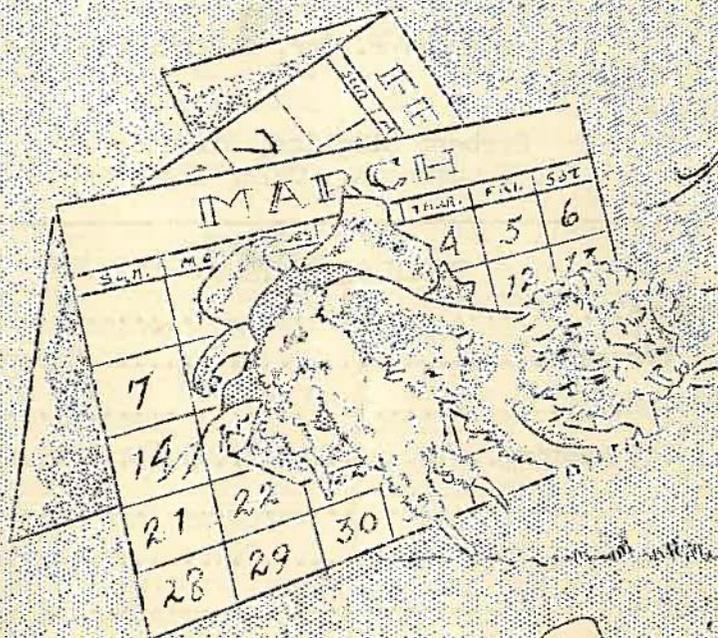
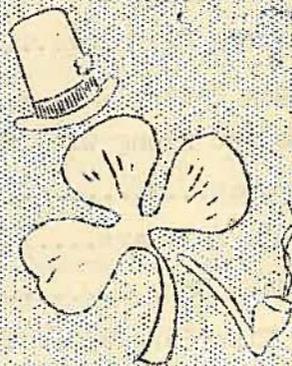


ARKANSAS HIGHWAYS

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February-March
1954



ARKANSAS HIGHWAYS

A Monthly Magazine for Employees of the
Arkansas State Highway Commission

VOL. II

February - March 1954

NOS. 2-3

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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OPINIONS PLEASE! ON THE AIR

May we have your opinions on "Arkansas Highways?" We have tried to bring you a magazine of diversified interests, but unless you tell us, we have no way of knowing just what you would like to find in your magazine. We want to give you the kind of magazine you want.

This is YOUR magazine. BY, FOR, and OF employees of the Arkansas Highway Commission. We call attention to an excerpt from the Open Letter from our Director in our first issue, "What can be done with such a publication depends largely on the interest and cooperation of all concerned. Maximum service can be rendered only by full participation on the part of each and every employee of the Department.

If you have an interesting hobby--let us know about it. Or if you have found a time-saver and efficient method of doing any part of your job, let us know--others may be interested in your method.

In November we said, "through the medium of this magazine we hope to correlate the work of the many employees throughout the state and bring about a better understanding between the Commission and the employees. However, like any first-born thing, we must crawl before we walk and our progress must depend upon you. We either stand or fall according to your cooperation and willingness to help.

Station W 5 RPB - calling all Amateur Radio hams!!

Charles R. Gaddy, the District 2 stock clerk at Pine Bluff, has been very active in Amateur Radio circles for quite a while. He is very interested in locating other Highway Department Amateur Radio operators, with the thought in mind that a great benefit may be derived from such contacts.

Charles believes that with communications of this kind throughout the state, valuable time may be saved as well as man power and maintenance costs during emergencies such as, storms, tornadoes, ice and snow, etc.

He has a station on the 75 Meter Band, and reports his most distant contact at the present is with the Bahama Islands.

If you are an Amateur Radio operator and cannot contact Charles through his station call number write him at the Pine Bluff office or notify the editor of your magazine and Charles will try to bring in your station.

OF THE COMMISSION

The date scheduled for the February Commission meeting has been changed and divided into two parts: February 25, for the hearings; and March 11 to receive bids.

CONTROL OF ACCESS

by A. E. Johnson, Chief Engineer

What is Control of Access? Why is its use necessary? Where should it be applied and When? These questions are very ably defined and explained in this speech prepared and delivered by Mr. Johnson at the Georgia Tech Highway Conference in Atlanta, February 2, 1954

Control of access in everyday language means the limiting or prohibiting of the use of a high-type arterial highway by the abutting property owners for local service, in order that main traffic throughways may carry large volumes of through traffic efficiently and safely and in order that location of the highway and investment in the highway may be protected and continued use assured throughout its life expectancy.

Controlling access can be accomplished in various degrees. A minimum application would be acquisition of a wide right-of-way to hold development on abutting property as far from the trafficway as possible, thereby minimizing the hazard of traffic friction between the through traffic and that generated by the adjacent development.

Also in the category of minimum application, restrictions on commercial drives may require channelization for egress and ingress instead of allowing wide entrances. Taking additional rights-of-way at intersection corners to preserve sight distance and keep business

establishments from squeezing into corners and creating traffic hazards is a type of access control.

From these minimum applications you can go to the maximum one of separating all grades and either prohibiting access by fencing the right-of-way or by building frontage or service roads to serve abutting property, allowing egress and ingress to through trafficways at specially designed intersections.

A logical question is, "Why is control of access needed?" The motor vehicle has become a standard means of transportation and a key to our economy. We have 55 million vehicles on roads in this nation; enough if placed bumper-to-bumper to reach from here to the moon. Basically, we have the same street and road systems that we had in 1936 when we had only one-half as many motor vehicles on the road.

Control of access, like traffic engineering, is something which has been created by congestion and the need for alleviating the problem. Motor congestion has progressed to the degree it threatens to destroy or seriously impair the use and

venience of motor vehicles even to the point of limiting the number that might be registered and permitted to operate in the future.

All too often, lack of control over access has forced repeated relocations of major highways. We are now where we must protect and preserve the logical and desirable highway locations before they are all consumed and exhausted. Major highway locations should follow as closely as possible traffic desire lines, be direct as other factors permit and not be subjected to indirection because of being crowded out of the proper locations.

Caution should be exercised in application and pioneering of the principle of access control, both by highway and court officials, since we are now in the stage of developing rules which will apply as future precedents and greatly affect the formation of proper public opinion and support.

The application should be made only where needed and will do the most good. This will limit its use to roads involving heavy capital costs and carrying large volumes of through traffic.

To consider the importance of a relatively few miles of highways in the over-all picture, I refer to Interstate Highway System which constitutes a little over 1 percent of public road mileage but carries 20 percent of all traffic.

