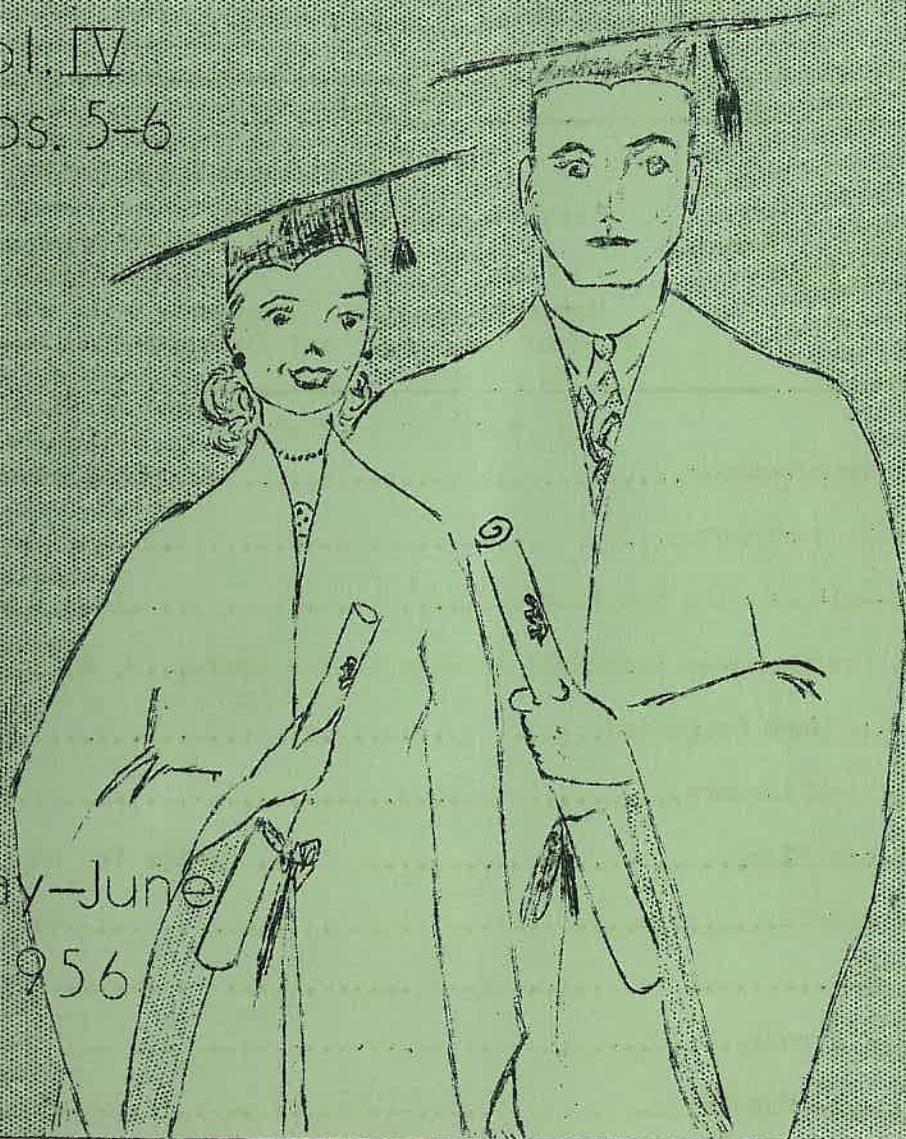


ARKANSAS HIGHWAYS

Vol. IV
Nos. 5-6



May-June
1956

ARKANSAS HIGHWAYS

A Monthly Magazine for Employees of the
Arkansas State Highway Commission

VOL. IV

May-June 1956

Nos. 5-6

STATE HIGHWAY COMMISSION

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W. Ward Goodman, Chief Engineer

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CONSTRUCTION CONTRACT AWARDS

Dallas County, No. 48, 9.325 miles of surfacing on Carthage-Farindale Road, Graves Brothers, Pine Bluff.

Garland County, U. S. 270, 6.108 miles widening and resurfacing on Hot Springs-Mount Ida Road, Southeast Construction Company, Inc., Pine Bluff.

Hempstead County, No. 55, 9.136 miles surfacing and I R.C. Span Bridge, on the Fulton-Saratoga Road, Southeast Construction Company, Inc., Pine Bluff. No. 73, 6.562 miles surfacing, Hope-Cross Roads Road, S. M. Dixon of Warren.

Hot Springs County, U. S. 67, 16.762 miles surfacing on Arkadelphia-Malvern Road. No. 84, 12.027 miles gravel base on Bismarck-Malvern Road to Reynolds and Williams of Little Rock.

Izard County, No. 56, 11.424 miles surfacing, Brockwell-Franklin Road, to North-west Arkansas Asphalt, Sulphur Springs.

Jefferson and Grant Counties, U. S. 65, 10.978 miles widening and resurfacing on Pine Bluff-Little Rock Road, to Ben M. Hogan and Company, Little Rock.

Lee County, No. 121, Aubrey-Junction No. 1 Road, 10.662 miles gravel base, to Fell Vaughan, North Little Rock.

Lonoke County, No. 89, 8.00 miles of gravel base, Lonoke-Cabot Road to BucTon Construction Company of Hazen.

Mississippi County, No. 150, Yarbrough-Huffman Road, 5.221 miles surfacing, to O'Neal Paving Company, Memphis. No. 120, O'Donnell Bend-West Road, 7.977 miles of base and surface, Forcum-Lannom, Inc., Dyersburg, Tennessee. No. 136, the road through Etowah, 5.608 miles base, to Mississippi Valley Company, Paragould.

Ouachita County, No. 4, Rosston-Camden Road, 8.939 miles of gravel base and surfacing, to Linwood Smith, Lake Village.

Perry and Yell Counties, No. 7, Fourche Junction-Ola Road, 7.766 miles base and surface, Fell Vaughan, North Little Rock.

Phillips County, No. 20, Biscoe and Columbia Streets from Hanks Lane to Perry Street, 0.803 miles grading, Reynolds and Williams, Little Rock. No. 49, Old Town-Elaine Road, 5.92 miles base, Don Hudson, Contractor, West Helena. No. 49, Elaine Lambrook Road, 6.596 miles base and surface to Don Hudson, West Helena.

Poinsett County, No. 149, Marked Tree-Earle Road, 6.013 miles gravel base and surface, to Mississippi Valley Contracting Company, Paragould.

Poinsett and Crittenden Counties, U. S. 63, 3.05 miles, surfacing and widening, Lake David-North on the Turrell-Marked Tree Road to D. F. Jones Construction of Little Rock.

Pope County, No. 124, Russellville-Northeast Road, and No. 105, Atkins-North Road, 12.840 miles surfacing, Reynolds and Williams, Little Rock.

Prairie County, No. 38, Hickory Plains-DesArc Road, 9.997 miles surfacing, to Four Brothers, Inc., Sweet Home.

Randolph County, No. 90, Shannon-O'Kean Road, 10.521 miles grading, D. F. Jones Construction Company, Little Rock.

Van Buren County, No. 16, Clinton-Copeland Road, 14.769 miles of base and surfacing, Four Brothers, Inc., Sweet Home.

White and Lonoke Counties, No. 31, Beebe-Lonoke Road, 12.186 miles base, to Freshour Corporation, Sweet Home.

ROADSIDE IMPROVEMENTS

by C. M. Matthews

District Engineer, District 5

Roadside improvements are an important part of our business of building and maintaining highways. The Highway Department does not employ landscape architects and it is up to us, the men in the various Districts and Divisions, to do the best we can in this matter. And we can do a lot if we just put our minds to it.

