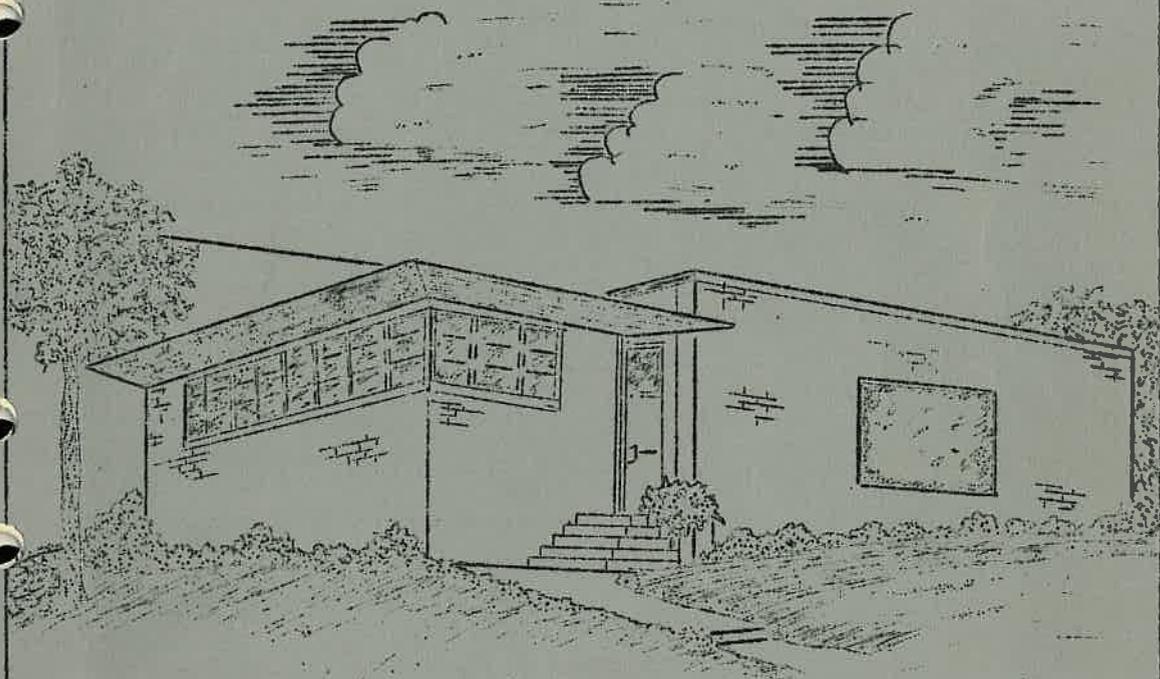


# ARKANSAS HIGHWAYS

Vol. III

No. 3



March  
1955

# ARKANSAS HIGHWAYS

A Monthly Magazine for Employees of the  
Arkansas State Highway Commission

VOL. III

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## STATE HIGHWAY COMMISSION

Cecil S. Lynch, Chairman

Miss Willie A. Lawson  
Glenn F. Wallace

Raymond F. Orr  
James H. Crain

Herbert Eldridge, Director  
W. Ward Goodman, Acting Chief Engineer

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# LETTERS

## TO THE EDITOR:

We, the group of men from District 10, Paragould, who attended the meetings recently held in Little Rock, wish to thank the Little Rock staff for those meetings and we take this method of expressing our appreciation.

We certainly want to thank you for the courtesy we were shown while in and around the Highway office. We think such meeting is one of the best ways of getting acquainted with you and your field men. They bring cooperation, love, and friendship of which Mr. Eldridge spoke in his opening address. Truer words were never spoken than those he said which were the direct thoughts but indirect words of Ben Franklin when he said, "If we don't hang together, we will surely hang separately."

We, from District 10, certainly enjoyed every moment we were in Little Rock and especially while in those meetings. We hope we can have these meetings more often. We think the men from all over the state enjoyed and gained knowledge from them.

We think all of those speakers, which we are unable to name separately, gave a wonderful demonstrative talk on his particular subject. Those subjects were interesting and educational.

Again we want to say, "Thank you, thank you very much."

C. E. Jones  
Job Superintendent

## TO THE MAINTENANCE DIVISION

The Sylvan Hills Civic Club at its January meeting passed a resolution expressing our thanks to the State Highway Department for the work done on the mail box posts on Highway 5.

We appreciate this service to our community and wish to offer our cooperation and assistance to the State Highway Department in its efforts toward a better Arkansas.

Harvey L. Young  
Secretary

\* \* \* \*

## TO THE PERSONNEL DIRECTOR:

We are taking this opportunity to express our appreciation to Mr. George Engle, one of your employees from Hazen, who so generously assisted me on the highway between Cabot and Beebe.

We certainly feel that the employees of the state should be complimented for the courteous service shown travelers of our state highways, as we have noticed on a number of occasions while traveling throughout the state, the help that they have given stranded motorists.

In closing, I would like to state that this is the first time that I have had an occasion to commend anyone for courtesies such as Mr. Engle extended to me. I am sure that men of this caliber are an asset to any state.

E. P. Brown  
North Little Rock

# ALL-WELDED STEEL BRIDGE — A "FIRST"

by L. A. McCain

Assistant Construction Engineer (Br.)

The first all-welded steel highway bridge to be constructed in Arkansas is well underway over Spring River on the relocated Highway 62 at the west end of Hardy. This bridge serves as an overpass of the St. Louis-San Francisco Railroad tracks as well as the river crossing. It will carry the heavy traffic load, while the old one-way bridge in the heart of Hardy will remain to take care of the needs in the business district.

It was necessary to relocate U.S. Highway 62 in order to overpass the railroad tracks, as there was not nearly enough room for a grade in its present location. There is a little savings in mileage with the relocated route, though not a great amount, but the finest feature is the elimination of numerous turns and horseshoe curves.

The contract for the construction of the new all-welded steel bridge was awarded to the D. J. Jones Company of Little Rock, and the resident engineer on the job in charge of field operations is Ray H. Murphy. Although the unusual features of the Spring River bridge are primarily the work of the Bridge Design Division, still the construction work is extremely interesting and the Construction Division is proud to have a part in the project. We think the entire Highway Department will find these features of interest.

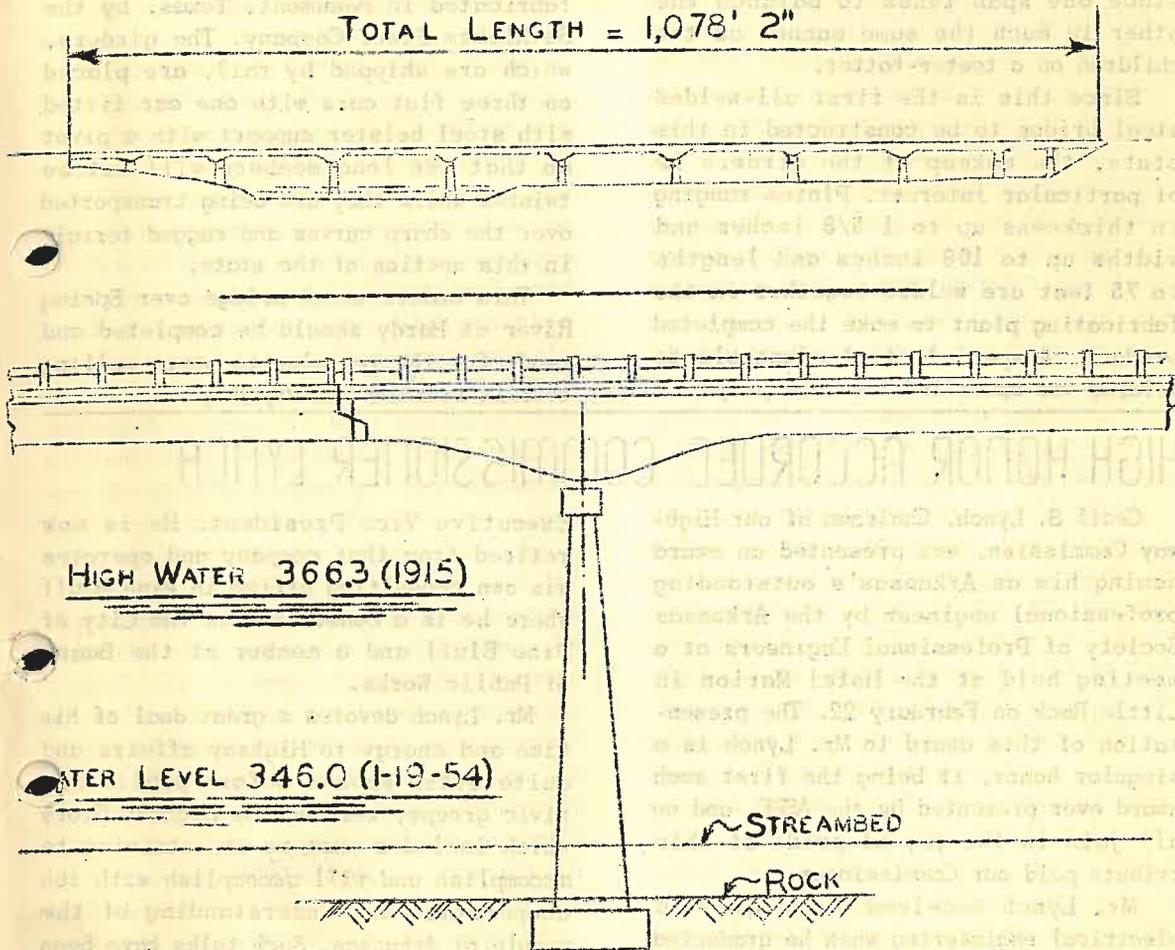
The bridge is 1,078 feet 2 inches in length, with 11 spans varying in length from 47 feet 6 inches to 120 feet 6 inches. The substructure units are two-column type piers with web walls extending from the bottom of the caps to the ground or water line. The footings to the piers are embedded approximately 4 feet into solid rock.

