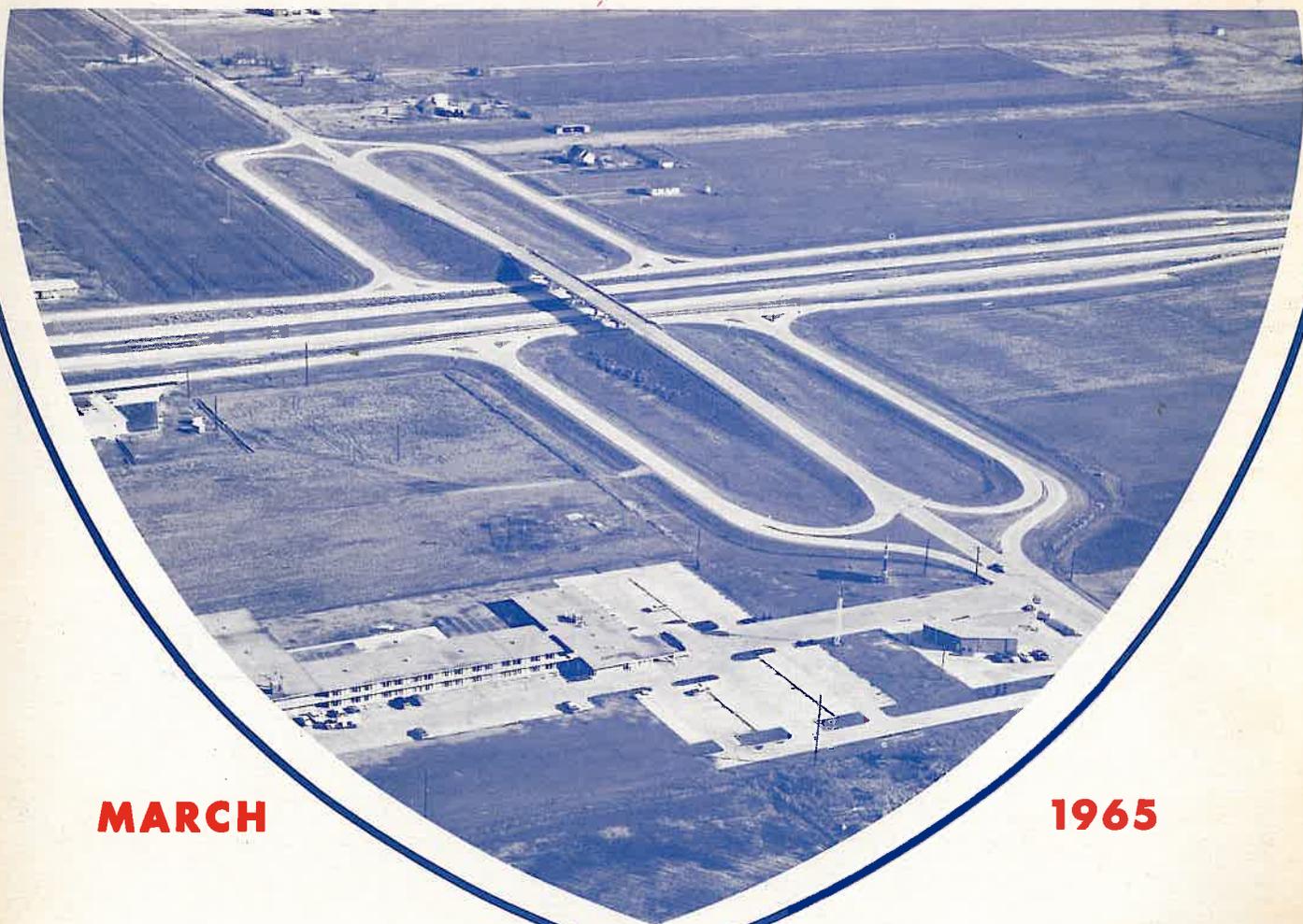


ARKANSAS HIGHWAYS

magazine

INTERSTATE 55



MARCH

1965

DEDICATION ON INTERSTATE 55 OPENING AT BLYTHEVILLE

The remaining 9.5 miles of Interstate Route 55 from Blytheville north to the Missouri state line was opened February 19 at 4:00 p.m. to traffic, in an official ceremony to open the last segment and formally dedicate the entire 70-mile route from West Memphis to the line.