Arterial highways carrying large loads of traffic need control of

access and since traffic is a population function, we find the high volume highways in the vicinity of metropolitan centers or traversing between major population centers.

Adequate geometric and structurally designed highways to carry such major traffic loads can cost from several hundred thousand to several million dollars a mile. Our inadequate financing cannot permit such investments to go unprotected.

In constructing an expressway, the over-all traffic and transportation plan and economy of an area must be considered. Adequate means of crossing the controlled access facility, generally in the form of grade separations, must be provided in order to prevent the expressway acting as a continuous physical barrier. Adequate service roads must be provided for local travel.

A controlled access expressway is the safest type facility that highway engineering and planning talent can provide. A large portion of accidents occur at inter-sections at grade on conventional roads and streets. This factor is eliminated. Many accidents are caused by unrestricted access to the through-traffic lanes. This factor is also eliminated.

The type of motor accident most usually encountered on expressways is the chain or accordion-type collision which results from vehicles operated with insufficient space between them, however, the severity of these accidents is usually less

than for other types. In the controlling of access and dividing of roadways, one eliminates the hazard of a vehicle slowing down and turning off in front of a lane of fast moving traffic, turning in front of oncoming traffic, head-on collisions, or having farm equipment or a heavily loaded truck coming onto the highway from a private entrance without proper stopping and merging into the traffic.

Referring to a Bureau of Public Roads memorandum to Division Engineers of October 12, 1953, "Accident Experience Related to Control of Access," which is based on a study of 1 thousand miles of roads and 10 billion vehicle miles of travel on controlled and non-controlled highways of similar traffic loads, we find suburban controlled access has three-fourths the fatalities and one-sixth the number of accidents as a conventional type city street carrying comparable traffic. We find that in rural or outlying locations, controlled access facilities has a third the fatalities and a fourth the number of accidents as non-controlled facilities.

Partial control has a better record than no control, but has a poor record in comparison to that made on freeways.

At the present time there are 40 thousand people killed per year in traffic accidents in the United States, 1½ million persons injured, and we have a property damage loss in the neighborhood of \$2 billion,

not considering loss of earning. We are paying \$2.7 billion yearly in insurance premiums relative to motor-vehicle operation. It is evident that much good can be done by applying features which will increase safety on roads which carry extremely large volumes of traffic.

Let's look at the economic justification for control of access. The whole problem boils down to a problem of economics, which is then positive support proved in dollars and cents. If we can cut accident rates, save time and cut operating costs, monetary values can be put on these features.

Generally the justification for expensive highway improvements is supported by capitalizing the monetary savings as outlined above. In the highway field, the users' savings do not accrue to the highway departments to finance additional improvements or modernize highways, but as public servants must always keep the users' interest paramount in our minds because they are our employers.

Ralph A. Moyer, Research Engineer of the Institute of Transportation and Engineering at the University of California, has stated that for mixed traffic a 4-cent savings per vehicle mile can accrue when using freeways over congested urban streets. Several things make this savings. First, accident cost rates are about a fourth of a cent as compared to three-fourths of a cent for all roads and streets and 1½

ents for congested city streets. Time is saved because freeways allow higher average speeds and tire and gasoline consumption is much less as stops are held to minimum.

An excellent example of the advantages of control of access is demonstrated in a report "Economic Evaluation of the Gulf Freeway," by the City Traffic and Transportation Department of Houston in July 1949. Before and after studies indicate, as a result of construction of a 2.7 mile section at a cost of \$11 million, nearly \$2.7 million in time alone is saved annually. Gasoline savings alone exceed 1 cent per minute for each minute saved. Average speeds on the streets adjacent to the freeway are from 15 to 18 miles per hour, as against 37 miles per hour average on the controlled access highway. The report further states the facility has favorably affected business and stabilized property values in the central business district.

When access is not sufficiently controlled we find that highway improvements have increased property values to where further expansion and widening of the highways, when traffic demands indicate, cannot be accomplished and they must be relocated thereby losing investments in the existing roads.

In the Revised Policy on Geometric Design on Rural Highways, which will soon be published and made available by AASHO, we find that for 4-lane operation in suburban

or outlying areas, lack of control of access can cut 50 percent of the capacity and 30 percent of the average speed; while for urban locations, it can cut the capacity of a highway 70 percent and average speeds 50 percent. We also find that a 4-lane urban freeway can carry as much traffic as five 40-foot streets where no parking is permitted but where you have normal cross traffic.

These figures clearly show the advantages in access control, both from capacity and average speeds. It shows how easily a road that is assumed to be adequately designed for future traffic may soon become functionally obsolete long before serving its normal life expectancy, which is a heavy price to pay.

In conclusion, it has been determined that on expressway type of highways the heavier traffic is during the business day. In other words, these highways are used for business where time and efficiency are important items and can be expressed in terms of monetary value which can produce a saving to user and be capitalized to show justification for building expressways.

We can see that constructing a new expensive facility, adequate geometrically and structurally but not controlled as far as access is concerned, can add only temporary traffic capacity and solve no long-range traffic problems, which is far too expensive for indulgence.

(continued on page 26)

EAC TAKES ACTION

Our Employee Advisory Committee has really been on the job and a shining example of the results accomplished is the innovation of leather lounges in the ladies rest rooms at headquarters. Feminine members of our personnel certainly appreciate this badly needed item.

In a recent interview with the Committee, we found that there have been a number of suggestions from employees which have been screened and recommended to our Director.

"Action is now being taken on several of these suggestions," advised Jake Knott, Chairman of the Committee, "and we would like to announce in the magazine the improvements and the names of the people sending in the suggestions as soon as they become official.

"We are glad of the opportunity this interview affords to express our desire for more written suggestions from employees. We feel sure there are many people in the Highway Department with excellent ideas for promoting the best interests of the employees, but who are hesitant about sending in ideas.

"We want these people to know that we welcome their suggestions and will give consideration to all of them, on any subject."

Now who could ask more than that? Let's all cooperate by sending our Advisory Committee any beneficial suggestions we have.

GROUNDHOG DAY

By W. E. Headrick, S & A Division

February second was groundhog day
And he saw his shadow
 long and gray
So back to bed to finish his sleep
Predicting foul weather
 with snow knee-deep.

He'll sleep for six weeks
 in his bed of straw
Waiting for spring and a big thaw
'Till March sixteen he'll lie abed
And no thoughts of the weather
 will worry his head.

