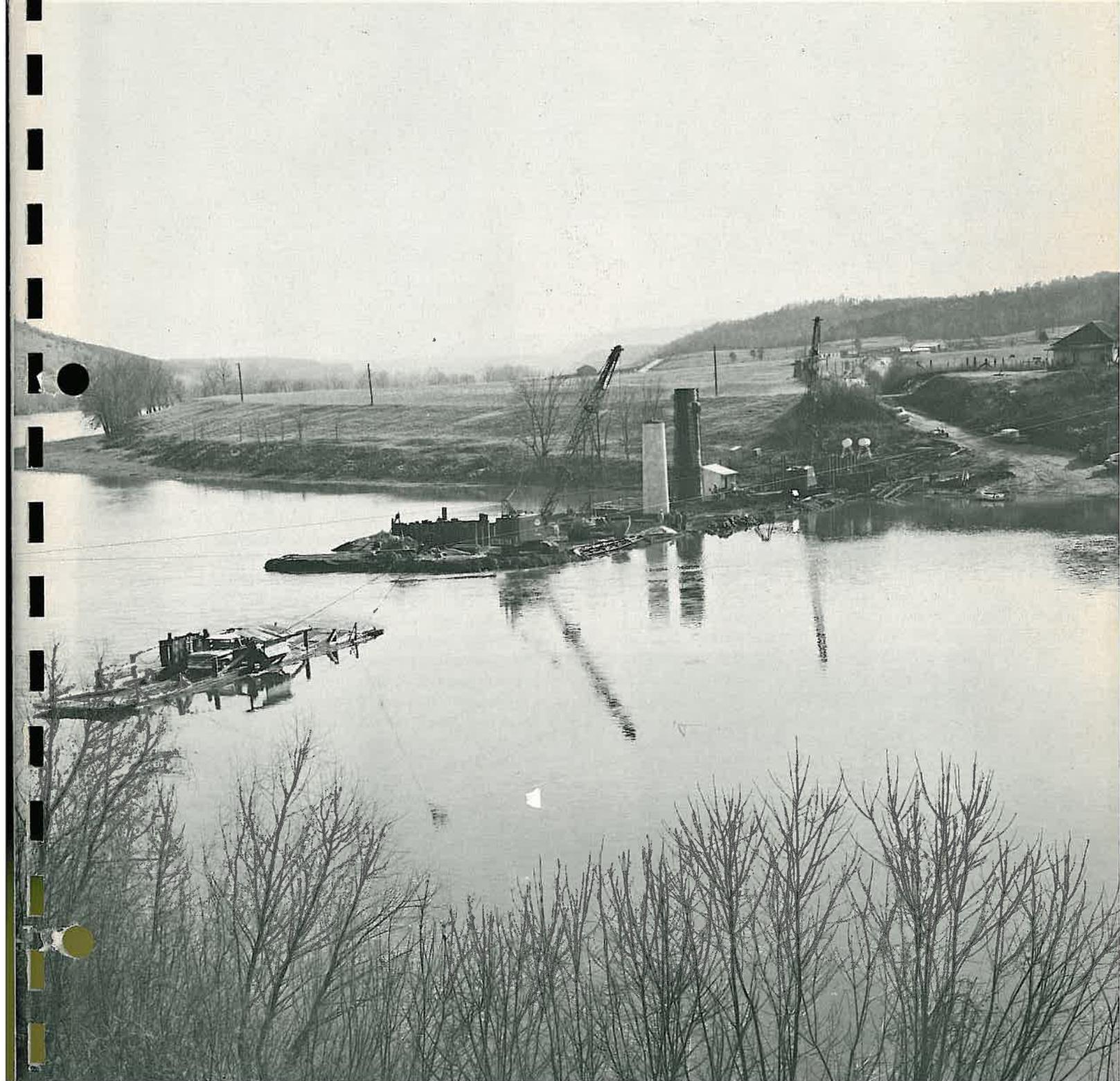


Arkansas Highways Magazine

FEBRUARY 1965



MAURICE SMITH NEW HIGHWAY COMMISSIONER



W. Maurice Smith, 43, a planter and cattleman of Birdeye (Cross County), was named by Governor Faubus as a member of the State Highway Commission.

Smith begins a new 10-year term, replacing Chauncey Denton of Tyrnza, who had been serving out the term in the position left open by the death of his brother, Bill Joe Denton of Wilson.

Smith and his brother, J. H. Smith, farm rice and cotton, and raise cattle on 11,000 acres started by their father, the late Maurice Smith, Sr., who was widely known in the state, although he did not hold a political office. The new commissioner has not held any political offices either, but he is president of the seven county St. Francis Levee District Board of West Memphis.

Governor Faubus said he had five or six good people recommended for the job, but since there had been a man on the Commission from Mississippi County 14 out of the last 16 years, he went to Cross County to make his selection. He said that Chauncey Denton had handled the job very well and everyone liked him.

Governor Faubus said he thought Smith understood the need for improvement of secondary roads system as much as anyone could and he also is familiar with the needs of the interstate and primary systems because two of them are in his district.

Smith is a graduate of the University of Arkansas and is married to the former Miss Alva Jane Murray of Wynne. They have three children, Kathleen, 16, Maurice III, 14, and Annette, 10.

ROAD DEDICATION IN SPRINGDALE



Ceremonies dedicating a section of major reconstruction of Highway 71 and 68-N in Springdale were held Saturday, January 16. Governor Faubus made the dedicatory address and, with Karen Carlson, "Miss Arkansas," cut the traditional ribbon.

Due to the extreme cold, the ceremonies were held in a showroom of a motor company in Springdale. A crowd of near 100 persons witnessed the activities, after which a reception and dinner were given for the guests at the Springdale Country Club.

Construction on Highway 71 expanded the heavily traveled north-south route to a four-lane divided facility from the St. Louis-San Francisco underpass to the Benton County line. State Highway 68-N was reconstructed and widened to four lanes undivided from the junction with U.S. 71 eastward to Shiloh Street. The Anchor Construction Company of Tulsa and Fayetteville was the low bidder for the \$1,780,000 project. Resident engineer for the Highway Department was V. O. Selby.

Joe Robinson, well known Northwest Arkansas civic leader and businessman, was master of ceremonies for the afternoon's activities. The Reverend Burton A. Miley, pastor of the First Baptist Church, gave the invocation, followed by a welcome address by Mayor Charles E. Davis. Phil Phillips, manager of Radio Station KBRS, which broadcast the cere-



Highway Commissioners Amil Taylor and Truman Baker, Governor Faubus, Karen Carlson, and Highway Director Mack Sturgis are pictured in the front row holding the ribbon. In the back can be seen Nelson Cox, V. E. Harvey, and Henry Gray.

monies, introduced the platform guests. The Springdale High School Band, under the direction of Don Callum, entertained the crowd prior to the dedication.