Next to riding surface on highways, the development of roadside improvements to highways make a more favorable impression on the traveling public than any other phase of highway work. Even though the surface of the road is slightly out of section and wavy, if the right-of-way along the road is well-sodded and mowed, with very few weeds and brush, the traveling public will not notice the surface as much as they will if the right-of-way is in bad condition, washed with gulleys, and covered with weeds and brush.

Principally speaking, this subject of roadside improvement should come under two heads: improvement of highway from the edge of the pavement to the right-of-way line; and, roadside parks with picnic facilities. First, let's consider the improvements from edge of the pavement to the right-of-way line, from which there are two principal results to be obtained: beautification and soil erosion. As we deal with the soil erosion problem the beautification of our highways will, in a large way, be taken care of.

The main places where ditch maintenance has to be done is where ditches either fill up with soil due to very slow runoff of water, or where ditches are eroded and washed out due to fast runoff of water. If these places were well-sodded with grass on foreslopes and backslopes, there would be no soil to wash into the ditches and fill them up. And, similarly, there would be no erosion in ditches if heavy sod were growing on backslopes, foreslopes, and in ditches. However, there are a few spots on our highways where additional protection from erosion will be necessary. This can be accomplished by the placing of ditch checks to eliminate the fast runoff of water. This growth of sod can be advanced by sodding with live grass or by seeding. Before sodding or seeding is done, however, the foreslopes, ditches, and backslopes should be brought as near as possible to section.

There are several methods of sodding with live sod. The best method is solid sodding, where sod is taken up in blocks 12 by 24 by 4 inches thick and placed by hand over the entire area. This is also the most expensive method and should be used only where soil is highly erosive and the necessity of quick sodding is imperative. Another method is known as mulch sodding, where sod is disked and pulverized, loaded into trucks and spread uniformly over the slopes and rolled.

With this method of sodding, some form of grass seed, such as rye grass that will grow through at least the first winter and spring, should be planted with the sod to protect it from washing until its root system has developed. Honeysuckle or Kudza makes a very good foliage to stop erosion on very steep backslopes and fill-slopes where grass will be hard to grow.

Salvaged Sod a Help

A good source of supply of sod can be utilized from present rights-of-way if the sod is salvaged from backslopes and back of ditch lines when the maintenance forces are widening the crown of the road or flattening foreslopes. Such sod can be used for critical areas on the same road or on other roads where the haul is not too excessive.

When planting grass seed for cover, a mixture of several grass seeds should be planted, such as Bermuda, Clover, Fescue, Espedeza, and so forth. These seeds should be of a perennial variety that will come back every year, either from roots or seed. The grass seed should be planted on a hard seedbed and be well-fertilized with commercial fertilizer and agricultural lime, where needed.

In order to keep the seeds and seedlings from washing away before sufficient growth has taken place, a straw or hay mulch should be spread over the slopes prior to seeding. Placing straw or hay mulch on steep slopes by hand has not been too satisfactory and a machine known as the Finn Mulch Spreader has been developed for this purpose. Other states are using this machine to a great extent and with excellent results.

Aeration of Soil

At present, most of our highways have a sod of natural grasses on the slopes. However, in some sections, sod is very thin and does not fully protect the soil from erosion. This situation could be helped by aeration of the soil and by fertilizer. There are several makes of machines on the market for this purpose. One is known as a renovataire and looks similar to a single disc with sawtooth knife blades protruding from each disc. The knife blades are spaced approximately 8 inches apart on each disc, which is mounted on rubber wheels so as to adjust the depth of cut of the knife blades.

In Minnesota, a test was made on a section of golf course with some of the slopes as steep as 1 1/2 to 1. This golf course was seeded every fall with rye and quick-growing grasses which failed to solve the problem of washes. In 1954, a tractor-drawn renovataire machine was run over the test section, both vertically and horizontally, and shred it completely with the renovating knives which made a slit in the ground about 2 inches long and 4 inches deep to catch the runoff and allow it to sink into the soil before gathering momentum. Then, 300 pounds of organic fertilizer per acre was spread over this area and no grass seed was used at all. Prior to aeration, this section was seldom mowed. After aeration, it was necessary to mow it every second week throughout the summer. Going into the past winter it had a thick stand of turf, deeprooted, that protected the former troublesome spots. It is believed that the combination of occasional renovation

and fertilization in the growing season will thoroughly control erosion on slopes.

The presence of weeds and brush on the rights-of-way is unsightly, a fire hazard, and, in sufficient quantities, will retard the growth and possibly kill out the grass tufts that are so vitally needed on slopes and in ditches. Most of these weeds can be killed by sufficient mowing. There are several chemicals on the market that will kill weeds and brush when sprayed on them, but they are impractical for our use because of the danger to livestock and croplands as most of these chemicals are poisonous. New chemicals that will not have these disadvantages are being worked on and may be completed in the next few years.

Retarding Grass Growth

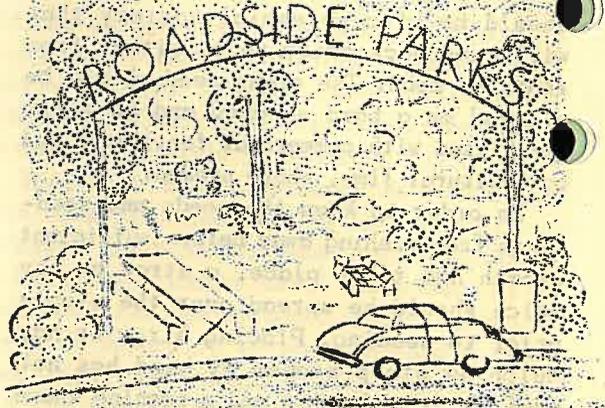
We know the need for growing grasses. However, there are places on the highway where retarding of grass growth is most desirable; namely around guard fences and delineator posts where hand methods of cutting grass is imperative, but costly. Of the several chemicals or hydrazides on the market that can be sprayed on grass to retard its growth, one called Mahec Hydrazide has been proved to be effective and economical for highway use.

Tests were run with Mahec Hydrazide in Connecticut to determine results on the retarding of grass growth on highways. It was found that there was no problem of drifting onto adjoining fields and it was not poisonous to livestock. This material was sprayed on grass at various seasons of the year, and it was found that an application of approximately 6 pounds to an acre mixed in 40 gallons of water and

sprayed during the spring of the year noticeably retarded grass growth for 3 months before mowing was required.

Fall applications of 4 pounds per acre showed an even and delayed growth in the spring with no adverse effect on the appearance of the grass. This same section was again treated in May of the following year and required only one mowing during the season; whereas an adjacent plot with no application was mowed 17 times in normal maintenance practices. No herbicidal effects were noted in any of the plots, nor has there been any noticeable reduction in stand of grass.

As Mahec Hydrazide is dissolved in water, it can be sprayed around delineator posts and guard fences without leaving traces on the posts or fences. It seems reasonable that this method of controlling grass on spots that cannot be mowed with power equipment would prove effective and economically feasible in our State and, certainly, worth a trial.



Our roadside parks should be located on land abutting the right-of-way and donated to the Department. The site may be as large as 1 acre in size but never

less than 1/10th of an acre, the length along the highway being at least 60 feet. The select park should contain two or more tables built with attached benches; a large, convenient garbage can with an attached cover; a picnic fireplace built with fireguards; and available firewood. Naturally, these ideal facilities would be afforded in accordance with the size and location of the individual site.

We do not have the money to purchase roadside park sites and the land must be donated by property owners or obtained by interested civic organizations, groups, or individuals, in the adjoining towns and donated to the Department for this purpose. The parks should be located in a grove of trees along a stream or near a spring; or in some place of scenic value.

