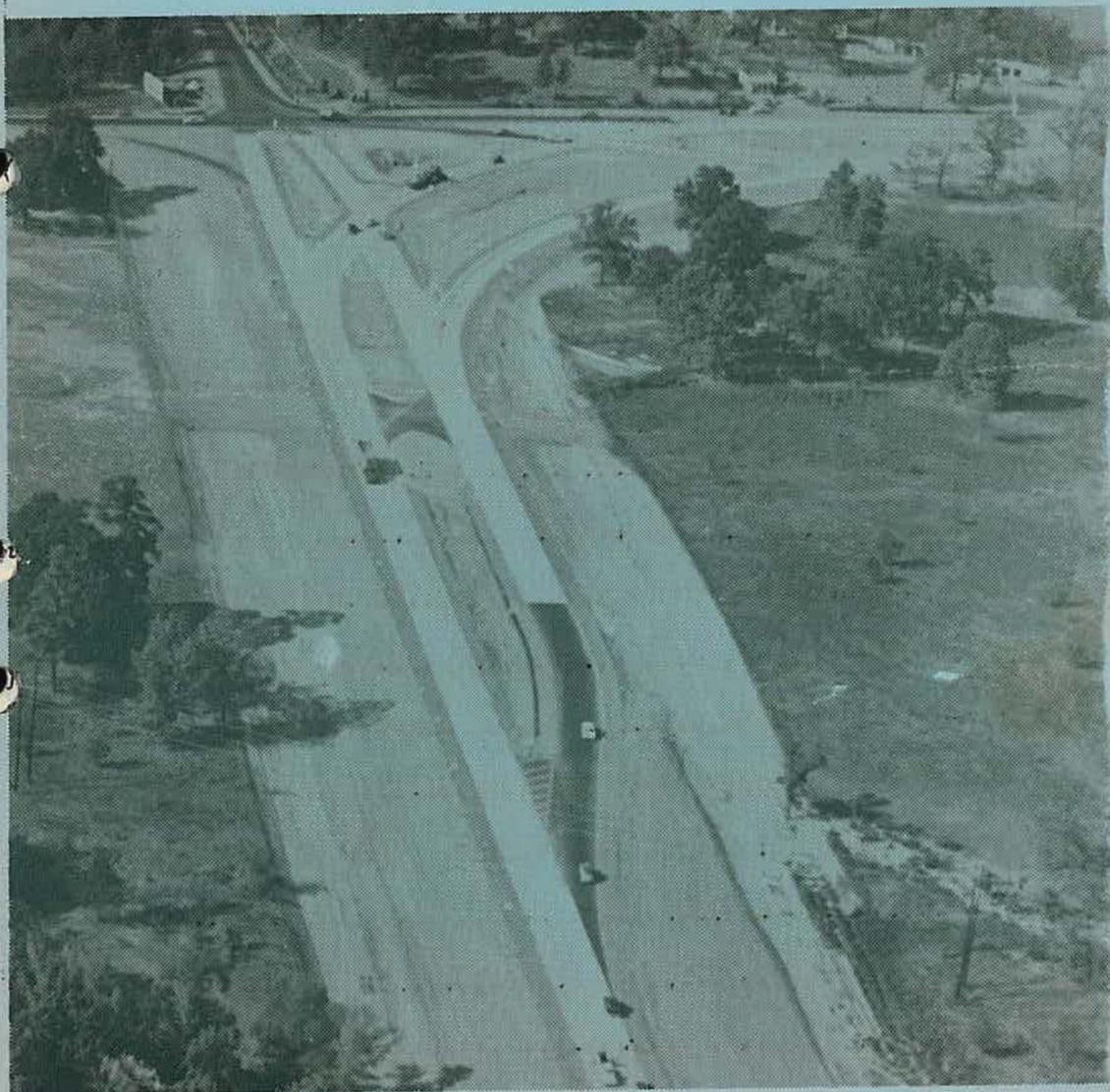


ARKANSAS HIGHWAYS

Vol. II No. 8

August 1954



ARKANSAS HIGHWAYS

A Monthly Magazine for Employees of the
Arkansas State Highway Commission

VOL II

August 1954

NO. 8

STATE HIGHWAY COMMISSION

Raymond F. Orr, Chairman

Miss Willie A. Lawson
Glenn F. Wallace

Cecil S. Lynch
D. F. Portis

Herbert Eldridge, Director
A. E. Johnson, Chief Engineer

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LETTERS

Dear Editor:

We would appreciate some safety rules for our maintenance crew so they may be protected from the hazard of speeding cars.

Sula Burnham
District No. 7
Camden

Editor's Note: Strict adherence to the following three safety rules should afford the best possible protection to the men working on open highways: 1. Adequate warning signs; 2. Adequate flagging protection; and, 3. The placing of machinery and equipment for maximum protection to the employees. Failure to exercise these precautions can easily result in loss of life or permanent disability. It is the duty and responsibility of every Highway Department employee working out on the road to see that these safety measures are taken for their own protection as well as that of their fellow workers.)

* * * *

Many letters are received in the various Districts and Divisions commending our Highway Department for the excellent job being done. The following letter is one which was sent to Homer R. Lucas, Acting District Engineer of District 2. This is a reflection of the favorable public opinions throughout the state on the good job being done.

Dear Mr. Lucas:

Although it has taken me some time to write you, I do want you to know how very much we in Crossett appreciated the splendid cooperation of your Department in connection with our Crossett Industrial Foundation Clean-Up, Paint-Up Campaign. Personally, I have received more favorable comments from the citizens of Crossett as to the job which was done by the Highway Department in installing new signs, mowing and cleaning up rights-of-way, and repainting signs than any other single aspect of our successful Clean-Up Campaign.

Again let me thank you for our entire organization for the willing cooperation and excellent job done by you and your subordinates in improving the attractiveness of the approaches to Crossett.

Robert R. C. Miller
Crossett Industrial
Foundation

* * * *

Dear Sirs:

A line to express our appreciation for your Roadside Parks. They certainly are a wonderful convenience for across country travelers. *(Editor's Note: This letter was mailed at Delbarton, West Virginia, written by Riverside, California, people who traveled through our state last spring.)*

LOCATING HIGHWAY MATERIALS

by Russell M. Newsom, Assistant Engineer
Materials and Tests Division

One of the activities of the Materials and Tests Division is that of locating local materials for use in our highway construction. Most of these materials may be found in Arkansas and the ones usually sought are gravel, stone, sand, and soils.

