry, born January 26, 1979, is the daughter of Mr. and Mrs. J.M. Mayberry. Mr. Mayberry works in the Montgomery County Crew. Tamera Rene weighed seven pounds and 14 ounces at birth.



Tamera Rene Mayberry

Pictured at left in the rocker is Suzanne Carlton, age 1, daughter of Mr. and Mrs. Jerry Carlton of Hope. On the right is Stephanie Carlton, age 7, daughter of Mr. and Mrs. Jimmie Allen Carlton of Prescott. In the background is Shorty Carlton, proud granddad. Shorty is our District Low Boy Operator.



On Friday, April 27th, we had a fish fry at the District honoring Mr. D.C. Spencer, who will be leaving us shortly to go to Mena to take charge of a new Resident Engineer's office that is being opened there. We hate to see him go, but he is going back home and he seems to be happy about it. We will surely miss him.

HOPE RESIDENCY

By Kathy Clark

We are delighted to have a new Assistant Resident Engineer in our office. John Wankum, his wife Barbara and their daughter Pandora have recently moved to Bodcaw (near Hope) from Novato, California. John has had extensive experience in the engineering field, and we already feel relief just knowing that we have someone of his caliber with us. John owns 65 acres in Bodcaw, on which he is raising a garden and later plans to raise cattle. We hope John enjoys working for AHTD. We certainly enjoy having him.



John Wankum

Roland Gaines, who joined the Department in October as an Engineer Aide I, is really scoring high these days. We are proud to tell everyone that Roland has passed the Construction Surveying Examination and the self-help course exam. Roland has received certificates for both accomplishments. It seems that Roland is well on his way to becoming the type of employee for which AHTD has been looking.



Roland Gaines

We have two new employees with the Department; Terry Don Ingersoll and Ronald Arterbury. We want to welcome both of these men to our office.

Terry Don graduated from Hope High School in 1978. In January, Terry Don began working for AHTD as an Engineer Aide I. Terry Don enjoys "fixing up" cars for racing, and he seems to be a pretty good mechanic.

Ronald also joined our office in January.

He served two years in the Air Force, from which he received an Honorable Discharge in October. Ron is a musician, and according to several reports, is very good at the keyboard.

We are sorry to report that two of our employees have left us. Mary Overturf has found a new job with Safeway in Texarkana. Kenneth Roberts has returned to his home town, Kilgore, Texas, to find work. We hated to see them go, but we wish them luck in their new jobs.



Ronald Arterbury



Terry Don Ingersoll

NASHVILLE RESIDENCY

By Connie Jones

We have lots of good news from this office. We have three new Highway Engineering Aide I's; Cleveland Hopkins, Jr., Dale Gore and Brad McKenzie. We want to take this opportunity to welcome them to our office. They all seem to be very good workers. We feel lucky that they chose to work for us.

We were sorry to lose one of our employees who retired in March. T.L. Goodson (Tommy) had been with us for almost 22 years. Twenty-three employees and friends braved the bad weather to take Tommy and his wife, Esther, to the "Hush Puppy" at Texarkana. Everyone enjoyed themselves very much. Tommy was presented a western hat, belt and buckle with his name on it and AHTD 1979. We do miss him but he seems to be enjoying his retirement. He has been doing a lot of fishing and brought an eight pound bass by the office to show to us the other day. We hope he catches a lot more then invites us to eat.

Construction is still in progress on our new Resident and Area Headquarters Building. We will be very glad when we get moved into it. It is located on ten acres about five miles out on the Lockesburg highway. We'll have lots of room and places for my plants. It will be so nice to get out into the country which is where I like it best.



Ken Harris and Frankie Dull

I got married in February and have joined the ranks of the working housewife. No complaints though. I married a very handsome (or at least I think so) man from Conway whose name is Jerry A. Jones. We moved from here in Nashville to a place in the country at Murfreesboro. Now we have a large garden and lots of quiet. Time seems to fly by with never a dull moment.

Our congratulations also go out to Frankie Dull who recently received his 20 year certificate. Frankie is a very conscientious worker and we are proud to have him here in our office.