The roadside parks are used for resting spots and places for the public to eat lunches while traveling in or through our State, so they should be made as attractive as possible. The cleanliness and upkeep of these parks cannot be stressed enough. They should be well-policed and, if necessary, cleaned every day.

A large part of our revenue to build highways comes from gasoline revenue from tourists passing through or vacationing in Arkansas and our roadside parks will be used by them. The scenic appeal, conveniences, cleanliness, and upkeep of our parks as well as the condition of our roads will be governing factors, to a large extent, as to whether tourists will be coming back the following year or by-passing our State. We can make them want to come back and to tell their friends about the wonders of Arkansas so they, too, will want to visit us. Let's do it.

OUR ARKANSAS FLAG

by Martha Adams

Personnel Division Staff

Have you ever noticed that, aside from the State Capitol, the Arkansas Highway Building is the only other building on the Capitol Mall flying our wonderful State flag. Could there be a reason? We've questioned here, there, and yonder to no avail...and even delved through all sorts of literature and old data. The only answer forthcoming is that we fly our State flag and have done so as long as anyone can remember. It gives a warm glow to know that this is so. Do you feel it, too?

Many of us, during the course of our daily lives of busy activity, are apt to take things pretty much for granted. Some of the very things we work for and hold dear become obscured by details of the moment. Our families, homes, and our work take up most of our time, so few of us pause to reflect upon the glorious heritage which is ours.

We are proud of our beautiful flag with its national colors of red, white and blue, which was officially adopted by the General Assembly of 1913. The 25 blue stars around the border of the diamond indicate that Arkansas was the twenty-fifth state to join the Union. That occurred on June 15, 1836. We, here at the Highway Building, feel particularly proud to fly our State Flag of Arkansas, truly the land of opportunity, and we want everyone to know that is exactly the way we feel about it.

PREVENTABLE ACCIDENTS

APRIL → 34

Division 1 - Total 3

- 4/10/56, injured back unloading cement.
- 4/12/56, automobile accident, no injury.
- 4/27/56, automobile accident, no injury.

Division 2 - Total 4

- 4/6/56, pulled muscles lifting timbers.
- 4/12/56, injured back lifting gasoline.
- 4/17/56, struck wrist against post while cutting right-of-way.
- 4/24/56, timber fell and mashed foot.

Division 3 - Total 1

- 4/3/56, dragline hit light pole, damage to school bus.

Division 4 - Total 6

- 4/6/56, finger injured lifting tile.
- 4/10/56, truck door flew open, hurt hand.
- 4/13/56, automobile accident, no injury.
- 4/16/56, automobile accident, no injury.
- 4/19/56, unloading gravel, object in eye.
- 4/23/56, sand and gravel got into eyes.

Division 5 - Total 0

Division 6 - Total 3

- 4/16/56, automobile accident, no injury.
- 4/17/56, automobile accident, no injury.
- 4/25/56, crank slipped, kneecap fracture.

Division 7 - Total 5

- 4/3/56, deep cut on hand loading dragline
- 4/6/56, finger split open for drainage.
- 4/10/56, automobile accident, no injury.
- 4/17/56, axe slipped, cut right leg.
- 4/23/56, axe glanced off finger.

Division 8 - Total 5

- 4/6/56, automobile accident, no injury.
- 4/13/56, stepped off truck, twisted ankle.
- 4/23/56, mashed thumb hooking cable.
- 4/24/56, climbing from patrol, nail torn loose, dislocated joint on finger.
- 4/30/56, injured ankle and hip in fall.

Division 9 - Total 1

- 4/9/56, piece of steel injured eye.

Division 10 - Total 2

- 4/2/56, while piling timber to burn, log fell on finger, causing injury.
- 4/19/56, fell from tree, broke left leg.

Jacksonville - Total 4

- 4/4/56, piece of wood hit stomach while cutting plywood.
- 4/6/56, truck door slammed mashing finger
- 4/6/56, struck head on mirror while repairing brake on trailer.
- 4/24/56, using drill particle flew in eye.

Little Rock - Total 0

MAY → 28

Division 1 - Total 1

- 5/17/56, while fixing flat a piece of steel broke off cutting right arm.

Division 2 - Total 3

- 5/17/56, cut middle finger.
- 5/22/56, twisted ankle in step from truck.
- 5/22/56, shovel slipped while shoveling gravel and injured right hand.

Division 3 - Total 4

- 5/3/56, while loading concrete blocks, one fell, hurting and bruising hand.
- 5/8/56, mower fell backward on employee.
- 5/17/56, injured leg on mower.
- 5/19/56, burned fingers lifting cooler.

Division 4 - Total 3

- 5/14/56, automobile accident, no injury.
- 5/15/56, cleaning roller and wind blew object into eye.
- 5/31/56, bruised right hand.

Division 5 - Total 4

- 5/1/56, thorn stuck in back of left hand.
- 5/5/56, came in contact with poison ivy while he was searching for the point of curve.

5/16/56, while helping to move radiator received a broken bone in back of hand.
5/18/56, strained back while prying on front end loader which was stuck in mud.

Division 6 - Total 0

Division 7 - Total 3

5/26/56, left middle finger injured.
5/28/56, badly bruised toes.
5/31/56, broken bone in thumb.

Division 8 - Total 3

5/4/56, automobile accident.
5/5/56, cut right leg below the knee while moving the floor hoist.
5/28/56, cable hit foot breaking toes.

Division 9 - Total 3

5/10/56, employee fell from patrol and received severe injuries.
5/23/56, injured shoulder fueling roller.
5/23/56, injured hand under patrol.

Division 10 - Total 4

5/2/56, severe laceration of left hand
5/4/56, sprained back while setting head wall forms.
5/9/56, steel post hit foot breaking toes.
5/17/56, concrete pipe fell injuring left leg of employee.

Little Rock - Total 0

Jacksonville - Total 0

PROGRESS... ATTUNE WITH THE TIMES

Three members of the Little Rock Executive Staff given more responsible jobs: C. A. Shumaker from Office Engineer to Assistant Chief Engineer; E. F. Nelson from Engineer of Right-of-Way to Office Engineer; and Chief Counsel W. R. Thrasher adds Right-of-Way Division Head to his duties

Look ahead, Arkansas! Your good roads are showing! In construction, maintenance, office procedure, personnel relations, public relations, and progressive results, the Highway Department has accomplished miracles in the past 3½ years. We are proud of this, but proud with humility for we know our attainments were the work of many people pulling together: the Commission, the Director and his Administrative Staff, the Supervisors, the Employees, and the Good Citizens of our State.

Our hearts are full with the rewards our efforts have brought us, but there is so much more to be done. We cannot rest on our laurels or even halt in our progress for we have simply made a good start and the real test is how well we can continue to build and allow no deterioration.

In order to build and maintain bigger, better, and more modern highways to take care of the heavy traffic today and in the future, we must expand. We must have more equipment and a larger staff. We must all do a little more than our share.

Our Chief Engineer's time is heavily utilized in consultation with other state engineers, and engineering specialists. In considering an assistant, so that all phases of the Chief Engineer's work could be given ample thought and consideration, C. A. "Bill" Shumaker was the logical and excellent choice for the position.

"Bill will be my right arm, and I'm right-handed," Chief Engineer Ward Goodman remarked, then added, "that should give you a pretty good idea of the confidence I place in his ability."

Mr. Shumaker was born in Prescott and attended the University of Arkansas where he studied civil engineering. He is a Registered Professional Engineer in Arkansas and has served the Department for 26 years in such capacities as Resident Engineer, Instrumentman, Draftsman, Field Engineer, Estimator, District Superintendent, Assistant Construction Engineer, and he has carried the responsibilities of Office Engineer since January 1948.