Gravel is, and always has been, one of the most important and useful of all road-building materials. It is hard and durable, as a general rule, fairly easily handled and transported, well-graded from course to fine, and is widely distributed. There is very little area in Arkansas that is more than 50 miles from gravel of some kind, and the average distance for the state is probably not more than 12 to 15 miles. But this is referring to gravel of "some kind." Gravel suitable for highway construction is much more difficult to find.

In order to meet requirements, gravel must be under a certain maximum size and there must be a certain amount retained on the finer screens. In other words, there cannot be too much sand but there must be a certain amount which will pass the No. 200 screen. (This screen is the finest used in gravel analyses and anything passing through it is silt and clay.)

There must also be enough fines to help bind the particles together but only enough, as any surplus tends to hold them apart. The fine portion cannot be too elastic when wet or the gravel will rut and shove, especially when used as a base under asphalt surfacing. Considering all these limitations, it probably seems as though suitable gravel pits would be almost impossible to locate. However, when there is a fairly large-sized deposit located, it is really amazing how much of it will meet the required specifications.

All gravel is either in streams now or was at one time, perhaps millions of years ago. Some of these ancient stream beds are actually hundreds of feet higher than the present streams in the same territory. Gravel, like gold, is "where you find it" and there are no rules on where it is to be found or where it isn't. Geology maps are of some help and so are soil maps, if available. Also, air photos are very helpful in picking out the promising places to look, especially stereoscopic pairs. But so far, no modern device has been invented that can take the place of man carefully searching through the hills and bushes and digging

test holes. Although there are no statistics available on the subject it seems to be quite evident that many more chiggers and ticks find people, than people find gravel. (The voice of experience!)

Locating Sand

There is a large amount of sand and sandy soil used in all highway construction. Since concrete sand must be washed and screened before it is usable, it is generally bought from commercial producers. Most contractors find that it is more satisfactory as well as more economical to buy their concrete sand than it is to produce it. It is necessary that natural sand and sandy soil deposits be located for use as selected material to be applied over poor road-building soils in order to make a subgrade of higher bearing power as well as improved performance.

Sand deposits are quite similar to gravel deposits in that they are usually found in recent or ancient stream beds. There are, perhaps, a few of these sand deposits in Arkansas which are of wind origin. Here again, maps and air photos are very helpful in the selection of promising places to search for deposits, but the actual locating has to be done out in the field. Fortunately, Mother Nature thoughtfully changes the appearance of the vegetation on

sandy or gravelly soils and quite often this proves to be a very good clue as to where to drill.

History has proved that the aborigines preferred to make their camps on sandy ground and the presence of flint chips or pottery shards almost invariably denotes sand a few feet below the surface. Ant hills often show the presence of sand a few feet underground since the little "critters" can be counted on to bring it up to the surface from around 3 or 4 feet. Gophers also bring up sand, but don't count on the crawfish! True, there are times when they might, but as sand finders they are much more reliable as the tasty ingredient for crawfish pie.

Arkansas Stone

Practically all of the stone in Arkansas is to be found north of Highway 67. A line drawn west from Batesville to the Oklahoma line, and from Batesville through Pochontas to the Missouri line, would roughly bound the entire limestone area. South of that line most of the rocks are sandstone with the exception of the novaculite uplift, which is a comparatively narrow strip from 5 to 30 miles in width running from Hot Springs west through Mena. There are very few spots in this sandstone country where limestone is present. In the limestone area the rock may be

found in nearly horizontal strata and in the northern part of the sandstone country the strata are fairly level. Farther south they become more folded and faulted.

Limestones, if they are available, are usually preferred since they are fairly uniform, easily quarried and crushed, and compact nicely. The sandstones associated with limestone are often too soft to consider as highway material. In the sandstone country we find stone of all degrees of hardness, some of it very hard and sound. As is the case in locating sand and gravel, maps and air photos also help in locating places where rock might be found but they cannot show quality. The engineers have no choice but to dig in and crawl through the bushes in order to collect samples, usually collecting ticks, as well. Sometimes stone is extremely hard to locate, and to do so requires much walking along streams, washes, and gullies where it may possibly be exposed.

Securing Options

After the material has been located and tested, it is the duty of the field engineer to secure an option on it. As a whole, owners of stone and gravel deposits are usually glad to sell, since the land will seldom grow good crops. However, it certainly calls for the ultimate of tact, diplomacy,

and good salesmanship to thoroughly convince a farmer who has a sand ridge in the middle of a cotton field that what he really needs is a 3-acre fish pond!

Although locating and acquiring sampling materials can run into hardship and grubbing work; for instance, crawling through briars and brush, breaking rocks off of steep cliffs, drilling and digging test holes, and carrying samples; there is also the very satisfying pleasure of discovering something new which more than offsets any discomfort endured. And if a pit, quarry, or deposit, can be located exactly where it is needed, it will result in saving thousands of dollars on the cost of the job.

There is a great deal of satisfaction to be derived in finding material a mile or even 10 miles closer to the job to be done than anyone thought it could be. No highway can ever be any better than the materials which are used in its construction, and securing the best possible materials at the lowest possible cost is one of the most vitally important phases of highway engineering.

(Editor's Note: This article takes in only one of the many phases of work being done in our Materials and Tests Division. We will have another article for you soon on soil surveying and testing which we believe you will find most interesting and enlightening.)

---THAT NEW ROAD---

by Edward Young, M & T
Material Inspector

I hear the constant humming
of the shovels in the pit,
I see the trucks passing,
hauling loads of grit.
I see a grader
spreading gravel on the road,
And when he thinks
he's catching up....
here comes another load.
Here comes another grader,
and a roller....
down the line,
And tomorrow they'll be ready
and starting on the prime.
I look down this road
and see a blackened streak,
That will be best
if not disturbed
for about another week.
Now comes the mineral aggregate,
smaller gravel than the base
Then we will add the asphalt
to get a wearing face.
Now we are almost finished,
but it is yet to seal,
Be patient a little longer,
I know just how you feel.
It is now yours, the Public's,
but please!
don't take a chance.....
We don't want to see you
in a Warren Ambulance.

NEW PURCHASING HEAD

James G. Meredith, Jr., has been named by C. Don Hayes, Director of Equipment and Procurement, to fill the vacancy created in the Purchasing Office by the death of E. S. Dudley. Mr. Meredith has been Assistant Director of Procurement for Equipment at Jacksonville and his title will now be Acting Assistant Director of Procurement.

Mr. Meredith is well-qualified for the position he now holds, having had well-rounded on-the-job experience in business administration, supervision, sales and service, and purchasing. He worked in the office with Mr. Dudley for over a year as Assistant Purchasing Agent before he was transferred to the Jacksonville office, and is familiar with the Department purchasing policies and procedures.