Governor Orval Faubus was the first to drive through on the new section of road to the state line where he delivered the dedicatory address. Though the last section is not entirely complete, opening it to traffic will remove the last gap of a 150 mile stretch of multi-laned, divided highway which extends to just south of Oakland, Miss. I-55 reaches from Chicago to New Orleans. A two and one-half mile section from the Arkansas-Missouri state line north was completed and the Missouri Highway Department has been awaiting the completion of the Arkansas section for an opening.

Highway Commissioner David Pack and his administrative assistant, James V. Graves represented the Tennessee Highway Department. Governor Frank G. Clements of Tennessee, Governor Warren E. Hearne and members of the Missouri Highway Department were invited. The Arkansas Highway Commissioners and several members of the Legislature were also in attendance.

Mayor Jimmie Edwards of Blytheville welcomed the guests. The high school band entertained prior to the ceremony. Sam Black, chairman of the Chamber of Commerce's Highway Committee, introduced



At the Blytheville Country Club, former Highway commissioner Chauncey Denton is listening intently to Mr. Faubus' speech. With him are E. M. Reynolds, president of a Blytheville Bank, and Mason Day, also of Blytheville.



G. M. Threlkeld, public information director of the Missouri Highway Department and Governor Faubus.

the guests. Rev. Martin R. Wilkinson of the First Presbyterian Church of Blytheville pronounced the invocation. Tom A. Little, Jr., president of the Blytheville Chamber of Commerce, was master of ceremonies.

The dedication was broadcast by radio and televised by a Memphis station.

District Engineer John F. Price of Paragould said that I-55 was one of the most difficult roads he had ever worked on because of construction problems largely arising from the type of soil. The entire route lies in the low, flat Mississippi delta. Cost of the 70-mile stretch is approximately \$36.5 million.

When completed, the 41,000 mile interstate system will be the nation's key network, serving both civilian and defense needs, and will carry about 20 per cent of all traffic. The system is being constructed on the basis of 10 per cent state funds matched by 90 per cent federal funds. All federal funds for the interstate system comes from federal excise taxes levied on highway users and channeled through the Highway Trust Fund.

According to statistics released by the Bureau of Public Roads, approximately 17,000 miles of the 41,000 is now in use by motorists.





John F. Price, District 10 engineer, was presented the AASHO awards during the dinner at the Country Club. Price, being pinned by his wife, was to have been given the awards last December at the AASHO Meeting, but he was unable to attend the meeting. He was the only engineer in Arkansas who became eligible for the award in 1964. To become eligible, an engineer must have 25 years of continuous or cumulative service, and to have served on the level of district engineer or higher. Wayne Hampton, chairman of the Highway Commission made the presentation speech. Governor Faubus is at the speakers table.

Mr. Sturgis speaking at the Blytheville Country Club.



Governor Faubus made his dedication speech from a bale of cotton, used as the speaker's platform. Looking on is Highway Director Mack Sturgis.



Highway Commissioners Maurice Smith and Truman Baker.

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.

PART II.

OVERLAY METHOD

The overlay system is a method wherein large rectangular panels to which reflective sheeting has been applied are overlaid in the field on the existing sign face. The panels are pre-cut to proper size in three foot or four foot widths and are sufficient of length to span the sign face. They may be 22 or 24 gauge galvanized phosphatized stretcher level sheet steel, .032" or .040" aluminum, or high density overlaid plywood. In this instance the 24 gauge galvanized phosphatized steel was used. Following are the steps in refurbishing a sign with the overlay system:

1. Clean panels - Before reflective sheeting is applied the galvanized phosphatized steel is wiped with a tack rag to remove any dust or loose phosphate residue.
2. Apply reflective sheeting - As with the Extrusheet panels the most economical method of application is with a roller applicator, and was used in this study. Panels for one sign are numbered in sequence for subsequent consecutive use.
3. Transport panels to sign.
4. Lower sign - The same block and tackle arrangement is used to lower the sign as in the conventional method.
5. Remove copy - The same technique is used as in the conventional method.
6. Repair bullet holes or minor dents - Holes or dents protruding from the front of the sign are flattened so the face is free from projections.
7. Install overlay panels - The panels are installed one at a time starting at the side farthest from the road. The first numbered panel is raised and fastened along the top edge with three aluminum blind rivets; one at the center and 3"-4" from each side. With the panel secured at the top a single row of rivets is installed down the center of the panel on 2-foot centers. This sequence prevents major buckling from occurring and pro-

vides protection from wind damage. Succeeding panels are installed in the same way; however each overlaps the preceding panel by 3/8". This overlapping effect insures that exposed edges are not visible to a passing motorist.

