

AUGUST 1959

Arkansas Highways

MAGAZINE



PICTURE OF THE MONTH



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Issued monthly for and by the employees of the Arkansas State Highway Commission as a medium of departmental news and other information.

Commission Chairman *Lawrence Blackwell*
Vice-Chairman *Harry W. Parkin*

Members *James H. Crain*
 Glenn F. Wallace
 Arnil Taylor

Director of Highways *F. R. Oliver*

Chief Engineer *Ward Goodman*

PICTURE OF THE MONTH: The Lewis Ferry, in operation over Red River near Foreman for many years, will soon be a thing of the past. It is being replaced by a new steel and concrete bridge being constructed jointly by our Highway Department and the Texas Highway Department. The Texas side is at the left in the picture. The ferry operator makes his home in the lean-to on the ferry. Work on the bridge was started June 23, and will be approximately 1,261 feet long over the river itself but over four miles long including the approaches on either side.

COVER PICTURE: No explanation is necessary about our front cover if you have been keeping up with the news. He is, of course, our new Director F. R. Oliver, whose very timely message on the opposite page, should be of interest to all employees.

Prepared and edited in the Personnel Division

Martha L. Adams - editor, vari-typist

Billie R. Hatcher - vari-typist, artwork

Johnnie M. Gray - Highway Department photographer



A Message from our Director

Dear Fellow Employees

I cannot tell you in mere words how happy Mrs. Oliver and I are to be back in the United States and especially to be back among our many friends in Arkansas after more than two years in the Middle East.

It is particularly gratifying to me to be again engaged in helping improve the Arkansas Highway System. For many years the highways of Arkansas have been my principal professional interest. For an equal number of years I have worked closely with many of you in advancing the Federal-aid portions of the Arkansas construction programs. In so doing I gained a high regard for the sincerity, ability and integrity of Department employees and I join you with a feeling of pride in the Department.

Sometimes in the past our public relations may not have been all they should have been and the Department has been subjected to public criticism due, in many instances, to our not telling the people of Arkansas what we are doing and why. We have a *good* highway department - when you hear anyone being critical of it, take the time to tell him of at least one accomplishment in your area and ask him sincerely for a suggestion to improve the department so that he will know we are trying to make it better.

You all know that our Commission worked very hard, without success, during the last session of the Legislature to obtain additional highway revenue to match all Federal-aid funds available to the State. We can all help the Commission and ourselves by studying our jobs and activities from an economy viewpoint. Small savings from day to day may seem insignificant but when added together the total could be surprising - and the U. S. Government will match our savings dollar for dollar on a construction project. I will appreciate your suggestions for changes in our routine procedures or operations that will result in actual cash savings or increased efficiency. I'm sure the Commission and our real boss - the people of Arkansas - will appreciate these efforts.

May I repeat that I am happy to return to our Arkansas Highway Family and I hope to meet each one of you personally in the near future.

Sincerely,

J. R. Oliver

PAT HUDDLESTON...

OUR GENEROUS, GENIAL, GENIUS

Everybody knows and likes this fellow - His friends are genuine in their admiration for him for many reasons. Read on to find out why...

The only son of three children born to the late Mike and Mattie Stevens Huddleston, he arrived May 17, 1910 at Paragould, Arkansas. His father was one of Northeast Arkansas' leading lawyers and at one time was probably considered the leading lawyer in Arkansas.

Pat's early education was received at the Paragould schools. He attended Arkansas State College for two years and then he was off on a football scholarship, to Texas School of Mines. His career in football was fairly notable. He played the positions of blocking back and had a reputation for being "rough and tough."

But playing football (only one of the many things he has done well) was not what he 'hankered' for. Since he was a very young boy he has had an astuteness for mathematical problems and is considered an expert on the subject today. He has the uncanny knack and curiosity for figuring things out scientifically to see what makes them tick. This perceptiveness seems to be an innate characteristic, according to a good friend and colleague. Not long ago, during a Highway Short Course at the University of Arkansas, Pat and a few others from the department visited a steam lab where a young student was busily engaged in his work. Without preamble, Pat proceeded to explain the functions and mechanical operations of the experiment, to the amazement of the student who asked with some bewilderment, "That's right. How did you know?" Pat hadn't had any previous knowledge of the mechanism - it is simply his instinctive ability to know those things.

The entire family seems to be endowed with unusual mental capacities. His two sisters have each been successful following the intellectual path. Wanda, (Mrs. Jim Rankin), who resides in Arizona, has to her credit so far, a book of poems which was published and met with wide approval by the critics. She has an A. B. from the University of Arkansas. Jack, the other sister, is Mrs. E. L. Schott who lives in New Mexico. She has a Ph.D from Michigan State in psychology and has had a book published on the subject.



During Pat's college days, and unlike most students, Pat much preferred to spend an evening in a rousing debate or discussion with some Ph.D. on a mathematical computation, or to be out with the boys, than to date. That isn't to imply however that he didn't have an eye out for the distaff side. He and the former Miss Molly Bone, Batesville, whose father was a leading judge there for many years, have been happily married for 21 years. Pat met Molly while she was employed by the Department in District 5 at Batesville. They have two sons. Mike, age 19, is a petty officer doing aerography work on the Navy aircraft carrier U. S. Antietam based at Pensacola, Florida. He has had some college work and plans to resume school when he is discharged at 21, to become a physics major. Jimmy, age 15, is a cadet at Columbia Military Academy and is a hotrod enthusiast. Molly works in the State Comptroller's Office at the Capitol.

Pat has almost 14 years of service with the Department but this time has been accumulated at intervals. As Pat put it, "I've been in and out of the Department at least 15 times." This is an exaggeration of course. His Highway Department Career began as an instrumentman in Construction in 1937, after having been with the U. S. Air Corps as a flying cadet. He stayed that time for nine months.

Other jobs he has held, prior to his first employment with AHD and in between assignments have been with the Cotton Belt Railroad, a private engineering firm with J. Baker and John Buxton; the U. S. Engineers at Memphis; with the Horace Williams Construction Company of New Orleans, which took him to Camp Polk (and Camp Claiborne) Louisiana; with Ford, Bacon and Davis, at the Jacksonville Ordnance Plant, where he was superintendent of utilities; and for ten years in

ENGINEERS JOIN AHD STAFF

contracting business for himself. He has been with AHD now since 1954.

Pat's makeup is such that, while he makes the best of every situation, he may never achieve an inner contentment as he has the indefatigable determination to continue striving for more knowledge. He is perhaps the most unselfish of men - both with his time and money. Pat has helped many engineers in the Department to get their Registered Professional Engineer Certificate by giving his time to schools he held in the Commission Room. He is a member of the National Society of Professional Engineers and is secretary of the Arkansas Society of Professional Engineers.