For this old philosopher,
 the best we've ever had,
Predicts weather both good and bad
With one quick glance he knows
 the weather of tomorrow
Good or bad there is no sorrow.

His home is a burrow
 on the bank of a creek,
Door open for an occasional peek.
The weather is his prime interest
 and always at hand,
And his base for predicting
 is his shadow on the sand.

Others have told of groundhog days
With elaborate descriptions
 of his eccentric ways.
But man is more fickle
 in his predictions
Foretelling a full year of weather
 with no restrictions.

ARKANSAS ROAD PROGRAM

By Raymond F. Orr, Chairman, State Highway Commission

This article is from an address by Mr. Orr before the 19th Annual Meeting of the Arkansas Oil Dealers Association, December 2, 1953

What is an Arkansas Road Program?

Program, in this sense, means a plan of future procedure. This will take some explanation after I have given you the Arkansas Road Program which is..To carry out the best possible maintenance job on existing roads; and to build the most miles of new roads that the State of Arkansas can afford.

The question of how this can be brought about will probably occur. First, there must be a wish on the part of the people that it be done. This wish was expressed in the passage of the Mack-Blackwell Amendment about a year ago. It made an entirely new approach to the highway problems; and now there can be continuity to the Highway Commission, its policies and procedure.

Five of us from different parts of the state were appointed for 2, 4, 6, 8 and 10 years respectively; and may I say right here that each of us is thinking of what is good for Arkansas; thus, as Commission members, we are citizens of the state and not our own communities or areas. The people have plainly expressed their wish and their order that the Highway Commission be removed from politics, and we are doing our best to do just that.

Highway Commission work has been new to us and this, in part, slowed our procedure during the first few months. Many new problems were presented to us, and there had to be, as nearly as possible, proper conclusions and right decisions on each of these questions.

From the time a road is first programmed and construction begins there is a considerable lapse of time. Generally, there is failure on the part of the people to understand the procedure that must be followed in the construction of a road, so I give you this procedure in chronological order:

1. A road is programmed by the Commission after it has studied requests by delegations and has carefully considered other information.
2. Surveys are made.
3. Plans, specifications, and estimates are prepared.
4. These plans, specifications, and estimates go to the Bureau of Public Roads.
5. The Bureau may approve or suggest changes. In case of changes, revised plans and specifications go back to Bureau of Public Roads.
6. Notice is given that bids will be taken on a certain hour, date, and at a place specified.

7. Bids are received at the time and place specified.

8. A work order is issued to the lowest qualified bidder.

It is most unlikely that the foregoing procedure can ever be completed within 6 months and more than likely that it will require 8 to 10 months.

The best evidence of where we will be in an Arkansas Road Program is the direction we are pointing. Let's look where we have been, in order to tell how far we have come. One thing of vital importance in our program is that we use every possible dollar of Federal Funds. Through November, your present Commission has given contracts to the extent of \$473,576 where no Federal Aid will be involved. This compares with previous years where non-Federal Aid contracts were issued to the extent of \$1,567,000 in 1950, up to \$7,906,000 in 1952: a total of \$15,700,000 in the 4 years previous to 1953 of contracts paid for by State funds only.

Our work was slow in the beginning, we knew it was --- it had to be; for we were determined above all things to, first of all, put together the right organization. The first step in this direction was to secure the best man in the United States as our Director of Arkansas Highways, which took several months to do. Mr. Eldridge came to us well recommended and Arkansas is indeed fortunate in having him. Mr. Eldridge's first

assistant and his top key man Alf Johnson, one of the best highway engineers in the United States. We have many other good men in the Department who are well-qualified and are doing an excellent job.

We are building an organization which is operated on lines similar to those which exist in companies. Your Highway Commission is in the nature of a Board of Directors, with Mr. Eldridge occupying the place of president and Mr. Johnson that of executive vice president in charge of engineering. Then, of course, we have many key people and are trying to handle our work, insofar as we are able; just as each of you would in your own company.

Earlier, I gave you my conception of the Arkansas Road Program, in other words, Maintenance and Construction. Maintenance is under the District men and they are doing an outstanding job with the materials and money at hand. They will do better as time goes on.

Most of our money is spent in the Construction Department. Let me again mention Federal Aid, as its use means we can build 2 miles of road instead of the 1 mile possible with our own funds.

One of the first and most important steps in the course of road construction is that of right-of-way acquisition. You have heard a great deal about the right-of-way problem here in Arkansas; but have you heard, and do you know, that as much as \$46 000 a mile has been

pent for rights-of-way only, and that in some cases, 10 percent or more of the entire job cost went for rights-of-way? In an effort to correct this, and build 10 percent more highways with the money available, your Commission is following the procedure of saying this, with reference to certain roads:

"If you folks, working through your county judge, will supply the State with right-of-way at no cost, then the Highway Department will, in turn, build a road for you."

From the Commission standpoint, the entire reason for this is to get 10 percent more roads from our limited funds. From the individual standpoint (giver of the land), his whole property is worth more after the construction of a good road.

Our road construction policy is to build first what is most necessary and will do the most people the most good, taking all factors into account. Some criticism aimed at the Highway Commission reminds me of a story of an old fellow who played croquet with his cronies every afternoon. He left early one afternoon to go home, and when his friends queried, "You're a little early, ain't you?" he said, "Yeah, goin' early on purpose! If supper ain't ready I'm gonna raise hell, an' if it is, I ain't gonna eat it."

An Arkansas Road Program can be developed only as funds permit, and must be built on a right foundation. Up to this point we have, more or less, been talking of the

foundation. Now, let us take a look at the type of building which can be erected on the foundation we have tried to build.

Some will very naturally raise a question of toll roads at this point. Many miles of toll roads have been built in our nation and, in most cases, these roads are doing a good job of handling traffic. At the present, this Commission has no policy on toll roads. We have refrained from assuming a position on this matter because a toll road study is underway by the Legislative Council, University of Arkansas, and the Highway Department. When this report is available to the Commission, it will enable us to make certain decisions and recommendations to 1955 Legislature.

Two big projects lie, we hope, in the more or less immediate future: (1) the Helena bridge across the Mississippi; and (2) the third bridge across the Arkansas between Little Rock and North Little Rock with its expressway approaches.

Finances are a problem and, so far as I am able to foresee, will always be a problem. It is our hope that we can do the right work and planning so that not only this Commission, but others down the line can get the best utilization of the money in hand in each case.