Mr. Meredith is a personable young man, a veteran of World War II, married (sorry girls -- you'll have to look elsewhere!), and his pride and joy is his 9-year-old son, James Conley. He belongs to the Masonic Lodge, is the Organist and Choir Director of the First Presbyterian Church in North Little Rock, and a member of the American Guild of Organists.

We wish Mr. Meredith good luck and smooth sailing in the performance of the many duties and responsibilities entailed in his job.

UNDERSTANDING OUR HIGHWAY SYSTEMS

by Herbert Eldridge
Director of Highways

What is meant when we speak of our primary and secondary road systems? When did they come into being, and Why? How do they operate? This information is very clearly defined and interpreted by Mr. Eldridge in his speech before the Stuttgart Rotary Club. This article is an abridgement of that portion of his speech pertaining to the road system

In early days of Federal Aid to states there was just one system and that one is usually referred to as the Federal Aid System. Throughout that period the state was endeavoring to build the roads which were most important between the principal towns and cities and we started the construction of such highways as U.S. 61, 62, 63, 64, 65, 67, 70, 71, 79, and 82.

During the 1930's, Congress decided to give federal assistance to the feeder type of road. With that legislation the Bureau of Public Roads, which is the handling agent for the Federal Government in the highway field, decided for administrative purposes that we needed two separate systems. One system for our primary roads and one for our secondary roads.

Then, with the Federal Highway Act of 1944, came the urban and interstate designations. The urban system is really just an extension of primary roads in urban areas.

The interstate system is the outgrowth of our inability to build the primary system to adequate standards, and it was selected as that part of the primary system to concentrate available funds for construction to adequate standards for the traffic volume. This system was also selected for those roads which were most essential to serve the nation's economy in both periods of peace and war.

The interstate system is limited to 40 thousand miles in the United States and connects the principal cities of the country. In Arkansas, U.S. 61 in the east connects St. Louis and Memphis. U.S. 70 from Memphis to Little Rock, along with U.S. 67 from Little Rock to Texarkana, is on the route which connects Memphis to Dallas. U.S. 65 and 64, Conway through Ft. Smith, is the route to Oklahoma City.

Through the medium of Federal Aid Acts, Congress determines the amount of money which can be spent

on each of these systems. The fact that we have just enough (and no more) state money to match the amount of Federal Aid money, leaves us no alternative but to adjust our programing in conformance with the laws as set forth. So, in actuality, Congress makes the decisions on where our highway money will be spent.

The primary highways, those built first to connect our principal areas of population, handle more than 75 per cent of the state's rural traffic, and produce most of the revenue to the highway fund. In general, the secondary roads do not carry enough volume to cover maintenance costs, let alone construction costs. Consequently, the money which is used for secondary roads must be subsidized from the earnings of our primary system. In order to build and to maintain

our secondary roads, the primary roads must be kept healthy -- so healthy, in fact, that they can produce the necessary life-giving factors to keep our feeder roads from withering and dying.

We want our roads to be good ones. We want them to be roads which people travel, not because they have to do so in order to arrive at a certain destination but, because they are a real pleasure to travel over. We want our roads to be such that they will bring visitors to our state -- for the beautiful Arkansas scenery; for the recreational facilities we have to offer; and most certainly, to enhance our economy.

By making our primary roads attractive, the people will desire to travel over them, thereby producing revenue which may be used on our secondary roads.

CONTEST NEWS

The winners of the Service Pin Design Contest and the Certificate of Merit will be announced in our September magazine. Each contest entry was numbered as it was submitted, and a corresponding number placed on an envelope with the name of the employee enclosed.

All entries have been mailed to our Highway Commission for individual judging. The members of the Commission were requested to make three selections and indicate their

first, second, and third choice of both pin and certificate designs. When these judge's forms have all been returned they will be given to the Employees Advisory Committee for point tabulation.

No one will know the name of the winner until the tabulation has been completed. The numbers receiving the highest point count will signify the chosen designs. Winners will be notified as soon as the final results are obtained.

SECURITY FOR YOU

by V. E. Scott, Administrative Assistant

The Retirement System completed 5 years of operation on July 1, on which date its financial statement reflected total assets well in excess of \$1 million. There were 1,450 active members enrolled in the system on that date.

For those of you who are not acquainted with the early history of the System or the reasons for its establishment, it might be well to remind you that prior to establishment of your Retirement System on July 1, 1949, employees of the Highway Department had no retirement benefits. They were dependent wholly upon their own initiative and management to provide such sums during their productive years as would be necessary to care for them in their old age.

Alf Johnson, at the time he assumed the office of Chief Engineer, advocated the establishment of a retirement system as a means of providing security for many veteran employees who had devoted the best years of their lives to state service, and also as a means of inducing young, qualified employees in the technical, administrative, and clerical branches to enter the Department as a career.

After a great deal of research covering the plans being used in

other states, the Federal Civil Service and State Teachers Retirement System plans, a bill was drawn embodying the best features of the other plans. This bill was subjected to searching review by a competent committee of Highway personnel, and fiscal and legal authorities. After all apparent weaknesses had been removed, it became law under Act 454 of 1949.

Subsequent operation under the original law indicated the need for amendments, and the Legislature responded with Act 403 of 1953. Principal features of the amendments are that a ceiling of \$7,500 was imposed on the amount on which deductions would be made or on which benefits would be paid. It also made provision for military service credits after World War II; extended the time for filing prior service from 1 to 5 years; and finally increased the State's contribution from 3 to 4 percent in order to match employees' contributions.

The System has grown steadily in both membership and financial assets as the employees have come to better understand the benefits it provides. One of the most valuable provisions of the plan is the disability provision whereby any employee with as much as 10 years'

LOADOMETER SURVEY

The traffic engineering staff of the Statistics and Analyses Division recently made loadometer surveys throughout the state for a 2-week period. These surveys play an important part in analyses of present and future highway needs.

"Load" stations are set up on all major highways and every single-unit truck or tractor truck and semi-trailer is flagged to a stop and each axle weighed. The State Police weight stations are used whenever possible. Where no permanent station is available, temporary pit scales are installed. This is done by digging a hole in the highway shoulder and inserting the pit scale in the hole. After the survey at that location has been completed, the scale is removed and the hole is filled and thoroughly compacted.