Pat gave his time to the schools because he wanted to help and for no other reason. He's a soft touch for a loan if he knows the person needs it, and if he doesn't have the money at the time, he'll borrow it for a friend. (Hope that one doesn't bring a deluge of friends down on your neck, Pat.)

Pat's knowledge of math and engineering, plus his ingenuity, has paid off, not only in a monetary sense but will probably gain him wide acclaim in engineering circles eventually. Before World War II he invented an instrument for computation of vertical curves, which he used in his own work. It proved to be a great time saver but he didn't think much about it until the big issue of the Interstate Program came into being. He decided to try to put it on the market and had it copyrighted. In 1957 he sold the copyrights to the "Protract-Grade" which is the name of the instrument, to Keuffel and Esser of New Jersey, the largest manufacturers of engineering supplies in the world. The firm is enthusiastic about its sale potential. They must be as Pat has received advanced royalties on his invention which is just now going into production. A booklet, on the Protract-O-Grade, written by Pat, explains the use of the instrument.

Pat and Molly entertain little. Molly's job and her housekeeping duties keep her busy. She enjoys sewing and of course their sons play a big part in their lives. Pat still enjoys sports immensely - football, basketball and baseball, and during football season he usually manages to see some of the University games. Until he sustained a wrist injury he played a lot of golf but that has been curtailed. He enjoys an occasional game of poker "with the boys."

Perhaps of all the jobs he has held, and the various work involved, the one he now has is the most satisfying to him. As director of the Computing Center, on the third floor, he is in his element. The Department acquired the computer last fall and since that time it has been his "baby," much to the dismay (at first) of his wife. She said that it was almost impossible to keep him at home when it was first installed... every spare minute of his time was spent studying and operating the machine, including nights and week ends. But Pat is dedicated to anything he undertakes - to its successful completion. -M.A

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 People who wonder where the younger generation is headed would do well to consider where it came from.



HAROLD CURT SHADDOX



DELBERT RAY VANLANDINGHAM

Two more graduate engineers have been added to the roster of the Highway Department, making a total of twelve hired this year.

A July graduate of the University of Arkansas, Harold Curt Shaddox, native of Western Grove, Arkansas, started to work as a senior instrumentman in District 1 July 20. Harold attended Western Grove schools, Arkansas Tech at Russellville and has a BSCE from the University. He is a member of the American Society of Civil Engineers; is age 20, and single. Harold's parents are Mr. and Mrs. Hiram Shaddox of Western Grove.

Delbert Ray Vanlandingham will report to work August 31, in Roadway Design. Delbert is from Redfield, Arkansas where he was born August 9, 1938. He attended the Sheridan Schools, Little Rock University and also has a BSCE from the University of Arkansas; and is a student member of the American Society of Civil Engineers. His parents, Mr. and Mrs. Ray Vanlandingham, reside at Redfield.

## AHDFACES FINANCIAL PROBLEM

Our Highway Department, as well as all the others in the nation, is facing a dire financial crisis, but many people in our fair state are not aware of its significance, and are resting on their laurels, perhaps expecting a miracle to happen.

The financial situation is so urgent and important that on July 30, A. E. Johnson, executive secretary of the American Association of State Highway Officials (AASHO), called a meeting for August 1, at the Hilton Hotel in Chicago. Two representatives from each highway department and representatives from the Bureau of Public Roads met at the extraordinary session to discuss the possibly portentous future. Chief Engineer Ward Goodman and R. B. Winfrey, then our Acting Director, were on hand to represent Arkansas.

The problem is big. Heretofore, Congress has as a matter of course, passed a bill for apportionment of funds for highway departments by July 1. Thus far however, Congress has done nothing towards appropriating anything at all for the coming year and if they adjourn in September without taking any action to alleviate the financial strain, work on projects now under contract will be curtailed and no new contracts can be let. Congress reconvenes in January.

The Bureau of Public Roads representatives at the Chicago meeting explained the consequences should this occur; there will not be enough money to pay off the contracts let so far, much less any future contracts. Arkansas, according to Mr. Goodman, is more fortunate than some states as we have outstanding a lesser proportionate amount in unearned money on contracts. Other states have a much higher figure - and 25 departments have stopped awarding contracts altogether. The amount lacking or unearned as of August 1 on the contracts let so far was \$52 million.

The Department will continue to take bids. As a matter of fact, at the next letting date, August 26, \$7 million is the estimated figure being planned for contracts. The bids are prefaced, however, by a stipulation that reads: "It will be understood that the signing by the Highway Commission and the issuance of a work order is subject to satisfactory provisions made by the U. S. Congress for federal financing and reimbursement."

All the facts regarding the financial status were explained to the people of Arkansas when our Director, F. R. Oliver appeared on television recently. In his brief speech he also appealed to his audience to press the issue by writing their congressmen for immediate action.

Mr. Goodman stated that this is the first time in history that we have not been able to depend on the government reimbursement as they have always come through, but this time, unless Congress acts quickly, "we're in trouble." That remains to be seen.

We need two things at this crucial period, Mr. Goodman said. They are: *Authority to spend or apportionment for new contracts; and appropriation to pay for the contracts.*

## HIGHWAY 7 INCLUDED IN 'TEN MOST SCENIC'

The Arkansas Publicity and Parks Commission has been notified that State Highway 7 has been voted one of the 10 most scenic routes in the nation by the people who are supposed to know - U. S. travel officials.

According to the National Association of Travel Organizations which claims to be the voice of all segments of the travel industry, the group polled 125 of its 500 members most interested in highway travel. These were officials of automobile clubs, oil company tour services, motel associations, and bus companies, plus directors of state and regional travel promotional offices.

Apparently only the Ozark portion of Highway 7 was considered in the poll, conducted in connection with the organization's promotion, "1960 - Visit USA Year." More than 50 highways traversing 28 states and offering most every conceivable type of American scenery, received votes.

Highway 7 extends from Lead Hill on the banks of Bull Shoals near the Missouri line to El Dorado, less than 20 miles from the Louisiana border. Had the writers made the entire trip, they would have found probably the most diversified scenic route in the world.

The route follows a zizzag course north and south through Arkansas about half way between Little Rock and the Oklahoma boundary. Beginning high in the Ozarks, it rides the mountain ridges until it drops into the Arkansas's river valley. There, a rich swath of farm lands separate the northern hills from the gentler dips and sways of the Ouachitas to the south. The highway, with only a few unpaved miles between Arkadelphia and Camden, offers a wide variety of scenery.