There must be a better understanding of the Highway problem in the State of Arkansas on the part of its people before there can be

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HPSMA HOLDS 3-DAY MEETING

The 11th meeting of the Highway Planning Survey Managers Association was held in the Highway Commission Room, February 15-17. There were 33 highway experts attending from 8 State Highway Departments and Bureau of Public Roads as well as a guest engineer from Iran.

The HPSMA was first organized 15 years ago by Fred J. Herring, Engineer of Statistics & Analyses, and since that time Mr. Herring has held the position of Executive Secretary of the Association.

Herbert Eldridge, our Director of Highways, gave a most inspiring talk in his welcome address the first day of the meeting.

The entire 3-day meeting was held on a, more or less, informal basis, wherein all representatives worked together with free discussion of the studies and surveys being made by the various states, in order to appraise all possible solutions to highway needs and their economic justification.

Among the subjects brought up for discussion were: Highway Planning Activities by representatives from each state; Origin and Destination Studies; Load Condition Surveys; Highway Sufficiency and Needs Studies; Toll Road Surveys and Studies; Motor Vehicle Surveys and Taxation; the Use of Engineering Data in Financial Planning; Road Inventory and Road Life Studies.

Surveys conducted by these men discover and develop the facts of highway use, capacity, life, needs, design and costs, from which are determined the degree of efficiency with which today's highways are being used and their limitations. These findings are made available to highway engineers, commissions and state legislatures for making sound program and policy decisions based on fact rather than opinions.

The Iranian engineer is in the United States under the Point-Four, an exchange program instituted by this nation. He is presently studying heavy equipment use in highway construction in Georgia.

The following people attended the meeting---Missouri: Lee Craig, Leon Link, Bailey H. Mayes. Mississippi: W. W. Elliott. Georgia: T. D. House. Iran: Tagli Salamat. Oklahoma: B. H. Myers, Verne O. Bradley, Roger Mitchell. Texas: H.P. Stockton, Jr., H. D. DeBerry, Jr. J. M. Jordan, E. H. Swick, Tennessee: T. G. McEwen, C. S. Harmon, Phillip M. Donnell, A. P. Connell. Kansas: Robert Ellis. Washington, D.C.: E.H. "Ted" Holmes, G. P. St. Clair. H.A. "Mike" Flanakin, James O. Granum, Elmer M. Ward. Arkansas: Herbert Eldridge, Fred Herring, F. R. Oliver, F. E. Hawley, W. K. Bartleson, Y. W. Whelchel, H. A. Schmieding, W.P. Looney, Asa McCord and John R. Hume.

AROUND THE BUILDING

A. W. Hardy, Utility Engineer of our Right-of-Way Division, was elected Delegate to represent the State of Arkansas at the Spring meeting of the American Society of Civil Engineers in Atlanta, Georgia, the week beginning February 15. This is the first of a series of National Work Conferences to start a new precedent by decentralizing the national policies, allowing local branches of each state to make their own programs, rulings, and policies for their specific part of the country in conformance with the basic national rules.

Mr. Hardy has been active in the ASCE for a number of years. He was president of the local branch last year and is now vice president of the Mid-South Section.

* * * *

A. G. Rives, State Maintenance Engineer, reports that interest and grades were gratifyingly good for the First Aid Instructor's Course, which was held in the Commission Room the week of February 8-12. The Course was taught by Mr. Lynn Stair, Arkansas Director of First Aid for the Red Cross.

There were 17 people enrolled, which included a representative from each District maintenance office. Mr. Rives pointed out that these men will all be expected to conduct First Aid classes in their respective Districts.

Those attending were: Alton T. Beard; Frank D. Caple, Charles A. Emrick; Alton Farley; Emerson I. Hammell; Charles H. Kelly; Freese Kimmer; Teddy C. N. Maryman; Jess M. Rush; John H. Sanders; Maxwell S. Smith; Arthur Stringer; J. R. Tucker; James L. Davis; Mack N. De Weese; Darden H. Naylor; and Clark Poppell, national representative from St. Louis, Missouri.

* * * *

D. H. Hamilton, Chief Accountant and J. R. Henderson, Federal Aid Engineer, were in Austin, Texas, recently to study accounting procedure. After 3 days with the Texas Accounting Division, they came home via San Antonio in order to look over the expressway there.

* * * *

Three of our officials have been appointed important roles in the Arkansas Civil Defense Plan. A. E. Johnson, Chief Engineer, will act as State Deputy Director of Engineering and Shelter Protection Services; A. G. Rives, Maintenance Engineer, as State Deputy Director of Evacuation Services; and C. Don Hayes, Director of Equipment and Procurement, as State Deputy Director of Transportation Services.

An all-day conference was held at the State Capitol, February 4, to orientate the Directors and their assistants in the Civil Defense Plan. C. A. Shumaker, Office Engineer, attended the conference as proxy for Mr. Johnson, who was out of town at that time.

THE TEN COMMANDMENTS ON HOW TO GET ALONG WITH PEOPLE

Submitted by Louise Day
Springdale District Office

1. Keep skid chains on your tongue; always say less than you think. Cultivate a low and persuasive voice. How you say it often counts more than what you say.
2. Make promises sparingly and keep them faithfully, no matter what it costs you.
3. Never let an opportunity pass to say a kind and encouraging thing to or about somebody. Praise good work done, regardless of who did it. If criticism is needed, criticize helpfully, but never spitefully.
4. Be interested in others; interested in their pursuits, their welfare, their homes and families. Make merry with those that rejoice; with those who weep, mourn. Let everyone you meet, however humble, feel you regard him as one of importance.
5. Be cheerful, keep the corners of your mouth turned up. Hide your pains, worries and disappointments under a smile. Laugh when you hear good stories and learn to tell them.
6. Preserve an open mind on all debatable questions. Discuss, but do not argue. It is a mark of superior minds for one to disagree and yet remain on a friendly basis.
7. Let your virtues, if you have any, speak for themselves, and refuse to talk of another's vices. Discourage gossip. Make it a rule to say nothing of another unless you say something good.
8. Be careful of others' feelings. Wit and humor at the other fellow's expense are rarely worth the effort, and may hurt where least expected.
9. Pay no attention to ill-natured remarks about you. Simply live that nobody will believe them. Disordered nerves and a bad digestion are often a common cause of back-biting.
10. Don't be too anxious about your dues. Do your work, be patient, keep your disposition sweet, forget self, and you will be rewarded.---Anonymous

OUR 1954 HOLIDAYS

There have been a number of requests that the employees be informed in advance when there was to be a holiday, so they could make their plans accordingly.