These loadometer surveys collect data on the types of trucks operating on our streets and highways: tire size, ply and pressures; wheel loads; gross weights; as well as other pertinent information. This data, over a period of years, shows very clearly the various trends in highway transport operations. Such studies are absolutely essential in long-range planning, if today's street and highway design factors are to meet tomorrow's needs and survive under future usage.

service, who becomes permanently disabled, either through injury or illness, can draw retirement benefits for life. This is in effect a non-cancellable sick and accident policy, a type of coverage discontinued by insurance companies years ago. This provision should be comforting to employees subject to the hazards of the road, either in travel or in the operation of equipment, as it provides an assured income in the event of illness or injury when financial help is most needed. This coverage, coupled with the standard retirement benefits that are granted for age and service, provides what the actuaries consider one of the best-balanced plans to be had.

In the early winter, meetings were held with employees throughout the state in an effort to acquaint them with the workings of the System and all the benefits that are available. All employees were then, as they are now, invited to submit inquiries on any features that need explanation or any personal problems that are in need of solution. The Board has been established to serve you. It is our constant endeavor to see that all matters pertaining to the System are administered in strict accordance with the trust. To see that your interests are at all times safeguarded and that you secure all benefits to which you are entitled.

NATION-WIDE HIGHWAY FINANCE STUDY UNDERWAY

by John R. Hume, Statistician
Statistics and Analyses Division

In Section 13 of the 1954 Federal Aid Act, it is stated that a nation-wide financial study will be undertaken by the Commissioner of Public Roads with cooperation of the various State Highway Departments to determine ".....the costs of completing the several systems of highways in the several States....." along contemporary design standards. The Act further instructed that the study was to be treated with considerable urgency.

Plans and methods for the study were blocked out by the Bureau of Public Roads as soon as funds were made available. The study will cover the financial needs for the 30-year period 1954 to 1984 broken up into shorter periods.

The several states were requested to prepare their various forecasts and deficiencies analyses within a 2-month period from mid-July to mid-September. These summaries of anticipated needs and present critical deficiencies are to be prepared in accordance with instructions and procedures sent out by the Bureau of Public Roads in order to assure uniformity in presentation of the data, and to

permit an accurate coordination of data for all of the 48 States into a sound picture of our nation's needs as a whole.

Rather bitter experience in many instances has shown, time after time, that highway planning does not end at state boundaries but must be comprehended on a regional and national basis. In a Federal Aid concept for highway construction and maintenance, the very nature of the idea means a nation-wide view of the problem with related needs and uniform standards for approaching the highway transportation problem.

In view of the limited funds and time available, it is necessary to make the maximum use of all available current material. Fortunately, many states have current highway planning survey and highway needs or sufficiency rating studies that provide much of the data required. Arkansas has not had the necessary funds to make studies as detailed as those in many states, but the data available in the Statistics and Analyses Division provides a sound basis for the Arkansas study.

Under the direction of Fred J. Herring, Chief of the Statistics and Analyses Division, every effort is being made to meet the deadline in estimating the necessary costs and development of the supporting data. Assisting Mr. Herring on his committee are Ward Goodman, Eugene F. Nelson, A. G. Rives, and E. L. Wales, who are working out specific phases of the study for reasonableness of cost estimates in their particular fields of Bridge Design and Toll Roads, Rights-of-Way and Relocations, Maintenance, and Materials for adequate design. Detail work and presentation of the report is being done by the Statistics and Analyses Division.

The study divides all roads into 10 systems, as shown in the table below. This includes almost all public facilities for vehicular traffic. Cost estimates are to be assembled for each of the systems giving the following information:

- A. Cost of a 10-year construction program, 1955 to 1964, designed to meet conditions of adequacy;
- B. Additional costs, 1965 to 1984;
- C. 30-Year Total Cost.

The conditions of adequacy to be met are based upon realistic engineering estimates of highway needs for traffic needs from the present to 1984. These engineering estimates must be drawn in order to provide structurally adequate facilities and to meet a geometric highway life expectancy of 30 to 40 years. The engineering estimates are to be completely unaffected by any advance decision regarding ability to finance or to execute the needed program.

This Finance Study is a big job and a tough one to complete in the limited time available. However, the willing effort and cooperation so vitally needed to assure the success of this endeavor has been manifested by all hands.

Systems Included in Finance Study

- | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> 1. Interstate, Rural 2. Interstate, Urban 3. Other Federal Aid <ul style="list-style-type: none"> Primary Rural 4. Other Federal Aid <ul style="list-style-type: none"> Primary Urban | <ul style="list-style-type: none"> 5. Federal Aid, Secondary <ul style="list-style-type: none"> Under State Jurisdiction 6. Federal Aid, Secondary <ul style="list-style-type: none"> Under Local Jurisdiction 7. Other State Highways, Rural 8. Other State Highways, Urban 9. Other Rural Roads 10. Other City Streets |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

NEW LITTLE ROCK-BENTON HIGHWAY

August 13 marked the date for the official opening of 20 miles of new highway on the Little Rock-Benton route of U.S. Highways 67 and 70. The Little Rock Chamber of Commerce was in charge of the dedication ceremonies which began with a luncheon at the Hotel Marion and ended with the ribbon-cutting ceremony at the intersection of Hayes Street and Asher Avenue.

Special guests for the occasion included Governor Francis Cherry; Miss Arkansas (Sarah Grace Martin); Highway Director Eldridge; Highway Commissioners Miss Willie Lawson, Cecil Lynch, and Glenn Wallace; as well as the mayors of Little Rock, North Little Rock, Cammack Village and Benton; state senators, representatives and county judges from Saline and Pulaski Counties, and F. R. Oliver, director of the Federal Bureau of Public Roads.

The new highway replaces an old, winding, obsolete route believed to have first originated as an Indian trail and to have been the one followed by de Soto in 1541. It was declared a military road in 1831 and some of the people still refer to it as the Old Military Road. Regardless of the historical background, however, the ever-increasing traffic loads have demanded the relocation of a new road for a number of years.

The improvement of this modern new highway was initiated and surveys begun in 1944. Of the 4 contracts let for construction, 2 were awarded in 1951; the third in 1953, and the fourth on January 14, 1954.

That portion of the highway now open to the public is a 2-lane, 24-foot concrete pavement, 9 inches thick, with a center structural seam joint. Traction joints are embedded in the concrete every 25 feet to allow expansion and maintain rigidity. The concrete is framed by bituminous surfaced shoulders 10 feet wide on each side of the road. These asphalt sealed shoulders will reduce maintenance and preserve the road dump. There are 3 multiple span reinforced concrete box culverts as well as 5 reinforced concrete and structural steel bridges.