Highway officials who attended were: Highway Commissioners Truman Baker and Amil Taylor; Highway Director Mack Sturgis; Bill Moore, assistant chief engineer; Y. W. Whelchel, administrative assistant; Henry Gray, chief of Right of Way Division; Otha Hewitt, chief of Traffic Services Division; Jewell Whitaker, acting engineer of District 9; L. A. McCain, assistant engineer of Construction Division; Glenn Trammel, senior designer in Roadway Design Division; Johnnie Gray, staff photographer, V. O. Selby, resident engineer, and V. E. Harvey, Bureau of Public Roads.

The Highway Commission has proposed that in the future all major highway projects be properly dedicated.



Governor Faubus and Charles Sanders, editor of the Springdale News.



Joe Robinson, master of ceremonies



Springdale Mayor Charles E. Davis

EIGHT ENGINEERS ATTAIN PROFESSIONAL STATUS

The goal which most young engineers aspire to was reached for eight graduate AHD engineers recently when they were notified that they had passed their registered professional examination given last October.

The eight men work in four different engineering departments and all have been with the Department four years or longer. Seven of them participated in the Department's Engineering Training Program.

Those who became registered are: James D. Barnett, Marcellus Gross, and M. J. Hensley, all of Planning and Research; Lawrence H. Fletcher and Bobby Joe Parker, Construction Division; Dale F. Loe and Robert H. Seay, Bridge Design, and Charles F. Wroblewski, Office Engineer.

BARNETT, 26, first began working for AHD in the summer of 1958 as a summer student employee. After graduation in 1960 from the University of Arkansas he entered the Department's Engineering Training Program for an 11-month period, studying various engineering phases. In 1962, Barnett resumed his education at Texas A&M, studying a year for his master's degree in traffic engineering. Jim, a native of Tahlequah, Okla., was reared in Valley Springs (Boone County), where he attended schools. After graduation from Valley Springs High School he attended Arkansas Tech for two years prior to his enrolling at the University. He is a member of the Institute of Traffic Engineers, NSPE, and ASPE. He is the son of Mr. and Mrs. J. D. Barnett, Jr., of Valley Springs.

GROSS is a native of Texarkana where he received his early education and attended Texarkana Junior College. He transferred to the University of Arkansas and graduated in 1960. After completing the Engineering Training Program he chose Bridge Design Division in which to work, but in July 1963, he transferred to the Research Section of P&R. In July 1964, he was promoted to head of that section. He is a member of the NSPE, ASPE, Unity Baptist Church, and the Park Plaza Lions Club. "Marcy," who will be 30 in March, is the son of Mr. and Mrs. R. M. Gross of Texarkana. He is married to the former Miss A. Darlene Cullins. They have two children, Mike and "Dee," and reside in Little Rock at 3912 Foster.

HENSLEY, 27, is a native of Texarkana. After attending Southern State College for two years he transferred to the University where he received his BSCE. "Jay" joined the Department in November 1960 in the Construction Division and 10 months later began the Training Program. His training was interrupted shortly after because the Cold War in Berlin was getting hotter. As a member of the 489th

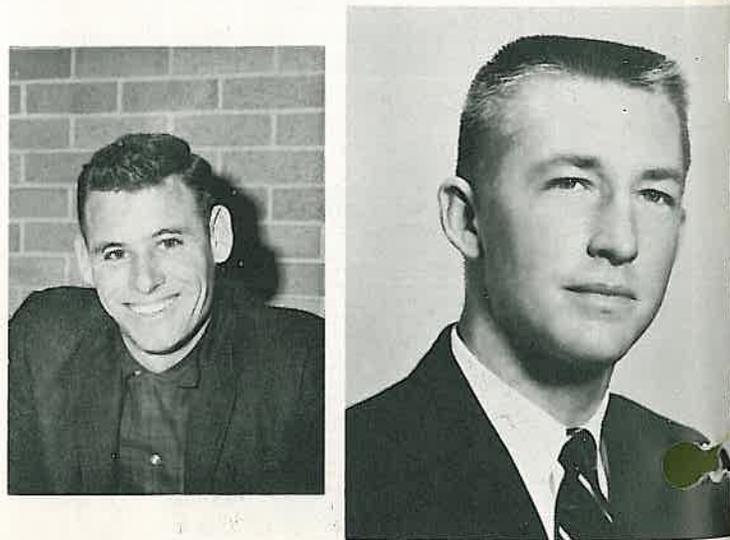
Combat Engineers Army Reserve, he spent 10 months at Ft. Benning, Ga. standing by in the event of a real emergency. After this experience he joined the Department again and resumed the Training Program. After completing it he returned to Construction as assistant resident engineer in District 6. In November 1963, he transferred to P&R in the Research Section. He is a member of ASCE and Mid-South Section. He is married to the former Miss Wilma Jean Dutton of Fayetteville. They have a daughter, Rebecca Lynn, 3 months old.

FLETCHER, a Dardanelle native, will be 28 February 11. Upon graduation from the University in 1960, he joined the Department and enrolled in the Training Program. After its completion he chose Construction Division as his choice of engineering work and was transferred to District 8. He is now an assistant resident engineer with Travis Orton, Jr., at Conway. He is a member of the ASCE. He and wife, Patricia Ann (formerly Pat Christenbury), reside in Conway.



Barnett

Gross



Hensley

Fletcher

PARKER graduated from the University in 1960 after which he was employed by Missouri Pacific R. In July 1961, he came to the Highway Department. He completed the Training Program in June 1962 and joined District 6 Construction Division, where he is an engineering assistant with Dale Henry at Malvem. He is 30 years old, a native of Dermott, and belongs to ASCE, the Masonic Lodge, and Arkansas Consistory.



Parker

WROBLESKI is a 1955 graduate of the University of Nebraska, his native state where he was born at Omaha January 28, 1932. His prior engineering experience included working for the city of Lincoln and the Nebraska Highway Department. When he entered the Air Force he was sent to the Little Rock Air Force Base and served as a pilot with a 1st Lieutenants rating. Upon his discharge he chose to remain in Little Rock and came to work in the Department in October 1960. He is an engineering assistant in the office of Office Engineer. His affiliations include membership in Hi-Noon Toastmaster's Club, NSPE, and ASPE. He and his wife, the former Miss Beverly Jean Pszanowski, are parents of five children and they reside in North Little Rock.



Wroblewski

LOE is 27 and a native of Prescott. After graduating from the University of Arkansas in 1960, he joined AHD and the Training Program. Upon completion of the program and six months in the Army, Dale joined Bridge Design in July 1961. He is currently holding the title of junior bridge designer, in B. Vinson's squad. He is a member of NSPE and ASPE.

SEAY, 26, was born in El Dorado but he attended elementary schools in Fayetteville when his family moved there. Upon his graduation from the University of Arkansas, he came to AHD and entered the Training Program. In July 1961, he went to work in the Construction Division working on several interstate projects in North Little Rock with Lem Tull. In December 1961, he transferred to his present location in Bridge Design and is a junior bridge designer. He is a member of ASCE, NSPE, ASPE, the American Meteorological Society, and the First Baptist Church of Little Rock.



Loe



Seay

FRY PROMOTED IN ASPHALT INSTITUTE

George Fry, engineer with the Highway Department for over 34 years before his retirement in May 1964, has been promoted to the post of district engineer for the Asphalt Institute in Little Rock. The appointment was made by J. E. Buchanan, president of the Institute, an international, non-profit engineering and research organization.