While E. F. "Gene" Nelson has studied law, he is essentially an engineer. His duties as Engineer of Right-of-Way did not entail court trials, but was forever encompassing legal technicalities leaving little room for him to exercise his ability as a proficient engineer. Therefore, it was believed that his highway engineering know-how could be used to better advantage in a full engineering capacity.

Ward Goodman states: "I'm mighty glad to have Gene as Office Engineer. The work is not complete new to him, you know, and...well, I hope he is half as pleased with the new setup as I am."

Mr. Nelson was born at Junction City, Kansas, and studied civil engineering in the Kansas State College at Manhattan. He is a Registered Professional Engineer in Arkansas and has been with the Department for 22 years. His service with us includes work as Draftsman, Assistant Office Engineer, Senior Highway Engineer, and he has been our Engineer of Right-of-Way since 1951, a new Division at that time.

Combining the Legal and Right-of-Way Divisions for administrative purposes was a stroke of genius. And adding the Right-of-Way Division Head's responsibilities to W. R. "Billy Bob" Thrasher's duties as

Chief Counsel isn't as heavy a burden as it may seem at first thought. He has always tried the R/W cases and is well-acquainted with the complications and ever-growing activities of that Division.

Director Eldridge emphasized his complete confidence when he said, "Billy Bob is an excellent attorney. He is also quite capable of handling the affairs of a large Division and supervising the work of a number of employees. I feel that he should have the opportunity to prove his ability. Right-of-Way is right down his alley, and this Division should, by all means, be headed by a full-time attorney."

Mr. Thrasher was born in Nevada County and received his B.A. Degree from the University of Arkansas, and his L.L.B. Degree from the Harvard University Law School. He was appointed Chief Counsel for the Department January 1, 1953, and has served efficiently in that capacity since that time.

Our hearty congratulations to Bill, Gene, and Billy Bob. Informal? Maybe. But these three wonderful people need never lean on authority to command the highest respect. They are warm, friendly people, proficient in their work and endowed with great leadership qualities. They have graciously accepted heavy responsibilities and we know every employee will cooperate in every way to help them maintain smooth-running offices. We can all help by doing our own jobs to the best of our abilities.

Through loyalty, faith, and hard work we are catching up with the times, as is evidenced throughout Arkansas. There'll be more expansion...there'll have to be. We must progress with, and keep abreast of, the times. Let's go team!

CONCRETE PAVEMENTS

a Technical Article—in Two Parts

by W. C. Ross

District 3 Construction Engineer

When a concrete paving job has been awarded, the probable site for the batching should be made known to the Resident Engineer as soon as the location is known to the contractor. At that time, the Work Order has not been issued nor has the Resident Engineer been formally appointed but the probable Resident Engineer should ask for early confirmation because contractors sometimes will lease an unsatisfactory plan site without collaboration with any engineer.

When the Resident Engineer has been confirmed, he should immediately contact the contractor about the plant site. The amplitude of the area should be checked, extent of side-trackage, direction of the prevailing wind, and location of the field plant technician's office. Some of such details are dependent on whether the contractor will use one size of course aggregate or two sizes, an option usually exercised by him in this State.

The Plant Technician

When the plant site has been approved, the field plant laboratory placed, and the door key handed to the Resident Engineer, a field plant laboratory technician should be assigned. There is the rub. If such an assignee has not done such work before, as a helper, he cannot do it now ...and he cannot learn it within a week, especially if his Resident Engineer has

not performed such work himself. (Most technicians are now instrumentmen or resident engineers, or have gone off with the contractor.) If a technician is available for the job, he should be assigned ahead of the Work Order so he can supervise the contractor's stockpiling of aggregates, in layers as required, and establish the aggregate characteristics prior to establishing mix design which may be required on the Work Order date.

The field plant technician is also responsible for field details when paving has been started. When the mix has been designed on the basis of total mixing water, the technician is responsible for computation of the minus water due to external moisture of the aggregate, plus water due to absorption; resulting slump; air content; molding of cylinders; casting of beams; curing, shipping of both cylinders and beams, their resulting strength; and such subgrade conditions as would affect the yield. For such controls, he must have a pickup or panel truck and a trainee other than his scale inspectors.

When paving is in progress and the slab inspector has completed his part of the daily report relating to subgrade cross-sections, batches received, linear feet paved, extra areas, slump tests, and air contents, bridge approach slabs and equations, he must then turn the data over to the plant technician for completion. The

technician must then proceed to deal with cement contents, plural. There are three kinds; the theoretical, the actual, and that which relates to the plan section.

Cement Contents, Plural

The theoretical cement content is that which was specified per cubic yard of concrete, the actual content is that which was used in the cross-sectioned volume of actual pour, including low subgrade. The actual content should always nearly equal the theoretical, but not exactly because neither the plant operation nor the cross section method is sufficiently refined for precision results. The cumulative cement content by plan section divided by the cement content by actual section shows the percent overrun of cement that the contractor is buying because he is purposely running his subgrade low as assurance against thin cores, for which there is a penalty. Such overrun can be held within 3 percent. Some contractors figure on 6 percent and some on 10 percent.

The actual cement content divided by the theoretical content should be held within 1 percent, plus or minus, daily, and within 1/2 percent cumulatively. The field plant laboratory man is not worthy of the title "technician" if he cannot do this. However it will require constant checking to aggregate moisture, separation of newly arrived aggregate from that of the day before, daily checking of scales by use of 50-pound scale weights and some cooperation by others. Accuracy of width between forms, accuracy of tests of air content, nonsettling of forms, testing of water discharge mechanism, and wetting the subgrade are duties of others.

The Daily Report

The daily report should be completed in pencil on the evening of the day on which the work was done, and be typed and mailed to the District Office not later than the next morning. Since the slab inspector must complete his part of the report first, the plant inspector should be supplied with a calculator and a typewriter, and be required to check the slab inspector's computations and complete the report. The Resident Engineer should call for it, sign, and mail it the following morning. If the Resident Engineer ever gets behind with such reporting, he can never catch up. If he has to attempt the reporting, because the technician doesn't know how, he really hasn't the time. But there have been cases where the Resident Engineer didn't know how, either!

In the interim between the award of contract and issuance of the work order, the District Construction Engineer should spend at least 2 days at the residence. During these 2 days he has ample opportunity to approve the plant site; check the storage facilities of the steel; give direct answers to the contractor's questions; and summarize the ability of key personnel, that is, the Resident Engineer, Laboratory Technician, Slab Inspector, and Instrumentman.

The Slab Inspector

If available, the slab inspector should also be assigned ahead of the Work Order. By so doing, he can check steel for type and assembly during its unloading; for compliance with plans and for its condition relative to rust. He can prepare the oil barrel as described in the "Manual of

Instructions" for testing accuracy of the water-discharge mechanism. He can check the setting of forms, their straightening and oiling, prior to Work Order issuance.

The slab inspector's work is just as important as the plant inspector's. He must desire quality of structure as well as smoothness of surface. He must be concerned about the contractor's yield and he must have natural ability for handling the contractor's men...through the superintendent and foremen as much as possible but directly most of the time. Most of his orders require instant compliance.

As a general rule, slab inspectors are proud of their jobs and consider themselves valuable, especially if they are diversified in their abilities. However, is there one who could substitute for the plant technician or who could control a hot-mix asphalt plant? On the other hand, most plant inspectors like to work alone with great accuracy and dislike control of large numbers of men. Both plant and slab inspectors like to specialize.