This 2-lane continuous concrete slab is only the first phase of the Little Rock-Benton road which eventually will become a 4-lane divided highway. The 2 additional lanes have been programmed and pavement construction will get under way as soon as grading and bridge structures have been completed.

This project is one of 284 in the over-all picture that has been programmed for construction, placed under construction, or completed by our present Highway Commission.

AROUND THE BUILDING

Plans are being formulated for a Highway Department exhibit at the 1954 Arkansas Livestock Show this fall. This will be the first exhibit the Department has prepared during its entire history. Mr. Eldridge has delegated the responsibility for preparing and maintaining the exhibit to Fred J. Herring, who, in turn, has asked C. Don Hayes, Otha Hewitt, E. L. Wales, and Johnny Gray to serve on his Committee. Johnny Gray is shooting some interesting movies throughout the state to be used as film exhibits. The State Publicity Division will assist Mr. Herring in an advisory capacity. We will have more detailed information for you regarding the exhibit itself in our September magazine.

* * * *

The magazine staff is indebted to lovely young Julia Ann Hudgins who (happily) visited her aunt, Zelda Riggs, during the frenzied turmoil of gathering, folding and stapling the magazine for delivery. Julia Ann was enthralled with the procedure involved in finishing up the magazine. She decided she wanted to help and proceeded to do so with great efficiency. She has definitely decided on a business career now, she says. Our thanks to Julia Ann, her company was like sunshine on a dewey spring morning.

Highway Director Eldridge was the principal speaker at the Chamber of Commerce luncheon August 13 at the Marion Hotel. His speech was greeted with much enthusiasm by the Chamber of Commerce members and their guests. This luncheon started the dedication ceremonies for the official opening of the new Little Rock-Benton Highway.

Mr. Eldridge also addressed the Lions Club at Altheimer August 9. It is pleasing to know our Director has become so popular a speaker with civic groups throughout the state. His informative talks on the various phases of highway administration have been of tremendous benefit in bringing about a better understanding on the part of the public regarding the many problems confronting our Department.

* * * *

Our thanks to Dennison Yates for completing Party Line Parade so your editor could vacation. Incidentally, a trend has started which I wish to "nip in the bud!" After I quietly announced (by getting the entire building in a "tizzy") the advent of a baby girl in my son's home, I've been called Miz Erdmann. Now, I much prefer the usual terms of endearment, but if there must be formality since I have attained such dignity, then, a respectful "Hazel honey" will be acceptable.

Party Line Parade

— HEADQUARTERS —

BRIDGE DESIGN DIVISION

Norma Monroe - Reporter

We are happy to extend the welcome mat to Glen Buchanan. Glen joined our forces August 16.

* * * *

Bill McMahon has returned from Military Leave, taken the first 2 weeks in August. It was understood in our Division that it was supposed to have been strictly military, but you should see the postcards he sent back! Bill???

* * * *

John Homer (Jake) Knott has really had cause to celebrate this month. On August 4, Lillian and Jake celebrated their wedding anniversary; August 8, Jake's birthday celebration; and on August 23, the lucky couple are planning to spend a wonderful 2 weeks fishing and relaxing on Lake Hamilton.

* * * *

We are sorry to report W. B. (Bill) Hodgins is ill and has been hospitalized. We offer our best wishes for a speedy recovery and sincerely hope he can be back with us very soon. Bill's birthday was August 4, and we extend to him our belated birthday greetings along with our very best wishes.

MAINTENANCE DIVISION

Dorothy Jean Lowrey - Reporter

Howard M. Stobener, Jr., Sign Section, has just returned from a 2-week vacation which he spent in Richmond, Virginia, and Pittsburgh, Pennsylvania.

* * * *

Ceceil Byrns made the best of our August 10 holiday by going to Ft. Smith to help her daughter, Lena Ruth, move into her new home. Ceceil admits that her good deed resulted in aching muscles - (a slight change in the "quote.")

* * * *

Happy Birthday wishes to Jessie Lee Perry, who celebrated her birthday on August 10. Many, many happy returns to you, Jessie Lee.

IBM SECTION

Irma Jetton - Reporter

We all miss James Willard, tabulating operator, who left August 8 for a 2-week military leave in Camp Polk, Louisiana.

* * * *

H. M. Spillman started a 2-week vacation August 7, and his plans included a trip to Detroit for a visit with his son and his family.

Party Line Parade

COUNTY PROGRAM DIVISION
Zelda M. Riggs - Reporter

Katherine Jones and her young son, Tracy, are in Melbourne for a visit with Katherine's mother, brother, and grandmother.

* * * *

Mr. and Mrs. Holder E. Hudgins, Jr., their two children, Julia Ann and Allen Don from Kansas City, visited their aunt and uncle, Mr. and Mrs. R. L. Riggs, and grandmother Allen recently. Mr. Hudgins, Sr., of Poplar Bluff enjoyed a short visit with them also. Holder and his family left August 6 for their farm in western Kansas where his attractive wife and children enjoy the change to rural life each summer and Holder, a former Marine, keeps in good shape.

* * * *

Mr. and Mrs. Charles McGraw and their two daughters, Michele and Patricia of Greenwood, Mississippi, have been visiting their parents and grandparents the Guy Cobb's. The McGraw's have returned to their home, leaving Michele for an extended visit.

* * * *

Mr. and Mrs. Freeman L. Johnson of Texarkana, brought their new daughter, Martha Sue, to Little Rock August 20 for a visit with great-grandmother Allen.

PERSONNEL DIVISION
Hazel Norman - Reporter

We are happy to welcome Hess Gordon to our office force. Hess recently moved to Little Rock from Prescott.

* * * *

Hazel Norman and children, spent the July 4 week end with her brother and his family in De Ridder, Louisiana.

* * * *

Congratulations and many happy returns to Jeff Holland and W. F. Lewis, who celebrated birthdays this month.

* * * *

Our best get-well-quick wishes to W. B. Cape, who is recuperating from an operation. We are happy to report that W. B. is getting along splendidly and expects to be back on the job September 1.

* * * *

We regret very much that Nena Crook has resigned from our office. Because of the recent death of her father, it is necessary that she assist her mother in handling the business affairs of the family. We offer Nena and her mother and brother our heartfelt sympathies in the loss of their loved one. We shall miss our little ray of sunshine and happiness, so and see us often, Nena.

Party Line Parade

MATERIALS AND TESTS

Julia Mae Halliburton - Reporter

Congratulations are in order for James Darwin and his new bride, the former Ann Wade from North Little Rock. The ceremony was performed July 23 in the First Methodist church, North Little Rock. The couple spent a few days honeymooning at Klein Shore Courts in Hot Springs. They are at home to their friends at 4423 West Drive, North Little Rock.