8. Install copy - With the panels installed there is no indication on the front surface of the sign where the copy and border should be located. There are, however, the original rivet holes for each piece of copy and border in the sign backing to which the new panels have been secured. To locate the copy, several holes for each letter are drilled through the overlay panels from the back of the sign. The copy is then riveted in place using these index holes, and the remaining holes are drilled from the front of the sign. When drilling from the back it is necessary to have a man in front holding the panel against the sign backing with a board.

It should be noted that if a revised legend were to be applied, letters would be taped in place according to a sign layout previously drawn, and all copy holes would be drilled from the front. Establishing a base line with a chalk line facilitates letter positioning when this system is employed.

9. Finish securing panels - After all the border and copy is in place, open edges remaining on the panels are drilled and riveted at 1' intervals.
10. Raise into position - The completed sign is raised with the block and tackle and all post clips secured.

General - The study signs were relatively free of joints with no bolts showing on the face. Most edges are amply secured by borders, with additional rivets placed at any remaining open edge. The design strength is not affected since the original structure provides the support. A four man crew worked best for the field part of this refurbishing process.

The overlay method would work on plywood backed signs as well as metal by using wood screws instead of blind rivets. Copy would be indexed by drilling two or three holes all the way through the plywood backing at screw holes. After panel application, the copy would be located by drilling back through these index holes.

The overlay process can be accomplished without lowering the sign to the ground. In so doing the panels are raised to position by a rope line attached to a C-clamp at the top of the overlay panel. The rope passes over the top of the sign structure and is pulled by a man from the back. This system was tried in the preliminary phase and worked well; however more scaffolding was necessary and it took longer to complete the refurbishing process.

TIME STUDY

The comparative time study shows time in standard man hours required to complete each phase of the operation. Standard man hours were used in all cases instead of direct elapsed time to eliminate

time differences due to crew efficiency. Consistent with time study practice, standard man hour figures include a rest allowance of 5% and a delay allowance of 10% for actual work performed. The figures shown below are summaries for each operation by method.

OVERLAY METHOD

<u>Operation</u>	<u>Std. Man Hrs.</u>
1. Apply reflective sheeting	1.5000
2. Drive to site and back	4.3240
3. Load and unload equipment at sign	.5552
4. Load and unload at shop	1.9168
5. Lower sign to ground	1.0916
6. Remove copy and border (53 pieces)	5.0172
7. Install overlay panels	1.8520
8. Install copy on sign	5.7852
9. Raise sign into position and secure	<u>1.2424</u>
Total Standard Man Hours	23.2844

CONVENTIONAL METHOD

<u>Operation</u>	<u>Std. Man Hrs.</u>
1. Load and unload at shop	1.6868
2. Drive out to sign and back	4.3240
3. Load and unload equipment at sign	.7064
4. Lower sign to ground	.8808
5. Remove copy and border (45 pieces)	3.4484
Correction for 8 pieces	1.4048
6. Dismantle sign and load on truck and unload at shop	1.2316
7. Strip reflective sheeting	7.2710
8. Prepare panels for reflective sheeting	1.8273
9. Apply reflective sheeting	4.9617
10. Load panels into truck	.3224
11. Drive out to sign and back	4.3240
12. Load and unload equipment at sign	.8088
13. Assemble sign	2.0128
14. Apply copy to sign	4.4560
15. Raise sign into position and secure	<u>.8256</u>
Total Standard Man Hours	40.4924

In comparing the two methods, standard man hours for driving is twice as long for the conventional method because two trips were necessary. The distance to the signs from the shop was considered equal. In Item 5 of the conventional method the extra 1.4048 man hours corrects for the eight fewer pieces of copy on this sign.