One of the reasons we are short of good paving technicians is that instrumentmen, whose work is less seasonal, get better salaries. Another reason is that the good field laboratory men like to specialize as either asphalt men or as concrete men. And they like to be further distinguished as plant men...not as paving men.

Concrete paving is much less seasonal than asphalt paving. If one of our young inspectors should be willing to diversify in hot-mix pavement inspection, hot-mix plant control, concrete paving inspection, concrete laboratory work, and concrete pile casting and pile driving, he would not be found on our payroll this winter

merely because he was a good man last summer. He would be busy in all seasons and would soon be regarded as much more irreplaceable than any instrumentman.

Form-Setting

When the job has been graded and pavement forms inspected for condition, it is time for the instrumentman to get ahead with blue tops for form-setting, offset usually at 3 feet. It is usual that the instrumentman has never been on concrete paving, and it may be the Resident Engineer hasn't either. If told to proceed with setting the blue tops, he will usually get stakes at 25-foot intervals on curves and 50-foot intervals on tangents, at elevations read to the nearest hundredth of a foot. A vertical hundredth is a large dimension in concrete paving. It is preferable to set stakes at 20-foot intervals on curves, at elevations read to half-hundredths, and to set grades on the curves prior to setting any on tangents.

Tangent grades should be shot with a transit, from curve to curve, by the method used in shooting sewer grades from manhole to manhole. By using this method, hundredths are not concerned except for very long tangents where intervening grade points are needed. This kind of instrument work is definitely good for riding qualities of a pavement. When forms have been set and paving is in progress, it is the duty of the paving inspector to frequently sight along tops of forms looking for kinks, lateral or vertical, which may have developed since the instrument work was done, or which may be slight imperfections left by the instrument crew.

(To be continued)

1956

DIVISION MAINTENANCE
JANUARY 1

TYPE OF WORK	DIVISION 1		DIVISION 2		DIVISION 3		DIVISION 4		DIVISION 5	
ROADWAY	Miles									
Pavement Resurfaced	3.07								1.3	
Widened & Resurfaced										
New Pavement			2.65		16.50		1.85			
Grading & Minor Drainage	11.40		11.62							
Gravel Resurfaced			13.03		0.25					
Sealing										
Dust Palliative	6.31									
TOTAL ROADWAY MILEAGE	20.78		27.30		16.75		1.85		1.3	
BRIDGES	No.	Linear Feet								
Replaced by Culverts			1	30	1	73				
Old Bridges Redecked										
Concrete			1	91	1	32	3	165	8	1,100
Asphalt										
Timber			1	338						
Widened & Redecked										
Concrete	6	413	1	58						
Asphalt			1	32			1	162		
Timber									1	
Hand Rails Set Out										
New Bridges										
Precast Concrete	2	211	10	627	4	163				
Steel			1	82						
Timber			3	198					1	
Multiple Pipe										
TOTAL BRIDGING	8	624	18	1,426	5	195	4	327	12	1,100

WORK COMPLETED

MAY 31

1956

DIVISION 6		DIVISION 7		DIVISION 8		DIVISION 9		DIVISION 10		TOTAL	
Miles		Miles		Miles		Miles		Miles		Miles	
7.55 2.58		10.70 1.65 3.50		6.84		3.50		0.90 29.05 26.00		4.41 7.55 38.68 52.07 47.77 3.50 6.31	
10.13		15.85		6.84		3.50		55.95		160.29	
No.	Linear Feet	No.	Linear Feet	No.	Linear Feet	No.	Linear Feet	No.	Linear Feet	No.	Linear Feet
		4	146					2	73	8	322
						2	102			15	1,506
	40					1	22			5	586
5	253	5	328					5	292	22	1,344
								1	33	3	227
										1	51
				4	501			4	180	24	1,682
										1	82
										4	229
6	293	5	328	4	501	3	124	10	505	75	5,707

This n' That - - -

Drew and Desha Employees' Barbecue

The District 2 personnel of Drew and Desha Counties really know how to celebrate the opening of the asphalt season. For the third consecutive year, employees for miles around met for a barbecue dinner and party at Monticello April 24. What a fine-looking group of people. Husbands and wives and children, all a part of our wonderful Highway family.

The barbecue was just right! as were the numerous salads, pies, and cakes. It was a feast for which, I'm sure, a great many wives are due credit. There was also coffee, cokes, ice cream, and overeating!

Job Superintendent Woodrow Wilson acted as Master of Ceremonies with the friendly informality of a professional MC. Armed with a list, at which he seldom glanced, he introduced every employee and guest attending who, in turn, introduced their families. District and Division staffs, asphalt men, area foremen, foremen, subforemen, crew members, and special guests were all present to the tune of well over 150 people. Clever and humorous remarks were rampant from the microphone, speakers table, and sidelines. Side-remark participation in the program was spontaneous and did much to enliven the air of festivity.

Special guests included the President of Monticello A & M, Mayor of Monticello, Mr. and Mrs. Cecil Lynch, Mr. and Mrs. Herbert Eldridge, Mr. and Mrs. A. G. Rives, Mr. and Mrs. C. Don Hayes, Mr. and Mrs. Gerald Sisk, Mr. and Mrs. H. R. Lucas, Mr. and Mrs. B. M. Shalmy, Mr. and Mrs. Paul Denson, O. A. Tinsley, and not special, but present, your editor...It was fun!

Miss Willie Lawson Writes:

On one of our prettiest spring days I was driving from Augusta to Wynne, and being very greatly pleased because the roads were in such good condition and the shoulders so nice and clean...when all of a sudden! I drove over a piece of wood and bit of trash on the road.

There was a truck behind me and I had thought it had my favorite sign, "AHD," o)) it...but wasn't sure. After I had passed the trash, I looked in my mirror in time to see the truck stop and one of the men get out, remove the trash from the roadway and get back into the truck...no time lost and such a good deed done.

I didn't know their names but it made me proud all over again to be associated with employees who are that interested in the safety of highway travelers, as well as the looks of our roads.

Applause For Division 9 Crews

Our thanks to Shirley Morton of the District 5 Office at Harrison for this interesting news item: "During a recent rainstorm, a solid rock, 100 feet long, 30 feet high, and 20 feet wide, rolled down the mountainside onto Highway 23 between Huntsville and St. Paul in Madison County. The rock, being so large, had to be dynamited and the large pieces removed with a Clam Shell and trucks. Commendation is due Division 9 maintenance crews who so quickly and efficiently moved this obstruction from the highway." (Sorry we couldn't use your photograph of the scene Shirley, but we will save it for the time when we can use it in our magazine.)

Party Line Parade

HEADQUARTERS

MATERIALS AND TESTS

Julia Mae Steele - Reporter

E. L., and Hilda Wales and her niece spent their vacation in Florida fishing. They reported that the weather was not as good as last year but they had a most enjoyable time anyway.

* * * *

Frances and Ervin Roller spent part of their vacation visiting her sister in Fort Smith and also doing some fishing.

* * * *

Your reporter was married to R. Steele of Benton on February 15 at Greeneville, Mississippi, and we are living at 3008 Gaines Street. R. Steele is employed at Reynolds Metals Company, Bauxite. We spent our vacation recently in Winslow, Arizona, visiting my sister, Mrs. J. W. Rose and family. (Our Congratulations, Julia Mae, and we hope you and your husband will be very happy.)

* * * *

We are sorry that C. N. Roach of Plummerville is sick at this time but we hope that he will have a very speedy recovery, and be in tip-top shape soon. John T. Pendergrass had the misfortune of getting his hands burned recently, but was able to continue working. We hope they heal quickly, John.