* * * *

We are happy to report that Grady E. Putman's wife, Toby, has recuperated very nicely from a recent operation.

* * * *

August seems to be a popular birthday month in our Division. We extend our very best birthday wishes to: Martin L. Crow, D. M. Greer, Julia Halliburton, H. Ray Orrell, Grady E. Putman, Charles M. Roach, L. G. Willcockson, E. L. Wales, and Albert Richardson.

* * * *

We hear Bob Donham is the owner of a new (to him) 2-tone, black and rust, 1939 Chevrolet. His wife, Georgia, is the proud owner of their new 1953 Dodge.

* * * *

Have you seen the new shirt Harmon Tullos is wearing?

Guess what? Our building is air-conditioned now, too, and we are all thoroughly enjoying the cooled air. In fact, we may have to take some fall clothes out of the moth balls -- but it's worth it!

* * * *

Our best "get-well-quick" wishes to Johnnie W. Hayes, material inspector from Parks, who is ill.

* * * *

We are happy to welcome Tom W. White, Ancil M. Reed and Earl Allen to our testing laboratory. Tom transferred from District 3 and Earl from District 1. Ancil will be with us only for the summer.

ACCOUNTING DIVISION

Jimmy Zinn - Reporter

J. J. Schamer and his family were called to Cincinnati because of critical illness of his stepfather, John Kaldy. We offer our best wishes for an improvement in Mr. Kaldy's condition soon.

* * * *

Wilma and Virginia Keating drove to Kansas City, Missouri, recently for a visit with friends.

* * * *

Oscar Martin enjoyed the good wishes coming from his many friends throughout the building on his birthday in July. Again and again, many happy returns, Oscar.

Party Line Parade

STATISTICS AND ANALYSES

Bill Headrick - Reporter

Happy birthday to Fred Herring, who celebrated his birthday on August 5 by treating the Division personnel to cokes. We all join together in wishing many happy returns of the day to our Chief.

* * * *

Bea Davis is on a 2-week vacation visiting relatives in Texas and Tennessee. Bea also plans to spend some time on Lake Hamilton. Happy holiday, Bea.

* * * *

Louise and Jesse Foster and their three daughters of Washington, D. C., visited Louise's mother, Daisy Connelly recently. During their visit a family reunion was held with four generations represented. The fifth generation, Daisy's grandmother, was unable to attend the reunion.

* * * *

Barbara and Jimmy Taylor moved into their new home at 5019 West 29th Street, August 6. A house is not a home? Well, give Barbee a few days and it will be, with her flair for interior decorating plus that indefinable quality she possesses of making any room she is in seem gracious. We hear that one room is being converted into a very super modern nursery???

Elmer Smith attended his family reunion in White County August 5. There were approximately 81 people representing 4 generations.

* * * *

We offer our deepest sympathies to Asa McCord and his family in the loss of his wife's father who died in a St. Louis hospital July 31.

FEDERAL AID DIVISION

Jack L. Keilch - Reporter

J. R. and Mrs. Henderson with their son, John have just returned from a vacation trip to Gulf Port and Biloxi, Mississippi. Father and son spent quite some time crab fishing and with very good results, we hear. The Henderson's tell us they had a wonderful trip and thoroughly enjoyed themselves.

* * * *

Lola Buck went to St. Charles, Missouri, for a vacation with her daughter, Mrs. H. K. Stumberg. She reports having had a wonderful time. While there her daughter was rushed to the hospital for an emergency operation. If variety is the definition for a good vacation Lola B. really had one, as taking care of a house, a son-in-law, 2 children, 2 dogs, and being chief cook and bottle washer is certainly a switch from office work, checking vouchers, et cetera.

Party Line Parade

CONSTRUCTION DIVISION

Doris Parks - Reporter

Our Division enjoyed a water-melon feast at the home of Lester McCain on July 30. Our guests were Mr. and Mrs. Herbert Eldridge, Mr. and Mrs. C. A. Shumaker and family, Mr. and Mrs. H. F. Bastian, and Mr. and Mrs. Anthony Leone from the Bureau of Public Roads. We were very pleased to have two fine musicians from the M & T laboratory, James Darwin and Ancil Reed, whose renditions on the harmonica and ukulele met the whole-hearted approval of a most appreciative audience. H. B. Matthews, Betty Allen, Mrs. Walter Carter and Mrs. Anthony Leone won prizes in the games of Bridge Bingo that followed the musical entertainment. This was certainly a fun-filled evening, and one which we hope to repeat in the very near future.

* * * *

Mr. and Mrs. William O. Fuller of Glenwood, Arkansas, have announced the forthcoming marriage of their daughter, Joyce Dane, to Eugene A. Ashcraft. The wedding ceremony will be solemnized in the Church of Christ at Sixth and Izard Streets on September 5. We offer our warmest congratulations and very best wishes for a happy marriage to the young couple.

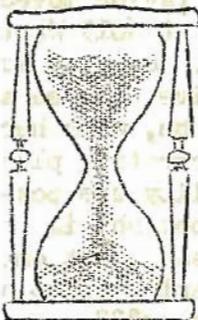
RIGHT-OF-WAY DIVISION

Nancy Sipe - Reporter

Bill and Betty Terry and their daughter, Beth, took off for a 2-week vacation July 10 through 25. They motored to Baltimore for a week's visit with Bill's aunt who lives on a farm. Bill visited the Maryland State Highway Commission's Right-of-Way and Legal Departments, which shows that he is on the ball even when he is on vacation. The Terry's also toured Washington and, from all reports, the entire trip was wonderful and thoroughly enjoyed by all.

* * * *

Our hearty congratulations and "happy changing" to Gip and Patsy Robertson, who are the proud, and we DO mean "proud," parents of a bouncing baby son, Gip Allen. This fine young fellow, and potential highwayman, greeted his dad and mommie on July 20.



REPORTERS!

Deadline is
September 8
watch—time

Party Line Parade

DISTRICT I WYNNE
Mildred Stacy - Reporter

Our congratulations to Gladys and Thomas Kay, proud parents of a son, Daniel Edward, who, incidentally was born on his dad's birthday, July 17.

* * * *

Leland Harris and family attended the annual reunion of the Harris' family in Searcy on August 5. Leland's daughter and son-in-law, Joyce and Bob Walker of Galveston, Texas, accompanied them.

* * * *

Carl E. Martin and Arbie J. Glover attended the annual field training of the Arkansas National Guard at Camp Polk, Louisiana, from August 5 to August 22.