DISTRICT FOUR

By Kim McDowell

Two Service Awards were presented in the District since our last writing: Jack Coleman, Resident Engineer, received his 20 year certificate from District Engineer Calvin Peavy. Jerry Trotter in the district asphalt crew was presented his 10 year certificate by Leo Seal, job superintendent.



Jerry Trotter



Jack Coleman



Fred McLaughlin and Harrison Heath

Harrison Heath, area foreman in Polk County, retired from the Department in March after 28 years of service. Fred McLaughlin, retired equipment supervisor, presented Harrison with a gift from the crew. Good luck and good fishing, Harrison.

Larry and Barbara Thornburg are proud to announce the birth of their baby girl, Christina Gail, born February 3, 1979.

Leon Sneed presented 1978 Safety Certificates to: Donald Jennings, job superintendent; Amos Zimmer, area foreman; Gene Holloway, area foreman; Jerry Clements, sign crew leader and C. Peters, sign crew leader.

These hunting stories arrived too late for our last issue of the magazine. It was reported that the following employees got a deer: Danny Branch, Ron Brixey, Jimmy Ingram and Albert Wyers. We didn't see any pictures so we will just have to take their word for it.

DISTRICT FIVE

S.L. SWINK RESIDENCY

By Nancy Rainey

Albert N. Watkins retired from this residency in March after 25 years and 5 months of service to the Department. As a going away present, he received a rod and reel which, he assured everyone, would be put to good use. Along with fishing, Albert is planning to do some hunting and work around his home in Clay. We all wish the very best for him.

Mr. and Mrs. Larry Bowren are the proud parents of a daughter, Trisha Dawn, born on February 19th at White County Memorial Hospital. Trisha weighed six pounds and twelve ounces.



Trisha Dawn Bowren



Craig Steven Anselmi

Mr. and Mrs. Steve Anselmi also proudly announce the new addition to their family, Craig Steven, born March 5th. Craig weighed seven pounds and six and one-half ounces.

Mr. and Mrs. S.L. Swink are looking forward to becoming in-laws this fall. Their oldest daughter, Sherry, is engaged to Eric Carlock, from Fillmore, Illinois. They are planning to live in Fillmore, where the groom to be is in construction work.

DISTRICT SIX

By Laura Malat

First, we are glad to report the completion of the work being done on the District Six Headquarters building. The landscaping has been finished and except for the absence of some green grass, we are very proud of our building, inside and out.

On April 20th, we held our quarterly Service Awards coffee. At this time, we gave pins and Service Awards to the following employees:

Ten years: J.C. Collins, J.L. Leath, C.D. Linam, J.A. Parker, B.J. Crumpton, M.R. Sullivan and F.L. Hall.



Fifteen years: T. Ennis, F.A. Hall, C.V. Vailes, R.F. Hedges, F.J. Bradley, R.B. Earnest, and A.L. Shuffield.



Twenty years: C.R. Ketchum, J.B. Rives, P.T. Griffith, J. Stephens and P.B. Bardwell.



This coffee was held to let these employees know how much we appreciate their loyalty and service to District Six and the Arkansas Highway and Transportation Department. We had a couple of special guests at the awards coffee. Mr. "Lankey" Rives came to see his son, J.B. Rives, receive his 20 year pin and certificate. Lankey retired from the Highway Department after serving 43 years and doing a little bit of everything connected with the building and maintenance of our state highways. Ron Hedges' wife, Evelyn, was also in attendance to see Ron receive his 15 year pin and certificate and we appreciate both she and Mr. Rives' presence.

We have several new faces at District Six. Evelyn Arnold, who has been a temporary employee since October 1978, has become a permanent member of our organization. She has transferred to us as a Stock Clerk in our Stockroom and has already proven herself an invaluable addition to our staff. Sandy Pharris has also recently joined us. She is a UALR student and is a temporary employee working with us in the afternoons and going to school in the mornings. We welcome her and are also glad to have her help.