The thought of the Planning Division was that the new bridge should be a structure of pleasing architectural lines. After a study of the physical features of the crossing over Spring River and the St. Louis-San Francisco Railroad tracks, the articulated type of deck girder was chosen. This design, which is a series of spans—each supported from a cantilever arm extending from the adjacent span, is especially adaptable to curved bottom girders. This gives body to the span where it is supported on the concrete pier and gives more delicate flowing lines throughout the length of each of the individual spans.

This choice of design introduces complications which are not common to the so-called simple spans. A loaded truck on the first span will have an effect on the farthest span of the series and all conditions of loading within the specifications must be checked to insure that proper account is given for maximum combined loadings.

# SPRING RIVER BRIDGE AT HARDY

TOTAL LENGTH = 1,078' 2"



HIGH WATER 366.3 (1915)

WATER LEVEL 346.0 (1-19-54)

STREAMBED

ROCK

ELEVATION AT PIER NO. 3

Sketch by L. P. Carlson

Bridge Design Engineer

By the same token, the weight of the materials in each span affect the dead loads throughout the bridge. Advantage is taken of this principle in design since one span tends to balance the other in much the same manner as two children on a teeter-totter.

Since this is the first all-welded steel bridge to be constructed in this state, the makeup of the girders is of particular interest. Plates ranging in thickness up to 1 5/8 inches and widths up to 108 inches and lengths to 75 feet are welded together in the fabricating plant to make the completed product. A special steel adaptable to welding was specified for this project.

The structural steel girders and all other parts, such as expansion devices, shoes, pins, and bracing that are placed in the structure are being fabricated in Beaumont, Texas, by the Bethlehem Steel Company. The girders, which are shipped by rail, are placed on three flat cars with one car fitted with steel bolster support with a pivot so that the long members will not be twisted while they are being transported over the sharp curves and rugged terrain in this section of the state.

This modern steel bridge over Spring River at Hardy should be completed and ready for the vehicles to start rolling over it sometime during July.

## HIGH HONOR ACCORDED COMMISSIONER LYNCH

Cecil S. Lynch, Chairman of our Highway Commission, was presented an award naming him as Arkansas's outstanding professional engineer by the Arkansas Society of Professional Engineers at a meeting held at the Hotel Marion in Little Rock on February 22. The presentation of this award to Mr. Lynch is a singular honor, it being the first such award ever presented by the ASPE, and we all join in the joy of pride of this tribute paid our Commissioner.

Mr. Lynch received his degree in electrical engineering when he graduated from the University of Missouri. He was an instructor in the Engineering Department of that school for 3 years. In 1922 he started his career with the Arkansas Power and Light Company and served over a period of years in such capacities as Purchasing Agent, Chief Engineer, and

Executive Vice President. He is now retired from that company and operates his own consulting office in Pine Bluff where he is a consultant to the City of Pine Bluff and a member of the Board of Public Works.

Mr. Lynch devotes a great deal of his time and energy to Highway affairs and quite often speaks before public and civic groups, telling the Highway Story which includes what we are striving to accomplish and will accomplish with the cooperation and understanding of the people of Arkansas. Such talks have been of tremendous benefit to the Highway Department public-relationswise.

We offer Mr. Lynch our warm congratulations for the special honor bestowed upon him by ASPE. Just in case, though, we'd like him to know that he has always been "special" in our books!

# From Our Director - - -

We have come to the end of the legislative session, during which we fared much better than we had a right to expect. At least we were not hurt...and we have gained materially in many respects. We asked for the opportunity to get our state out of the mud and dust and we have been given that opportunity. The legislature has put it squarely up to us.

The efficient work you have done the past 2 years is highly commendable and we have gained an enviable position because your efforts have impressed the people. Nevertheless, we must not feel arrogant because of this position. The victory during the legislative session was the people's victory. They backed us and have shown their faith in us...now it's up to us to keep faith with them.

Remember at all times that we work for the people. Not a segment of the people, but all of the people of Arkansas. We cannot rest on our laurels, for we have ahead of us one of the biggest construction programs ever known. We must measure up to this gigantic task, We must do for our people those things they confidently expect us to do. Their confidence should inspire us with a genuine desire to please...a desire to give them a better and more satisfactory traffic service.

There is a tremendous job ahead of us and I appeal to each and every employee to exert your very best for this effort. We must settle down to an era of production, never before known in history, and I fully believe we will accomplish our purpose within a very few years with your enthusiastic and cooperative teamwork.

As you know, your Highway Commission is a substantial one. Its members have done and will continue to do everything in their power to render service. They are people of integrity and have worked conscientiously and continuously to carry out the spirit of the Mack-Blackwell Amendment. The Commission is interested in you as an individual and as a member of our organization. They have done many things to better your working conditions and to better your salaries. They are always on the lookout for ways to make further improvements to enable you to produce with maximum efficiency.

There should be no further question in our organization of political patronage. Any political influence is nil. That is a fact...and it behooves you to recognize it as such, for you must stand on your own merit. That is the way you want it...and I have the utmost confidence that all of you will merit much praise. You may now proceed with your duties with the full assurance that you are completely free from politics.

The fields are plowed and the seeds are sown. We have all profited by each other as a team. There are big things to come in which each employee will play an important part on our team. Let's make highway history in the next few years by giving the best we have to the service of our people. Let's do our job with renewed vigor...with a new determination...and a new desire to do our utmost to improve traffic service and bring about a more than adequate system of highways in Arkansas.

—Herbert Eldridge

## HOLIDAY PAY

Our Highway Commissioners set another precedent March 9 when they signed a Minute Order, for official record, allowing time off with pay on legal holidays for all regular employees who are paid on an hourly basis. This is a personnel policy which we know will be appreciated.

Prior to March 9, our hourly employees missed a day's pay on legal holidays when they were not allowed to work. This cast a burden on the employees which the Commission has long wished to eliminate. They might have transferred the permanent hourly employees to a monthly payroll and thus made them eligible for holiday pay. However, there are many instances when the hourly employees, particularly in the Maintenance Division, are called out for emergency work and are paid for such work. Monthly employees are not eligible to receive pay for extra work and the Commission felt that the hourly employees were entitled to a continuance of the policy to pay them for emergency work; and so! three cheers for their solution to this problem.

Most employees want to work when there is a job to be done, and there are bound to be some holidays when we all have to work and are glad to do so because we want results. When a holiday falls on a busy weekday it halts progress...and it simply isn't worth that. Nevertheless, it is a wonderful feeling to know that when a breathing spell and a holiday arrive at the same time, a day may be taken off for relaxation and enjoyment with full knowledge that the "ole pay check" will still contain its full amount!

## LET'S SAVE MAN HOURS

Contrary to the general opinion...if thought has been given to the subject at all...accidents seldom "just happen." Most accidents are man made, either from unsafe conditions or unsafe acts of the person. Only 2 percent of all accidents are unpreventable, according to actual statistics compiled by authorities. That proves that 98 percent of all accidents could have been prevented! Think of it!

Those statistics couldn't contain the numerous accidents which happen every day where no injury is incurred. How many times have you barely avoided an injury, maintaining, "That was a narrow escape...sure lucky for me!" Well, you were lucky, but you may not be the next time, and it should serve as a warning to you to rid yourself of careless habits.

Have you ever considered the tremendous cost of a simple, minor accident in man hours alone? You may say, "Oh, it only made me lose 1 day from work, that wouldn't break anyone."

Maybe not. But we have between 2,500 and 3,000 employees in the Highway Department. Suppose all of them felt that same way? So they only lose 1 day from work. Just to keep the figure low, let's take 2,500 employees at, say, 75 cents an hour, which would total \$6.00 per day. Now multiply 2,500 by \$6.00 and our fund is depleted of \$15,000 with no results for the outlay. Do you feel we can afford such an amount? Of course not! and you are also aware that 75 cents an hour would not begin to average the hourly rate paid our employees.

(to be continued next month)

# 243 MILES OF GOOD NEWS

The Commission hit the center of the target at their March 9 meeting when they programed 243 miles of secondary roads to be surfaced this year in addition to the normal year's work. This is indeed good news for every employee of our Department as well as all the people of Arkansas. It is also a challenge to us and we will all have to get on the beam and stay there in order to fulfill our objectives for the year.