* * * *

We are sorry to report LeRoy Curtner, assistant mechanic, is in Kennedy General Hospital, Memphis, Tennessee, for treatment on an injury received while working for the Highway Department. Our very best wishes for your rapid improvement, LeRoy, and we hope that you will be back with us soon.

* * * *

Our congratulations and very best wishes to Katherine Brewster, and W. C. Rhodes who were married July 31. Katherine is the daughter of Floyd O. Brewster.

Maxine and Jimmy English have returned from a vacation at Folly Beach, South Carolina. They report having had a wonderful trip. Maxine hasn't said exactly what happened to her big toe that was all bandaged up when she returned to work?

* * * *

We are sorry to report that James Hamilton suffered a broken ankle recently while supervising a bridge job. James is back on the job, even though his leg will be in a cast for several more weeks. His only complaint is a sunburn on his toes. Our best wishes to you, James.

* * * *

Our best "get-well-quick" wishes to Mildred English, wife of our heavy patrol operator, who has recently been dismissed from the Cross County Hospital. May you continue to improve, Mildred, and your shut-in days be few.

The four mystery members of the Highway Department mentioned in our July magazine are Mr. and Mrs. Robin Redbreast and Mr. and Mrs. Mocking Bird. These same birds have been making their nests on the Central Office Building grounds for years. The janitors and the birds have a game of hide-and-seek each year as the birds try to conceal their nests in the shrubbery.

Party Line Parade

DISTRICT 2 PINE BLUFF
Inez Royston - Reporter

Our entire office force is most appreciative of the wonderful air conditioning recently installed.

* * * *

We wish to express our thanks to John H. Sanders who did a splendid job in instructing our First Aid course. Much time and effort went into the preparation of his lessons. We are proud of you, John.

* * * *

Jessie L. Goins, district equipment supervisor for about 30 years, is the proud possessor of a new Ford stationwagon. We quote Mrs. Goins by saying that she is really a part owner too. AND, have you seen the new Plymouth Elbert Martin is driving? AND, the new Ford that Lester Rabb is sporting?

* * * *

Joe Hays, one of our job superintendents, and his family moved into one of the new Fairground homes. J. L. Goins, Jr., and his family moved into the apartment vacated by the Hays' at 1103 Ohio. We wish both families happiness in their new places of abode.

* * * *

We are happy to report Tom Rabb, Jr., has been dismissed from the Veteran's Hospital in Little Rock. Glad to have you back with us, Tom.

Joe Tice, our bridge foreman, accomplished a great deal on his 2-week VACATION? He added a room to his home and (FLASH!) took unto himself a bride. Congratulations and best wishes to the new Mr. and Mrs. We wish you both every happiness for the future.

* * * *

We are proud of our bridge crew, who has recently completed the rebuilding of 5 bridges on Highway 4, between McGehee and Arkansas City. They plan soon to complete the concrete wearing surfaces on 13 bridges on U. S. Highway 81, south of Monticello.

* * * *

The sealing operation, which started on July 1, is progressing very nicely, under the supervision of our Job Superintendent W. K. Wilson.

DISTRICT 3 HOPI
Olive Jackson - Reporter

We are glad to report that Mrs. H. A. Jeter, of Norman, mother of W. T., is recuperating beautifully after undergoing surgery recently.

* * * *

Sgt. and Mrs. Fay Allen Parker of Fort Hood, Texas, are visiting Mrs. Parker's parents, Mr. and Mrs. C. Crews. Sgt. Parker is on a 2-week leave.

Party Line Parade

We are happy to report that Joe Bingham has recovered from a serious eye injury he received while working on a piece of machinery. It is good to have you back on the job again, Joe.

* * * *

Our congratulations to Mr. and Mrs. Elma M. Clark, who are the proud parents of a daughter, Brenda Louise, born August 14.

* * * *

Floyd Pharris, Jr., our stock clerk, who is a member of the National Guard Reserve, is on a 2-week Military Leave. Floyd is spending his summer encampment at Camp Polk, Louisiana.

* * * *

S/IC Don Crews, son of our maintenance foreman at DeQueen, received his discharge from the Battery Artillery on July 21. Don will be the assistant coach at Wilson High School this next year. Good luck to you, Don, it is good to have you back home.

* * * *

Our heartiest congratulations to Mr. and Mrs. Kenneth Stovall, who are the proud parents of a wonderful little son, Richard Verl, born on July 22.

* * * *

We are glad to spread the welcome mat to Forrest B. Lee, who is a new employee from Howard County.

DISTRICT 4 FT. SMITH
Faye Carter - Reporter

Elmo Mathews recently returned from an 18-day encampment at Camp Robinson with the 875th AVN. BN., National Guard. While he was there he was promoted to Corporal.

* * * *

Mr. and Mrs. Locke Williams were in Poca City, Oklahoma, recently visiting her brother. Trying out the new plymouth, no doubt!

* * * *

Seldon R. Cope was a delegate to the State Department Convention of the American Legion at Little Rock July 23-25. He reports having had a very enjoyable time.

* * * *

The Jim Snoddy's and Anita left July 24 for a 2-week vacation with their daughter, Mary Snoddy Pratt, in San Francisco. Mary is a former Department employee and sends us word that California is all right but not like good ole Arkansas.

* * * *

Emerson Hammel has returned from a 2-week summer encampment at Camp Chaffee. Emerson is a Master Sergeant in the Active Army Reserves.

* * * *

Our deepest sympathies to J. A. Etkorn in the loss of his son who was killed in an automobile accident in St. Louis on June 26.

Party Line Parade

Happy birthday wishes to Allen Vandervere and his granddaughter, Sue Spence, who celebrated their birthdays on July 31.

* * * *

Evelyn and Walter Hicks were very happy to have their daughter, Virginia, from Tulsa with them during her vacation.

* * * *

The 6 precast slab bridges from Dalark to Princeton, on Highway 8, are rapidly nearing completion. The placing of precast concrete slabs will begin on this road very shortly.....There are also a group of bridges between Strong, Union and the Columbia County line which are nearly finished.....Sealing operations have been started on Highway 167....Work is progressing rapidly on the grading project from Sparkman to the junction of Highway 128 on Highway 7....Jewell Prince, project superintendent is cutting out and repairing old concrete pavement between Junction City and El Dorado on Highway 167 and making good progress.

* * * *

A heavily loaded truck struck the side of the old steel bridge over the Ouachita River, south of Arkadelphia on Highway 7, and badly damaged the bridge. This bridge will not be safe for heavy loads until permanent repairs are made.