Others listed among the most scenic routes were Route 101 along the Pacific Coast, U. S. 61 which skirts the upper Mississippi River and Lake Superior in Minnesota, U. S. 90 along the Mississippi Gulf Coast, the Trail Ridge Road through Rocky Mountain National Park, Going-to-the-Sun Highway through Glacier National Park in Montana, U. S. Highway 30 along the Columbia River Gorge and the Million-dollar highway between Ouray and Grand Lake, Colorado. Our highway ranked above the Pennsylvania Turnpike. U. S. Highway 89 which extends 2,000 miles through Glacier National Park on the Canadian border through Yellowstone, Grand Teton Park, Salt Lake City, Phoenix and Tucson and Mexico, and U. S. Highway 66 from Chicago to Los Angeles.



## NEWS BITS...

Chief Engineer Ward Goodman will be guest speaker August 24 at the West Memphis Rotary Club. Mr. Goodman will deviate from his usual thorough coverage of the highway building program - construction and maintenance phases - how, where and the type of highways being built, particularly, in the immediate vicinity. Mr. Goodman will explain to the Rotarians *How To Drive On The Interstate System*, as compared to our regular highways with which we are now accustomed. There is a *right* and *wrong* way to drive on the Interstate System, which many Arkansas drivers will have to become accustomed to eventually.

On July 22, C. Don Hayes was among a group who flew to Cleveland, Ohio by chartered plane as a guest of Euclid of Arkansas and Euclid Division of General Motors, for instruction in the mechanics of the Euclid equipment, and an inspection tour of the three plants at Cleveland and Hamilton, Ohio. A day in Detroit was spent touring the Technical and Research Center. Mr. Hayes said the entire trip was very interesting and educational and very worthwhile to anyone having the opportunity to inspect the facilities both at Cleveland and Detroit. The trip was made possible by J. C. Mitchell and S. W. Yates of Euclid of Arkansas.

Bert Rownd, bridge maintenance engineer, attended a safety conference in Fayetteville July 29-31. The course was sponsored by the American Society of Safety Engineers.

It's good to see Kent Brown, engineer of Surveys, back at his old "stompin' grounds" after having been away over three months due to a serious illness. He returned July 27.

Kent has the dubious distinction of having the most complicated and dangerous operation ever performed at the Veteran's Hospital on Roosevelt Road, according to the doctors. And to add insult to injury, the uremic poisoning which developed after the operation necessitated his lengthy absence. The response to his need for blood was heart-warming to the Browns as many, many offered to donate even after the need was over. Those contributing were: C. B. Thomas, Almer Willis, Don A. Reed, R. M. Harrison, Bobby Brown and Tommy Flippo, all from Surveys; Glendol Jackson and William Bradley, Right of Way, and P. E. Shenke, Bureau of Public Roads. Kent and Mrs. Brown wish to convey their thanks to all the others who offered, who are too numerous to mention by name.

The prettiest peaches we have seen this year didn't model bathing suits in the Miss Universe contest...they grew on trees.

Oscar Mitchell and Earl Pope, members of Division 3 maintenance force in Howard County, grew the luscious fruit in their orchards at Center Point and between the two of them they donated several bushels to the Little Rock offices.

The peaches, delivered to the Little Rock Building by a "peach of a guy" who wishes to remain anonymous, were comparable in size and perfection, to the pears grown last year by Dewey Brannon, another maintenance employee at Thornton.

Our thanks to Oscar and Earl and the anonymous gentleman. They make mighty good eatin'.

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### FIRST PYRAMID TAKES LOSS ON AHD GROUP PLAN

If you would like to enjoy better health (and who wouldn't?), it may be a good idea for us to start an exodus to North Arkansas.

Less claims were paid in that area than in any other, according to the first report of the status of the Group Insurance Plan of the Highway Department Employees, which was submitted recently by Ann Porter, of Accounting Division, executive secretary of the Insurance Committee.

The summary, furnished by the insurers, The First Pyramid Life Insurance Company of Little Rock in accordance with Minute Order 2295 of October 23, 1957 indicated that Districts 4 and 5 had the healthiest bunch of employees. The figures were broken down into statistics by the type of claims paid such as life, hospitalization, ect., claims and premiums paid by class, which is determined by wage rates of the employees, and claims and premiums paid geographically. The districts mentioned were the only two who had paid in more premiums than claims paid out by the insurance company. This included the Administrative and other Little Rock area offices, state-wide crews and construction employees.

The insurance company had expected a loss during the first year of the policy, however, the loss appears to be increasing rather than declining according to the report. The committee and the First Pyramid Life Company feel that it is apparent that some adjustments of premium rates or benefits must be made if the plan is to continue, however, further study and opinions of the employees are necessary before any recommendations can be made.

# Safety **ON THE JOB**

Reams of paper have been used on writing about safety, but the subject can't be stressed enough if we are to believe the accident reports - and we should believe them because these reports are not written just for the heck of it.

Bert Rownd, bridge maintenance engineer, brought back from a safety course in Fayetteville, a pamphlet which reveals with startling clarity, that emotions are 95 per cent the cause of accidents. Most of them can be prevented with the supervisor's help.

For an example, there is a closer connection between an unpaid grocery bill and a mangled hand than most people realize. In the same way, there may be a tie-in between an employee's argument with his girl friend and the fact that he breaks his leg while at work the next morning.

As fantastic as that may seem to many it's true nevertheless. It's well established that our emotions rather than mechanical defects are the major factor causing the accidents. When a man dons overalls and reports for work, he doesn't leave his emotions at home. He brings to the job his fears, worries, loves, hates, enthusiasms, and jealousies. These emotions influence the way he thinks and what he does, and may even affect his physical coordination - an important factor in why a man has an accident.

Because of this, it's important for the safety-conscious supervisor to know how his people are feeling. It's up to him to spot the worker who may be so upset emotionally that he's ripe for an accident, and then try to do whatever he can to remedy the problem.

A case in point is a man we will call Mr. X. Mr. X was a press operator, and records showed that at fairly regular intervals he would be involved in some type of minor accident. None were very serious, but the fact that they occurred regularly made it a serious problem. Mr. X's supervisor checked into the situation and found that he was thoroughly experienced in the type of work he was doing and had a good efficiency rating. Realizing this, the supervisor decided something else must be wrong. He called X into his office to talk over the problem. When X was told the company was disturbed about his accident record, he went on the defensive.