Because many signs of this size are fabricated using 12" extrusions instead of Extrusheet, refurbishing time required for this type of backing may be of interest. The difference is a greater length of time for dismantling and reassembling due to the extra number of panels, a longer sheeting application time and slightly longer handling time for loading and unloading. These differences may be accurately computed for a sign of similar size. The total increase in time would be 6-5408 hours. Refurbishing times

by the overlay method remain the same for extrusion backgrounds. The total standard man hour summaries by method are:

<u>Method</u>	<u>Std. Man Hrs.</u>
Overlay Method	23.2844
Conventional Method - Extrusheet	40.4924
Conventional Method - Extrusions	47.0332

LABOR COSTS

The average hourly wage for labor used for this work was \$1.5889. Total labor cost for each method is:

<u>Method</u>	<u>Cost</u>
Overlay Method	\$37.0199
Conventional Method - Extrusheet	64.3789
Conventional Method - Extrusions	74.7781

The average skilled laborer rate for highway personnel as of July 1, 1963 was \$2.1556 per hour. ² Total labor costs for each method using average U.S. labor wage rates are:

<u>Method</u>	<u>Cost</u>
Overlay Method	\$50.1919
Conventional Method - Extrusheet	87.2854
Conventional Method - Extrusion	101.3848

MATERIAL COSTS

Reflective sheeting or other background media as well as replacement copy costs are not included since its cost is independent of the refurbishment system. Shown below are materials costs by item for each method:

<u>Material Cost Item</u>	<u>Overlay Method</u>	<u>Conventional Method</u>
Metal	\$28.7793	\$0.0000
Stripping, Degreasing & Etching	0.0000	9.3509
Generator Operation	1.5818	0.6272
Truck Operation	8.4600	16.9200
Rivets	5.6175	5.1975
Tape	1.5000	1.5000
Drill Bits	0.6000	0.6000
Totals	\$46.5386	\$34.1956

The total labor and materials cost summaries are shown below using the Arkansas wage scale:

<u>Item</u>	<u>Overlay Method</u>
Labor Cost	\$37.0199
Materials & Supplies	46.5386
Total Refurbishing Cost	\$83.5585

(Continued Page 7)

NEW SAFETY OFFICER NAMED FOR AHD



Roland Phelps Humble, a 51-year-old retired Navy lieutenant commander of Benton, has been named by Director Mack Sturgis as safety officer for the Highway Department's Safety Section. Humble succeeds Bill Huie, who retired in January.

A native of Kentucky, Humble moved to Arkansas with his family when he was 10. They settled in Mount Ida (Montgomery County) where he attended elementary schools and graduated from high school. He attended Arkansas State Teachers College and graduated in 1935 with a BSE. After graduation from college he taught school and coached at Magazine High School for two years. In 1937, he became superintendent at the Oden schools, a position he retained for one year before returning to magazine as superintendent.

In August 1939, he was appointed to the State Police Department, working in Hope, Ft. Smith, and Little Rock. Later he worked in safety education at the State Police and his ability in this field won him a scholarship to Northwestern University Traffic Institute in Evanston, Ill., for a nine-month course in accident prevention and traffic control. The Institute is one of the foremost safety institutions in the United States.

Humble entered the Navy in 1942 and retired as a reservist in 1960. For many years he was self-employed at Alexander.

In 1941, he married the former Miss Doris Glenn of Benton. They have no children.

He is becoming oriented with his new surroundings and meeting his co-workers in the Department before setting up his safety program.

SAFETY IN ACTION



These Highway Department men, part of the Lincoln County crew in District 2, were featured in a segment of Johnnie Gray's latest movie to emphasize safety in the Department, along with the highway signs shown on the next page. The men will be featured in a national trade magazine in an article by "Mine Safety Appliances," makers of the hard hats.

Shown in the center is W. D. Hunter, whose life was possibly saved, thanks to the hard hat. A 50 pound piece of rip-rap split as it was being loaded and one part hit the right side of the safety cap; the other section struck the other side, puncturing it. Both pieces fell four feet with an impact force of 200 foot pounds. Hunter, showing the hat to Johnny Carter and Lyndal Brunson, was slightly injured but returned to work 15 minutes later.

Head protection of this kind has been mandatory for Department workers in the field since early 1963. And, it's only one phase of our safety program that has done much to reduce accidents in all areas since it was intensified late in 1962.

Training plays an important role in the safety program. Eight hundred employees in AHD have received Red Cross first aid training, just in case someone is hurt. Probably our Arkansas Highway Department has more qualified first aid personnel available than any other highway department. Also, there are 370 people equipped to handle radiological density counters. This is important in the event of a nuclear attack, as the highways will probably come in for heavy use. One of the jobs in such an event would be to determine which road areas are safest - that is, least affected by atomic fallout.

All vehicle operators are responsible for the safe operation of their equipment; that safety goggles are a "must" for those working in the shop welding or

grinding areas, and the luminous orange vests are standard equipment for construction and repair crews working on the surface of the road.