Fry will continue to provide engineering service and information to Arkansas. He will also cover four highway districts in northeast Texas. Before his promotion to district engineer, he had served the Institute since July 1964 as area engineer in the Little Rock office.

During Fry's long career with the Highway Department he held titles as resident and assistant engineer, division engineer of Roadway Design, and assistant to the chief engineer.

Fry is a registered professional civil engineer.

COST ANALYSIS OF METHODS FOR INTERSTATE GUIDE SIGN MAINTENANCE

By Otha Hewitt
Chief, Traffic Services Division

This paper describes and presents the results of a study of refurbishment (replacing sign face materials) of Interstate guide signs. Two methods were compared: 1) The conventional refurbishment method wherein panels are chemically stripped and reused, and 2) An overlay method which employs new techniques designed specifically for large signs as used on the Interstate System.

BACKGROUND

To realize the full benefit of the Interstate Highway System the original planning wisely specified a uniform system of highway signing and marking to fully cope with the requirements of high volume, high speed and drivers who were unfamiliar with the route or area. As a result, signs for the Interstate System are substantially larger than those employed on the ABC highway network. Signs 10 to 15 feet high and 15 to 20 feet long are not uncommon. The importance of proper maintenance has been recognized by the National Joint Committee on Uniform Traffic Control Devices and referred to in their manual 1. as necessary to insure that basic sign requirements are met.

The maintenance of Interstate guide signs is the responsibility of state highway departments. Many sign maintenance crews have not had experience in handling signs of this size and may not have the necessary equipment and facilities to maintain them in the conventional manner. This is particularly true of major maintenance where an entire sign face requires replacement, due to severe damage, obsolescence or age.

During the summer of 1964 the Traffic Services Division of the Arkansas Highway Department conducted a study of two methods of refurbishing Interstate guide signs. The purpose of the study was to compare the conventional method of sign refurbishing with an overlay method designed to satisfy the following requirements for refurbishing large Interstate guide signs.

REFURBISHMENT REQUIREMENTS

1. Quality - A guide sign is designed to provide necessary information so that motorists may proceed safely, easily and expeditiously. If a high level of appearance and legibility is not maintained, the effectiveness of the sign is lowered. The quality of a refurbished level sign should be comparable with the original.
2. Cost - The cost of sign maintenance is but a fraction of the cost of total highway maintenance. However in terms of dollars expended by

a state in sign maintenance on its Interstate network the total figure could, over a period of time, be very substantial. It is necessary therefore that an economical method of sign refurbishment be employed. This study includes material and labor costs for the methods considered.

3. Time - It is desirable, for several reasons, that the refurbishment process be completed in the minimum possible time. Among these are: (1) The process consuming fewer man hours will result in a lower labor cost. (2) Since only essential signs are installed initially, a sign out of service for any extended time period may cause confusion to motorists and constitute a safety hazard. If possible the refurbishment process should be completed within one working day so that a temporary sign will not be required.
4. Equipment - Refurbishment should be accomplished with equipment presently available.

COMPARATIVE STUDY

With the basic requirements defined 26 major guide signs were refurbished. In this phase, techniques, manpower requirements and work methods were carefully supervised and refined to establish optimum conditions and to train personnel. For the comparative study, precision work measurements were made of sign refurbishment by the conventional and the overlay methods. The signs were similar 8½ feet high and 19 feet long. The backings consisted of two 36" and one 30" Extrusheet panel. Button type copy was used and the background material was flat surface reflectorized sheeting.

SYSTEM DESCRIPTION

CONVENTIONAL METHOD

This method has been used in the past by many sign maintenance shops for smaller signs where they can be removed and immediately replaced with new or refurbished signs. The original sign is transported to the shop for stripping and refacing. For large signs the steps for conventional refurbishing are:

1. Lower the sign - To make it easier to work on, the sign is lowered to approximately one foot from the ground. This is done by securing two block and tackles to the sign, loosening the clips securing the sign to the posts, sliding the sign down and refastening to the vertical supports with three or four clips per post.
2. Remove the copy - Masking tape is placed over the letters to hold the buttons in place when the letter is removed. Letters are removed by drilling through the blind rivets. A gas driven portable generator supplied power for this operation.
3. Dismantle sign - The sign panels were of the bolt together type. Dismantling is done by removing the bolts.

(Editor's note: The following letter speaks for itself regarding the preceding article by Mr. Hewitt.)

January 14, 1965
Highway Research Board, Committee M-2
Bureau of Public Roads
Washington, D. C.

(To Otha Hewitt, Chief, Traffic Service Division)

Dear Mr. Hewitt:

On behalf of the members of the Highway Research Board Committee M-2, Maintenance Costs, I want to express our thanks for the time and effort you spent in preparation of your paper entitled "Cost Analysis of Methods for Interstate Guide Sign Maintenance."

I am sure you will be pleased to know that your paper was excellently presented by Mr. James H. Woodson at Session 13 of the annual meeting of HRB Department of Maintenance, which was held on January 12, 1965.

Again let me express our appreciation for your cooperation in the work of Committee M-2, Maintenance Costs, and please convey to Mr. Woodson our thanks for his exceptionally good presentation.

With best regards.

Sincerely yours,
M. B. Christenson, Chairman
Committee M-2, Maintenance Costs
Highway Research Board

HIGHWAY DAMES

Forty-six members and guests were present for the January meeting of the Arkansas Highway Dames. We were happy to have Mrs. Mack Sturgis, wife of the new Highway Director, with us, and we're looking forward to her being at our future meetings.

Those at the January meeting saw and heard a program about knitting, presented by Mrs. W. C. Carol of "Carol's Craft and Yam Shop" in North Little Rock. Mrs. Thomas Kirspel modeled a wardrobe of knits which had been made by Mrs. Carol and Mrs. Kirspel's mother, Mrs. Leah Craig, who was present also. Mrs. Carol demonstrated a knitting machine.

In the future, meetings will begin at 11 a.m. instead of 11:30 a.m., as printed in the calendar. This will give members a chance for a social period and business meeting before lunch, with the program following.

The next meeting will be at 11 a.m. February 25, in the Old Paris Room of Hotel Sam Peck. A program about candles will be presented by Miss Ann McPherson of "Ann's Candle Shop."