"I never lose much time on those little things," he said, "and I turn out as much work as anybody in the department. So what's the gripe?"

"I'm not saying you are not a good man, X. In fact, you're one of the best men we have but any one of these little accidents could have put you out of commission for a long time - or even have killed you. I'm going to level with you. It's getting too dangerous to keep you on the job - dangerous to you. Is something wrong?"

The supervisor continued his questions, gently investigating every possibility. Finally, X admitted that he had recently refurnished several rooms in his home with furniture bought on the installment

plan, and the unpaid bills were rolling in and he was having trouble meeting his expenses. He said he was so worried about where he was going to get the money that he found it hard to keep his mind on the job.

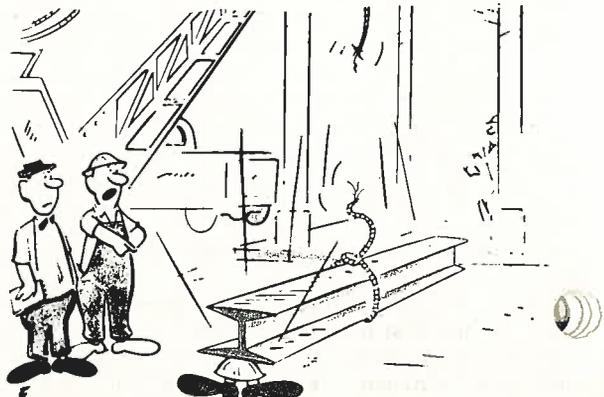
The supervisor called on the personnel department and the credit union, and helped X straighten out his finances. Almost immediately Mr. X's accident rate dropped. He just didn't seem to be having accidents any more.

When something is bothering a man, his muscular responses aren't as quick as they would normally be. He isn't as fast on his feet or as agile as usual. Whatever is distracting him may slow him down just enough so that he doesn't move his hands or his feet fast enough to avoid getting hurt. A famous analyst once pointed out that you can build a guard rail around a band saw, but you can't fence off a man's mental attitude.

It's the supervisor's job to detect as soon as possible any indication that one of his workers is unduly worried. Attitudes, facial expressions, abnormal reactions, the way a worker moves around on the job, are just a few of the clues a supervisor can use to tell whether an employee is upset. Of course, an almost certain indicator that something is wrong is when an employee has a series of minor accidents. In cases like these, it's the supervisor's responsibility to find the cause and give the individual extra attention before another accident occurs.

Safety habits have to be learned - which means they have to be taught. Safety training should be an integral part of job instruction, and in teaching a man how to do his job, a supervisor should be sure to show him the safe way of doing it. If an employee picks up unsafe habits in learning the job and keeps repeating them, the law of averages will catch up sooner or later and there will be an accident.

If mechanical hazards are not taken care of, the same law of averages will work, and there will be another black mark on the department's safety record. It's the supervisor's job to see that safe working conditions are maintained. If he does that, he has five per cent of the problems licked. The other 95 per cent depends on how well he knows his people and how closely he watches the underlying causes of accidents - emotions.



"Safety committee ought to be happy...he was wearing his hard hat."

# CONTROLLED ACCESS

## The Diversion of Traffic Doctrines

Many courts of the land have been presented with claims for damages in which claimants argued the principle that the relocation of a highway causing the main flow of traffic to be diverted away from the abutting owner's place of business or premises, because of the natural public desire to use a new or better road, is compensable. But judicial decisions based on these claims have held that any damage to such premises or deduction in market value resulting from that diversion of traffic flow in these instances is held to be the result of exercise of the police power of the State, i.e., a measure intended to protect or foster the comfort, health, safety and/or prosperity of the public, or at least to be the incidental result of a lawful act, and consequently, this change in traffic flow cannot be viewed as a taking or damaging of a property right.

One opinion has expressed it thus: "It is now an established doctrine in most jurisdictions that such an owner has no right to the continuation or maintenance of the flow of traffic past his property. The diminution in the value of land occasioned by a public improvement that diverts the main flow of traffic from in front of one's premises is now compensable."

Another thus: "Insofar as the regulations may divert some traffic (mainly eastbound) from defendant's filling station, they have no legal cause for complaint. They have no vested right to the continuance of existing traffic past their establishment."

And still another thus: "Obviously the landowner's claim must rest or fall upon a decision whether she has the vested right in the flow of public travel, which once came by her door, but for which now, for the convenience of the general public, a shorter and more convenient route has been opened and is being employed. We hold she has no such right."

So the courts have established the diversion of traffic doctrine which holds that the rerouting or relocating of a highway does not give rise to a legal damage and does not entitle the abutting owner to damages. From another aspect it has been stated in judicial opinion that neither the economic loss and business impairment of abutting landowners nor the economic and tax loss of municipalities constitute grounds for preventing the relocation of a highway.

Going a little further, the courts have said there is no distinction between (a) cases of relocating a highway in which no property of a particular claimant is taken and (b) cases in which a portion of the claimant's property is taken for relocation purposes - where severance

damage is not in question. In the second case, the point involved was phrased by one court:

"In an eminent domain proceeding, may a reduction in market value of land not condemned (where the actual taking for the new right-of-way from a portion of such land has not disturbed or affected the value of the part remaining), which is caused solely by a diversion of traffic formerly passing in front of a place of business, be considered in determining the amount to be paid for the portion actually taken?"

And the courts have decided that point again on the adjoining highway, hence the market value above of the land taken is the equitable cost of the right-of-way taken and it shall not be enhanced by an amount intended to compensate for the anticipated reduction or change in traffic flow or the adjoining highway since "they have no vested right to the continuance of existing traffic past their establishment."

Next Issue: The Circuity of Travel Doctrine



*Fishin'  
Facts...*

A woman's beautiful locks have proven to be the downfall for many a poor sucker, but until a few years ago a lady's hair was not known to have fatal attraction for fish.

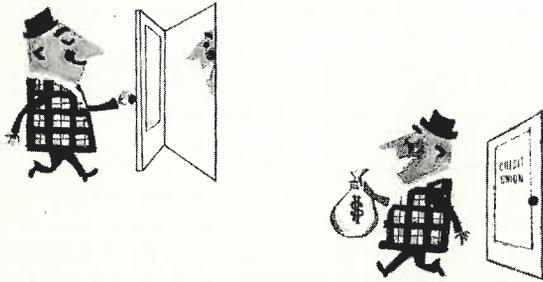
Up in Provo, Utah, a local angler noticed that Nan Eccles' hair was a rich mixture of copper and gold. He asked her for a lock to be used in tying a fly. Later, the man declared that fish just couldn't stay away from it. He caught them by the dozens, including an eight-pounder.