We also have some new small faces. Our Area Foreman in North Pulaski County, Jim

Bumpus and his wife Brenda, added a very lovely little girl to their family in March. Her name is Helen Louise and her daddy says that she already has him wrapped around her little finger. Morris and Laura Nutt of the Hot Spring Area Headquarters became the proud parents of Amanda Gayle on March 1, 1979.



Amanda Gayle Nutt

JAMES HOUSE RESIDENCY

By The Staff

James House's Residency announces three new little additions to their organization. J.B. "Benny" Baggett, Asst. Resident Engineer, is a doting grandfather for the 5th time. John Jefferson was born August 31, 1978. Herman and Mary Smith became the proud parents of Kathleen Lea on December 15, 1978. She is daughter number 4. Her sisters are Debbie, Leigh Ann and Carrie. Bobby and Ann Patterson had a son, Anthony Joseph, on Christmas Day. Ann is the Field Clerk at Mr. House's Residency and her mother, the proud grandmother, is Shirley Childers, Secretary in Right-of-Way.

The James House Residency has also made some personnel additions. *Mike Dudoich, Office Technician, has recently joined our staff. Mike is married and has a 4 year old daughter. Steve Cornett has just transferred from Surveys. Steve is single yet, but he plans to rectify that situation in May.

The Residency has gained two new employees, but they have lost one. Mr. Dan Smith retired this April, after serving the Department for 30 years. They will certainly miss him as will we all.



Mr. and Mrs. Dan Smith

The E.E.O. Officer of Mr. House's office, Kathy Lature, took an early spring vacation and went skiing. She enjoyed it so much, she plans to return as soon as she can.

We are all working hard and making plans for our part in the statewide National Transportation Week Open House.



Kathleen Lea Smith

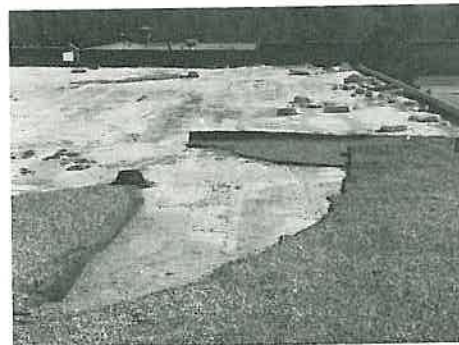


Anthony Joseph Patterson
DISTRICT SEVEN

By The Staff

On April 8th, a tornado hit Camden, destroying a large number of homes and damaging many others. We were fortunate no lives were lost and none of our employees were seriously injured. Vance Huneycutt, District Headquarter's Service Station Attendant, and his wife, Wanda, lost their home. Dell and James Jones' home was heavily damaged. James is the Sign Supervisor for District Seven. All of the employees were saddened by the damages to homes of friends and relatives. Maxwell Smith, a retired permit clerk, had a very narrow escape when his home was destroyed by the tornado. "Smitty's" home was near the Ouachita River. He was inside and along with his home, was blown by the wind. He suffered a broken nose and numerous cuts and bruises which put him in the hospital for several days. He stopped by the office recently and told us of his experience. We are all thankful he is doing

all right. We always enjoy a good visit and hope he comes by again, soon. The District Seven Headquarters facility was heavily damaged. The buildings received extensive roof damage and the brick walls enclosing the area were also affected. The tornado also damaged several vehicles which were left on the lot for the weekend. Maintenance crews and Construction crews were called to Camden from all over the District. Their help was given freely and was greatly appreciated. Everyone was glad they could lend a helping hand.



Mildred Russ, Fuel Clerk, was called to Mobile, Alabama last week to her father. He has suffered a heart attack while visiting family there. Mr. Jack Silcox, Mildred's father, lives in Camden. Mildred has been writing and keeping us informed of his progress. He will need extensive treatment, however, they are planning to bring him home soon. Our prayers are with Mildred and her parents at this time.

Gene Coston, Ouachita County Area Head-

quarters Attendant, retired after 23 years of service to the Department. Gene, we know you will enjoy many happy years with your wife and children, of whom we are all proud.