4. Transport panels to sign shop - The average distance to the sign shop for this project was 23.5 miles.
5. Strip panels - Before new reflective sheeting is applied it is necessary to strip the existing material from the panels. This is done with either brush-on or tank type methylene chloride base paint strippers. Tank type strippers were used in this study since they are more economical for volume work such as this. The entire panel is immersed in the tank, left for one hour to allow the stripper to work, and then flushed off with water to remove the residue. Immersion time depends upon the strength and age of the stripper.
6. Panel preparation - Panels that are to be re-used must be flat with all dents leveled and must be thoroughly degreased before application of reflective sheeting. Degreasing is best accomplished by vapor or controlled alkaline systems. Controlled alkaline was used in this study. The panels are immersed in the degreasing solution for 30 minutes. Following degreasing the panels are thoroughly rinsed. Etching may or may not be necessary since panels may have been etched originally. It was done in this case to give the back of the sign a new appearance by immersing the panels in a phosphoric acid solution for 15 minutes. Following this the panels are rinsed and then dried by forcing air, with a fan, past the panels. The degreasing, rinsing, etching and rinsing process is facilitated by the use of an overhead hoist with a basket. Several panels can be easily handled at one time with this system.
7. Reflective sheeting application - Reflective sheeting is most economically applied in a roller applicator. This method was used for this study. After application the panels are transported back to the sign location.
8. Assemble - The panels are bolted together and temporarily secured to the vertical post supports with the bottom of the sign approximately one foot from the ground. The block and tackle arrangement is attached to aid in this procedure.
9. Apply copy - After replacing broken and missing buttons the copy is reapplied to the sign face. No drilling is required since original installation holes are used. Blind rivets secure the copy to the face.
10. Raise into position. - Using the block and tackle the sign is raised and all post clips are tightened permanently securing the sign.

General - It should be noted that in this study the sign refurbished by the conventional method was not completed during one working day due to the time required for trucking, stripping, cleaning and sheeting application. For this reason no sign was in place overnight. This was undesirable; however, a temporary sign was not available.

(Continued Next Month)

AHD ATTORNEYS PARTICIPATE IN MEETING OF LAW INSTITUTE

MARK E. Woolsey, chief attorney for the Legal Division, was one of the principal speakers at the Institute on Eminent Domain and Condemnation held January 27-28 by the Arkansas Bar Association and the University of Arkansas Law School.

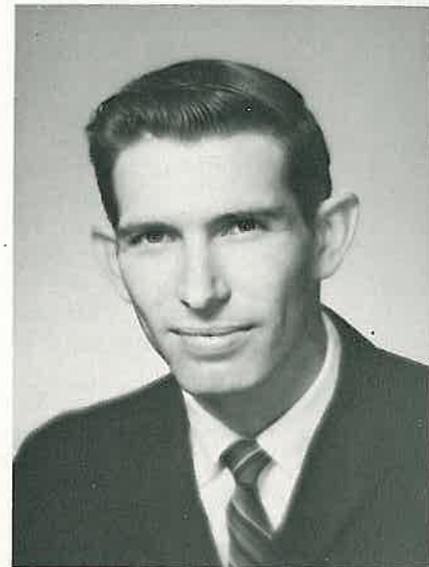
The subject of Woolsey's speech, given on the afternoon of the second day, was "Some Common Errors in Condemnation Litigation." Another speaker at the twelfth mid-year meeting of the association, and one well known in AHD circles, was Dowell Anders, general counsel for the Bureau of Public Roads in Washington and former chief attorney for the Highway Department's Legal Division. Anders spoke on "Property Not Physically Taken: Current Rules and Developing Doctrines."

The institute covered thoroughly all facets of eminent domain law and practice, and the final presentation was a demonstration of Trial Techniques - Cross-examination of Appraiser and Real Estate Agent. The hypothetical lawsuit was between the Highway Department and a property owner designated by the association as "E. Z. Acres." It involved land for a bypass and fourth bridge across the Arkansas River. The judge in the mock trial was a real one - Circuit Judge Guy Amsler of Little Rock. Don Gillaspie, staff attorney for AHD and John T. Williams of Smith, Williams, Friday and Bowen, appeared for the condemnor, the Highway Department. Wayne Owen of Moses, McClellan, Arnold, Owen and McDermott, and Kanester Hodges, an attorney from Newport, appeared for the condemnee, "E. Z. Acres." Don Langston, staff attorney for the Highway Department assisted in the preparation of the case and acted in an advisory capacity. Bob Hamilton, appraiser in Right of Way, was the "star witness" for the State.

The two-day meeting was closed out with a cocktail party, dinner and dance the night of January 28 at the Little Rock Country Club.



Woolsey



Gillaspie

NEW ROAD IS ACTUALLY 'GRAVEL'

A Letter by Resident Engineer H. C. Martin, District 10, to the "Party Line" Column of the Paragould Daily Press

Things are not always what they seem to be. A friend of mine recently bought a new convertible. He is always in a hurry. One day he was standing beside his car with the door open and decided to leave in a hurry. As he quickly turned to jump in the car, he hit his side against the top corner of the door glass and 'busted' two ribs. It had seemed to him that the glass was rolled down, but it wasn't.

To keep pace with the engineers of the automobile industry, highway engineers must be constantly looking for newer and better methods of road con-

struction. Recently in this area of our state we have been trying some new methods in road building. It has been found that mixing a low percentage of asphalt with gravel base makes a stronger, easier to place, and smoother road surface. This is commonly called "black base."

As you travel to that town to the south of us, you will notice about halfway between is a new wide, wide road. This road is not completed. Work will resume about March 15. As the winter progresses, you will note that the color will change from black to brown, and it is possible that a few "pot holes" may appear.

Remember, things are not always what they seem to be. So, as you say, "This is the sorriest new road I've ever seen," stop, and think, and say, "My Goodness! What a smoo-o-th gravel road!"

NEW TRAINEE, NEW GRADUATE ENGINEER ON WAY TO HIGHWAY CAREERS

Allan Lynn Holmes, the newest edition to the Engineering Training Program, began training this month in Construction, District 4 at Ft. Smith.

A native of Pope County, he was born in Russellville and completed Belleville High School in 1960. He immediately enrolled in Arkansas Tech and began studying engineering, later transferring to the University of Arkansas where he received a BS in civil engineering in January.

While attending college he was a member of the Chi Epsilon Fraternity, and the student chapter of the American Society of Professional Engineers. He supplemented his education with actual practice as he worked two summers with the Highway Department and on two occasions with the U.S. Corps of Engineers.

After his initial training in Ft. Smith he will continue to work in several divisions during his training Program. He is residing in Ft. Smith with his wife, the former Miss Marla Morton of Danville.

John William Shaw is not a trainee in the Program, but he has reached a goal that has been his constant aim since graduating from North Little Rock High in 1958.

He worked days and studied nights at Little Rock University, later transferring to the University.

While attending college he worked three summers and became a permanent Department employee in August, 1963. He was a member of the Student Chapter of the American Society of Civil Engineering. He received his BS in civil engineering in January.

Shaw will continue working in Construction, District 6. He and his wife, the former Miss Jamie Mayes of North Little Rock, live with their son, Brian Lee, in a new home in Little Rock.

Congratulations, John, on your achievement. Best of luck to these two young men in the future.



Holmes



Shaw

'65 HIGHWAY MAP WILL BE READY IN FEBRUARY

The first printing of the 1965 edition of the official Arkansas State Highway map will be ready for distribution about February 15. Several changes are noted in this year's map, including some new 4-color pictures of Arkansas scenery. Three lovely ladies in antebellum gowns standing at the gate of the Old State House on Markham Street grace the cover.

The 1965 map shows all roads opened since January 1, including the section of I-40 from North Little Rock to Lonoke and from North Little Rock to the Morgan Interchange toward Cohway. Among the items of interest on the new map are the Dardanelle and Beaver reservoirs. A larger, more inclusive mileage chart has been prepared for the convenience of users. Accumulated mileage shown in red between designated points, absent on the 1963 and 1964 maps, will again be included.

