STATE OF OKLAHOMA

2nd Session of the 48th Legislature (2002)

HOUSE CONCURRENT
RESOLUTION HCR1080

By: Ingmire, Roggow and O'Neal of the House

and

Milacek of the Senate

AS INTRODUCED

A Concurrent Resolution designating the stretch of State Highway 412 running west from Interstate 35 to State Highway 74 as the Norman A. Lamb Highway; directing Oklahoma Department of Transportation to place permanent markers; and directing distribution.

WHEREAS, Norman A. Lamb was born on February 27, 1935, in Canute, Oklahoma; and

WHEREAS, Norman A. Lamb is a graduate of the Enid High School Class of 1953 and showed his dedication for higher learning by earning a Bachelor of the Arts degree from Cameron Junior College, as well as a Bachelor of Education degree from the University of Oklahoma, and his Juris Doctor degree from the University of Oklahoma School of Law; and

WHEREAS, Norman A. Lamb demonstrated the ultimate traits of duty and loyalty for thirty-three years of active and reserve duty for the United States Armed Forces. Upon his retirement in 1990, Norman A. Lamb had reached the distinguished rank of Colonel in the United States Army. Along the way, he served in the area of Air Defense and Guided Missiles in Fort Bliss, Texas, earned the ranking of Colonel with the United States Reserve and Oklahoma National Guard, and was a recruiter while acting as the West Point Liaison to the State of Oklahoma; and

WHEREAS, Norman A. Lamb carried over his duty to his country by also honorably serving the State of Oklahoma for eighteen years as a State Senator from 1970 to 1988. Fifteen of those years were noted with perfect roll call attendance. Very much like other facets of his life, his time in office would leave lasting impressions. His stellar service included being Minority Floor Leader from 1982 to 1983, a member of the Judiciary Committee for eighteen years and was vice-chair of that committee for twelve years, and maybe most notably was appointed as the Special Prosecutor to investigate the Industrial Development Agency, which is now known as the Department of Commerce. As a credit to Norman A. Lamb's fairness, objectivity, and level of trust, Democrat President Pro Tempore James Hamilton made the appointment of the Republican from Enid to chair the investigative committee that was to review dealings between the Industrial Development Agency and Governor David Hall. Under Norman A. Lamb's lead, the committee uncovered alleged kickbacks and corruption, which in turn spurred an F.B.I. investigation and conviction of Governor David Hall. It was this thoroughness and objectivity that would make Norman A. Lamb known as "Mr. Bipartisan" among his peers as he was respected and admired by both sides of the aisle; and

WHEREAS, Norman A. Lamb was also instrumental in finalizing the final stretch of State Highway 412, which connects Interstate 35 to Enid as part of the Cimarron Turnpike System and opens the corridor from Tulsa to all of northwest Oklahoma up to Colorado; and

WHEREAS, Norman A. Lamb admirably continues his life-long dedication to our state by first being a liaison of Governor Frank Keating to the Senate from 1995 to 1997 and then being appointed to the position of Cabinet Secretary for Veterans' Affairs from 1995 where he continues today; and

WHEREAS, Norman A. Lamb has an impressive list of personal accomplishments, however, none could equal the pride and love he

shares with his wife Belva and his three children, Kim, Fawn, and Todd.

NOW, THEREFORE, BE IT RESOLVED BY THE HOUSE OF REPRESENTATIVES OF THE 2ND SESSION OF THE 48TH OKLAHOMA LEGISLATURE, THE SENATE CONCURRING THEREIN:

THAT the stretch of highway on State Highway 412 running west from Interstate 35 to State Highway 74 be designated the Norman A. Lamb Highway.

THAT the Oklahoma Department of Transportation shall cause permanent and suitable markers be placed upon the highway bearing the name.

THAT copies of this resolution be distributed to Secretary of Transportation, Herschal Crow and Director of Transportation, Gary Ridley, to the members of the State Transportation Commission, and to Norman and Belva Lamb, Kim Lamb Akers, Fawn Lamb Ingmire, and Todd G. Lamb.

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