Head protection, however, has given the safety program its greatest identification. There are more than 2,400 safety caps and hats available to construction crews, heavy and light bridge crews working around and above each other with tools and materials, tree trimmers, mower operators and all others working in the field.

Typical of the caps and hats are those supplied by Mine Safety Appliances Co., of Pittsburgh. These V-Guard caps are injection modeled of rigid, high-density polyethylene and specially designed for construction and highway work. The caps are "highway yellow" and each is identified with the letters AHD in red, and the wearer's name.

One bonus to the identification has been that highway workers are easily recognized by motorists - particularly in-state drivers. These people are more at ease in seeking help from someone "they know" in the event of breakdown or other difficulties.



Cost Analysis (continued from p. 5)

Item	Conventional Method	
	Extrusheet	Extrusion
Labor Cost	\$64.3789	\$ 74.7781
Materials & Supplies	34.1956	34.1956
Total Refurbishing Cost	\$98.5745	\$108.9737

Substituting average U.S. labor rate the summaries are:

Item	Overlay Method
Total Refurbishing Cost	\$96.7305

Item	Conventional Method	
	Extrusheet	Extrusion
Total Refurbishing Cost	\$121.4810	\$135.5804

(Continued Next Month)

HIGHWAY DAMES

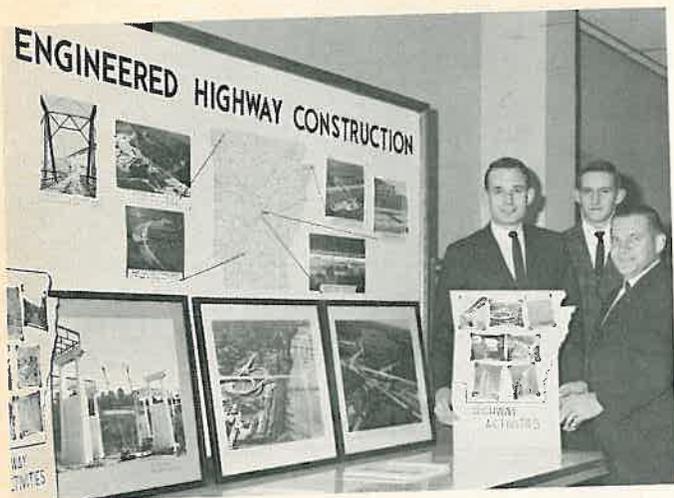
The Arkansas Highway Dames made two attempts to have their February meeting, and each time found it necessary to cancel their plans because of heavy snow.

Now we're looking forward to our March meeting which will be an informal coffee at 11:00 a. m., March 25, at the home of Mrs. John T. Pendergrass, 602 Miller. Each person attending is to bring her own sandwich, and Lucy Jane will have the coffee ready.

Mr. Pendergrass has prepared a map showing the way to their home. These maps will be available in Mr. Dale Davison's office. Anyone planning to attend the coffee who would like a copy, should ask her husband to get one from Mr. Davison.

--Mrs. Don Martin

HIGHWAY DEPARTMENT OBSERVES "ENGINEERS WEEK"



These engineers, Robert H. Seay, Jerry Potter, and John E. Hall are pictured before one of the displays made by the Department to show during "Engineers Week," February 21-27. It was made at the Graduate Institute of Technology Headquarters in McArthur Park where "Engineers Career Night" was held February 22, George Washington's birthday.

Engineers Week is celebrated annually during the week of Washington's birthday and many AHD engineers participate in the activities. On "Career Night" high school students who are interested in engineering attend the Institute to hear speeches, and for information as to requirements, high school courses they should take and general encouragement and direction.

John Hall, who is president of the Central Arkansas Chapter of Arkansas Society of Professional Engineers, spoke at an assembly for interested students at North Little Rock High School during the week; and Bill Moore, assistant chief engineer, spoke at the Little Rock Kiwanis Club. Hershel Roy of the Office Engineer's staff, was chairman of the Publicity Committee. Charles Wroblewski was director of the Speakers Bureau.

ECUADOR ENGINEERING STUDENTS VISIT AHD

The Highway Department again hosted visitors from a foreign country when eight civil engineering students from Ecuador visited March 8.

The group, accompanied by two State Department interpreters, are all upper classmen representing three universities in Ecuador. Their itinerary, which they selected themselves, included also Washington, D.C., Terre Haute, Ind., New Orleans, New York City, and Miami. The month long tour was arranged to broaden their view of American life and

culture, and to observe activities relating to engineering.