Because of the ever-increasing demand for maps, the Highway Commission authorized the Department to have 400,000 maps printed this year instead of the usual order of 300,000.

LITTER, LITTER EVERYWHERE

In the month of December when the weather is unfavorable for much actual highway maintenance, Highway Department maintenance crews have more time to spend cleaning the roadsides. A report prepared by the Maintenance Division shows that 505 loads of trash were picked up over the state in December.

Eight counties in the state removed 20 or more loads during the month. Thirty-seven loads were picked up from both Pulaski and Lonoke; 34 from Mississippi; 30 from Columbia; 29 from Boone; 28 from Carroll; 26 from Desha; and 22 from Pope.

Cost of collecting highway rubbish is expensive in every way - man hours spent, labor cost and equipment cost. Total man hours expended on housekeeping for the month were 7,994; labor cost, \$10,842.21. Trucks were driven 18,457 miles collecting and dumping the debris. Average cost per load - \$25.17.

YOU DON'T SAY

A car assembly firm in Sydney, Australia, uses women exclusively to deliver cars around the metropolitan area. For only one reason - since the ladies began in 1935, there has only been two accidents.

AROUND THE DEPARTMENT



ACCOUNTING DIVISION

Mildred Harness

Well, here I am back again. Vivian does a fine job of reporting. By the way, Vivian is going to Little Rock University, taking English and Speech. She is going for a BS in accounting. We know she'll learn it because she has a large size stubborn streak. Good luck, little one.

Rose and Don Clingan have a new car. It is a Plymouth Barracuda, with a maroon body and black interior. It's a honey . . .

Lee Wagner's birthday was Saturday, January 23. The following Monday, with the help of Rose Clingan and Georgia Cottrell, and everyone else, presented him with a large cake with his name on it. Mr. Sturgis was among our guests. He was introduced to each employee, one by one. This was his first visit and we enjoyed having him. He told us he would come anytime he was invited, but we wouldn't have to feed him cake. Johnnie Gray was also our guest and took a picture of Lee and Mr. Sturgis. Johnnie does a fine job with that camera.



Let 'em eat cake. Lee Wagner, the birthday boy, and Director Sturgis preparing to partake of Lee's b.d. cake.

Joy Marshall is moving into a new apartment. We have enjoyed hearing her tell about the new furniture that's in it. Joy said the apartment had a patio but with one small window in it. She didn't think anyone would get sunbumed.

Our little Randy set our department back a little. She was coming back to work from lunch and was going a little fast. The police tried to stop her by blowing their horn but finally had to turn on the light and siren. They stopped her but she must have looked so scared they took pity on her and let her go. To tell the truth, she is still scared. Well, it could happen to all of us sooner or later.



BRIDGE DESIGN

Betty Claude

L. P. Carlson on January 15 flew to Essex, Iowa for his brother, Walter Carlson's 50th wedding anniversary. While there, he saw relatives and friends he hadn't seen in 15 years and met many nieces and nephews for the first time. The weather was slightly colder there, just 10 degrees below zero, so after a busy fun-filled week end, Mr. Carlson was eager to fly back to the sunny south.

Ancal Neal and wife Billie, and Alice Joe and son Tunney, were among the many Razorback rooters from Arkansas at the Cotton Bowl. Ancal and Billie went down with friends, and Alice visited her sister in Dallas. They had a wonderful time calling the Hogs and seeing them win.

Congratulations are in order to Dale Loe and Robert Seay on passing their examinations to become registered professional engineers. Nice work, fellows. We knew you could do it.

Jim Matthews recently was promoted to lieutenant colonel in the Army Reserve, 4154th ARSU. Needless to say, Jim is quite happy over the promotion and we're all proud of him.

We were glad to have Jerry Potter working with us for a short time in the Training Program. Good luck in the future, Jerry.

Dallas Vire and his family are happy to have Mitchell, their 6-month-old son back home again after being hospitalized almost three weeks with the old virus bug.

Jim Hillis spent a week end in Kansas City, Kans. with his father, who has had a heart attack. Jim reports he is resting comfortably, but the doctor informed him he will have to take life easier in the future. Perhaps we should all take the doctor's advice, "slow down and enjoy living."



COUNTY PROGRAM

Barbara Oldham

Mr. and Mrs. J. E. Teasdale enjoyed a visit from their daughter, Pat, who lives in Houston, Texas.

County Roads Division was visited by a very good friend and former boss, Harry M. Wright. Mr. Wright, we were glad to see you -- come to see us more often and bring Mrs. Wright with you.

The stork is flying low over Sheridan and may have already arrived by the time you read this article. I will let you know the facts later.

Mr. and Mrs. Max C. Hall were visited by Mrs. Hall's daughter and family from Berryville, Ark.



DATA PROCESSING

Glyna Smith

Everyone in DPC enjoyed a visit from Carolyn Reddin and her baby daughter, Kim. We're glad to welcome Carolyn back.

Art Johnson's wife, Gene, fell and broke her elbow. Art said she is recovering nicely after surgery.

Art attended Data Processing Manager's Seminar February 1-3 at Endicott, N. Y. He said he had a nice trip.

Nedra Barton attended IBM Programming School January 26-29, and Dale Hoggard went to Programming School February 1-5.



FINAL ESTIMATE

Jane Tidmore

J. C. Hedrick became a member of our section last month. He was an assistant resident engineer before joining us.

In last month's issue, it said that "Lynda Harris and her husband, Kimberly, live on Coors Drive in North Little Rock." We meant to say, "Lynda, her husband and one-year-old daughter, Kimberly."

Several members of this section are sporting new cars. Charlene McClain has a brand new Belvedere and she says you're welcome to take a ride in it! Hedrick has a '65 Corvair Monza, and Lynda has a

"new" '63 Starfire Oldsmobile. Joel Bradley traded off his old one for a '64 Ford Galaxie.

Our congratulations go to Bill Moore and Joel Bradley, who belong to the Park Plaza Lanes and Arkansas Uniform Bowling Teams. These teams are in first place in the Central Arkansas Traveling League and Dixie Major Scratch League, respectively.

We extend our sympathies to Gene Ashcraft in the death of his father in January.



LEGAL DIVISION

Virginia Tackett

As it has been some time since the Legal Division has reported to the Magazine, this month's news will cover a season instead of a month.

Beginning at the present and working back, we must mention Mr. Woolsey's talk at the Institute on Eminent Domain and Condemnation at the Mid-Year Meeting of the Arkansas Bar Association, reported elsewhere in this issue. His subject was "Some Common Errors in Condemnation Litigation," and it was the program committee's idea that Mr. Woolsey would point out to the many landowners' attorneys in attendance at the meeting, some of the pitfalls they should watch out for, to avoid falling into reversible error. What Mr. Woolsey delivered was a classic exercise in non-disclosure. He had a most appreciative audience, and if the landowners' attorneys present found the talk short of concrete ways to protect awards they might secure for their clients, they accepted wit instead of substance with great good nature.