* * * *

Congratulations to Bob Donham who is sporting a new black Bel Air Chevrolet. We are happy for you, Bob.

Our Hearty Congratulations to H. Hays Medlock and Russell Newsom who celebrated their birthdays recently. Many happy returns of the day and may you both have many, many more.

* * * *

We will all miss Willard Harrison who resigned recently to accept a position with a contractor. We wish you the very best of luck, Willard and hope that you will visit us often.

* * * *

Jules Hedrick, former employee of the Materials and Tests, paid us a short visit recently while he was here taking his Registered Professional Engineers examination. Jules is now living in Memphis. Good luck, Jules, we hope you pass with flying colors.

* * * *

We are sorry to report that two other of our employees have been on the sick list for the past several days. Russell Newsom has had a very severe chest cold which necessitated medical treatment, and Odell Ballard burned his foot recently and then it became infected. We send them both our very best get-well-quick wishes with the hope they will be back with us real soon.

* * * *

We offer our deep and heartfelt sympathies to Henry A. Dreher and his family in the loss of his mother, Mrs. Alice Dreher of Sweet Home, who passed away on April 27.

Party Line Parade

PERSONNEL DIVISION

Martha Lee Adams - Reporter

Our Division gave Therese Peyer, our little mother-to-be, a surprise stork shower and get-together May 4. The event was tied in with a farewell party for Norma Potts, who left Maintenance recently to return to Oklahoma with her husband, Bob, who finished his 2-year stint with the Air Force. Therese thought the party was for Norma and Norma had no idea she was an honoree also, so both the girls were surprised and pleased. Norma received a lovely bedspread and Therese, after the initial shock, discovered that she had some beautiful baby gifts and a lovely blue duster for herself. Our Division gave her a very nice bathinette. We had refreshments and Zelda Riggs very graciously baked cookies for us which were delicious, as usual. We all miss Norma and were sorry to see her leave. Therese will also be leaving us soon for more important duties at home but she will always be remembered by all who know her. We wish both girls the very best of luck always.

* * * *

We are very happy to announce that our Personnel Director, Dennison Yates, and Mrs. Yates are the proud grandparents of a fine 7-pound, 10-ounce granddaughter, born to their daughter and son-in-law, Mr. and Mrs. Bobby Lawhon. The new arrival made her appearance on May 28, at Arkansas Baptist Hospital. She is their first grandchild. Congratulations to the happy parents and grandparents.

Hazel Norman's little 8-year-old boy, "Sonny," who has been in the Shriner's Children's Hospital in Shreveport since January 24 for an operation and treatment of his leg which was left crippled by an attack of polio, has had his second operation. The operation was performed on April 11. Hospital policy rules that the parents of the little patients are to be notified only after an operation, so Hazel couldn't be there. She visits him often though and reports on his progress. He is doing fine and is in good spirits but is getting a little homesick. Hazel doesn't know when he will be able to come home but we all hope that it will be soon. She has mentioned that he loves to receive cards so if any of you out there would like to make a courageous little boy happy and perhaps help to dispel some of the loneliness at times, drop him a card with a line or so written on it, or you have a child around that age maybe he or she would like to send him one. We know that Sonny will be happy to hear from you and will be cheered by your thoughtfulness. Address your cards to John Norman, Jr., Shriner's Hospital.

* * * *

Sarah and Walter Neel recently spent a week end in Memphis visiting their son, Walter, Jr., and his family. Their twin granddaughters, Sherilyn and Marilyn, who are 6 years old, were "graduated" from Kindergarten while they were there and Sarah reported the event was the highlight of the trip, as the children were decked out in caps and gowns. We bet they were cute to see.

Party Line Parade

Jimmy Zinn, our Personnel Interviewer, attended a 3-day convention May 10 in Fort Smith as a Delegate to the State Council of United Commercial Travelers.

* * * *

Terry Tyson, Carolyn Crawley, Eleanor Huie, and Bobby Hendricks are four new additions to our Personnel "family." We are glad to have them with us and hope they will be happy on their new jobs.

* * * *

Callie Walters attended a Homecoming Picnic in Grant County recently and while there visited old friends. She reported she had a wonderful time.

* * * *

Rhoda Bintliff attended Communion Day Services at Bee Branch on Mother's Day and reported she enjoyed it immensely.

* * * *

Our hearty congratulations and best wishes to Lucy Rhode's daughter, Lucy, who graduated from St. Vincent's School of Nursing, May 1. Good luck, Lucy.

* * * *

Hazel McKim really enjoyed her vacation leave in April. She moved into her new home at 2211 West Short 17 Street in North Little Rock. Congratulations, Hazel.

BRIDGE DESIGN DIVISION

Virginia Tackett - Reporter

The U. S. Corps of Engineers, Design Branch, Old Court House Building, is the new working address of Bill McMahon, former designer in this Division. We hope Bill will like working with the Engineers but we miss him already.

We extend a hearty welcome to Jim Little who is back with us after 2 years of active duty with the Army. Jim was stationed at the Presidio, San Francisco, a greater part of the time working with an engineering branch there. Glad to have you back, Jim.

* * * *

Proud parents, Jake and Lillian Knott, drove to Austin, Texas, May 19 in their new Oldsmobile. The happy occasion was the graduation of their son, Dick, from Austin Seminary. The week following, Dick was ordained into the Presbyterian Ministry at Sugarland, Texas, where he will be pastor. Dick and Madeline have a 4-year-old son, Rickey, and a 2-year-old daughter, Melinda. Our sincere Congratulations to Dick and his family.

* * * *

Out of the 700 or so graduates of the Little Rock Central High, 2 have parents in the Bridge Design Division. Larry Carlson and Richard Tackett wound up a hectic last month of social activities and unexpected end-of-year work by donning caps and gowns and receiving their diplomas May 24. Congratulations and the very best of luck, boys.

* * * *

This Division, as well as the entire Department, extend deepest sympathies to John Hall and his family in the loss of his father Oliver W. Hall of Las Vegas, Nevada. His mother is staying with John, Flo, and their children, Dianne and James. May God in His own loving way bring comfort to them in their time of sorrow.

Party Line Parade

EQUIPMENT AND PROCUREMENT

Mary M. Hill - Reporter

C. P. Jernigan is sporting a new 1956 Pontiac- a very smart looking car. Congratulations, C. P., we know you will enjoy it.

* * * *

We are sorry to lose Lloyd G. Roberts, Clerk in the Stock Room, who resigned May 4, to take a position in Little Rock. We hope you will be happy on your new job.

* * * *

We missed Mrs. Clyde Holmes when she was off a week because of illness in April. We are glad she is back with us.

* * * *

Kay Bonnell in the Procurement Office at Jacksonville has an interesting hobby raising Beagle puppies. Kay reported that with their long, floppy ears, big brown eyes, and little white-tipped tails wagging a big "hello," the little rascals can easily steal a place in your heart. They are black saddled trimmed in tan with white and to date she has 7 of them. She states that they are considered the best rabbit dogs and are also used in hunting deer and fox, and make a wonderful house pet as they are clean, gentle, and loving.

* * * *

We extend our deepest sympathies to M. L. Price and his family in the loss of his father, G. F. Price of McRae, who passed away in a Little Rock hospital, April 30. And to Mr. and Mrs. Asa L. Duncan in the loss of Mrs. Duncan's mother, Mrs. Emma Smith, who passed away May 9, at Fort Smith.

Bernie L. Cox entered the Veterans Hospital May 21 for ear surgery. We wish you lots of good luck and a speedy recovery, Bernie.