This entire program for paving our secondary roads is a cooperative effort. Each project is subject to program approval by the Bureau of Public Roads. The county judges have been notified of projects in their respective counties with the request that free right-of-ways be furnished within 90 days. According to Mr. Eldridge, the staking will be done by our resident engineers; contracts will be let for the major construction as soon as requirements are met by the counties; and the final finishing-up will be done by our District forces.

The amount of money we can put into this program is not nearly enough so we must all do our share to make every dollar count by doing more than is expected of us each work day. The Commission and Highway officials have shown their faith in the ability of Department employees to accomplish this feat. They will find that their faith is well-founded.

The first contracts for our secondary road program will be awarded at the May letting. The right-of-ways are supposed to be free of obstructions and ready for

activation. All contracts must be let by July in order to fulfill commitments. Tentatively set for the May letting are:

Baxter County, Highway 126 from Midway to U.S. 62—7 miles.

Carroll County, Highway 23 from Eureka Springs to Missouri Line—11 miles.

Columbia County, Highway 19 from Macedonia to Louisiana State Line—11 miles.

Dallas County, Highway 9 from Holly Springs to Highway 8—11 miles.

Logan County, Highway 109 from Paris to Magazine—15 miles.

Woodruff and Jackson Counties, Highway 33 from Augusta to Tupelo—13 miles.

To be let the following months are:

Arkansas County, Highway 146 from U.S. 79 to Highway 153—12 miles.

Cleveland and Grant Counties, Highway 35 from Staves to U.S. 167—18 miles.

Cross County, Highway 75 from Poinsett County Line to Highway 64—18 miles.

Dallas County, Highway 8 from Princeton to near Fordyce—15 miles; Highway 9 from Hot Spring C.L. to Princeton—13 miles.

Lawrence and Craighead Counties, Highway 91 from Highway 63 to 18—15 miles.

Monroe County, Highway 17 from Holly Grove to Highway 1—14 miles.

Phillips County, Highway 44 from No. 20 to Elaine—23 miles; Highways 44 and 85 from Elaine to Desha C.L.—17 miles.

Randolph County, Highway 90 from Lorine to Junction of 90 and 93—5 miles.

Van Buren County, Highway 95 from Clinton to Scotland—12 miles.

Woodruff County, Highway 17 from Grays to near Cotton Plant—13 miles.

# THE STATE'S FRONT YARD

by Eugene F. Nelson

Engineer of Right-of-Way

The highway right-of-way can truthfully be called the State's Front Yard by reason of the fact that people who come to the State of Arkansas, particularly those that are traveling across the country, receive most of their impression of the state by what they see on and adjacent to the Highway Department's right-of-way. And our own people, when they travel across the state, have the same general feeling. The Highway Department's right-of-way can have a very bad effect or a very appealing effect on the people who visit Arkansas, depending upon its condition.

The right-of-way problem can be broken down into four separate phases:

1. Requirement
2. Acquisition
3. Retention
4. Maintenance.

Let's look at each one of these phases of the right-of-way problem together and see exactly of what each one consists.

## Requirements

First of all, just how much right-of-way should we have. Contrary to the opinion of many people, the width of right-of-way is not subject to arbitrary decision, but is determined on the basis of the traffic requirements for the particular road. Of course, it is true that in the early days when highways were merely roads for the purpose of reaching the next door neighbor at the next farm, or for hauling loads from home to the

nearest community, then the right-of-way was very arbitrary. As the population increased, the width of the road had to be increased to permit passage of more than one wagon—usually at turnouts or switchbacks. Insofar as Arkansas is concerned those days are long past and our problem is handling a volume of traffic.

The Highway Department in Arkansas, together with those from other states, all coordinated through the efforts of the Bureau of Public Roads and Association of State Highway Officials, have established what we now consider minimum standards for highway right-of-way. For gravel or low-type asphalt roads—farm to market—the least amount of right-of-way we require is 80 feet. Of course, over the years we have acquired much less than that, and it is one of our problems now to increase those widths. The next class of road, what we call the primary highway, has a minimum width of 120 feet. And on the interstate highway system, the system of highways which carries the greatest volume of traffic, an absolute minimum right-of-way of 250 feet is required. However, in Arkansas, we are requiring 300 feet in order to have ample width to build 4 lanes; and if it becomes necessary to build frontage roads on each side of the right-of-way for the benefit of the people that live along the highway, 2 additional 2-lane roads will also be necessary.

Another thing that we are doing at the present time is securing right-of-way of a uniform width. You men in the field have had to cope with this problem on many occasions because for many years we have changed the width of right-of-way every time there was any need for more than the minimum. When we had to make wide cuts or when we had to build high fills then, of course, we had to acquire wide right-of-way. And since the entire right-of-way at the time the road was first built was only 60 to 70 feet, the number of instances when construction required additional right-of-way came much more often than it does with the minimum standards we now use.

## Acquisition

The second phase of our right-of-way problem is that of acquisition. How to get it. In Arkansas, we have three ways to acquire right-of-way for highway construction. First, we can accept it as a gift from the people who own the land. This has been a subject of considerable controversy during the past 2 years and a great deal of information and misinformation has been released through the press by various groups.

To receive right-of-way as a gift is not as unreasonable as it might first appear, for the people who own the land adjacent to the highway right-of-way are the only ones who can make a dollars-and-cents profit out of the construction of a new highway. The land becomes more valuable with the building of new roads. Though not all land, but in a great many instances, particularly in the more

valuable land adjacent to the towns and cities, this is probably more true than it is even in the rural areas.

For example, we have recently constructed a new highway from Little Rock to Benton and in one instance there was a dairy farm, the home and buildings faced on a country road that is paved and which serves both the family and the family business. We acquired a few acres of pasture land at a reasonable price per acre; but since the highway was constructed, the owner of that property has sold two pieces of land adjacent to the right-of-way: that is, with highway frontage. He received \$10,000 for one of these pieces of pasture land which has 400 feet of frontage and is 200 feet deep. Immediately next to it, the other piece of land has 500 feet of frontage with the depth of only 150 feet and for which he received \$12,500. In addition, he has frontage on the opposite side of the highway which has not yet been sold and he is still operating his dairy on approximately a 100-acre tract of land.

## Eminent Domain

Men have realized for many years, the founders of the country and the founders of our state, that in some instances, individuals were prone to disagree with the public as a whole and for that reason would attempt to bar progress. In order to prevent this, the rule of eminent domain has been developed. Basically, this rule provides that the public can take private property for its benefit by a process of law, and our constitution provides that the owner

shall be given just compensation. Over the years, the law has developed that in the case of highways, if the value of the highway to the owner of the adjacent property exceeds the value of the land taken, then he shall not be entitled to damages for the entire taking, but only the difference between the value of his property and the benefits which he derived from the new road.

You can realize that the requirements for modern highway construction, the design of the road, the alignment which we must follow, the grades and curves that must be had in order to accommodate traffic will not always permit us to accommodate the individual who owns the property in the vicinity where we must go, and for this reason we have to apply this process of condemnation under the power of eminent domain.

## Condemning Procedures

In Arkansas, we have two procedures for condemning property. One is through the county court where the Highway Department files a petition asking the County Judge to condemn the property in his county where it is needed for the highway construction. In this case, the property owners have a year to file a claim in the county court for damages they feel entitled to receive. If the County Judge agrees with the owner, then the county is liable for this damage. If the County Judge does not agree, and is unable to convince the property owner that his claim for damages is excessive, the owner can appeal from the county court to the circuit court. The county

is responsible for the damages done on property taken under condemnation, however, in some instances not only the state but the Federal Government have assisted the counties in paying for the right-of-way needed, even though it is not required under the law.

The state, under its power of eminent domain, can also condemn right-of-way for its own use through a complaint in the circuit court. When we follow this procedure, we make an appraisal of the property and file in the court, at the time the complaint is filed, a check for the estimated amount of damage that will be done to each of the several property owners. If they are not satisfied with the amount of damage indicated, then their case is tried by jury.

We have had some rather unfortunate experiences in the matter of jury verdicts in circuit court. This is probably not as much the result of the jury's thinking as it is the fact that some of the people who have testified for the landowner as to value of his property have been under the misconception that since the land was being taken from him without his permission he should receive more than a fair price. But let's look at that situation just a little. If we take it on the basis that there is to be a payoff to each individual: that is, if we are going to divide the Highway Fund on that basis, we have approximately say \$20 million per year in the Fund and there are about 2 million people in the state; then for each person to get his share of the Highway Fund, that would be \$10. So, whenever anyone received more

than \$10 in addition to his property's worth, he would be getting more than his share of the Highway Fund.

## Retention

Let's move along to the third phase of the right-of-way problem: how to hold what we've got. First of all, everyone connected with the Highway Department should note encroachments on the right-of-way and mention them to the proper officials. When you see someone building a fence or structure that is not on his property, but is in the right-of-way, stop and tell him what he is doing. Most people will be reasonable. Be kind in your conversation, but be firm. Explain to him that he just cannot do that. It is a bit difficult when these people are your friends to tell them they cannot build their fence just a few feet out in front of the right-of-way markers, or if the markers haven't been placed and they are in the right-of-way and you know it and they don't. But let's look at it this way: If some of those same people started to build their fence over on your property, you wouldn't hesitate to tell them; and if they are reasonable they wouldn't object. But if they do object, they are still in the wrong and you are in the right. So, whenever you see a right-of-way encroachment always tell the people, in a polite manner, to please stay off the highway right-of-way for it is public property.