Dowell Anders, former chief attorney and head of our Legal Division, who came down from Washington to speak at the Institute, found time in his busy schedule to spend time visiting old friends in the division. And by a fortunate coincidence, not unremarked by his former fellow employees, his visit coincided with an office party. Bobbi Steed was the honoree, and the staff gathered to say goodbye to Bobbi who is leaving to await the arrival of a new baby. We enjoyed coffee and cake and Mr. Woolsey presented Bobbi with a gift from the staff, along with best wishes and good advice from everyone present. Although Helen Hackett and Betty Grimes have been placed on rather rigid diets by their physicians, we did not notice that it interfered with their enjoyment of Bobbi's cake. We hope the diets accomplish their purpose soon and that Helen and Betty will be able to again eat what they please.

Joyce Jones has enrolled in evening classes at LRU again this semester, studying psychology. Which seems a little unnecessary considering the fact that she has just received a beautiful diamond ring from Marshall Hatfield, a student at the

University of Arkansas, and all without the benefit of a course in psychology.

To replace Bobbi as secretary to Lee Allen, Claims attorney, we have Ethyl Harrison, who joined us January 25. Ethyl has a daughter Robin, who attends North Little Rock Senior High.

Another new face belongs to Elva Tibbs, who will sit at the desk left vacant when Jean Long transferred to the field as a secretary. Elva has only recently returned from, well, from just about everywhere. She is an "International Dateliner," having crossed the equator, and during her stay abroad, as an Air Force wife, visited in France, Spain, Portugal, Gibraltar, China, Africa, and even more. We're looking forward to knowing her better.

Don Langston and his apartment mate, Bill Pease (a former Legal staffer), have shifted their base of operations to one of the new apartment complexes overlooking the river, Holcombe Heights, and find it won't ruf. And expensive. But they expect to enjoy the pool this summer and other benefits which will make it all worthwhile.

George Green's son has finished his 6-month tour of duty with the Marines and is home looking around for the best place to get an education. Fomal, that is. The Marine Corps is pretty educational in itself.

Not a great deal of hunting was indulged in this winter, or if so, not a great deal of bragging was heard around the office. Jackie Gills and her husband and father are shown with a nice fat bag of ducks. And Jackie didn't go along just to have her picture taken; she is an accomplished shot. We have no picture of Don Gillaspie with a buck he shot. We are not entirely certain that such a picture exists. However, we do know that he spent some time in a deer camp.



Jackie Gills, her husband, and father with a mess of ducks.

It was necessary for Joyce Porter to be away from the office for a couple of days on account of an automobile accident involving her grandfather. But he is out of the hospital now, and doing well.

We are sorry to learn of the death of Mrs. Lela Pearl Burke of Stamps, Ark. Mrs. Burke was the mother of Mrs. Don Kelly, wife of our Title attorney. We extend our deepest sympathy to Mrs. Kelly and her family.



MATERIALS AND TESTS

Julia Halliburton

Joe Magness, staff engineer, attended the annual meeting of the Highway Research Board in Washington, D.C. from January 11-15.

Doyle Martin, a jr. lab technician, resigned January 15. He will return to Henderson State Teachers College. We wish him the best of luck.

A bowling team has been organized in our division. They meet each Tuesday evening at Pleasure Lanes. Joe Magness, Jim Baird, Jim Briley, Dick Pils, Robert Bracknell, Mike Hunter, and Ron Martel, the team captain, compose the team.

Edd Davis and Maureen Rodgers are proud owners of new Chevrolets. Maureen's is an Impala.

Henry Hart's wife is out of the hospital and is improving, we're proud to report.

Jack Wofford, former employee who is now working in Ft. Smith, stopped by for a short visit January 25.

Happy Anniversary to us! We have occupied our beautiful new building a year. If you have not been out to see us, it's worth your time and gasoline.

We extend sympathies to the family of Ed Rauch, retired employee of M&T, who died January 17. He had been ill since his retirement early in 1963. He had served as a technician for over 10 years. He was a Catholic and a native of Bellville, Ill. Survivors include five brothers, George A. Rauch, Harry A. Rauch, and John A. Rauch, all of Little Rock, Tom Rauch of Petit Jean and Morrilton, and Alex Rauch of Comfort, Tex. His funeral was held January 19 in the Healey and Roth Chapel by Msgr. B. F. McDevitt, and burial was at Calvary Cemetery.



Billie Whiteside

Bonnie Thomas, our regular reporter, was in the front car of a four-car collision, caused by the last car following too closely. She's pretty "sore and shaken,"

and her doctor told her to rest a few days. Poor little Bonnie got hit before, the same way, not long ago; just sitting there innocently minding her own business.

The other day, Mignon Besancon thrust her car key into the lock and the whole contraption fell out. We've heard of losing a lot of things, but losing a keyhole is something new.

Two of our former employees have returned to us: Mary Jane Kniepkamp is working in the traffic analysis section, and Graham Noble is in our automatic traffic recorder section out in the field. Welcome back, folks! Mary Jane has been turning out some fine ceramic work as a hobby, particularly "Razorback" ashtrays and wild ducks. The ashtrays have received a great reception.

We were all glad to meet our new Director of Highways, Mack Sturgis, when he came "out in the country" to visit us. We hope we made as good an impression on him as he made on us.

B. K. Cooper attended the Highway Research Board Meeting the week of January 11 in Washington, D.C.

Florence Routh won \$25 by identifying the "mystery sound" on the radio one day. It was a hubcap rattling around when a tire was being changed.

Gary Whittington and Charles Frazier took their dogs and went on a week end bird hunt. We hear they didn't have much luck - too many cows around, cluttering up the place. Fellows, hunting is for the birds.

Whittington has a reason for his gay mood - a new Ford stationwagon.

We are sorry that Lukie Atkinson's wife has been ill and that Annie Hendrix's mother has been hospitalized.

Cecil Rider's mother died recently and the funeral was held at Walnut Ridge. Those from this office who attended were Ed Johnson, Jane Huff, Ruth Cantley, and Neal Morehead. We extend our sympathies to Cecil.



PROCUREMENT

Lou Hardy

Well, all the holidays are over for a while; the new year is becoming not quite so new, and everything in Procurement is back to normal. Only during the holidays is my job as reporter made easy, with everyone going places and doing things, however, now it's back in the same old rut, nobody going anywhere or doing anything. Of course, Frank Caple never lets the season interfere with his golf. I understand he has been trying out his golfing glove he received Christmas.

Lewis, Leta, and Kevin Wade made a tour recently of the Old State Capitol and Territorial Restoration, and the Art Center.

Only one birthday was celebrated and that was my son, Kevin's. He was 2 years old on January 10, and to celebrate, we drove down to Star City to visit with the

children's great grandfather and then stopped in Pine Bluff where we visited the grandfather. It was Kevin's first time to see his grandfather.

Jim and Martha Meredith enjoyed having Conley home for a week during mid-term from the University. Conley is one of 20 in the Officer Training Program at the University selected to attend an "Air Power" demonstration conducted by the Air Force in Florida. They will make the trip by air and will be guests of the Air Force while there.

The Dorris family visited with family in Star City recently.

This is all for Procurement this month, and hope to have more next time. Please, get out and do something!