Dale Loe, Bob Seay, and John Hall, Bridge Division designers, were hosts for the day, which began with a showing of the 1964 Highway film. Since several members of the group are planning to enter highway work, a field trip was arranged to observe bridge construction in progress over Gold Creek as a part of the Mayflower-Brumley section of Interstate 40. They were met at the construction site by Lawrence Fletcher, assistant resident engineer in District 8. They also visited Materials and Tests with its modern layout of testing equipment.

The Little Rock Engineers Club and the Central Arkansas Chapter of ASPE gave a lunch for them at the Albert Pike Hotel. Hall, Loe, and Seay represented ASPE as well as the Department in extending hospitality to the group. Hall is president of the Central Arkansas Chapter.



Hall is standing at left, Seay is at far right, and Dale is third in the background.

On February 3, seven employees with a total of 180 years' service received longevity awards, and two young engineers received certificates of merit for having completed the Engineering Training Program.

The awards were presented by Director Sturgis who gave a brief resume on each recipient. The Highway commissioners, Chief Engineer Ward Goodman, Administrative Assistant Y. W. Whelchel, and other officials were among the large audience in the Commission Room to watch the presentations. There were special guests also, including some of the wives of the men receiving the awards.

Six of the awards were for 25 years service and one was for 30 years. The men were: Walker C. Haigh, 30 years, and Chester C. Studdard, R. A. Milum, Ernest H. Cuzzort, Otis W. Vaughn, James C. Perkins, Jr., and Robert H. Kirkland, all years. The two young engineers were Robert Green, and James W. Gee.

T. D. CASEY PASSES REGISTERED PROFESSIONAL ENGINEERS' EXAMINATION

T. D. CASEY, of Russellville, was one of the group that passed the registered professional engineers' examination given last October, but for some inexplicable reason, his name and picture were omitted from the magazine write-up in the February issue. This is regrettable and we offer our apologies to Casey for this unfortunate incident.

Casey, 35, was born in Mansfield, Sebastian County, but resided in Waldron most of his life. He attended the Waldron public schools and graduated from Waldron High School in 1948. He attended Arkansas Tech at Russellville and the University of Arkansas for two years studying civil engineering. In December 1954 he came to work for the Highway Department as a junior construction inspector in Ft. Smith. His capabilities and development soon earned him promotions and he eventually became instrument-man with a knack for supervision. He supervised all types of work in construction of roads and bridges; and he always maintained an effective relationship with the men under his supervision. In July 1962, he was promoted to resident inspector in District 8, where he had been in responsible charge with minimal supervision of a road and bridge contract.

Casey served a couple of years in the Army in the Cavalry Division on two different occasions. He was a corporal.



Mr. Sturgis is pictured with Bob Meredith, superintendent of construction of the new Highway Department building on the New Benton Highway. The general contractor is Jim Bush. The picture was made on February 23 when ground was broken to start construction.



This group of engineers who recently passed the registered professional engineers' examination are shown with their registration certificates which were presented to them at a meeting of the Central Arkansas Chapter of ASPE. This is the first time the licenses have been presented on the chapter level. T. D. Casey (item above), is standing at left; others, left to right are: Lawrence Fletcher, Charles Wroblewski, Bobby Joe Parker, Dale Loe, Marcellus Gross, Robert Seay, and M. J. Hensley.

AROUND THE DEPARTMENT



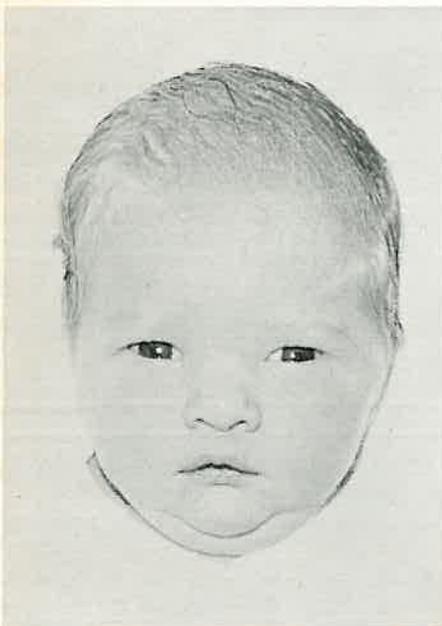
COUNTY PROGRAM

Barbara Oldham

The stork has been around twice in this division. His first flight was to the Jefferson County Hospital in Pine Bluff on February 7, where Mr. and Mrs. E. L. Bellomy became parents of an 8 pound, 1½ ounce girl, to be known to the world as Ramona Irene Bellomy. The Bellomys also have two other children, Pamela, 2 years old, and Michael, 5.