Now, if there is a doubt in your mind as to where the right-of-way is, tell the person that you think that he is encroaching on the right-of-way and ask

him to hold up whatever it is he is doing until you can find out and be sure, because it is a whole lot easier to stop a man from putting a fence or building on the right-of-way than it is to get either moved off after it's completed. If you don't know where to find out how wide the right-of-way is, call the District engineer or your supervisor and if he doesn't have the information, he will call the Right-of-Way Division in Little Rock, and we will give the information or tell how to find it. But the thing to keep in mind is to watch for right-of-way encroachments and keep them from being erected, if possible.

## Maintenance

The fourth phase of the highway right-of-way problem, the "Front Yard" of your state, is the maintenance men's particular part of it—housekeeping. Highway maintenance consists of two things, basically, in which the traveling public is especially interested. First of all, the smoothness of the surface of the road—riding quality; and second, the appearance. Oh yes, there are many other problems such as drainage, shoulders, backslopes, cutting grass, trimming trees, but all these point toward the two major things which the public is interested: riding quality and appearance.

Now the appearance is public relations and, as has been said, the right-of-way is the "State's Front Yard." Your particular section is your Front Yard--it's the Front Yard of your community, and an advertisement for the State of Arkansas. Good or bad—it depends on YOU!

# SECOND CONFERENCE IN SERIES REALIZED

## Construction Meetings Emphasize Cooperative Work

E. E. Mashburn, Construction Engineer designed the program and conducted two 2-day work conferences for almost 200 field supervisors in the Construction, Surveys, and Materials and Tests Divisions in the Central Office Building March 3-4 and March 10-11. Included in this group were Resident Engineers and their assistants, Survey Chiefs and their assistants, and Material Inspectors.

A well-rounded program was presented, encompassing a full 8-hour schedule on each day, which included discussions on practically every phase of construction activities as well as other related factors in the highway field. The acceptance of responsibility was emphasized throughout the meeting with no stone left unturned to portray the necessity of close, cooperative work with all the departments in our organization.

Mr. Mashburn clearly defined the many duties and responsibilities of the Resident Engineers, laying particular stress on good public relations and good relations with the contractor. "There is no effective substitute for good judgment," he advised the group, "and no excuse for discourteous treatment of persons.

"No matter how unreasonable and inconsiderate individuals may seem," he cautioned, "it is seldom necessary to become engaged in heated arguments. Always keep in mind that your actions and conduct are a direct reflection on the Highway Commission."

The program schedule included discussions by Herbert Eldridge, Ward Goodman, J. R. Henderson, C. Don Hayes, C. A. Shumaker, Eugene Nelson, C. K. Brown, V. E. Scott, George Fry, A. G. Rives, E. L. Wales, L. P. Carlson, J. H. Knott, Harry Wright, E. E. Hurley, W. C. Ross, L. A. McCain, and H. B. Matthews.

The talks made at this meeting were particularly good, with obvious thought having been given to their preparation in order to present a clear and exact picture of the work being done by the various Divisions and the necessity of correlating all phases of activity for unified teamwork. Although we hope to bring you many of these informative talks in full in future issues of "Arkansas Highways," we are pleased to present a few excerpts at this time for your information and enjoyment, and for their timely value.

"You men play an important role in the operation of our organization. Highway construction is only a part of our team, but I want you to know and realize how important your function really is on the Highway team....Plans are in the making to decentralize the whole Department and place responsibility where it belongs to eliminate the ineffectiveness of divided responsibility. You, as well as others in the Highway Department, will have the opportunity to grow in stature and advance in salary according to individual merit with no question of your fixed responsibilities." —Herbert Eldridge

"While you are here we hope to show that although you may be classified in one branch of Highway activity you are simply a specialist in that field and your interest in the over-all picture should spread to all other Divisions. There have been times in the past when prior work and the continuance of work was not considered during the application of one phase of a project. We hope with this series of meetings to eliminate such inconsistencies." —Ward Goodman

"The principal function of the Bridge Design Division is to prepare complete plans for all bridges, ranging from the most impressive river crossing to the smallest slab bridge. There is always the possibility of details incorporated in the plans that would be impractical from a construction standpoint, and we are always glad to have any such called to our attention." —L. P. Carlson

"Many of you may feel that we in the office are too fussy about quantities. You are out there right on the job and see the structure in all of its formative stages and when computing quantities you have a clear picture of the way it looks, but you must realize that we do not. You must convey the information to us through your field notes. The ABC's of these notes are accuracy, brevity, and clarity." —J. H. Knott

"None of you men would dream of taking your watch and throwing it on the floor of your car, yet many of you are doing just that with your level and transits. It is the responsibility of each of you to take care of your own instruments. Because they belong to the state, they belong to you." —C. A. Shumaker

"Anything that goes wrong on a construction job is the fault of the Resident Engineer, regardless of where the original mistake was made. As the final man on the job, you're it! and you might as well accept the fact that you are expected to catch everything. Take care of the details and you will keep in the clear, saving yourself the possibility of embarrassing situations." —Harry Wright

A. G. Rives gave a most enlightening account of the financial setup of the Maintenance fund, detailing where and how this appropriation was being used. He also explained the diversified work being done by the Maintenance forces, including the actual construction work they are doing on our roads and bridges.

In addition to their informative talks, E. E. Hurley and L. A. McCain collaborated in the preparation of a suggested check list for inspectors. Though a bit long, it struck us that this list was particularly good and could be used most advantageously in eliminating a portion of that ever-present margin for errors.

These are only a small portion from the numerous subjects discussed at this work conference. During the coming year we hope to bring you full-length articles from such authorities as C. K. Brown on Surveys; George Fry on Roadway Design; C. Don Hayes on Equipment; C. A. Shumaker on Activation of Construction Projects; and many more which we feel will be of much interest to you.

J. R. Henderson will be in charge of the next conference of this series, scheduled for the latter part of April, on "Accounting Methods and Procedures and Their Application in the Districts."

# ST. CHARLES FERRY CROSSING IS SCENE OF GALA CELEBRATION

March 4 marked a triumphant day for the people in the Indian Bay area of eastern Arkansas, for that was the day of the formal opening of Highway 1 and the St. Charles Ferry over White River. Approximately 5,000 people were gathered together for the celebration relieving the bottleneck which had kept this part of Arkansas isolated from its surrounding communities through the years.

The new 20- by 60-foot steel ferry at St. Charles, with a capacity of 6 cars, provides connection with the new 4-mile concrete pavement of Highway 1 through the swamp and wilderness of the Indian Bay country to Highway 79. It makes Helena, Marvell, and other towns in east Arkansas easily accessible for the first time since the old packet boat days, and provides a fast route to Memphis. This 4-mile stretch of pavement was designed with special drainage facilities to preserve its life and withstand overflow and swamp seepage, making it passable most of the year. It has safety marker posts on both sides of the road.

Walton Terry, St. Charles, was in charge of the program which featured Commissioner Cecil S. Lynch as the principle speaker. Ballard Deane, former mayor of St. Charles, was honored for his unceasing efforts, over a period of 25 years, to make this connection across White River possible. There were a host of Highway officials in attendance at the huge celebration planned by the people of this section to show appreciation

for the Highway 1 achievement. Several State officials were present as well as Senators and Representatives from the Legislature. Mr. Eldridge was host to two guests from the Bureau of Public Roads, Edgar H. Swick of Fort Worth and F. R. Oliver of Little Rock.

Helena, Hollygrove, Gillette, De Witt, Marvelle, and St. Charles participated in the parade which included four high school bands. Johnnie Gray, staff photographer, took TV pictures during the program of festivities which were shown on KARK-TV in Little Rock that night. KFFA Radio Station of Helena recorded the entire program for later broadcast by transcription. Amateur photographers were everywhere as well as representatives from newspapers all over Arkansas and from the Memphis papers.

The people gave enthusiastic response to Mr. Lynch's inspiring address to them both during and at the completion of his speech. It is with great pride that we present a condensed version of his excellent talk for your reading pleasure:

## Another Milestone Has Been Passed

—CECIL S. LYNCH

This occasion is quite unique in road openings. In most instances, these celebrations cover the improvement of highways that have been in use for a great many years. This celebration is different. Today marks the opening of a road that has never before existed. It

closes a gap across what nature imposed as a natural barrier between north and eastern Arkansas and Southeast Arkansas.

It is interesting to look at Highway 1 on the map. It first shows up near the Missouri Line and runs almost due south to Walnut Corner. At that point it seems to have gone crazy, and at different locations runs practically all directions save north. All roads are supposed to go to some definite destination. It is quite apparent that the hazards of crossing the White and Arkansas Rivers left this road completely confused as to where it wanted to go. The closing of this gap makes more definite and certain its final location.