Our Director issued an Administrative Circular on February 11 listing all legal holidays for the remainder of the calendar year, 1954. We repeat these holidays for your information in order that each employee throughout the state may have a copy of their own.

February 22, George Washington's Birthday; May 30, Memorial Day; July 4, Independence Day; August 14, World War II Memorial Day; September 6, Labor Day; November 11, Armistice Day; November 25, Thanksgiving Day; and December 25, Christmas Day.

LET'S SWAP

It has been suggested that we start a "Swap" column in our magazine for employees who have items they would like to trade off for other things.

If you have something to swap, write your editor of the trade you would like to make and it will be listed in "Arkansas Highways."

We kinda like the idea--do you? Write and let us know, the decision is up to you.

ENGINEER RETIRES

Neal B. Garver, Bridge Engineer for the past 33 years, retired from the Highway Department February 1.

Mr. Garver organized the Bridge Division in the Highway Department in the early years of its history and headed that Division from 1923 to 1945. He served the Department as Chief Engineer for one year, after which he again took over the duties of Bridge Engineer and continued in that capacity until 1950. Since then he has served part-time as Consulting Engineer.

After graduating from Iowa State College in 1905, Mr. Garver joined American Bridge Company of Toledo where he remained until 1910, after which he accepted a position with the College of Engineering of the Illinois University as Instructor and Associate Professor of Civil Engineering. He came to Arkansas in 1918 on a special assignment for the U. S. Army and while here decided to resign his Professorship and make Arkansas his home.

He joined the Arkansas Highway Department in 1921, and his work in the Department has gained him national recognition in the field of Bridge Design and Construction.

Mr. Garver will be associated with his son, Mark, in the private firm of Garver and Garver, Consulting Engineers. We join his many friends in extending Mr. Garver our best wishes in his new firm.

Party Line Parade

— HEADQUARTERS —

EQUIPMENT AND PROCUREMENT

Mary McLane Hill - Reporter

Frank Pratt, shop foreman, has been having trouble going to sleep lately and to overcome this insomnia, decided to try counting white sheep jumping over a fence. However, Frank says, this didn't work either, as every once in a while an Omaha Orange Pickup Truck would jump over that same fence. (Can any one suggest a sure-fire cure for this orange among the white?)

* * * *

Congratulations and many happy returns to our boss, C. Don Hayes, who is celebrating his birthday this month.

* * * *

Get well quick wishes to Carey M. Potter and Charlie Stewart, who are both absent because of illness.

* * * *

We extend our deepest sympathies to Lem Kirkpatrick, Jr., and his family, in the loss of his father, Lem Kirkpatrick, Sr., former Highway Department employee, who died on January 29.

* * * *

No matter what side of an argument a man gets on, he always finds some people with him he wishes were on the other side!

RIGHT-OF-WAY DIVISION

F. C. Bogart - Reporter

Our Division is always celebrating something or other in order that plenty of good food may be available (we're always hungry). This time it was the -??- birthday of Lee Hurd, who was presented with a beautiful cake decorated in red and white and adorned with 16 yellow candles. Coffee was served. A good time was enjoyed by every one. Lee's complexion matched her lovely pink carnation corsage.

* * * *

If he isn't going somewhere to a convention or the like, things are happening to him anyway! Pop Hardy became a grandfather (again) of a baby girl, Rebecca Ann, born to his son and daughter-in-law, January 30.

* * * *

Twofold congratulations are in order for Ginger and Robbie McLeod of Anderson, California, who are the proud parents of twin sons born, February 15. Grandpa Norman McLeod, our Assistant Right-of-Way Agent, has been doing some mighty tall bragging and, with his family suddenly doubling up on him, declares that Pop Hardy will surely have to take a seat in the shade after this auspicious event.

Party Line Parade

STATISTICS AND ANALYSES

Bill Headrick - Reporter

The United States Armed Forces have extended a most cordial invitation to Bill Springer, requesting that he report to the Barksdale Air Force Base, near Shreveport, February 12. (At his convenience, of course!)

* * * *

Janie Huff was happy to have her son and his family, of Fort Bliss, Texas, with her for a short visit recently.

* * * *

Congratulations to Mr. and Mrs. Mayo L. White, who were blessed by the arrival of a son on January 3 in the Conway Memorial Hospital.

* * * *

It is good to have Robert Carver back on the job with us after a 2-week bout with pneumonia and being hospitalized for 8 days.

* * * *

Fred J. Herring and John Hume attended the annual supper of the Episcopal Churchman's Association of the Diocese of Arkansas at St. Johns in Helena, January 26. Mr. Herring was unanimously re-elected Secretary-Treasurer of the Association for the coming year.

* * * *

We are happy to extend the welcome mat to Daisy Conley, a new employee in our Division.

BRIDGE DESIGN DIVISION

Norma Monroe - Reporter

Congratulations to Mr. and Mrs. Billy Stiles, who celebrated their wedding anniversary on February 1. The Stiles have two sons, Herschel and Jeffrey.

* * * *

We welcome Neil Runyan to Bridge Design. Neil is a recent graduate of the University of Arkansas and his home town is Springdale. (P.S. to the girls: He's Eligible!!)

REPRODUCTION

Billie McHughes - Reporter

N. J. and Mrs. Carter were in Warren for a week end recently visiting relatives and friends.

* * * *

Billie McHughes, who formerly worked in the Fuel Division, has returned to the Highway Department as mimeograph operator.

* * * *

We are happy to report Lucille Huffstutlar is back working after being ill from food poisoning.

* * * *

A new ammonia machine, which produces white prints, has been bought for this department and is expected to be in operation soon. The Ozalid is faster than the old machine and will also speed the printing process.

Party Line Parade

ACCOUNTING DIVISION

Stuart Pattillo - Reporter

Maxine Weaver recently returned from a week's trip to Kansas City and Independence, Missouri, visiting with relatives and friends.

* * * *

Our Doris Parks has transferred to the Construction Division. Best of luck in your new job, Doris.

* * * *

We are sorry to lose Veaundella Hendricks, who resigned from Mr. Hamiltons office to move to Conway where her husband teaches school.

* * * *

Betsy Gillespie took a week's vacation this month, making a short visit to Amarillo, Texas, then on to Riverton, Wyoming, where she attended her brother's wedding and visited with relatives.

IBM SECTION

Irma Jetton - Reporter

H. M. Spillman, vault custodian, took a week's vacation in January in order to spend some time with his son, Gilbert, and his wife who were here from Detroit, Michigan.