The stork's second flight was made February 15 to the Baptist Hospital in Little Rock to deliver a 7 pound boy to Mr. and Mrs. M. T. Griffin. The baby, named Glen Allen Griffin, has a "big" brother, Robert Lewis, 2½ years old. Our congratulations to both these couples in their endeavor to upgrade the current population rise.

Congratulations also to John Tallant, our boss and County Program engineer, for the publication of his speech "Contract Time and Liquidated Damages" in the February 17 issue of Construction News Magazine. This speech was given at the 1964 SASHO meeting in New Orleans. We are all proud of you, BOSS!



Glen Alan Griffin



Marcie Gross, Bill Looney, and Archie Wyatt, Planning and Research employees who recently received service awards.



PERSONNEL

Dorothy Lehman

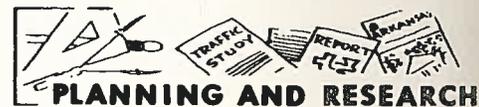
As you probably already know, Jane Greenlee is now the PBX operator, and although we're sorry to see her leave the office, we are happy to have Jackie back with us again. Jane says the service on the first floor is great. We are all happy that she likes her new job so well.

A pretty addition to our office came in in December in the form of Ann Fitzgerald, a snapping brown-eyed Irish lass. No wonder we've been having so many callers...Sibbie Cox celebrated a birthday on February 6 and was treated to a dinner at Island X. Members of Accounting and Personnel attended.

On January 20, little Debbie Davison fell from a tree, breaking an arm. Just as she was beginning to enjoy her stay at the hospital, she went home. She was confined two days at St. Vincent's.

Welcome back to Shirley Bain, who will handle your service awards. Shirley resigned a couple of years ago.

Martha Adams was sick for several days, two of which were spent in the hospital. We all joke about wanting a rest but not under those conditions.



PLANNING AND RESEARCH

Billie Whiteside

Director Mack Sturgis was a visitor February 23 to witness the ground breaking for our new Highway Department building.

We have a new spectator sport for the lunch hour since the excavation has begun right next to us. A few elevated seats and a box for suggestions would no doubt be appreciated.

The afternoon of the big snow, we had gay, exciting, adventurous times getting home from out in the country. No mishaps were reported, but several of the men got some good exercise pushing cars. Marcie Gross was in Fayetteville and got snowed in.

Our boss, J. R. Henderson, was in Washington, D.C., February 16 and 17, together with Ward Goodman, attending a conference on highway beautification called by AASHO to help implement the President's program.

Mr. Henderson presented service awards to three of our employees recently: Marcie Gross for 5 years; Bill Looney for 15 years, and Archie Wyatt, for 15 years. Congratulations to all of them!

We also extend congratulations to Jim Barnett of the Traffic Engineering Section, on his engagement to Janice Rae Smith of North Little Rock. The wedding will be at 8 p.m. on Feb. 20 at 3 p.m. in Lakewood Methodist Church.

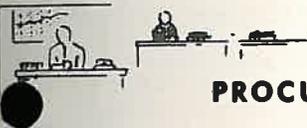
Bill Smith's wife, Peggy, recently went to New York for a surgical nurses' seminar. Bill baby-sat.

One of our friends and fellow workers, Nathan Bingham, was felled by illness at work and after a stay at St. Vincent's, is now at home recovering. Neb is one of the nicest fellows in the Highway Department. He has a good disposition, a wonderful sense of humor, and we miss him. Come on back soon, Neb.

W. K. Bartleson's Road Life-Road Inventory Section has been pretty hard hit by sickness lately. Besides Neb, a flu epidemic absented Buddy Lewter, Charles Neal, John Helgen, and Bart himself, for a time.

Marjaine Turner's sister has been a patient at St. Vincent's.

We extend sympathies to Asa McCord's wife and family on the death of Mrs. McCord's father, Mr. Roy Swindle, a former Highway employee. The funeral was attended by Ed Johnson, Cecil Rider, David Connors, and Lukie Atkinson, in Paragould.