The various roads in our highway system are classified into interstate, primary, and secondary roads. Highway 1 is known in this classification as a primary road. Primary roads are those designed as principal through-roads and, in general, carry the heaviest traffic loads. While Highway 1 in this area does not carry heavy traffic, the reason is apparent. Impassable barriers are not conducive to the creation of traffic.

From our extensive traffic counts and origin-and-destination studies we know quite a bit about the desires of those driving the roads of this area. We also know of the general development in the peninsula east of the White River and between the Arkansas and White Rivers. All this general information leads us to believe that this stretch of Highway 1 will be well traveled.

Other projects in this area are in process for Highway 1. The first steps have been taken to get this highway

paved to the backwaters of the White and Arkansas Rivers and to get good gravel roads in the flooded areas. When completed, these projects should further increase travel on this route. However, when all of this projected work has been completed, Highway 1 route across this area will still fall far short of the desired facility. Ferries are a good substitute for nothing, but they are not a first-class highway facility.

We have ample cause to celebrate. But let me remind you that in overcoming this barrier we are merely passing another milestone in the construction of this route. We have opened the way for traffic growth. Our projects in process will permanently provide ample facilities for full development in the future. In all probability, what we are celebrating will eventually lead to the ultimate step for this route: spanning these two streams with bridges and the necessary approaches so that an all-weather route across these barriers will be available.

Your Highway Commission and the staff have great hopes for Arkansas Highways and great plans for the future. The next 2 years are going to see a greatly stepped-up construction program due to increased funds, particularly from Federal sources. We need to outline plans far into the future. We can do a lot better job at less total cost if we make plans far ahead of construction and build to them as need and financial ability develop.

This is a great day. But it is only the forerunner of that greater day when Highway 1 in this area becomes in reality a through-road across the state.

# CONTRACT AWARDS

The following contracts with their approximate mileage and description were awarded the lowest bidder at the March 9 letting. Subject to the concurrence of the Bureau of Public Roads are: US 270 and 70; State Highways 88 and 68.

St. Francis & Lee Counties. Highway 78 Wheatley-Moro, 11.408 miles, gravel and surface, to BucTon Construction, Hazen.

Desha County. Highway 1 Watson-Pendleton, 9.015 miles, gravel and surface, to Linwood Smith, Lake Village.

Lafayette County. Highway 160 Bradley-West, 9.127 miles, gravel and surface, to R. H. Davis, Stamps.

Hot Spring County. US 270 Malvern Main Street, 0.433 mile, gravel and concrete pavement, 1 RC bridge, 1 RC and SS overpass, to D. F. Jones Co., Little Rock.

Saline and Pulaski Counties. Highway 88 Lonsdale-Benton, 6.695 miles, gravel, 2 RC slab bridge, 1 multi-span culvert, to D.B. Hill, Little Rock. US 70 Benton-Little Rock, 5 RC and structural steel I-beam bridges to Reynolds & Williams, L. R.

Clark County. Highway 26 Arkadelphia-Murfreesboro, 10.554 miles, gravel and surface, to A.P.T. Construction, North L.R.

Conway County. Highway 9 Arkansas River bridge at Morrilton, reflooring swing span with concrete filled steel grid slab to Michey's Inc., Warren.

Benton & Washington Counties. Highway 68 Springdale-Siloam Springs, 1 RC and structural steel I-beam bridge and approaches to A. K. McBride, Fort Smith.

Jackson & Poinsett Counties. Highway 18 Grubbs-Cash, 6.637 miles, gravel, surface, to Southeast Construction, Pine Bluff.

# PREVENTABLE ACCIDENTS

The accidents listed below occurred January and February of this year, resulting in injuries to Department employees. In each issue we will list accidental injuries for the prior month to remind all of us to be more safety-conscious.

## DISTRICT 1 — TOTAL 2

1/20, IND\*: 2/8, mashed right foot.

## DISTRICT 2 — TOTAL 4

1/4, cut cheek; 1/21, bruised shoulder and arm; 2/1, IND; 2/21, IND.

## DISTRICT 3 — TOTAL 3

1/28, fractured foot; 2/10, IND; 2/10, bruised knee.

## DISTRICT 4 — TOTAL 4

1/10, IND; 1/17, near eye; 2/1, head cut; 2/10, severely mashed thumb.

## DISTRICT 5 — TOTAL 3

1/10, IND; 1/7, arm ligament; 2/21, IND.

## DISTRICT 6 — TOTAL 6

1/25, foreign body in eye; 1/28, iron hit ear; 2/21, IND; 2/21, IND; 2/24, IND; 2/23, muscle strain in upper abdomen.

## DISTRICT 7 — NONE

## DISTRICT 8 — TOTAL 3

1/17, steel particle in eye; 2/15, face, neck burns; 2/15, particles in eye.

## DISTRICT 9 — TOTAL 3

2/10, vehicle accident; 2/11, sprained back; 2/18, thorn in hand.

## DISTRICT 10 — TOTAL 2

1/6, foreign body in eye; 2/18, nail torn from finger.

## LITTLE ROCK — TOTAL 2

1/13, nose fracture; 2/1, elbow sprain.

## JACKSONVILLE — TOTAL 2

2/21, brake fluid in eye; 2/10, three fingers cut.

\*IND means injury not described

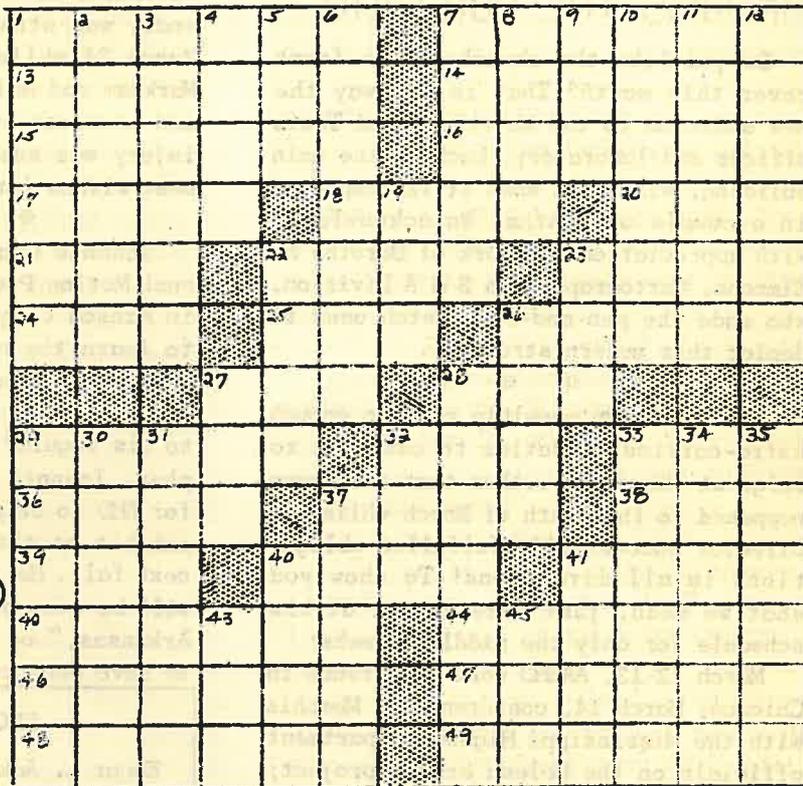
# AHD CROSSWORD PUZZLE

## ACROSS

1. Covering
7. Strong
13. Unwilling
14. Utensil
15. Rest
16. Irony
17. Afresh
18. Labor
20. Drink
21. Cask
22. Spare
23. Dispatched
24. Collection
25. Worthless leaving
26. Portends
27. Had being
28. Society bud (colloq)
29. Bird cried
32. Mound
33. Open bowl
36. Soon
37. Toddlers
38. S. American indian
39. Parasol rod
40. Needy
41. Containers
42. Flag
44. Entertains
46. Salty
47. Dog
48. Icy rains
49. Tendencies

## DOWN

1. Weight units
2. Thoroughfare



3. Remorseful
4. Part of ship
5. Letter
6. Seesaws
7. In varnish
8. Stone
9. Wager
10. Combined
11. Calm
12. Negotiates
19. Grain
22. Burden
23. Cry
26. Insects
27. Sebaceous Cyst
28. Lessen reputation
29. Fondle
30. Beast
31. Tremble
32. Also
33. Relative
34. Become affable
35. Circulates
37. Large books
40. Confined
41. Melody
43. Prefarication
45. Spoil

# AROUND THE BUILDING

Do you like the sketch on the front cover this month? That is the way the new addition to the Materials and Tests offices and laboratory, back of the main building, will look when it is completed in a couple of months. We acknowledge with appreciation the work of Dorothy N. Simmons, Cartographer in S & A Division, who made the pen-and-ink sketch used to depict this modern structure.