RIGHT OF WAY

Shirley Childress

Colonel Schafer, whom we reported in the December issue as being a patient in Brooke General Hospital, San Antonio, Tex., has returned to work. Everyone has told him how happy we are that he is with us again, but I'd like to add one more big welcome, Colonel.

Colonel Schafer returned just in time to tell Dolores French goodbye. Dolores quit January 15 to await the arrival of the stork. The acquisition section held a small party for her and presented her with a pretty robe. The girls in Right of Way treated her to lunch at Hank's Dog House on her last day. We will miss Dolores and hope she enjoys her short vacation before the baby arrives.

When Dolores left, Donna Reddin was promoted to her job as secretary to Mr. Luton, chief of the acquisition section, and Sherrie Buckles was promoted to Donna's job as secretary to Mr. Elledge, property manager.

A new girl, Orene Davis, was hired to take Sherrie's place in the administrative section as supply clerk. We think Orene already feels at home with us but we want her to know anyway how happy we are to have her working with us in Right of Way.

Zack Mashbum underwent tests at Baptist Hospital but has returned to work.

Dennison Yates was on the sick list a few days due to a sprained ankle, but he has discarded his cane now and is hard at work again.

Benny Walden's wife injured her back in a fall at home and spent some time in the hospital. She is at home now, but may have to return to the hospital for surgery. We hope not.

All of our appraisers attended the Arkansas Bar Association's 12th mid-year meeting January 28 and 29. The subject was "Eminent Domain and Condemnation." R. E. Hamilton was on the program.

When arguing with a fool, make sure he is not doing the same.



Orene Davis is the new supply clerk in the administrative section of Right of Way.



DISTRICT



Janet McElduff

We were determined to get some Christmas pictures in if they had to be printed in June. I've simply been too busy to think about news, but will do my best for next month. I seem to be predominate in these pictures, but it was probably because I hollered all day about some black and white pictures to send to the magazine.



C. M. Matthews and admirers. From left, clockwise: Mildred Stacy, Tippy Wilkins, Dick Ethridge, Mr. Matthews, Glenda Crafton, Mary Ann Harrell, and Janet McElduff.



Full, but happy! Janet McElduff, secretary, and Mary Ann Harrell, stock clerk.



Dick Ethridge, fuel clerk, and Janet opening presents.

DISTRICT 2

Leslie Long

Lately our flood of news has slowed down to a trickle. We can't believe that our fellow workers have nothing of interest to report and we prefer to blame the shortage on wintertime procrastination. Won't you do your part, you District 2 employees? We want to hear from you.

The hunters are many and they differ in kind - Instead of Olan Clark's dogs pointing a bird, they pointed a wild cat. Olan got at the animal, the cat, in turn, almost treed the dogs before the fatal shot.

Our hunters are normally very cautious, but one of our men mistook Joe Hays for a rabbit and put 21 pellets (not rabbit pellets) in him, hospitalizing him for three days.

The Wrights have their daughter, Carol, home for a visit. She attends the University of Arkansas. The Chavises will have their son, Phil, home for a visit. He attends the Southern College of Optometry at Memphis and will bring home a special female guest.

Congratulations to Mr. and Mrs. Neal Peacock on the arrival December 14, 1964 of a little girl, weighing 8 pounds.

Service awards were presented in January to A. M. Gibbons and Maxie Bagwell, for 5 years' service.

We extend a welcome to our new employees; Pat Clark, lowboy operator, and W. R. Gleason, and D. C. Scogin, engineers' helpers. We're sorry to lose E. E. Ewing but we're happy he received a scholarship to attend college.

The pictures are proof that work is progressing in District 2 in the new Data Processing System of Inventory Control. Russell Gaddy accompanied Ed Orsini on a tour of the DPC. Needless to say, Gaddy was amazed at the "smart alec" machinery.



In the top picture, seated, are Russell Gaddy and Ed Orsini; in back, Will Wright and Leslie Long. In the bottom picture are John Travis Massey, with the Legislative Audit, and Ronald Keene with the Highway Department's Internal Audit. In back are District 2 Engineer John Harris and District 2 Maintenance Superintendent Brewster Shalmy.

Our sympathies are extended to the family of Joseph David Tice, 54, who died January 19 in Jefferson Hospital. Joe was a retired bridge superintendent. He began working for the Department as a member of the bridge crew in 1934. Joe resided at 1821 South Blake Street in Pine Bluff. His hobbies of hunting and fishing came natural for him as he spent most of his life out of doors. His favorite pastime of woodworking and cabinet making was spent at his own shop in his home. Survivors include his wife, Mrs. Margaret Heird Tice of Pine Bluff, whom he married in 1954 at Rison, four sons, Dr. David Tice and Mac Heird, both of Pine Bluff, Toby Heird of Camden, and Dr. James Maupin of Booneville; a daughter, Mrs. Charles Riley of Pine Bluff; two sisters, Mrs. David Eaves of Pine Bluff, and Mrs. Louise Harris of Rison, and 9 grandchildren. Funeral services were held January 21 in Ralph Robinson & Son Chapel by S. Leonard Tyler. Burial was at Graceland Cemetery. Honorary pallbearers were employees of District 2.

DISTRICT 3

Edna Lewallen

Lloyd Haynie, job superintendent, retired from the Department January 15, after 22 years' service. Lloyd, who handled the sealing operations in District 3 for many years, will be missed greatly by his friends, and we wish him much happiness in the future. The girls in the office are going to miss Lula's surprises at coffee time.

At the Presidential Inauguration January 20, the State of Louisiana was represented by the Ouachita Parrish High School Band of Monroe, which is directed by Jack White, stepson of C. G. Tittle, mechanic in the shop.

We welcome the following employees: Imon Harris, Ben Waller, Keith Campbell, Gary Fomby, L. H. Galloway. Re-employed are David Burke, Johnny Mitchell, and Billy Ferguson, field clerk for R. V. Wilkison.

Larry Collier resigned January 1 to move to Spokane, Wash. He will join his father and brothers in a new business venture.

In the chapel of the First Methodist Church January 29, Miss Jimmie Sue Lowder became the bride of Larry Paul Hooten. She is the daughter of District 3 Engineer J. E. Lowder and Mrs. Lowder. He is the son of Mr. and Mrs. Paul Hooten, all of Hope.

The Rev. R. B. Moore, Jr. performed the ceremony in the presence of a small group of relatives and friends.

Given in marriage by her father, the bride wore a street-length dress of white wool crepe fashioned with long fitted sleeves and a jewel neckline. She wore a small, round hat with a veil, and her only

jewelry was a pearl pin. She carried a white Bible topped with a white orchid.

The bride's only attendant was Miss Jan Reinhardt. Stuart Greene served the bridegroom as best man.

Mrs. Lowder wore a gold suit with beige accessories for her daughter's wedding. The bridegroom's mother, Mrs. Hooten, had a blue dress with black accessories. Each had a corsage of white carnations.

Out-of-town wedding guests were Mr. and Mrs. Nelson Adams of Hot Springs, uncle and aunt of the bridegroom.

After a short wedding trip, Mr. and Mrs. Hooten are at home in Arkadelphia, where both are in school at Henderson State Teachers College.