* * * *

We offer our sincere sympathies to Grover Smith and his family in the loss of Grover's father, A. P. Smith of Camden. Funeral services were held February 11.

COUNTY PROGRAM

Zelda M. Riggs - Reporter

It is usual for us to acknowledge the "rightness" of any parent to be proud at the birth of their child -- and in this case, we are also happy to congratulate proud parents Bea and Charles P. McGraw of Greenwood, Mississippi, - whose daughter, Mary Patricia, was born February 3. Bea is the daughter of Embelle and Guy Cobb our Drainage Consultant; and talk about proud parents! "Grandpa" Cobb has really been strutting around announcing to one and all the birth of his granddaughter. "Never was there one so fair!" -- we are happy with you, Guy, and our wish is that all the good fairies will shower your little Mary Patricia with many wonderful blessings.

* * * *

Doris Miller's husband, Robert, took over the managership of "The Toggery Shop" at Hope, February 12. As a consequence, Doris is resigning her job in Mr. Cobb's office and the Highway Department to make a home in Hope and help Bob in his shop. She will leave Little Rock with her three sons, Paul, Kenny, and Roy, February 19. We will all miss Doris and at her special request will include her name on our mailing list for future issues of "Arkansas Highways."

Party Line Parade

MATERIALS AND TESTS

Julia Mae Halliburton - Reporter

Many Happy returns to George C. Allen, Alton T. Beard and Henry Dreher who are celebrating their birthdays this month.

* * * *

Odie Sneed, one of our material inspectors, who was injured in an automobile accident recently, is recuperating nicely in the Veteran Hospital. We are glad to report that Odie expects to be back on the job soon.

* * * *

Alton Beard's father of Watten-saw, Bob and Georgia Donham's smallest son, and R. C. and Georgette Turney's son have all been ill, however, we are glad to report that they are all improving.

* * * *

Raymond L. Lynch and his family have gone to Miami for an extended visit so that his small daughter can enjoy the sunshine and regain her health after a recent illness.



Watch for Details

CONSTRUCTION DIVISION

Lucille Schmidt - Reporter

Mary Rose Stewart, field clerk in Fayetteville, celebrated her 6th anniversary with the Highway Department February 8. We were very pleased to have Mary Rose send us the following news report.

* * * *

Congratulations to Mr. and Mrs. Ragil Phillips, proud parents of a 9-pound 4-ounce son, Charles K., who arrived December 23 - just in time to count on 1953 income tax deductions. Ragil is rodman out of our Fayetteville office.

* * * *

Kyle Fields, another of our rodmen, is on an extended leave of absence in Ann Arbor, Michigan, attending his son, Henry, who was injured in an automobile accident on December 2. Henry, a student at Arkansas U., was in Michigan with a judging team at the time and received multiple fractures and head injuries. Although surgery has been performed, he remains in a serious semiconscious condition. We offer best wishes for his improvement.

* * * *

We enjoyed seeing W. E. Hicks, our former Resident Engineer, who visited us while on vacation. He is now Acting District Engineer at Camden and we are glad he is happy in his new position.

Party Line Parade

FEDERAL AID DIVISION

Jack L. Keilch - Reporter

We're all for one and one for all, but we are looking forward to spring and the opening of the windows to clear the room of the smog and the smaze of J.W.'s and J.R.'s pipes. 'Course, always with the permission of the female section!

* * * *

We are happy to welcome J. R. Covington to our Division.

* * * *

"Get Well quick" wishes to Mrs. J. Q. Boen, who is in St. Vincents Infirmary recovering from injuries received in a recent car accident.

* * * *

Since all the snow and ice is gone, Lola B. will not be cutting any more capers on Midland Avenue!

ROADWAY DESIGN AND SURVEYS

Myrtle Miles - Reporter

We are happy to welcome the following new co-workers: Francis E. Reed, Pat Huddleston and Harold V. Jones. Most of the employees know Huddleston, and Jones is a son-in-law of John C. Hicks, whom we all know. Reed comes from California.

* * * *

We extend our sincere sympathies to Bradley Thomas, of Plummerville, and his family in the loss of his mother who died on February 6.

BENJAMIN A. PURVIS

Benny A. Purvis, 53, of Helena, rodman with the Construction Division of the Highway Department for the past 8 years, died February 21 at a Memphis hospital from a fatal bullet wound.

Mr. Purvis had lived at Helena for 10 years and was a member of the Episcopal Church.

He is survived by his wife, five sons, three daughters, three brothers, and four sisters.

Funeral services were held on February 22 at the Keeshan-Lambert Funeral Home, in Helena, by Rev. Olin G. Beall with burial in the Old Fellows Cemetery.

* * * *

WILLIAM FRANKLIN TURNER

William Franklin Turner, 87, former publisher of Atkins Chronicle, postmaster, and school leader in Pope County, died January 17, Mr. Turner was born in Georgia and came to Arkansas in 1872.

Survivors include two daughters, Mrs. W.A. Strickland of Plainview, and Margerine Turner, who is with the Statistics and Analyses Division at Little Rock, and a son, Webster F. Turner, Acting District Engineer at Russellville.

Funeral services were held at the Methodist Church, January 18, with burial in Atkins Cemetery.

Party Line Parade

DISTRICT 1

WYNNE

Mildred Stacy - Reporter

Our congratulations to Mr. and Mrs. Dalton Fowler, who are the proud parents of a baby son, Boyce Glenn, born January 8; and Mr. and Mrs. Earl Mauppin whose daughter, Patsy Earlene, was born January 27.

* * * *

Many happy returns of the day to Mildred Stacy on her birthday January 18. Coffee and cake was served the office force in celebration of the occasion.

* * * *

G. E. Nunnally attended the Asphalt Institute in Memphis, January 28. He reports that he found it very worthwhile and interesting.

* * * *

We welcome the return of Custer "Skinny" Davis to the Highway Department after an absence of several years.



Reporters

March 22 is the
DEADLINE date!

DISTRICT 2

PINE BLUFF

Inez Royston - Reporter

Joe Savage, our Ashley County, maintenance foreman, reports that his daughter, Mrs. Gene Kirkland of Woodville, Texas, is awaiting orders to join her husband who is stationed in Germany. During the holidays, Mr. Savage and his son, Lawrence Reed, and his two daughters, Oral and Nancy, visited Mrs. Kirkland in Woodville.

* * * *

We extend our sympathies to Ray H. Proffit of our mud-jack crew in the loss of his grandmother who passed away in Dallas, January 29.

* * * *

We are glad to report Calvin L. Rawls, mechanic, is back on the job after several weeks' absence because of illness in his family.