* * * *

Bonnie Collins and her family visited relatives in Mammoth Springs the week end of May 4. Bonnie reported they had a very grand time and she came back with a bit of a suntan

* * * *

We all miss Frank D. Caple of the Equipment Office who is a patient in the Arkansas Baptist Hospital in Little Rock. Frank underwent surgery May 5. We are pulling for you, Frank, and hope you have a very speedy recovery.

DISTRICT 1

Headquarters Kathryn Booher Jonesboro

J. C. Perkins, Sr., L. A. McCain, and G. E. Nunnally drove their good-looking 1956 Chevrolet State cars home from Little Rock March 19. The gentlemen are very proud of them. Who wouldn't be?

* * * *

G. E. Nunnally was chosen with other highway officials to attend a highway course at Texas A & M College in April.

* * * *

J. J. Schamer, D. H. Hamilton, Bill Hays, A. G. Rives, Walter Carter, and Bob Johnson, visited us recently. We hope they will pay us a return visit soon.

* * * *

We enjoyed having Charlie Holderbaum of the Little Rock office who helped us during Mr. Nunnally's absence.

Party Line Parade

DISTRICT 1

Division 10 W. Fitzgerald Paragould

Emma Jean Batey, our Payroll Clerk, really enjoyed seeing the double-header baseball game between the Giants and the Cardinals, but can't say as much for her bus ride to and from St. Louis. We think she is as proud to be back on the job as are to have her back.

* * * *

We miss one of our Job Superintendents, John Killingsworth, Jr., who recently was transferred to the Construction Department and is now working in Augusta. We all wish him good luck in his promotion.

* * * *

Your reporter is "up to her ears" in graduation exercises plus wedding plans for her daughter, Gail, who is to be married to Gene Hibbeler on June 9, in Austin, Texas. (Congratulations to Gail and Gene and we hope they will be very happy together.)

* * * *

Sue Talley is really enjoying her part in "playing house" these days since she and Tommy have moved out in the country to enjoy the wide open spaces. We are happy for them and hope they are very happy in their new home.

* * * *

Our deep and heartfelt sympathies are extended to Bill O'Guinn and his family in the loss of his beloved father who passed away May 10, after a very long illness. He will be sadly missed by his family and the many people who knew and loved him.

DISTRICT 3 OFFICE

Sheila Williams Camden

Joe Schamer, Ed Orsini, and D. H. Hamilton paid us a surprise visit recently. It was a pleasure having them, even though their visit was short. We hope they will drop by again soon.

* * * *

John Best, Permit Agent out of this Office, celebrated his birthday March 31. A belated "Happy Birthday," John, and we hope you have many, many more of them.

* * * *

Mr. and Mrs. W. C. Ross recently returned from a wonderful vacation down in Florida. They must have enjoyed it as they have marvelous looking tans to prove it. They are going to make their home in Camden and everyone is quite happy about it. Mrs. Ross stopped by for a visit with us recently while she was in town making arrangements for the move.

* * * *

That is a good-looking new yellow Studebaker Hawk that John Best is sporting these days. Was that a birthday present, John? It is a honey, and when do we get to try it out?

* * * *

We extend our sincere and heartfelt sympathies to Mr. and Mrs. W. T. Jeter, Sr., and their family in the death of Mrs. Jeter's mother, Mrs. Sarah B. Shanon, who passed away recently. Mrs. Shanon had made her home with the Jeters' in Fort Smith. We know she will be sadly missed and may God bring comfort to all those who are bereaved by her passing.

Party Line Parade

DISTRICT 3

Division 3 Olive Jackson Hope

We are proud to announce that among the 57 Arkansas high school seniors who have been named winners of Certificates of Merit by the National Merit Scholarship Corporation in its nationwide search for students of unusual ability, is Edward S. Jeter, son of Mr. and Mrs. W.T. Jeter. These certificates are given on the basis of National Merit screening tests given in October and on College Board examinations given early this year. Edward is a senior in the Fort Smith High School. Congratulations and our best wishes for continued success.

* * * *

Leonice Bailey and her mother, Mrs. Leon Bundy, attended the wedding of Leonice's brother, Jack, to Janet Davidson at the First Baptist Church on April 4, in Henderson, Kentucky. Congratulations and Best Wishes to the happy pair.

* * * *

Our Congratulations to Charles Ray Tittle, son of Nettie and Clovis Tittle, who was elected President of the Student Body of the Hope High School in a recent election. Charles Ray made speeches before the student body and also appeared on Radio KXAR. He was chosen by a popular vote of the students. Charles Ray will be a senior next year. Nettie and Clovis recently spent a week end in Fort Smith visiting their daughter, Betty Guidos, who is a nurse at the Sparks Hospital, while her husband, Johnny Guidos, is in the Armed Services.

We are very sorry to report that Harold Johnson is in the Cora-Donnell Hospital in Prescott. Harold received a back injury May 8 when his mowing machine turned over and pinned him underneath. We sincerely hope that Harold will make a speedy recovery and be back with us soon.

* * * *

Lula and Loyd Haynie spent an enjoyable week end in Fayetteville recently, visiting son, Bob, and his wife, Ida Rae.

* * * *

Our Congratulations and very Best Wishes to Virginia and Cecil McCorkle, who are the proud parents of a daughter, Cathy Nell, who was born March 30.

DISTRICT 3

Division 7 Sula Burnham Camden

We are happy to report that T. H. Thompson, W. E. Rushing, R. C. Ramsey, Joe Simpson, and Elvin Pickett have all been dismissed from the Ouachita County Hospital after having received medical treatment and they are doing fine.

* * * *

We enjoyed a recent visit from D. H. Hamilton, J. J. Schamer, and Ed Orsini. We hope they won't stay away so long before paying us another visit as we are always glad to have them.

* * * *

Our sincere sympathies to the Bill and Hugh Anderson family in the loss of their brother, Van, of Sterlington, Louisiana, who was stricken with a sudden heart attack. May God in his own way bring comfort to these families.

Party Line Parade

Congratulations are in order for Mr. and Mrs. "Red" Barner who became the proud parents of a daughter, Roxie Lee, born April 24 and weighing 9 pounds and 11½ ounces, AND to Mr. and Mrs. "Pete" Gill on the arrival of a son, Gerry, born April 19 at the Ouachita County Hospital. We wish for Roxie Lee and Gerry long, happy, and prosperous lives.

DISTRICT 5

Division 9 Shirley Morton Harrison

Mr. and Mrs. J. C. Perkins, Jr. and Dickie, recently spent a few days in Little Rock on a business and pleasure trip. J. C. also had the pleasure of driving his new Buick Hard-Top, which is certainly a beautiful automobile.

* * * *

We extend the welcome mat to Dick Panchman, who joined our forces as a mechanic in the Division Shop. Dick is the son-in-law of Clell Deakins who has been with the Department a number of years. We hope you will be happy working with us, Dick.

* * * *

Edris Hulsey spent several days in Kansas City, Missouri, recently visiting with friends and taking in the ballgames. Edris reported he had a wonderful time and is looking forward to another visit in Kansas City soon.

* * * *

The new equipment received in Division 9 has certainly made many people happy! They received several new trucks and mowers and they are all proud of them.

Anyone for fishin'? If so, contact Paul Byrom to learn the secret of his ne "Gizme" that catches only the big ones. Your reporter would give a small fortune to learn the secret as would others in the Division. Speaking of fishing, we hear that "Slim" Porter capsized his boat on a recent trip to the lake. How about the details "Slim?"

* * * *

We send our very best wishes to Gus Flippin who is recovering from a recent illness and we want him to know that we have missed seeing him around. Get well wishes are also sent to Joe Patton, who recently underwent surgery at the Mayo Clinic in Minnesota. Joe is employed in the office of the Resident Engineer in District 5.