Vernall and Ben Loe and Frankie and Hurley Loe "mechanic brothers" had a very enjoyable vacation visiting a brother and wife in Scottsdale, Arizona. While there, another brother and wife from Birdsboro, Pennsylvania, joined them for a week of "fun in the sun".

We wish to extend our sympathies to Kermit Wendell, Engineering Aide for Bob Myers, over the death of his father, J.B. Wendell of Marion, Arkansas.

Althea Campbell recently received her 20 year Service Award. Congratulations, Althea.



Althea Campbell and Coy Campbell
Margaret Ann Parker and Jim Faircloth were married on November 18, 1978. They are at home in Jacksonville, Florida. Margaret is the daughter of Lee Parker, shop foreman.



Mr. and Mrs. Jim Faircloth
A.W. HARDY RESIDENCY

By The Staff

Mr. Hardy is now an old grandfather with a new grandbaby. Anne Elizabeth Berry joined the family on March 7, 1979. Anne was born at Baptist Medical Center in Little Rock to her proud parents, Dr. and Mrs. William Berry. Big brother, Will, was one year old on March 1st.



Anne Elizabeth Berry

This handsome young man is Kelly Cantrell, son of Mr. and Mrs. James H. Cantrell of Camden. Kelly is in the 9th grade at Camden High School and wants everyone to be on the lookout for him next football season. He will be playing quarterback.



Kelly Cantrell

GORDON HITE RESIDENCY

By The Staff

Several men from our office enjoyed a camping and fishing trip to Millwood Lake the weekend of April 21, 1979. From the stories that are circulating, everyone had a good time in spite of the rain that fell all weekend.

Don Smith, Engineering Aide IV; Larry Beard, Engineering Aide IV; and Raymond Covey, Engineering Aide III, all received certificates for passing all four tests in the Self-Help Courses given by the Construction Office in Little Rock.

District Seven personnel and all Maintenance employees in the District should receive credit for helping in the clean-up operation in the Fairview area of Camden which was hit by the April 8th tornado. Although our area was not affected, we are sure the people in Camden who were directly involved appreciated the work done by the Highway Department.

Last, but not least, congratulations are in order for Carl D. Pierce, Construction Aide III, who is going to be a father sometime this fall.

DISTRICT EIGHT

By The Staff

Congratulations to Donald E. Hill and Ronald P. Jones. They have received their service awards for being with the Department for 10 years.

We have several employees who are happy at last to receive their service pins. The new design is really pretty.

Kenneth Ellis and Tom Crites have already dug out their skis. They report that Lake Dardanelle is a little cold yet.

We wish a speedy recovery to Joe Duvall, who is in Doctors Hospital in Little Rock, and also to Elmer Smith, who is in the hospital in Conway.

We wish to express our sympathy to Earl Page and his family. His son, Danny, was killed in a farming accident on March 22nd.

We were also saddened by the death of Faulkner County employee, David Truelove. David died on February 17th in an accident while clearing ice and snow from the highways.

While searching for a good news story, we asked Bill McAllister what was new with him. "Nothing but hard work", was all he could report. That sounds like symptoms of a good case of spring fever. But with summer months coming, we hope to have more stories of vacations and less stories about hard work.

Don Boyd and his date Tonya Myers enjoyed a lovely evening this year at the Dover High School Jr.-Sr. Prom. Dan is a Junior at Dover High School and the son of Storeroom Supervisor C.L. Boyd.



Don Boyd and Tonya Myers

DISTRICT NINE

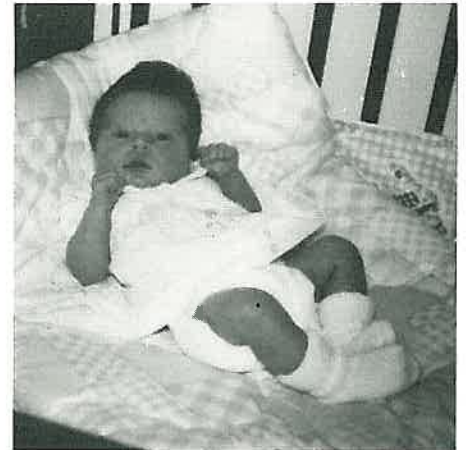
By Shirley Morton

Congratulations to Edris Braswell, Office Manager, who observed her 25th Anniversary with AHTD on May 3rd.