* * * *

William P. Parish has returned to work with our mud-jack crew. We are glad to have you back on the job, Bill.

* * * *

We extend the welcome mat to the following new employees, in our sign crew, James W. Brooks and John A. Bradshaw; Joe Burch in our Asphalt Plant crew in Monticello; Lee G. Cox, Mechanic in District shop. In our bridge crew, James H. Gober, Winfred Harrison, Cloud G. Spakes, Curtis Collins and Ben H. Cummings.

Party Line Parade

If the spring weather continues, we understand that the Highway Department, at least District 2, will be well-represented in the various fishing spots, as there seems to be a great many who are anxious to "wet that hook."

* * * *

Gravel replacement operations have been completed on various routes and sections in Arkansas County by Woodrow K. Wilson, who has moved his crew to Lake Village to handle the same type work in Chicot County.

DISTRICT 3 HOPE
Olive Jackson - Reporter

Congratulations to Mr. and Mrs. Ray Willis who celebrated their 33 wedding anniversary on February 6. Ray is with the maintenance forces in Hempstead County.

* * * *

We are glad to report that Lester M. Harris has recovered from a recent injury and is back on the job. He was thrown to the ground while cranking a Caterpillar tractor, injuring his back and breaking his right arm.

* * * *

Congratulations to Doyle and Ann Mauldin, proud parents of a son, Floyd Terry, born January 7. Doyle is the son of our District Equipment Supervisor, Floyd Pharris, Sr.

Congratulations to John Gray and Betty Joe Smith of Washington who were married in Hope on January 9. John is our heavy truck driver.

* * * *

We are glad to report that Earl Thompson, bridge carpenter, who was injured while working on a bridge, has recovered and is back on the job again.

* * * *

We extend a welcome to Floyd Pharris, Jr. of Hope who has joined our office force.

* * * *

William T. Jetter, Jr., Aviation Cadet, son of our District Maintenance Superintendent, is now stationed at the Naval Training Station, Pensacola, Florida.

CROSSWORD PUZZLE SOLUTION

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

Party Line Parade

DISTRICT 4 FT. SMITH
Faye Carter - Reporter

Uncle Sam called with the result that Donald R. Cox, of Crawford County, left us last month to go into the Army.

* * * *

G. G. Liles, area foreman for Scott and Polk Counties, fell during the bad weather and injured his back. He is still in the hospital but we are glad to know that he is improving.

* * * *

We are glad to report that John Smith, who fractured his hip last month, is rapidly improving. Our best wishes are with you, John.

* * * *

F L A S H . . . Mrs. Homer Hill went fishing last week and she and her two friends caught 26 Crappie one day. The next day she caught 7 more, one of them over 14 inches long. These men are going to have to get mighty busy if they expect to beat that kind of fishing.

* * * *

Elmer J. Roths has been promoted to bridge foreman, from his job as stock clerk, taking over the duties of Richard N. Parker, who resigned to join the Rivers Construction Company. Mary Snoddy has been promoted from fuel clerk to stock clerk and she will be taking over Elmer's duties.

We are very happy to welcome Margarett Parnell to the Arkansas Highway Department as our new fuel clerk; and we also extend the welcome mat to Lonnie R. Trentham, a new employee in Crawford County.

DISTRICT 5 BATESVILLE
Mary Lee McCown - Reporter

We are sorry there was no news from District 5 for this issue of the magazine. We look forward to twice as much for our April issue.

DISTRICT 6 NORTH LITTLE ROCK
Edith Greene - Reporter

We are glad to report Billie Jones is back at work after undergoing a tonsillectomy.

* * * *

J. R. Cearley, bridge crew member, who was injured on the job in January, is getting along fine and reports that he expects to be back on the job soon.

* * * *

We extend our deepest sympathies to Frank Ewell, Saline County, in the loss of his father who passed away February 12.

* * * *

We all felt very proud when we received a visit from Judge Arch Campbell and Mr. Connie White and they complimented us so highly on our new office.

Party Line Parade

DISTRICT 7 CAMDEN
Sula Burnham - Reporter

Again we accept the old adage of "no news is good news," however, we do hope we shall have lots of good news from District 7 for our next issue of "Arkansas Highways."

DISTRICT 8 RUSSELLVILLE
Mary Alice Poteet - Reporter

We regret to report that quite a few of our personnel had the misfortune to lose a member of their family the last half of January. We take this opportunity to extend our sincere sympathies to the following friends and their families:

A. T. Stringer in the loss of his wife on January 21.

W. F. Turner in the loss of his father on January 17.

James W. Lee in the loss of his father on January 18.

James W. Phillips in the loss of his father on January 19.

Henry Baker in the loss of his grandson, Billy E. Baker, January 20. Billy was one of the 7 Arkansas Tech wonder boys who were injured in the wreck near Morrilton on a return trip from a basketball game in Monticello.

* * * *

Mr. and Mrs. Monroe Hull are happy to have their son, Melvin,

Airman 2nd Class, at home with them after a long year in Japan. Melvin landed in San Francisco January 9 and was in Russellville for a wonderful 30-day leave with his parents January 13, after which he will be stationed at Biloxi.

* * * *

Congratulations to Mr. and Mrs. Lawrence Turner, who are the proud parents of a son and (naturally) a potential future Highway man, Larry Martin, who was born January 16.

* * * *

We are glad to report that John E. Gray is back on the job after dropping a bridge timber on his foot and crushing two toes while he was working.

* * * *

Mr. and Mrs. Floyd Johnson were in McGehee recently for a week end visit with their daughter and her husband, the Roger Williamson's, and their daughter.

* * * *

We are glad to welcome Gordon Ethridge, a new employee; also, we welcome back home Ewin T. Caudle and A. P. Carmichael, former members of our Highway Department.

beat germs
with
quick FIRST AID



Party Line Parade

DISTRICT 9 HARRISON
Shirley Morton - Reporter

Congratulations to John Burlsworth, who celebrated his birthday this month. John says he will now take advantage of his full retirement and he figures it will be at least 100 years, or so he feels! Poor John!!!

* * * *

Connie Mack Milum, son of R. A. Milum, who is a Naval Cadet in Pensacola, Florida, underwent surgery a few days ago. We wish Connie Mack a speedy recovery and lots of luck!

* * * *

We were very sorry to receive the news that Ben Case's son was drowned a few days ago. Our deepest sympathy is extended to Ben and his family. Ben is a truck driver in Newton County.