* * * *

Forrest Williams is busy with the paint brush at his home. By some strange coincident, Forrest managed to take time off to paint at the same time the fishing season opened in the local creeks! Good painting, Forrest!

* * * *

The District 5 Office has been very fortunate to have John Crouse with us the past 2 weeks. John is very busily and efficiently drawing plans for construction in the District. John is Assistant Resident Engineer to Ralph Wyatt.

* * * *

Congratulations to Mr. and Mrs. J. A. Arnold who are the proud parents of a baby boy. Our best wishes to the little fellow and may he have a long, healthful, and happy life.

QUESTIONS and ANSWERS - - -

EMPLOYEES' INFORMATION DEPARTMENT...Send Your Questions to the Editor

Q. If all vacation leave was transferred into sick leave January 1, 1956, will an employee have to wait until he accumulates leave this year before taking a vacation? If not, how can it be used before it is credited to his account?

A. He does not have to wait if he is eligible for leave. He may use it because he is entitled to a 10-day vacation. Computation is made monthly because our employees may take their vacation leave in increments of less than 10 days at a time, if they wish to do so. An employee who uses vacation leave a day at a time, for various reasons, and then requests a 10-day vacation misunderstands the leave regulations. A vacation leave may be approved only for the unused portion of the 10 days to which he is entitled during the year. Any additional number of days vacation would have to be granted by special permission.

* * * *

Q. Would an hourly employee, continuously employed for 11 years, be credited with any vacation leave on January 1, 1954, or would accrual begin on that date with no balance carried over from the prior year?

A. Vacation leave for all hourly employees began on January 1, 1954. There was no vacation leave prior to that time to be carried over into 1954. However, sick leave is credited to the employee at the rate of 6 days each year from the first date of employment in such cases.

Q. When an employee is off due to illness or operation and uses all his sick leave before he returns, is it required to put him on vacation leave until it runs out if he wishes not to use it? In the event this same employee did want to use his vacation leave for his illness, would he have to have special permission to have more than 10 days?

A. He may be placed on leave without pay, if he wishes to do so. There is no provision in the policy for granting additional leave in case of illness.

* * * *

Q. Should all accrued vacation leave for hourly employees be changed to sick leave as of January 1, 1956, or should record cards show the 10 days the employee will be eligible to take in 1956? For example, consider that an employee has worked continuously since January 1954 and never taken any leave, thus having 20 days vacation and 12 days sick leave credit to him at the end of December 1955.

A. In this case, the total credit to sick leave as of January 1, 1956, would be 32 days. Accrued vacation leave for all employees, monthly as well as hourly, was transferred into sick leave the first of this year. An employee does not need to be credited with a carry-over of vacation leave as he is entitled to 10 days vacation leave each year after 9 months' continuous employment as long as he remains with the Department.

Q. If an hourly employee was employed for 5 years, re-employed for another 5 years, re-employed in 1955 and still working, would computation of sick leave begin in 1955 or would he accumulate sick leave for the first two employments also?

A. Computation of sick leave would begin in 1955. An employee must have been employed in January 1954, the date hourly employees were granted sick and vacation leave, in order to be credited with sick leave from the first date of employment.

* * * *

Q. What is the maximum amount of sick leave that an employee is allowed to use during any illness?

A. He may use the maximum amount of sick leave to his credit plus his vacation leave, if desired.

* * * *

Q. If an employee becomes ill but used all his sick leave instead of drawing Workmen's Compensation pay because of an injury while working, is there any way he can get his sick leave back to take care of him during his illness? or can he now draw Workmen's Compensation pay because he didn't request it for the injury?

A. No to both questions. It was a mistake to use his sick leave simply because he would receive a little more money per day in addition to his medical bills. Sick leave benefits and Workmen's Compensation coverage have distinct purposes: Sick leave is to take care of an employee in case of illness; Workmen's Compensation is to take care of him if he is injured in the course of his duty.

Q. If an employee must leave work after 3 o'clock in the afternoon because of a doctor or dentist appointment, or because of an emergency, should he be required to sign a vacation leave slip for 4 hours?

A. No. A leave slip is not required in such instances, as the time used is less than 50 percent of half a day. However, if an employee is inclined to take advantage of the understanding accorded, he should be requested to make up such lost time.

* * * *

Q. In computing leave cards for monthly employees should accumulation of unused vacation leave, to be transferred into sick leave, start from first employment or from the last re-employment?

A. The last re-employment date minus the number of days vacation leave used.

* * * *

Q. Employees eligible for leave used to be credited with 12 days a year instead of the 10 working days now being used. For the year 1954, should employees be credited with 12 days or 10 days?

A. 10 days. This error was corrected by Minute Order 350, dated January 14, 1954.

* * * *

Q. Does a proof of age statement signed by the parent of a minor meet employment requirements? If not, why?

A. No. Proof of birth date does not protect the Department in case of a serious accident. The statement required must show the parent or guardian's permission for the minor to work for the Highway Department. The age is not doubted.

AHD CROSSWORD PUZZLE

ACROSS

1. Road into expressway
7. Low wall
14. Let fall
18. Penitence
19. To stimulate
20. To inveigle
21. To sail about
22. Color
23. A metric weight
24. So be it
25. Finishes
26. A draftsman
29. Normandy natives
31. Born
32. Insect
33. Massage
35. Mottled tan
36. Hang around
38. Hot Springs
41. An aeriform fluid
43. Acting award
46. Pilers
49. Relative pronoun
51. High Priest
52. Warrior
55. Twisted
57. Dutch cheese
58. Rosary bead
59. Stag
60. Inflate
62. Fracas
64. Lamprey
66. Acquire
67. Summed
71. An exclamation

73. Touch gently
75. Auricle
77. Girl's name
78. Expresses
81. Expedition
84. A lath
85. Scrape
86. Fabulous bird
88. Heckle
89. Period of time
91. On sheltered side
92. Worship
94. Beetle
95. Cape
96. Swayed unsteadily
97. Male progenitors

30. Nose about
32. Farewell now
34. Heated fight
37. Greek letter
39. Deviled
40. Skill
42. Home
44. A wing
45. Edge
47. Girl's name
48. Cry silently
50. Activity
52. Pork
53. Mother of man
54. Slips back
56. A shred
57. Finale
59. Understand
61. Row
63. Runs away
65. Notes
68. Publicize
69. Escapee
70. Engager
72. A mere trifle
74. Trite
76. Assistants
78. Persia
79. Masculine
80. Coke
82. Kismet
83. Mellowed
84. Mar
87. A spider
90. First name of inventor
93. Rare metallic element symbol

DOWN

1. Advancement
2. Eye part
3. More uncouth
4. Goddess
5. Distress signal
6. A rutabaga
7. Rubber
8. Again
9. Cowboy
10. Be
11. Caress
12. Jacket
13. Trend
14. Serious plays
15. Courted
16. Ajar
17. Writes
27. Breathe
28. Mat

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
18						19							20				
21						22				23			24				
25					26	27			28		29	30					
31				32				33		34		35					
36			37			38	39	40		41		42	43		44	45	
			46			47			48		49	50			51		
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While the above crossword puzzle is for everyone who enjoys this pastime it was especially prepared for the people employed on Construction Job No. 3454 at Daisy, Arkansas. Our thanks for your appreciation and it is sincerely hoped that all of you will derive a great deal of pleasure in working out the answers. We were very glad to hear from you...how about sending in some news about your people for Party Line Parade?

We seldom hear from construction people out in the field...it would be our pleasure to become more acquainted with you and your families.