It was only natural that the fame of her hair as lethal medicine for fish could not be kept secret for long. Now fishermen all over Utah are pleading with the girl for even tiny locks of her hair for the purpose of seducing fish!

A little-known secret in keeping minnows alive on long trips is to carry them in airtight containers. For a large number of minnows, a milk can with a tight cover will do the trick. Smaller numbers of minnows can be carried in a one or two gallon, wide-mouth jar. Place fresh water in the container, and be sure the lid is on tight after putting in your minnows. When the can or jar is opened, change the water and replace the lid. Minnows will remain lively for 24 hours by using this method.

# your credit union

*the safest place to borrow*



There's a good thing going at the State Capitol for state employees who wish to take advantage of it. And that's possible with very little effort or time.

The Capitol Credit Union which is owned and operated by state employees, is little-known among the employees working in the divisions and districts, and we think you should know just what the union does.

The benefits of the Credit Union are at the disposal of its members, and any employee of the Highway Department is eligible to join. It costs a quarter to become a member and after becoming a member and saving at least \$5, you have all the voting, saving and borrowing privileges. Savings deposited not only accrue interest but also provide a dollar's worth of insurance for every dollar saved, up to \$2,000. It provides also loan insurance. A loan will automatically be cancelled if the person making the loan should die. But this applies only to loans made up to \$10,000. The interest rate on loans is at a low cost of 5/6 of one per cent on the unpaid balance. Dividends paid on savings accounts are based on the earnings of the union, and are credited to your account at the end of the year. This will vary some but it has been running around 3.6 per cent. The State Banking Commission, under which the union is operated, audits the books and the union also must comply with all the rules and regulations set up by the banking commission.

The Credit Union is insured by Credit Union National Association (CUNA Mutual) which insures only credit unions throughout the United States. The way the insurance on your savings is handled is by ages. For instance, from one year of age through 54, each dollar saved is insured 100 per cent. From 55 through 59, the insurance drops down to 75 per cent of your savings, and thereafter drops by ages, to 50 and 25 per cent. In effect, it is a life insurance without having to take a physical examination or paying premiums. Many Highway Department employees have been saving automatically through this means, and it has been a boon to many who have borrowed for any provident or productive purpose.

The Capitol Credit Union started in 1948, but the idea for them originated about a hundred years ago in Germany. Since that time they have sprung up all over the United States.

It is made up of a nucleus of people who run the organization for the convenience of state employees, and has a nine-member board, plus committees, who are as follows: Paris Stovall, president; Mrs. Margaret Mitchell, vice president, Virginia Haskins, assistant treasurer; B. E. Friday, Don A. Briggs, Martha Stafford, Dennison Yates (a Highway employee), Claude Carpenter, Scaife Shell, and Gene Baker, board members. Those on the supervisor's committee are Johnny Beavers (Highway employee) C. C. Hammett, and Albright Horn; and the Loan Committee is comprised of Barney McCreight (Highway employee), Charles Davis, and Roy Finch.

Members are given an opportunity to attend all annual meetings and are given a voice in electing administrative directors to represent them.

Highway employees should be encouraged to save through this means so that resources will be available for emergencies and cash purposes. If you desire more information, either write or go by and talk with Mrs. Haskins, at the State Treasurer's Office in the Capitol. She will help you to budget your expenses and create a desire to live within your means.

## Around The Departments

### MATERIALS AND TESTS

*Julia Halliburton*

We are sorry to lose Odell Ballard, inspector in Materials and Tests, who resigned recently.

Happy Birthday to the following August and July celebrants: E. L. Wales, Joe Magness, Julia Halliburton, Neil Roach, D. Tucker, L. G. Willcockson, Roy Rosin, Grady Putnam, and A. Richardson.

Roy Rosin and Rabon Camp spent their military leave recently at Camp Polk, Louisiana. Grady Trouté spent his at Hoopston, Illinois.

Lois Tullos, wife of materials inspector, Charles Harmon Tullos, entered the hospital for surgery August 5. We wish Lois a speedy recovery.

Congratulations to J. D. Earnhart for receiving his 5-year Service Pin and Certificate of Merit.

A visitor to our department this month was Ernest Binam, a former employee now working in California.

Norbert H. Kordsmeier Jr., was the lucky winner of the "Know Your Cardinals" contest. His prize is a round-trip for two to St. Louis to see the Cardinals play, with all expenses paid and \$50 spending money. Congratulations, Norbert!

## BRIDGE DESIGN

*Virginia Tackett*

We are happy to report that Jake Knott is making a rapid recovery from his recent major surgery at St. Joseph's Hospital in Hot Springs. He has left the hospital and is convalescing at home. As a recent Arkansas Highways story said, you can never tell what will happen to you on your vacation - you may wind up in the hospital. We are looking forward to Jake's early return to the division.

Catherine Carlson, daughter of L. P. Carlson, bridge engineer, and Mrs. Carlson, was married to Kenneth Rochester, of Montevallo, Alabama at St. Mark's Episcopal Church at 4 o'clock on August 23. In the fall the Rochesters will be living in Montevallo and Catherine will teach at Alabama College while Kenneth is studying electrical engineering at the University of Alabama.

It keeps us busy here in Bridge Design welcoming home our service men. Jim Matthews came home from Fort Sill where he had studied missiles; Lem Tull is back from Fort Polk covered with creosote from the timber trestle bridge he helped build; and Ben Hogan reported in from Fort Knox where he claims he learned nothing, and besides that, left about twenty pounds there, melted away on the drill field.

Reid and Sally Beckel spent their vacation in Florida with a stopover in New Orleans for some music, some food, and some sightseeing - all fine. They enjoyed the sand, sea and sun in Panama City and the nearby resort areas and more sea food there as well. Although they didn't use it in making the trip, they have a new MG and are enjoying it thoroughly.

Jack Bonner, Jr., was home for a visit with his parents Doc and Etta Bonner recently. He works in Alanta, Georgia now, and his visits are of necessity a little less frequent and so are a real treat to his folks.

Jim Matthews' Teeny League team came through the season in fine shape and are close to the top of the list of teams playing in the tournament. We wish them all the best of luck.

## REPRODUCTION

*Hess Gordon*

We are happy to have Bobby Kindy, who was added to our personnel in June. Bobby is in the multilith room and was formerly with Meyer's Bakery in the reproduction department there.

Mamie Fanning had as guest last week Miss Pauline Lucas of Durham, North Carolina. Miss Lucas and Mamie taught school together there a number of years.