* * * *

We were happy to have Bill Baugh in our District again-even if it was just a short visit!

* * * *

John Rains, from our asphalt plant, broke a bone in his foot several days ago and is still in a cast and unable to work. Hope to see you back at work soon, John.

* * * *

There's been a rumor around that Fayette Robinson is in the "Goat-Swapping" business! Hope you get the best end of the deal, Fayette!

"Uncle Dudley" Hawkins, DSC, extends a hearty welcome to visitors in District 9, to visit the "Greasy Spoon" for a hot cup of coffee and will also be glad to serve Sassafras Tea --- on order!

* * * *

There was a large crowd present when V. E. Scott, and A. G. Rives were here February 2, to explain the Retirement Benefits for the Arkansas Highway Department. Mr. Scott's discussion was both interesting and enlightening.

* * * *

After several days and nights of working to keep the snow, sleet and ice off the highways, the fellows here are truly enjoying the spring weather we've been having. Just ask our District Maintenance Foreman K. C. Leslie, at Marshall.

* * * *

We are all looking forward to attending the game between Raymond Holland's squad and Claud Holmes' squad. On the Holmes team "Speedy" Boyd Young is slated to jump center, but we haven't been able to get the Holland team together for the line-up!

DISTRICT 10 PARAGOULD
Lottie Brown - Reporter

Yohoo! Howzabout some news for our April issue, District 10? The deadline is March 22.

Ribbon or string development on a road is a malignant thing that grows and grows and as it does it destroys capacity, safety, efficiency, investment, and consumes logical highway locations. This malignancy can be controlled and even prevented by applying control of access.

In the application of controlled access we are striking a balance between the interests and rights of abutting property owners versus that of the traveling public. The cost and benefits to be derived from control of access are factors which must be taken into consideration in studying the economics of a proposed improvement.

The need for controlling access is not universal or of the same magnitude and care should be exercised in its application, otherwise public opinion will not support the actions of public officials who attempt to apply it. Its application would only be on main highways which carry large volumes of through traffic.

In time, congestion will become of such importance in all parts of the country that public opinion will swing in favor of controlling access because it will be a necessity, a must, and it is progress. It is something that must be used and accepted to guarantee the efficient and continued use of the highway and the motor vehicle.

any satisfactory solution. Perhaps the right moving picture story would get this information across; and perhaps some interested and able group would care to help the Highway Commission get this story in pictures so that we may bring the people a clearer view of our Highway problem.

Your Commission must have the help of all of the people in the state. We have tried, and shall continue to try, to merit the help and the support of the citizens of Arkansas. Our job is to think, to plan, and to execute these plans.

Recently, I ran across this statement of Dr. Bergen Evans of Northwestern University:

"Most people are not listening. Of those who are listening, most do not understand. Of those understanding, only a few agree. Of those agreeing, only a few remember. Of those who remember, only a few will be in a position to influence others. And of those, some will remain timidly silent."

The reason I have quoted this is because, I believe, assembled here is a group who will most nearly listen to what the Highway Commission is saying, who will understand, who will agree when we are right, who will remember, who are in a position to be of outstanding help to the Highway Commission and to have a part in carrying out an Arkansas Road Program.

CROSSWORD PUZZLE

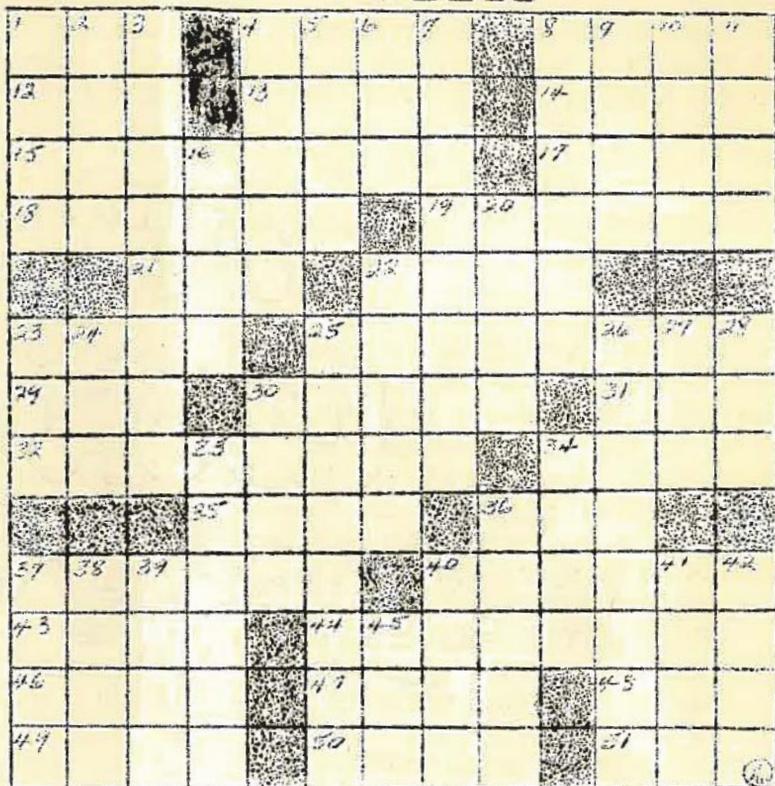
ACROSS

1. Hot Springs
4. Projecting rock
8. Blackbird
12. Been
13. Subtle emanation
14. Mature
15. State
17. Iowa college town
18. Longs
19. Bright
21. Educational Society
22. River in No. Europe
23. Greek letter
25. Our work
29. Metric measure
30. A.E.J. is president
31. Rent
32. Rejoin
34. Onus
35. Erect
36. Card game
37. Recoop (obs)
40. Poisonous gas
43. Particle
44. Mr. Eldridge
46. Girl's name
47. Lake
48. Upon (prefix)
49. Emmets
50. Seasoning
51. Japanese coin

DOWN

1. Swing
2. Peel
3. Distainer
4. Flower
5. Communist
6. Farm Research(abbr)
7. Burner
8. Polish city
9. Hoarfrost
10. Unclosed
11. Occident
16. Surface
20. Exclamation
22. Step uprise
23. Rule out
24. Soon
25. Cuban dance

26. Minerals
27. Still
28. Pig pen
30. Arabic name
33. Scents
34. Circular plate
36. Hail
37. Frog genus
38. Short jacket
39. Harbor
40. Seed covering
41. No (colloq)
42. Ireland
45. Man's name



CROSSWORD PUZZLE

STOP
LOOK
LISTEN

It's your
responsibility
to keep control