Pope County, was greeted by old friends and met many new ones. His remarks were warmly received. We hope his schedule will allow him to visit us often.

Our office is getting a "new look." New floor covering was recently installed and the walls painted. A general clean-up also is taking place. You might say we have the jump on some of you with spring house cleaning.

We are saddened by the sudden death of our friend and fellow employee, Charlie McAlister. Charlie, our assistant maintenance superintendent, was stricken January 7 with a heart attack while on the job. Our sympathies to his wife, Connie, their two sons, Charles and Billy Ray, and their families.

Scotty. We couldn't get any of the details as to the date of his birth, etc., but know they are happy.

Lester McCain and Sam Smith of the Little Rock offices were in our office the last of January.

High winds and a tornado struck in the Coming area late in the evening of January 22 and did extensive damage to the house and out buildings belonging to George Keller, mower operator at Coming. To make matters worse, he had purchased a new Falcon which was parked under a tree and you guessed it, the tree blew over and landed on top of the car causing much damage there. His losses are partially covered by insurance.

H. C. Martin, resident engineer at Paragould, recently had an article printed in the local newspaper, Paragould Daily Press. We thought it was pretty good and we're enclosing it if you have space to print it.

Welcome to Highway Commissioner Maurice Smith, who is our representative on the Highway Commission for this area. We look forward to working with him.

We extend our sympathies to Lester Wycoff, bridge foreman, whose mother died December 30; to Raymond Davis, mower operator in Craighead County, whose brother died December 30, and to Eli Streeter, area foreman in Mississippi County, whose brother-in-law died January 18.



DISTRICT



Burnham & Campbell

Pat Keeton, field clerk for N. D. Pumphrey, will return to being full time mother on February 1. Pat has been relieving Mary Nell Carlson who was on 6 months' maternity leave. Don't forget us, Pat, and welcome back to Mary Neil. Perhaps we can have a picture of little Letitia Nell in our next issue.

Bradley County employees and their families enjoyed a fish supper at Moro Bay, January 9.

R. N. Reynolds and Sons, who have the contract for construction of approaches to new Moro Bay Ferry on Ouachita River, are on schedule and the ferry operation should begin about March 15.

Don Hayes, member of the exclusive society numbering two in the Department, visited us during the week of January 25.

Gayle Gunn, resident engineer at Arkadelphia, attended the Cotton Bowl Game at Dallas.

Bill Anderson, inspector, has resigned to attend college during this last semester.

Virginia Hicks, daughter of W. E. Hicks, has accepted a job with North American Aviation at Tulsa, as computer programmer.

Charlie Baucum, assistant resident engineer at Magnolia, has been sick but has returned to work.



DISTRICT



Isabelle Psalmonds

Sixty-six District 10 employees went to Walnut Ridge last month to give blood to the Red Cross Blood Bank, and 48 were allowed to contribute. Others will go to Mississippi County next month to take part in the program.

Congratulations to Gene Morton, crew leader, and his wife. They have a new son,



Mr. Sturgis with District 8 Engineer John Lawrence and Resident Engineer T. G. Orton, Jr., studying 1-140 plans, while Mr. Sturgis was visiting District 8 in Russellville, the area in which he was born and reared.



DISTRICT



Netha Brown

The Maintenance and Construction Personnel in District 8 January 27 met in the shop to welcome our new director, Mack Sturgis. John Lawrence, District 8 engineer, introduced Y. W. Whelchel, administrative assistant, and W. L. Moore, assistant district engineer, from the Little Rock offices, and Commissioner Arnil Taylor who, in turn, introduced Mr. Sturgis. Mr. Sturgis, who is a native of

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THE COMMISSION

Chairman
Vice Chairman

Wayne Hampton
Annal Taylor
Truman Baker
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Maurice Smith

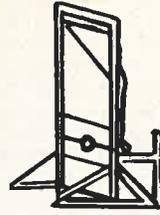
MEMBERS

Director of Highways
Mack Sturgis

Deputy Director & Chief Engineer
Ward Goodman

Prepared and edited under the supervision of
Y. W. Whelchel, Administrative Assistant.

Martha L. Adams.....editor, layout, vari-typist
Pat Johnson.....vari-typist, artwork
Johnnie Gray.....Department photographer



this'll kill ya!

"I am a woman of few words," announced the haughty mistress to the new maid. "If I beckon with my finger, that means 'Come.'"
"Suits me, mum," replied the girl. "I'm a woman of few words, too. If I shake my head, that means 'I ain't comin'.'"

* * *

The banker was plainly exasperated with the man opposite him at the desk. "Your finances are in terrible shape," he said. "Overdrawn accounts, extended loans -- why do you allow your wife to spend more money than you make?"

"Frankly," the man replied with a sigh, "because I'd rather argue with you than with her."

* * *

Judge: "You've been appearing before me in this court for 20 years."
Drunk: "Can I help it if you don't get promoted?"

* * *

Doctors will tell you that if you eat slowly, you will eat less. That is particularly true if you are a member of a large family.

* * *

Personnel man to trainee: "Or if you prefer, you may elect to skip coffee breaks entirely and retire three years early."

* * *

Capper's Weekly tells about a strong advocate of seat belts who always buckled himself in no matter how short the distance he had to drive.

Recently, while his car was being serviced, he was driving a borrowed car without seat belts. Forgetting this, he parked his car in front of the bank, unbuckled his belt, stepped out of the car -- and made a desperate grab for his pants.

* * *

A truck driver taking a civil service examination was asked the question whether he ever belonged to an organization trying to overthrow the government in Washington. His answer being yes he was brought before the examiner who wanted to know if this was true, and if so, what organization. His reply, "the Republican Party."

* * *

Confidence is that quiet, absolutely assured feeling you get just before you fall flat on your face.

* * *

"Dad, did you go to school when you were a little boy?"
"I sure did -- never missed a day."
"There, Ma, don't you see? It won't do me any good either!"

* * *

Consultant: A colleague called in at the last minute to share the blame.

* * *

THE TEN COMMANDMENTS OF HOW TO GET ALONG WITH PEOPLE

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



**Arkansas State Highway Department
P. O. Box 2261 Little Rock, Ark.**

RETURN POSTAGE GUARANTEED

COVER PICTURE: Construction operations on the bridge being built across White River at Calico Rock. The project covering construction of the piers and approaches was let on October 28, 1964. The contractor is L. G. Barcus and Sons Company, Inc., of Kansas City, Kans. The contract for the substructure is in the amount of \$109,065.10. The contractor placed the working island for his operations starting at the south bank of the river and ending about 50 feet north of Pier No. 4. During the placing of concrete at the various locations, the ferry shown on the left side of the picture, carries a truck loaded with a two-yard hopper across the river from the north bank. As the ferry passes, the crane in the center of the picture picks up the hopper from the truck and deposits the concrete at its proper locations. All steel forms are being used for the pier shafts and cap sections. To date, three pier footings have been completed and Pier No. 3 has been completed to top of cap. When completed, this bridge should rank among the most beautiful in the state.

-- L. A. McCain, Assistant Construction Engineer