Rachel Simmons, husband June, and their children Dottie and Freddie, spent the week end of August 8, in Shreveport with Rachel's nephew, George Pool, Mrs. Pool, and their brand-new infant daughter.

Patsy Roling had her vacation recently. Pat stayed at home with small son Ray, so that her mother-in-law, who takes care of the little boy, could have her vacation.

Our supervisor, Henry Vopel, when asked if he had been anywhere or had done anything interesting, stated emphatically that he had done nothing but WORK.

Lucille Huffstutlar's sisters, Vera Fletcher and Floy Reynolds, of Dallas, Texas, paid her a surprise visit recently.

This reporter's son and wife, Lt. and Mrs. Jack Gordon, visited me recently while on a 15-day leave from his duties at Ft. Benning, Georgia. Upon Jack's return to Ft. Benning, he will be assigned to his permanent post at Ft. Hood Texas.

## STATISTICS AND ANALYSES

*Mary Ann Crow*

Lots of S&A folks have been traveling south during July and August. Bill Moore took wife, Ruth, and daughter Patty, to the Gulf Coast a few weeks ago. They spent almost a week of their vacation in New Orleans enjoying the color and atmosphere of the Vieux Carre. Also while there, Bill was guest speaker at a meeting of the Young Business Men's Association.

Leroy Beckett and family went through New Orleans while on their way to Florida, where they spent most of their two weeks vacationing. They drove over to Sherman, Texas to see relatives before coming back to Little Rock.

Joe Lovell also journeyed south last month. He spent two weeks at Fort Polk, Louisiana on military leave, and he reports that they had some "nice picnics and cook-outs" while he was there.

Bea Davis left for Florida on July 31, and then cruised from Miami over to Nassau, Bahamas to spend two weeks.

Mignon Besancon and her family drove to California during July, and visited Los Angeles and Long Beach.

Barbara and Edwin Rider have been busy furnishing and moving into their home at 3610 Lilac Terrace. They have selected French Provincial furniture and are now choosing and arranging the accessories.

Statistics and Analyses honored Elmer Smith on his retirement from AHD with a barbeque at Boyle Park on July 23. Mr. Smith was presented with an engraved silver goblet, a gift from his fellow employees.

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"The Royal Road passed through Ninevah, the capitol city of Assuria. In order to preserve this artery for its intended purpose, the king decreed that anyone whose property encroached on the 78-ft. right-of-way through the center of the city should be put to death by hanging on a pole erected in front of his house. This is perhaps the earliest and most drastic attempt to control highway right-of-way." (Highway News, July, Aug. 1958)

## EQUIPMENT AND PROCUREMENT

Mary M. Hill

Mr. and Mrs. Lem Kirkpatrick were in Denton, Texas the week end of July 10, to bring daughter Kitty home from TWU, for summer vacation.

Buddy D. Davis was on military leave from August 1-15 at Fort Polk, Louisiana. Buddy said it was just a little too hot for camp but he had to make the best of it.

Vacationers in our division during the month of July and August were: W. R. New and C. E. Parker, who spent a week just vacationing at their homes. Mr. and Mrs. T. C. Ellis were in Fairfield, Illinois with Mrs. Ellis' mother, then went on to Jackson, Tennessee and brought their two grandchildren home with them for a visit...Mr. and Mrs. Troy Jones and family spent a week in Kansas City, Missouri. L. M. Wade and family went to Hamilton, Alabama to visit Mr. Wade's parents, Mr. and Mrs. J. B. Wade, and his brother and family, Mr. and Mrs. H. E. Wade. Mrs. C. D. Holmes was away for a week as a guest of relatives in Poplar Bluff, Missouri and Salisaw, Oklahoma...Carl Hillis and family were week end guests of his sister Mrs. Guy Friday in Ada, Oklahoma...The J. N. Pattys were in Sylvania, Arkansas for a week and the W. W. Yanceys made a trip through Northwest Arkansas and were in Fayetteville, Rogers and Harrison. Kay Bonnell and husband Joel, are spending ten days in the Great Smoky mountains.

Mr. and Mrs. O. E. Wagner are happy to have their son, Johnny, at home on leave from the U. S. Army. He has been stationed at Fort Jackson, South Carolina and will report to Indianapolis, Indiana where he is to attend school for postal clerks.

We are sorry to have lost Bob Landfair who resigned July 31, to attend school in Kansas City, Kansas. Best of luck to him. Leon E. Sneed joined the office force on August 1, to replace Bob. Welcome, Leon.

At this late date we would like to mention that Mr. and Mrs. C. Don Hayes and this reporter were also guests of Jim and Martha Meredith when they so graciously entertained Jon Shaw at their home in Lakewood June 19. The food was delicious and cooked by Jim, who is always voted the "best cook." It was a lovely party and a most enjoyable evening.

We extend our sincere sympathies to M. L. Price and family in the loss of his mother, Mrs. Daisy Price who passed away July 4, at her home in McRae, Arkansas.

## PERSONNEL DIVISION

Sue Barnes

Several of our people have been on vacations recently, but otherwise, local activity has been cut short, somewhat...too darn hot!

Carma Dunn, who has been living with an aunt and uncle, moved into an apartment recently.

Carma has been going home to Bradford fairly regularly to spend the week ends...ditto Betty Ray, whose home is in Mount Vernon.

Verna and Ivan Daes, with son Ricky, drove up to Leavenworth the week end of August 7, to be on hand at a reunion held by Verna's family. They returned August 10. (That's Leavenworth, Indiana - not Kansas.) They also visited with Ivan's parents in Austin, Indiana.

The Walter Neels had guests recently - at different times...Sarah's aunt and uncle, Mr. and Mrs. Fred E. Kline from San Antonio, Texas; Walter's niece, Miss Marjorie Neel from Los Angeles, California, and the Walter Neels, Jr., from Memphis, with children, were with them the week end of August 7.

Sibble Cox and family will soon be in their new home on West Markham...Sibble has been in quite a stew getting some new furniture, drapes, planning her decor, and all the other things people get in a stew about preparing to move.

Frank Scroggins returned to his job running our elevator on Monday, August 10, after having spent two weeks in Louisiana visiting relatives. Frank reported a very nice time.

Your reporter enjoyed a fun-filled week at Galveston, Texas August 1-7. Had a wonderful place to stay right on the gulf and drove to Houston to spend one day. Glad to get back home, though.

## RIGHT OF WAY

Nancy Conrad

On Friday, July 31, the Right of Way Division enjoyed a fish fry and picnic at Burns Park in North Little Rock. There was more than enough food and fun for everyone. We're looking forward to another one real soon.