\* \* \* \*

• If a month can possibly contain enough extra-curricular duties to cause it to bulge at the seams...then that must have happened to the month of March while our Director successfully fulfilled obligations in all directions! To show you what we mean, just take a peek at his schedule for only the middle 2 weeks:

March 12-13, AASHO work conference in Chicago; March 14, conference in Memphis with the Mississippi Highway Department officials on the Helena bridge project; March 15, principal speaker at the Lions Club luncheon in Fort Smith; March 21-23 meeting of the AASHO Program Committee in New Orleans to map out plans for this National Highway organization's annual meeting in December; and March 25, an all-day meeting and speaking engagement with a civic group in Rogers.

\* \* \* \*

It was a pleasure to see Alf Johnson when he was in the building, March 21, for a visit and to accompany Mr. Eldridge to the New Orleans AASHO meeting.

Henry Stephens, night watchman of the Central Office Building during the week ends, was struck by a produce truck on March 21 while crossing the street at Markham and Main. He suffered shock, cuts, and bruises; but, fortunately, no major injury was sustained. We offer him our best wishes for a rapid recovery.

\* \* \* \*

Johnnie Gray attended the Ninth Annual Motion Picture Production Work Shop in Kansas City, Missouri, March 21-23, to learn the newest methods and procedures for efficiently producing motion pictures at a minimum cost. In addition to his regular duties as staff photographer, Johnnie is filming another movie for AHD to be presented as a part of our exhibit at the Arkansas Livestock Show next fall. He tells us that the new film will be even better than his "Holiday in Arkansas," of last year, and for which we have been complimented so highly.

## EDGAR L. ADKINS

Edgar L. Adkins, motor pool assistant, passed away in the Veterans Hospital, Little Rock, March 19. He had been under medical care several years because of a heart condition and was hospitalized on January 27 after a serious attack.

Mr. Adkins had given sincere and loyal service to the Highway Department since 1942, during which time he acquired a host of friends. He will be missed.

He is survived by his wife, Mrs. Vera Casey Adkins, and four brothers. We offer his wife and brothers our heartfelt sympathies in their bereavement.

DEADLINE Extended to APRIL 8 for Party-Line News

# Party Line Parade

## HEADQUARTERS

### ACCOUNTING

Jimmy Zinn - Reporter

The best report coming from a sometimes dubious fishing area was brought in the first of March by Pat Pattillo, who got his name inscribed on the Bulletin of Honor at Lake Conway. The occasion? the limit of bass -- and I don't mean crappie -- but that's not all of it....all of them were t-h-i-s big! "Live minnows," he says, "gets 'em." The thing of it is -- where do you get any minnow with that much life?

\* \* \* \*

With the coming of March, and April to follow, our sports-loving people may begin watching the Florida news items now that the advance guard of the Little Rock Travelers are in Camp. As a matter of fact, who won't be keeping track of how they are shaping up. We've gotta get in the glory this summer.

\* \* \* \*

We wish to offer congratulations to Bernie Cox, a quiet worker in the Equipment and Procurement Division. The Medal of Success for hitting the Jackpot.

\* \* \* \*

With the help of several neighbors there had come a feeling of success to one of our Division -- in the current Crossword Puzzle Contest. He said, "Boy, was I close to a winner -- I only missed 12 words. Those judges!"

### PERSONNEL DIVISION

Hazel Norman - Reporter

We are so glad to have our PBX operator back after a seize of illness. Don't let that switchboard get you down, Birdie Jean.

\* \* \* \*

Also on the ailing list for the month of March is H. M. Spillman, vault custodian and W. B. Cape, gas station attendant. We offer them our very best get well wishes.

\* \* \* \*

Your reporter has been on the sick list with the strep throat. We hope by the next edition of the magazine we are ALL in the pink again.

\* \* \* \*

To all of you who haven't heard, the Personnel Department has moved to the fourth floor sharing the same office with the Magazine Section. We certainly do like it up here and wish there was room for all of you.

\* \* \* \*

Congratulations to Jean and Harry Redwine who have moved into their lovely new home at Meadowcliff. We all wish them the best of everything. Jean is the Editor's assistant and if you get color schemes, furniture, and drapes mixed in your Party Line Parade this month, think nothing of it...she has had polka dots and ruffles on her mind for weeks.

# Party Line Parade

## ADMINISTRATIVE DIVISION

Betty Lane - Reporter

Never let it be said that we would allow our own V. E. Scott to slide by a birthday without our hearty congratulations and best wishes for many, many more happy birthdays to come. The girls in his office helped him celebrate the occasion, February 1, and we go along with them in insisting that he gets younger every year. It has something to do with being "young in heart" which is a wonderful attribute. Could be that the inevitable fishing rod helps to keep him that way...the happy anticipation of the sportsman relaxing without care at his favorite recreation.

\* \* \* \*

We also had a "happy little birthday girl" in our midst February 18. Joyce Spencer was surprised when she walked into her office that day to find gifts from several of her co-workers. To top off this special day, a luncheon was given in her honor at Lido's with Fero Jones, Margie Shirley, Pat Denson, Jean Redwine, and Betty Lane attending. A good time was had by all. Many more happy birthdays to you, Sunshine.

\* \* \* \*

We were happy to have Virginia Tackett in the office with us for several weeks. Virginia is well known in all the Divisions not only as an efficient employee but one who can be counted on to come to our aid whenever there is an overload of work.

## BRIDGE DESIGN

Norma Monroe - Reporter

Bob and Adell Mattox have finally moved into their new home out in Meadowcliff. It is a beautiful house and from the blisters that have been on Bob's hands, we are convinced that a lot of hard work has been going on out there.

\* \* \* \*

We are happy to spread the welcome mat for James Matthews who joined our Division March 4.

\* \* \* \*

We were sorry to lose Billy Stiles who left our Division February 28 to accept employment at one of the Steel Companies here in Little Rock. The best of luck to you, Billy.

\* \* \* \*

You should see the new spectacles that Jake Knott is sporting nowadays. They give the finishing touches to his newly acquired title and are really very becoming.

\* \* \* \*

We were all very happy to see Walker Haigh who reported for work March 7 after having been on the sick list just too long. We all missed you Walker and glad you are able to be back with us.

\* \* \* \*

March is the only month during the year which heralds no special dates for birthdays and anniversaries in our Division. Not to be daunted, however, we'll think of something to celebrate before the month is over, in lieu OF.

# Party Line Parade

## PURCHASING OFFICE

Mildred Sanderson - Reporter

On Monday, February 28, quite an event took place. The Purchasing Office seemed to be literally falling apart. All the desks were turned topsy-turvy, drawers were taken out, files were suddenly moved from their old familiar places, and worst of all the electric typewriters, adding machines, calculators and telephones were silent. The Purchasing Office's mascot — the picture of the ever smiling Will Rogers was missing from its usual place of honor on the wall. It had slowly and gently been removed from its space where it had hung for as long as I can remember. If you can stand the suspense no longer, perhaps I had better explain that a tornado didn't strike, that we were not invaded by men from Mars, and that our Office was not the new test target for the H-Bomb. This is what really happened, we moved lock, stock, and barrel up to the fourth floor and acquired a new office. To all our friends and fellow workers the "new" Purchasing Office bids you welcome. Our new quarters are in the space the Right-of-Way Division did occupy. Everything is back in shape again, the old familiar hum of the typewriters, adding machines, and calculators can once again be heard, and old Will seems to like his new home for he is smiling as big as ever. Upon arriving upstairs, we even found our old neighbors from first floor right across

the hall, since part of the Personnel Division had moved up just a few days ahead of us. We also found that the other offices of the fourth floor offer as nice a group of neighbors as you could hope to find. They have all been in to say hello and have spread the welcome mat for us, so you see it isn't any wonder we feel right at home. We believe that we can now serve the Department and the public better than ever due to a much nicer office arrangement.

\* \* \* \*

Moving seems to be in the air. Jon and Jim Shaw just moved into a lovely new home at 2321 Brown Street and we all hope they will be very happy there. The Shaw's also enjoyed a recent visit from Jon's sister, Mary Nell Rice, of New York City. Mary Nell could only stay a few days which was much too short a visit for them.

\* \* \* \*

Willine "Dean" Gray has strictly got the new look. She is sure to get even more of the wolf whistles now since she has been sporting such a cute and attractive hair-do.

\* \* \* \*

Your reporter has finally caught the fever, racing fever, I mean! I certainly am anticipating a lot of fun and excitement when I attend the races in Hot Springs March 5. Too bad a fellow can't foresee just which days Dame Luck will be hovering around...what a super idea that is! Anyway, I shall be hoping that I picked the right day for winning.

# Party Line Parade

## STATISTICS AND ANALYSES

Headrick and Hume - Reporters

Bea Davis went to Helena to see her family on March 4 and to celebrate the birthday of her mother-in-law, Mrs. John Davis, for whom the party was a complete and wonderful surprise.

\* \* \* \*

Due to the Gregorian Calendar (our official calendar) "Pappy" Baird missed another birthday (February 29) but a large birthday cake on his desk should indicate that he has passed another mile stone. We all join together in wishing you many more happy birthdays Pappy.

\* \* \* \*

We were happy to see Barbara Taylor and her little daughter, Jema Jean when they stopped by the office March 3. Jema Jean is over a month old and is really a doll. Come and see us often, Barbara.