Lionnel and Lila Owens are the proud parents of a bouncing baby boy, James Garrett, who was born March 12th at Fayetteville and weighed eight pounds and three ounces. The proud grandparents are J.L. and Elaine Owens. Little James Garrett visited the district office in May and he is a doll (just like his Papa!!)

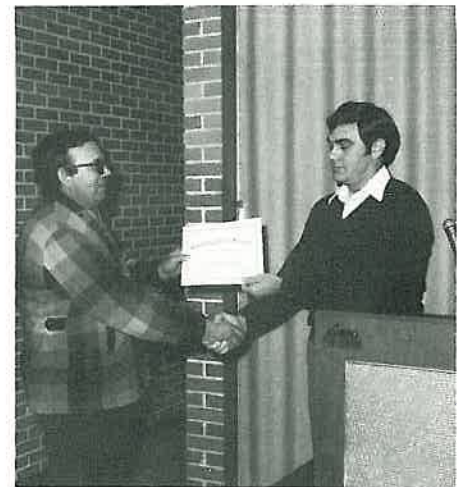
Bill and Jackie McMullen are the proud grandparents of their first grandchild, Sarah Adele Henderson, who was born March 31st at Tulsa and weighed nine pounds and two ounces and measured twenty-two inches in

length. The happy parents, Deborah and Steven Henderson, stopped by the district office recently to show off their lovely little daughter.



Sarah Adele Henderson

Gary Roberts and Glenda Ginn were united in marriage by Reverend Dean Smith (Carroll County Foreman) at 7:00 p.m., April 21st, in the new home of her mother in Northern Acres at Harrison. After a trip to Mexico, they are at home near Omaha. Gary is employed at the Harrison residency and Glenda is the District receptionist. We wish them many years of happiness.



Bill Hensley and Larry Hodnett



E.J. Taylor



John Sisco



Kenneth Oxford



Vernie Berry and Leon Sneed of Safety



F.M. Parker, Jr.



Dean Smith



Frank Atchison

Service Awards were presented to Bill Hensley and E.J. Taylor, 15 years and to John Sisco and Kenneth Oxford, 10 years.

Safety Awards were presented to F.M. Parker, Jr., Dean Smith and Vernie Berry.

Frank Atchison bagged an eighteen and three-fourths pound "tom turkey" on April 28th in North Boone County (Bee Creek). The Tom had three beards, two eight inches and one three inches and was approximately two years old.

Donna and Charles Fowler and daughters enjoyed a vacation trip to Six Flags over Mid-America and other places of interest in and around St. Louis. Their youngest daughter, Tina, celebrated her first birthday in April.



Tina Fowler

On Tuesday, February 13, 1979, Crew Leader, Calvin Rushing, along with Jerry Smith, Kenneth Christian and Blaze Booth, had finished cleaning snow and de-icer chips from a bridge on State Highway 14 approximately one mile south of Yellville and were picking up their signs when a telephone line crew yelled for their assistance asking if anyone of them knew anything about first aid. Calvin replied that he knew a little bit, but not much. On arrival at the scene, they found a telephone lineman who had suffered a severe blow to the head and was unconscious, jaws locked, bleeding profusely, and struggling for air. They couldn't get to his tongue which apparently had the air passage blocked. Remembering first aid schooling in Little Rock where elevating the head back would open the air passage, Calvin hoped the man's neck was not injured and raised his shoulders so his head could lay back. This action proved successful in opening the air passage as the man began exhaling blood, also inhaling blood into his lungs. Calvin realized the man needed immediate professional help and didn't feel they could risk the time required to contact and wait for an ambulance as they were only about five minutes from the hospital. Calvin and his crew put the man in the seat of their crew pickup with Calvin holding his head and shoulders in position to keep the air passage open and in a matter of minutes reached the Marion County Hospital. The injured man was transported within the hour to Cox Medical Center in Springfield, Missouri via airplane.