We regretted hearing about the demise of Ruby, Les Evitts' dachshund, who was often in the news here. Ruby was fatally injured by a hit and run driver.

Retha Griffin is in the Veteran's Hospital having an operation on her foot...Bob Johnson has had an operation for varicose veins but is at home now...Maxine Robertson had a tonsillectomy but is back at work now. Hope Retha and Bob will be on the road to recovery soon and back at work.

Woody Laird is on vacation but says he will be working around the house. He plans to sheet rock his basement, but hopes to get in a visit to Mississippi to visit relatives also.

Fred Williams is away on a two-week military leave.

Virginia Lewis; daughter of Gin Cannon, is engaged to Clayton Vandenburg. Their wedding is planned for September 6. We wish them much happiness together.

Your reporter vacationed for a week, visiting brother Bill and family in Fort Smith...had a grand time.

**ROADWAY DESIGN***Sidney Lee*

James Breazeal started a two-weeks encampment with the National Guard in Louisiana on August 3. It is said that "Jim" has to arise at 4 a.m. each day in order to report to General John B. Webb at 5 a.m. to start the daily routine.

**DATA PROCESSING CENTER***Lana Tunnell*

Data Processing Center is sorry to report that Frances Jones, our former reporter is no longer with us. We welcome Betsy Branch and hope she will enjoy being with us.

Art Johnson spent one week in St. Louis at the National Machine Accountants Association Conference. His vacation was spent in Chicago with friends and relatives - and taking in some ball games.

Billy Ratliff enjoyed her trip to North Carolina. She was accompanied by her mother and sister. They went through Lookout, Smoky and Cumberland Mountains.

The last two weeks of August Gladys Plunkett and family will spend their vacation on Lake Hamilton at their cottage - fishing, skiing, boat-riding and such.

We missed Robert Tucker of our division when he spent two weeks at Fort Chaffee in Fort Smith.

**DIVISION 2 - PINE BLUFF***Ouida Grimes*

We had a foremen's meeting in the division office July 28. During the noon hour we had barbeque chicken and the trimmings at Oakland Park. The chief cook was Brewster Shalmy (and we must say, a good one). His helpers were Mrs. Shalmy and this reporter. G. R. Sisk and G. W. Stanford were guests.

Mr. and Mrs. H. R. Lucas' two granddaughters, Hannah and Barbara, spent several days with them recently. They are now living with their parents in Yazoo, Mississippi.

Mr. and Mrs. Joe Hays have presented their daughter Barbara, with a new baby brother. Joe Thomas Hays was born July 30 at Davis Hospital weighing 5 pounds, 8 ounces. Congratulations to the proud parents.

Jesse D. Herring, one of our night watchmen, and his wife have been to California on their vacation. They visited their daughter and did a lot of sight-seeing and particularly enjoyed a visit to Disneyland.

We send our best get-well-wishes to Patricia Cope, daughter of Mr. and Mrs. Pete Cope. She has been in Davis Hospital.

Charles Arthur Morgan, son of our Elmer Morgan and Mrs. Morgan, of Pine Bluff, and Miss Anna Eva Deeges, daughter of Mrs. Eva Deeges and the late Mr. Deeges of Hamburg, Arkansas were married in the First Baptist Church of Hamburg, on August 1. Charles will enter the

University of Wyoming this fall in Laramie. Eva is teaching school in Casper, Wyoming. Congratulations and good luck to the newlyweds!

**DIVISION 3 - HOPE***Olive Jackson*

We were very glad to have G. W. Stanford and R. B. Keene from Accounting as visitors in our office recently.

Congratulations to Jay Roberts who received his 10-year Service Certificate and Pin in the month of July.

We are sorry to report that Houston Kitchens had the misfortune of having a bad accident on Thursday, August 6, when the tractor he was operating overturned on him. The accident occurred near Red River bridge at Fulton on Highway 67. Houston suffered severe rib and chest injuries and his condition is very serious. We wish him the best of luck in a speedy recovery.

The following employees who are with the National Guard left August 2 for two weeks summer training camp at Fort Polk, Louisiana: Cecil McCorkle, Arvin Jones, Franklin S. Paige, Jimmie Lewis and Elmer Clark. Also, Pierre Malardier who is in the Reserve left August 9 for weeks encampment in New Orleans.

Lester and Hester Purtle are the proud grandparents of a little grandson, Charles Andrew Griebel who arrived July 15. Mr. and Mrs. Jack Griebel of Little Rock are the proud parents.

We are very happy to report that Ed Bonds who was in the hospital for a week is now back on the job.

**DIVISION 5 - BATESVILLE***M. L. Moser*

We had quite a few visitors to our division this month. Always glad to have them. They were: Ed Orsini, with the Accounting Division in Little Rock; Bill Baugh, with Maintenance Division in Little Rock; C. M. Matthews and W. H. Cook of Harrison; Asa Duncan from Statistics and Analyses, spent a couple of weeks checking equipment; R. B. Winfrey and E. L. Wales, from Little Rock; and G. W. Allen from Yellville, who was once our maintenance superintendent. Hope you all return soon.

Several of our men are having "arm" trouble. Clyde Nast, heavy equipment mechanic is off at this writing after having surgery on his elbow. He is doing fine we're happy to say. Lawson Johnson was off two weeks having surgery on his arm, but is back at work now...and F. H. Massey, mower operator in Izard county, broke his left arm while mowing right-of-way. He is getting along fine. C. A. (Buck) Qualls was on sick leave this month. Hurry up and get well, Buck.

Congratulations to J. C. (Tompie) Thompson who received his 15-year Pin and Certificate of Merit this month.

## Division 5 (cont.)



Here are the three young sons of C. R. Tharp. From left are: Mitchel Gay, Danny Lee and Charles Keith.

C. R. Tharp and children, Michael Gay, Charles Keith and Donny Lee spent a vacation with his mother and father at Fort Wayne, Kentucky.

Uncle Bertie Isley received a call from his son J. B., telling of his wife being in an automobile accident in Arizona in which she received a broken leg; her sister, Mrs. J. House was injured fatally and brother-in-law J. House being injured. Sorry to hear news such as this.

Robert Moser, heavy equipment operator, was on vacation this month. He and Mrs. Moser went to Missouri to visit their son and his wife and grandson...R. C. Conley, truck driver in White county, was on vacation but said he just rested at home...Lee Tharp, shovel operator, spent five days at home helping his wife canning vegetables - guess we'll have to visit the Tharps.