\* \* \* \*

We are proud of Lee A. Gibbons, our Don Juan of the traffic crews and well known to the feminine population along Arkansas highways and byways, who was named a Forward on the AAU All-Tourney Basketball Team. By the way, "Wan Don" has moved again! He explains that it gets to the place where so many gals are calling up each evening that his land-ladies protest and the only thing he can do is move to a new telephone number and start over. Good hunting, Don!

\* \* \* \*

It is with regret that we report that Jane Huff had to return to the hospital

(Arkansas Baptist this time) for another session in traction. Hurry up, Janie. Get well, girl! We all miss you.

\* \* \* \*

Graham Noble of the Traffic Section welcomed the arrival of his first grandchild on February 28, a baby girl. Congratulations to you, Grandpapa.

\* \* \* \*

Bill Looney and family moved into their new home at 18th and Buchanan Streets in Oak Forrest. We all wish for you many happy years there, Bill.

\* \* \* \*

We are happy to welcome Daisy Conley and Gordon Huchingson back after protracted illnesses — an operation for Daisy and stomach ulcers for Gordon.

\* \* \* \*

"Bart" Bartleson's daughter, Bonnie, is convalescing from a broken leg but gets around better on crutches than I do on my own two.

---

## EVER-LIVIN' SAVERS

Press materials over a newspaper to produce a sharp crease or to eliminate an iron sheen or impress.

Before making buttonholes in thin material, rub a bit of library paste on the wrong side of the material and allow it to dry. It will give body.

Minor soil may be removed from wall-paper by dipping a clean cloth into dry borax and rubbing the soiled spots.

# Party Line Parade

## EQUIPMENT AND PROCUREMENT

L. O. "Jack" Brown - Reporter

We are sorry to report Charlie C. Cox cut his left hand recently when the band saw in the carpenter shop accidentally broke. It was only a minor injury but be careful, Charlie.

\* \* \* \*

Mrs. Clyde D. Holmes returned to work February 14 after a long siege with the flu. Glad to have you back on the job with us, Clyde.

\* \* \* \*

Congratulations to C. Don Hayes who celebrated his birthday February 15. We offer him our very best wishes for many more happy birthdays to come.

\* \* \* \*

We are sorry to report Martin V. Jackson is ill with pneumonia in a Searcy hospital. We wish you a very speedy recovery, Martin, and hope you will be back with us soon.

\* \* \* \*

We are happy to have Gregory S. Imbrey back on the job with us. Gregory returned February 21 after 10 weeks of absence due to a serious operation.

\* \* \* \*

We are sorry that James M. Baker accidentally got brake fluid in his eye February 21. This is a very painful though not a serious injury.

\* \* \* \*

C. C. Howell returned to work February 22 after a month's illness. Glad to have you back with us, Mr. Howell.

Congratulations to Joy Douglass and Ernest D. Faucett who were married March 5 at 8:00 p.m. in the Jacksonville Baptist Church. They will make their home in Jacksonville and Joy will continue to work with us. The groom is employed by Southwest Manufacturing Company. We offer them our very best wishes for a happy marriage together. Joy was given a bridal shower recently by Kay Bonnell and Frances Schroeder. She received many beautiful and useful gifts.

\* \* \* \*

Sue Fuller was also honored at a bridal shower February 19. Sue received a number of lovely gifts including 3 toasters and an electric mixer. These showers are almost enough to make your reporter want to get married again.

\* \* \* \*

Twofold congratulations to Mr. and Mrs. Bernie Cox who are the proud parents of twins, Vickie Kay and Rickie Ray, born March 3 at 11:00 p.m. Mrs. Cox and the twins are doing fine but the twins will have to remain in the hospital for a few days longer before they can join their anxious family at home. It seems they only need to gain one-half pound each before they can be released.

## A Wise Selection

A market research investigator asked a boy, "If you could have one item from a candy store without having to pay for it, what would you choose?"

The boy had to consider a moment. "The cash register," he declared.

# Party Line Parade

## DISTRICT 1

Dick Ethridge - Reporter

We were indeed sorry to hear about Frank Nicholson's bad luck. His home and furnishings burned recently. Frank is maintenance patrol operator in Monroe County. The employees in our District have been very kind and generous in their donations toward helping him get re-established. We wish Frank and his family the very best of luck.

\* \* \* \*

Day Cogbill is out picking worms and since he does not have a worm culture in the making, it means only one thing.... Spring is here and fishing fever has set in. Good fishin', Day.

\* \* \* \*

Speaking of "Spring," Bert Smith has been talking about sweetpea vines on our yard fence for months. Now that the icicles have melted off and we have gardening weather, I suggest the project be put into effect. It would make a beautiful backdrop for our roadside park. How about it Bertie?

\* \* \* \*

G. W. Stanford was a visitor in our office for 3 or 4 days the first week in March. Come again Mr. Stanford, we always enjoy your visits.

\* \* \* \*

Bill Vickers was off a couple of days getting acquainted with the new addition to his family. We did not learn the sex of the baby but in either case the Vickers deserve Hearty Congratulations.

Now that Lincoln and Washington both got their share of attention on Birthday Anniversaries in February, I'll let you in on a secret....the "Boss" in our office has one March 13. Since it falls on Sunday, we will all declare a Holiday and help you celebrate Mr. Nunnally. Many happy returns to you.

\* \* \* \*

We are missing a familiar face around the office — that of Mildred Stacy who is on sick leave. You know when some people leave they create a vacancy but there are some who take it with them. I must say Mildred, the vacancy is still here. In other words, I cannot take your place, but will endeavor to do the best I can until your return, so from the entire force, here's wishing you a speedy recovery to make us all happy. We all miss you.

\* \* \* \*

Congratulations are in order on the arrival of Leland Harris' first granddaughter who was born on February 1 to Mr. and Mrs. Bob Walker. Her name is Cara Camille. Mr. Harris reports nothing in his family but GIRLS, GIRLS, GIRLS, for the past 30 or 40 years! Oh well, Grandpa, why be so choosy? If the tradition were broken now you probably couldn't survive it. Anyway he is still beaming over THE GIRL.

\* \* \* \*

Mary Young has assumed clerical duties in our office as of February 16. We are glad to have you with us, Mary. (Incidentally, she is a wonderful cook.)

# Party Line Parade

William Potter has been ill and confined to his home for several days but we are glad to report he is back on the job now. Also, Thomas Kay has been on the sick list. Thomas is a mechanic in our shop adjoining the office and during his absence things seemed so dull....you see, he wields the noise making tools.

\* \* \* \*

We refuse to allow other Districts to tell you about their new equipment and not brag a little about ours. We are the proud recipients of 18 new trucks and a new Ford car — and they look mighty "elegant" to us. It's wonderful how very little oil these new vehicles use in comparison to the old ones. Makes a difference on the fuel reports.

DISTRICT 2                      PINE BLUFF  
Inez Royston - Reporter

We congratulate Mr. and Mrs. Joe Savage on the completion of their new home located on Highway 81 north of Hamburg. They moved in recently and are thoroughly enjoying the added space and conveniences. Joe did a lot of the work himself on week-ends and during his recent vacations.

\* \* \* \*

Mrs. Garland Vick, wife of our area foreman in Lincoln County, is in the hospital in Star City where she underwent surgery recently. We are happy to report that she is recovering satisfactorily and hopes to be able to return to her home very soon.

We offer our congratulations to Ben F. Jackson who was promoted from mechanic in our District shop to superintendent of the St. Charles Ferry. He and Mrs. Jackson moved from Pine Bluff to St. Charles recently. We hope they will be happy in their new surroundings.

\* \* \* \*

We are proud of the enthusiasm of the people over the St. Charles celebration which was quite a gala affair.

\* \* \* \*

We were all very happy over receiving the new trucks from Jacksonville recently. They were badly needed and we are proud of them.

\* \* \* \*

We are happy to report the construction on Highways 11 S 6 and 152 S 1 is progressing nicely and will soon be ready for surfacing. AND we are also proud of the bridge repairs that have been completed in Ashley County on Highways 52 S 1 and 2 which is a wonderful improvement over the former conditions.

\* \* \* \*

It is very noticeable that the men are not sending in any news lately, however, we do not doubt that it will be only a short time until the fish stories will be rolling in from all directions. Come on boys, let us have your news items. District 2 cannot make a showing in "Arkansas Highways" without your continued help. Your assistance in sending in news items to me for the magazine has established a wonderful record for us. Let's keep that record!

# Party Line Parade

## DISTRICT 3

Olive Jackson - Reporter

## HOPE

The District office was very happy to have W. T. Jeter, Jr. as a visitor recently. W. T. has been recuperating from injuries received in an automobile accident last November and since that time has been in the U.S. Naval Hospital in Pensacola, Florida.

\* \* \* \*

Our thanks and appreciations go to the Arkansas Experiment Station who landscaped and beautified the District office grounds recently. We are all very proud of this improvement.

\* \* \* \*

We are sorry to report that Melvin Wylie had an emergency appendectomy on February 23. Melvin had the attack while working on Highway 70 and was rushed to the hospital. All employees join in wishing him a very speedy recovery, and hope he will be back with us soon.