Calvin has been credited with saving the man's life, but he says "that day of schooling in Little Rock was the key factor."



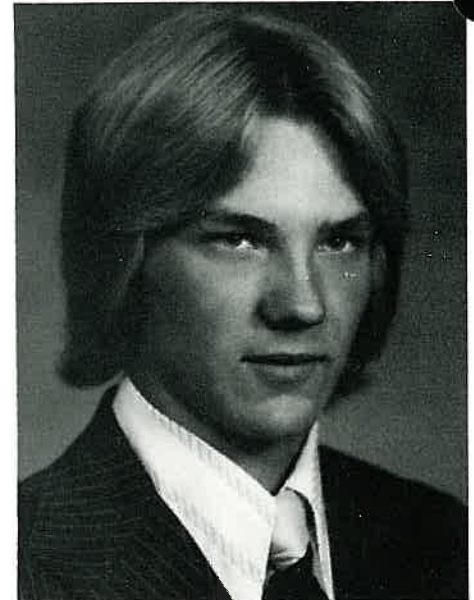
Calvin Rushing

DISTRICT TEN

By Isabelle Psalmonds

We are all grieved by the sudden death on January 11th of J.C. "Babe" Pillow, Area Foreman for Greene County. We extend our deepest sympathy to his family.

Dairl Hyde, Area Foreman, Poinsett County, was transferred to Greene County as Area Foreman. Jerry Greitens, Sign Foreman, was transferred to Poinsett County as Area Foreman. J.T. Kingston, Finished Bridge Carpenter, was promoted to Sign Foreman. It was necessary for Melvin Brown, Area Foreman, Lawrence County, to be in the hospital for several weeks and he asked to be relieved of the duties of Area Foreman. Jim Getson was promoted to Lawrence County Area Foreman.



Darryl Tritch

Jim Tritch, Job Superintendent, is quite proud of his son Darryl and well he might be. Darryl Tritch will be graduated in May from Life High School. Recently he won first place in welding at the Black River Vo-Tech School. He won a trophy and a year's scholarship. There were seventy students who competed. Congratulations, Darryl!

When Dairl Hyde was transferred to Greene County, the Poinsett County Judge wrote a letter of commendation and appreciation for the work Mr. Hyde had done in his county.



Whipple Harrison Fields



Oleather Swanigan, Jr.

TWO EMPLOYEES KILLED IN HIGHWAY ACCIDENT

On Monday, May 7th, highway employees Oleather Swanigan, Jr., 23, and Whipple Harrison Fields, 46, both of Brinkley, were killed in a three vehicle crash on the Bayou Bridge west of Brinkley on I-40.

Two of the vehicles were highway maintenance pickup trucks. The third vehicle was a large tractor-trailer rig.

Swanigan was riding in the back of the first highway truck picking up cone markers. Fields was following in the second truck which had a large arrow sign routing traffic from the right lane of the Interstate.

The trailer rig ran into the back pickup and knocked it about 100 feet into the other pickup. Swanigan was thrown from the truck onto the pavement. The truck driven by Fields was crushed by the large trailer rig and was knocked off of the bridge.

Services for Swanigan were held on Sunday, May 13th, at the Union Baptist Church in Fargo. He is survived by his wife, Sandra Swanigan; his parents, Mr. and Mrs. Oleather Swanigan, Sr.; two brothers and one sister.

Services for Fields were held Thursday, May 10th, at Bob Neal and Sons Funeral Home Chapel in Brinkley. Fields leaves his wife, Betty Whiteside Fields; three daughters, Mrs. Frankie Quinn and Gale Fields of Brinkley, and Terry Lynn Fields of Wichita, Kansas; three sons, Patrick Fields, Michael Fields and Jimmy Fields, all of Wichita; two stepsons, Doug Hawkins of Conway and Thomas Hawkins of Stuttgart; five brother and three sisters.

Both men will be greatly missed by their fellow employees and friends and we extend our deepest sympathy to their families.



Arkansas State Highway
& Transportation Department
Post Office Box 2261
Little Rock, Arkansas 72203