DISTRICT 8

RUSSELLVILLE

Mary Alice Poteet - Reporter

Our thanks to Margaret Hamm for pinchhitting for Mary Alice Poteet this month and getting District 8 news to the magazine staff on time.

* * * *

Several hourly employees have received their first paid vacation with the Department. The men are certainly appreciative to all who made their vacations possible.

* * * *

The Monroe Hulls have had as their guests Mrs. Hull's brothers, W. B. Shook of Boise, Idaho, and Robert Weir of Lamar, Colorado.

* * * *

We are sorry to report that Verble Bethell broke the bones in his left hand while operating a power drill in the shop August 4.

* * * *

"Happy vacationing" to Mr. and Mrs. Ed Gardner who are in Orlando, Florida, for a visit with their son, David, and his family.

* * * *

We are happy to report that Mrs. Monroe Hull is able to be at home after receiving treatment at the Campbells Clinic in Memphis.

* * * *

We offer our warmest welcome to Virgil Mason and U. L. Gray who have joined our Highway family.

Party Line Parade

DISTRICT 9 HARRISON
Shirley Morton - Reporter

Rex Villines, our District fuel clerk, is the proud owner of 5,300 beautiful white turkeys. We are just waiting for an invitation to the Villines' for fried turkey and all the trimmings -- could this be merely wishful waiting???? Rex is kept pretty busy "Turkey-Sittin'" from what I hear!

* * * *

Mr. and Mrs. J. C. Perkins, Jr., and their family were in Oklahoma for several days, recently, visiting relatives. They reported that they had a wonderful trip.

* * * *

Reverend and Mrs. Edmond Tull and family of Chase City, Virginia, are visiting with her parents, Mr. and Mrs. Newt Nicholson. Newt is a very popular person at District 9 and can always be located by the smoke from his old corncob pipe.

* * * *

Congratulations, Don Fullerton! Don, a member of our maintenance crew, was recently married to Miss Cara Stockton and we extend our very best wishes to the new Mr. and Mrs. for every happiness in their married life. Don has been on a 2-week Military Leave with the Arkansas National Guards since we last sent in our District news.

We believe we have the finest stock room in the state! Bill Hawkins, District stock clerk, has set up new bins and really worked hard to get the stock room in such nice shape and we are proud of it and of Bill. We just hope that he doesn't move the "Greasy Spoon!"

* * * *

We offer our best wishes for a speedy recovery to Hugh Walden and Lynn Briggs with the hope that they are getting along okay since their recent accidents. We hope to see both Hugh and Lynn back on the job and feeling "fit" very soon.

* * * *

"Slim" Porter has a new private office, the nicest room in the building, HE says. Some people!!! I suppose that the only way to see him now is by very special appointment. Okay! Slim, we'll just make an appointment - hear?

* * * *

Hallelulah! and Amen! and any other words meaning "to this we DO agree." We have certainly (to put it mildly) been enjoying our wonderful air-conditioned offices, as has the personnel at the Springdale office. For a fact, I don't know WHAT we would have done this summer without air-conditioning.

* * * *

Difficulties strengthen the mind,
just as labor does the body.

Party Line Parade

DISTRICT 10 PARAGOULD

Lottie Brown - Reporter

This reporter has again taken up her yoke after a 2-week spree in Yankee Land.....So nice to be back. (Oh No! Lottie, you don't get by with that! We expect a "lay-by-play" next month on just When you were away; Where you were vacationing, Yankee Land is kinda large, y'know; What you did; etc.)

* * * *

Letha Ramsey's son, Guy, who is stationed at the Pensacola Naval Air School has graduated from pre-flight school with flying colors.

* * * *

Paul McLerkin has announced the engagement and forthcoming marriage of his daughter, Ann. The wedding ceremony will be solemnized in the First Methodist Church, August 22. (Lottie! you forgot to tell us the bridegroom's name!)

* * * *

The First Aid Courses, conducted by Instructor Jess Rush, have been completed after 6 weeks' diligent effort. All the pupils showed up bright and early and very eager(?) to take their final test.

* * * *

H. O. McFall has returned from a week's vacation in St. Louis where he visited with his two daughters and their families.

Hamp Fletcher galloped back to Paragould after 2 weeks of ridin' and ropin' his Ford through Wyoming, Kansas, Nebraska, Missouri, and points West.

* * * *

Onnie Herren and his family were in Missouri recently for a week's visit with friends.

* * * *

Now, here's a news item for you fishermen! Bill Webb landed a 4-pound trout out of Curry Creek near Strawberry.

JULY CROSSWORD PUZZLE SOLUTION

a	b	s	s	r	e	r	e	t	a	p	p	e	t	
s	o	p	h	i	s	t	s	e	n	r	o	l	l	s
s	p	e	e	d	e	r	s	f	r	i	s	k	e	t
e	p	i	l	e	r	i	a	r	u	s	e	e	e	r
r	e	s	s	p	y	m	a	s	t	s	k	e	p	s
t	e	s	t	a	t	e	a	c	h	l	o	o	m	s
a	d	a	r	a	t	j	e	r	r	s	r	e	p	u
a	t	o	n	i	c	s	m	o	t	i	v	e	s	m
g	a	r	d	e	n	e	r	m	i	g	e	s	g	a
i	l	l	u	e	l	e	r	g	e	r	e	d	e	e
a	l	a	s	d	e	l	a	t	e	s	t	o	n	a
t	i	n	t	o	n	a	p	e	s	r	e	v	e	l
h	e	d	e	r	a	n	o	r	d	e	m	e	r	i
e	s	o	t	e	r	i	c	s	s	o	m	p	i	f
w	i	r	e	s	p	r	e	e	c	e	n	o	b	r
c	o	n	c	e	d	e	s	k	e	p	t	r	e	r
a	n	e	l	e	s	s	t	i	c	k	a	b	a	t
s	t	o	o	d	a	p	a	r	k	a	t	o	n	e
t	o	t	y	s	h	i	r	t	a	r	e	n	o	s
a	g	e	m	e	a	n	t	o	w	e	n	s	t	a
n	e	r	e	l	d	e	l	e	v	a	t	e	m	a
e	n	i	g	m	a	l	e	m	u	r	e	s	i	t
t	y	c	o	n	e	s	s	n	e	s	s	a	e	r

HATS OFF to John Strom who came pretty close to solving the puzzle we offered as a challenge. It was Over Plurality that stymied him.

DRIVE THROUGH-----

LABOR DAY

SAFELY!

The LIFE you SAVE

may be YOUR OWN