\* \* \* \*

Our deep and heartfelt sympathies go to the following who have suffered the loss of a loved one recently: Arthur Pilgreen and his family in the loss of his father, John C. Pilgreen, who passed away February 6; Jay Roberts and his family in the loss of his grandmother, Mary A. Roberts, who died February 27; and to J. M. Starks and his family whose father passed away February 28. May God in His own benevolent way bring comfort to their hearts and minds to sustain them in their time of sorry.

## DISTRICT 4

Faye Carter - Reporter

## FT. SMITH

Locke Williams went to Hot Springs to the races recently and when I asked him how much he won he said, "Well, I don't know exactly how much I will win, because the horse I bet on hasn't made it in yet."

\* \* \* \*

We offer our congratulations to Willine and Marshall Mothersbaugh of Windsor, Missouri, who are the proud parents of a baby girl born February 28. Bill Mitchell, who is a member of the sign crew, is the very proud grandpop.

\* \* \* \*

We are happy to spread the welcome mat to Claud Mathis and James Piercy, new employees who joined our force recently. We also welcome C. B. Basham who is a re-employee.

\* \* \* \*

Congratulations to Nealy Parker who celebrated his birthday March 1. When asked how old he was, he said he thought 21 should catch it. We hope you have dozens more, Nealy.

\* \* \* \*

Congratulations to Patsy Ann Stovall and Lee Roy Fryar who were married on February 26 at the Oden Baptist Church with Rev. Levi Carmack officiating. The couple will make their home at Camp Gordon, Georgia, where Lee Roy is stationed. Patsy is the daughter of Mr. and Mrs. F.L. "Red" Stovall of Pencil Bluff. We wish them many happy years together.

# Party Line Parade

We take this opportunity to express our sincere sympathies to the Tatum Godfrey family whose father passed away after a short illness. Our hearts go out to this family in their bereavement.

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DISTRICT 5                      BATESVILLE  
Freese Kimmer - Reporter

We are proud of John Young and his bridge crew who reports the completion of a 12-span pre-cast slab bridge on Highway 25, east of Batesville. They plan to construct 3 more of these type bridges on this highway in the near future. We are also proud of Edgar McClure, job superintendent, and the employees of both District 5 and 9 who completed the dirt work on the new access road on Highway 101 to Lake Norfolk Ferry, west of the lake. We are all very happy over the completion of these projects and feel that they are a great improvement to our District.

\* \* \* \*

Bert Mathis of Salem made a trip to Oklahoma recently to take his grandchildren home who spent some time with he and Mrs. Mathis. It could be that they just wanted to see their children too, and we don't blame them.

\* \* \* \*

Mr. and Mrs. A. L. Moser spent the last week of February with relatives in New Orleans and while there attended the Mardi Gras. "Runt" was all decorated with beads when he returned. Sounds like they had a wonderful time.

We are all very happy to have Leck Owens back on the job after a few days illness in February. Leck says, "The best way to get a fellow back on his feet after having a stiff back is to sit in the sunshine with a fishing pole in your hand, preferable on the bank of a nice stream." Yea Leck, how true!

\* \* \* \*

If you see a fellow with a bandage on his head or some one giving him artificial respiration during the noon hour, it might not be as bad as it seems. You see -- all the area foremen, subforemen, and job superintendents have completed their first aid training and are probably just putting their newly acquired knowledge into practice.

\* \* \* \*

We all send our very best "get-well-quick" wishes to Mary Lee McCown who is in St. Vincents Hospital in Little Rock receiving a series of treatments. She spent a few days in the North Arkansas Clinic at Batesville. We all miss you, Mary Lee, and wish you a speedy return to your desk here at District 5.

\* \* \* \*

We are happy to report Earl Hobbs, area foreman, is progressing satisfactorily after a foot amputation resulting from a blood clot the first of March. In fact, Earl is doing so well that he will be released from St. Vincents Hospital around March 15 to recuperate at home. We all send our best wishes for a speedy recovery, Earl, and look forward to having you back on the job with us again.

# Party Line Parade

**DISTRICT 9                      HARRISON**  
Shirley Morton - Reporter

Our District believes in safety and have put "Headache Racks" on all the new Ford trucks. This rack is a cab shield, and also carries a spare tire and is another of the many projects of the B & B (Byrom and Burlsworth) boys.

\* \* \* \*

J. R. Tucker, DMF, is convalescing in the Boone County General Hospital from a recent heart attack. We send him our heartiest get well wishes and hope he will be back on the job with us again soon. Our wholehearted appreciation to Alton Farley, Springdale, and Freese Kimmer, Batesville, who are doing an excellent job of carrying on the First Aid work at Harrison and at Henderson Ferry during J. R.'s absence.

\* \* \* \*

We are very happy to welcome Forrest Williams to our office force and Highway family. Forrest is our new District fuel clerk and has taken over the duties of Rex Villines who resigned to give his undivided attention to the management of his new feed mill at Green Forest. We all wish Rex the very best of luck.

\* \* \* \*

We send our very best get-well-quick wishes to Harvey Norton who is on sick leave, with the hope that he will be able to come back to work very soon. Harvey has an enviable record with our organization, having served the Highway Department for over 25 years.

Fayette Robinson has a new hobby, and one which should turn out to be very profitable--three head of Guernsey cows! He tells us that someday he hopes to own a great dairy herd. Our congratulations to you, Fayette, on a good start toward the fulfillment of your dream and we wish you the best of luck. Fayette also raises hound dogs and is out with them at all hours of the night treein' coons, 'possums, or something!!

## LUM CARTER

Lum Carter, Springdale maintenance patrol operator, passed away February 17 at his home in Lincoln after a brief illness. Mr. Carter had been with the Highway Department since 1943 and was on sick leave at the time of his death. We join his many friends throughout the Department in offering our deep and heartfelt sympathies to his wife and family.

**DISTRICT 10                      PARAGOULD**  
Tennie Proctor - Reporter

We congratulate Hamp Fletcher on his recent purchase of a bran-new Chevrolet. There's a rumor going around that he can't get it in low gear. Tell us more about this Hamp!

\* \* \* \*

The supervisory forces attending the series of meetings held in Little Rock during the past month all agreed that they had been helped very much in their work by such meetings. They were glad to get acquainted with other employees.

# Party Line Parade

We were happy to have Bill Baugh from Little Rock and G. E. Nunnally from District 1 as our visitors a few days ago. We extend an invitation to these gentlemen to come back and visit with us again very soon.

\* \* \* \*

We were very sorry to lose Margie Ramlett, District store clerk, who moved to Hamburg to join her husband. We will miss you Margie and hope to hear from you often. We feel very fortunate in having obtained the services of such capable and efficient worker as Jo Willie Dickey to take over Margie's duties. We gladly welcome Jo Willie to our office.

\* \* \* \*

C. E. James and his crew have started hauling the base material to be used on Highways 115 and 117 in Lawrence County.

\* \* \* \*

We enjoyed a visit from A. G. Rives, recently, and will be looking forward to his next visit with us.

\* \* \* \*

We were very sorry to hear of Mildred Stacy's illness. We send her good cheer and offer her our very best get well wishes with the hope that she will be back on the job real soon.

\* \* \* \*

Dennis Eugene Sullens, son of Mr. and Mrs. O. A. Sullens and a former student employee in our office, passed away March 4 after a lengthy illness. We were grieved to hear of this and offer our deep and heartfelt sympathies to his family in their bereavement.

# SLOW DOWN

Submitted by Bea Davis  
S & A Division

*Lord of Life, slow us down that we may live more; that we may really live through life instead of just going through life.*

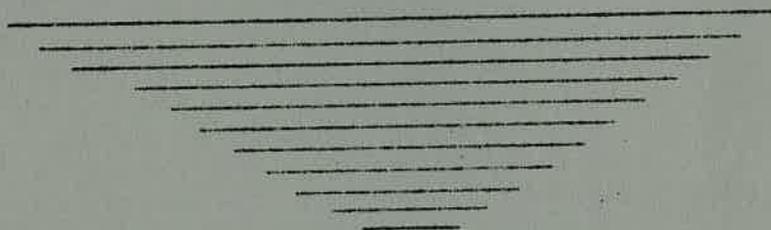
Slow us down that we may look at all things lovely with a more quite eye; that the flaming beauty of a single tree may kindle in our minds an unforgettable wonder.

Slow down our week ends of whirling pleasure that, happily, we may be closer in spirit to our children. In these flurried times they need our understanding as never before; and we need the hope they can give us by their unconscious reminder that thy Kingdom is within us.

Slow our feverish endeavors to get more out of each day. Instead, may we put more into each day by a sufficiency of strength and by giving more to other people by way of confidence and cheer. Put thy holy brake upon us that we may be less frantic in doing many things and more considerate in doing the things which matter most.

Slow us down that we may talk to one another more thoughtfully. Slow us down that sometimes we may find joy in solitude. Slow us down that sometimes we may be very still, and know ourselves by knowing that thou are God. —Exchange

EVERY DAY  
IS  
ACCIDENT  
PREVENTION  
DAY



STOP! THINK!-BE SAFETY-CONSCIOUS