Jim Prentice, night watchman in our division, retired August 1. Jim began work in 1952. Hope you have a long, happy retirement, Jim.

## DIVISION 7 - Camden

*Sula Burnham*

Certificates of Merit and Service Pins were awarded recently to: Ernest Barner, 15 years; Aubrey Herring and J. W. Neeley, 10 years; and Odis Alesander, Rick Guesner, S. J. Turner, J. D. Wilson, Derwin Erwin, Lois Hamilton, James Morgan, Charlie Keeton, Jewell Prince, and Victor Stone, 5 years. Congratulations, all!

Mr. and Mrs. C. W. Sorrells are proud parents of a baby boy, John Wayne. Mr. and Mrs. Bobby Heard have a new baby girl. Congratulations to the happy families.

Mr. and Mrs. W. E. Hicks and Judy, had a very pleasant visit in Tulsa, Oklahoma with their daughter Virginia. Blossom said she felt ten years younger...the feelings are mutual with your looks, Blossom.

June Ivy is wearing a beautiful watch - the giver is a secret. We think a ring may be forthcoming any day now.

Gloria Jeeter, daughter of Mr. and Mrs. W. T. Jeter, is in the Ouachita County Hospital. We wish you a quick recovery, Gloria.

Mr. and Mrs. Howlet Pope left for Santa Ana, California August 9. We are pulling for the weather to be cooler, and hope they have a wonderful trip.

## DIVISION 9 - HARRISON

*Edris Hulsey*

We have had many compliments and requests for pictures on the renovation of Building 3 at the Division Headquarters in Harrison. Major credit for the improvements go to Curtis Gardner, Bill Hawkins, and Ertie Lawrence and his crew for their designing and construction. Other employees also deserve mention for the moving and caring of stock during the remodeling period. Curtis also designed and constructed the racks for storage in the office stock room. The building is 130 feet long and 28 feet wide, 8 feet wider than it was. It has a concrete floor and a 3-foot concrete walk extending the length of the building. All this, plus a room for records and four rooms for the storage of foreman's tools and other items, assigned to them. (All the men deserve much credit for this work and the fine spirit and cooperation shown. We hear it is a big improvement. -Ed.)



Curtis Gardner and Bill Hawkins checking stock items. Seen in the background are patrol and off-the-road tires.



Curtis Gardner is standing by the storage racks which he designed and constructed.



by

Jimmy Zinn

Mrs. Upper crust was showing the new maid around the house. As they came to the dining room, she said, "This dining set goes back to Louis the Fourteenth."  
"That's nothing," said the maid. "My whole living room set goes back to Sears the fifteenth."

Two motorists met on a bridge too narrow for two cars to pass. "I never back up for an idiot," shouted one angry driver.

"That's all right," replied the other calmly, as he shifted into reverse. "I always do."

Mother (on phone): "Helen, dear, could Papa and I leave your kiddies with you and Bob tonight? We're invited out for the evening."

A man who moved into a well-to-do but stuffy neighborhood was mowing his lawn one hot day with his shirt off. After several minutes had passed a patrol car pulled over to the curb and the cop walked over to the man.

"Don't you know you're breaking the law?" growled the cop. "We don't allow indecent exposure in this neighborhood."

The man, convinced he was acting perfectly innocent-ly, shrugged his shoulders.

This exasperated the cop.

"Why, what would people say if your wife mowed the lawn dressed like that?"

"They'd say I married her for her money," the man replied.

A wealthy Texas oilman cashed a huge personal check which came back from the bank with "Insufficient Funds" stamped across its face. Beneath the stamped words was the handwritten notation: "Not you...us."

The woman autoist posed for a snapshot in front of the fallen pillars of an ancient temple in Greece.

"Don't get the car in the picture," she said, "or my husband will think I ran into the place."

Anxious wife, as she observed her husband fishing in a bucket in the living room: "I'd take him to a psychiatrist, but we need the fish."

Two inmates were talking "I've made up my mind," blurted one suddenly. "Tomorrow I order my legions to invade England. History will never say that Julius Caesar faltered in pursuing the Britannic campaigns."

"England, eh?" mused the other, "Well, Julius, if were you....and, incidentally, I am....."

Wife: "I was a fool when I married you."

Husband: "I guess you were, but I was so infatuated at the time that I didn't notice it."

# THIS'LL KILL 'YA...

Two youngsters were standing on a street corner when one noticed a classy mauve sightseeing bus pass. Turning to his companion he said, "Man, dig that crazy purple people seater!"

"I believe you sell diseased meat here," grumbled the lady customer.

"It's worse than that," replied the butcher. He leaned over the counter and whispered, "The meat we serve here is dead!"

Wide-eyed, the nine children of a mountaineer watched a salesman perform his morning ablutions. He washed, shaved, filed his nails, combed his hair brushed his clothes...

"Gee, mister," exclaimed a leggy boy, "you sure are a lot of trouble to yourself, ain't you?"

Little boy: "What do you repair shoes with?"

Cobbler: "Hide."

Little boy: "Why should I hide?"

Cobbler: "Hide. Hide. The cow's outside."

Little boy: "So what? Who the hell's afraid of a cow?"

The efficiency expert went in to see the boss about his vacation. A few moments later he returned with a hound-dog expression on his face.

Asked what was wrong, he replied sourly:

"I only get one week. The boss said I'm so efficient that I can have as much fun in one week as the average person has in two."

A temperance lecturer was expounding his subject: "Who has the most money to spend?" he cried. "Who drives the biggest car?...The saloon keeper!" "Who has the finest fur coat?...the saloon keeper's wife!" And who pays for all this?...You do, my friends, you do!"

Several days later a man and his wife who had been in the audience stopped the lecturer on the street and thanked for the good advice received from the lecture.

"I'm glad indeed that you've given up drink," said the speaker.

"Well, it wasn't that," ventured the man. "We bought ourselves a saloon."

Otto Benson, the Texas hill country windmill man, was laid up in the hospital. A visiting friend wanted to know what happened.

"Well, it's cold and lonesome working on high towers all day in the wintertime," Otto explained. "The other day I took a bottle up there to keep me company. First thing I knew it was empty. The wind had that tower rocking and weaving its props."

"The dadburned thing would lean 'way over and touch the ground, then sweep back up so it had me in in the clouds. It sure looked scary, but I played it cautious. I hung on till that tower swept down close to the ground, then I stepped off."

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It has been suggested that we run a column for "Swap, Sell, or Trade" items. We think the idea is a good one, but we have to have something to start with, so if you readers have anything to advertise, be sure to send it to us...we'll get the ball rolling.