PROCUREMENT

Lou Hardy

Well, with the warm weather we had recently the fishing bug has bitten Willene and Bud Dorris. They went to Lake Maumelle and although their stringer was empty when they returned home, their hearts were filled with the joy and contentment of an afternoon spent doing absolutely nothing. Willene and Bud also celebrated their second wedding anniversary February 23. Congratulations to the "newlyweds."

Frank Caple has been getting in his usual rounds of golf; and Lewis Wade has finally found everything (the weather, etc.) agreeable for him to try his golf clubs he received Christmas. His first taste of the sport was not so good, though. It seems he got in the way of a flying ball and he has a bruised leg to prove it. Better luck, next time, if there is one, and watch out for the flying balls.

Another bug has been biting in the Procurement Office - the flu bug, which is not quite so refreshing to those who were bitten. Jim Meredith has had a slight case of it and now Martha, his wife, is in bed and it seems that she has been bitten pretty hard. Hope to hear that Martha is doing better soon.

Doris Haskett gave her daughter Linda a birthday dinner party February 26, for her 22nd birthday. Linda received a flute. The Haskett family is quite musically inclined. Doris' son, Bill, is the band

director at Sylvan Hills. Doris sings in the Diamon Women's Chorus.

This reporter and family visited relatives in Pine Bluff over the week end recently. Alton has become one of the "sports" crowd. He traded our old Chrysler for a '60 Rambler convertible. We took Kent and Kevin to see the Shrine Circus. The kids had a big time and so did I because that was my first circus, too. Lewis and Leta Wade also attended with their son, Kevin.

Janice Yancey and a friend attended the races at Hot Springs.



ROADWAY DESIGN

Virginia Deckard

Welcome to three new employees: James Barrett, Amos Palmer, Jr., and Richard Wallace. All three of them are single, girls!

June and Floyd Dillon are proud parents of a 9 pound, 3 ounce baby girl born January 17. The new one is named Sandra Kaye and both she and her mother are doing fine. This reporter visited June recently and the baby is a real little doll. June is former secretary in Roadway.

Chester Siesicki owns a new, white 1965 Galaxie Ford. The week end after he bought it, he and his family broke it in by driving to Jonesboro to visit a sick friend. (I always thought that story about a sick friend was told only when a husband wanted a night out!)

Paul Haydon and John Adams took a trip to Hot Springs the afternoon of February 22 to watch the ponies run. Not much comment on their winning or losing, however.

Charles Toland and family moved into their new home at 10225 Raymond last month. The moving must have been too much for Charlie because he is at home sick in bed with the flu bug as of this writing.

Speaking of sickness, my little son has been giving his mother a few sleepless nights, too, with colds, sore throat, and an ear infection. We should all be glad when spring comes and does away with this sort of thing.

Richard Butler and family have just returned from a week's vacation in Tucson, Ariz. He said the weather was beautiful.

John Hicks' son, Robert, visited at home the week end of February 20. He attends Ouachita Baptist College at Arkadelphia. Also, John's wife, Peggy, spent two weeks recently with her parents while they were ill.

A word of encouragement to our bowling league - Now that you've finally made the bottom of the league, there's only one way to go - UP.

Your character is built by what you stand for; your reputation, by what you fall for.



EQUIPMENT

Sally Crook

The Equipment office enjoyed cake and coffee on February 16 to help C. Don Hayes celebrate his birthday. Johnnie Gray was our guest at the party.

We enjoyed a recent visit from Carl Hosack, retired safety supervisor with our division. He had a beautiful Masters Doubles trophy which he and Red Felix of Poe Motor Company won at the Dallas Invitational Handball Tournament, in Dallas, Tex.

Parker Harden was presented his 10-year service awards February 9 by Mr. Hayes.

Lem Kirkpatrick is looking forward to a visit from his daughter, Kitty, from Houston, Tex. They plan to attend the races at Hot Springs.



Pictured here is Miss Mary Patricia Pitts, two-month-old daughter of Frank Pitts, clerk in Procurement for Equipment. We can understand why Frank is proud of such a pretty young lady.



TRAFFIC SERVICES

Sharon & Judy

We will all miss Sharon Jobe, who resigned to await a visit from the stork. She was presented a nightgown and robe set and slippers as a gift from our offices. We're going to miss her but wish her the best of everything.

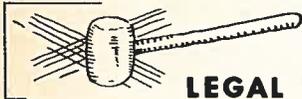
Replacing Sharon is Brenda Jo Shearin from North Little Rock. Brenda Jo is the

new bride of Jim C. Shearin, who is "Gorgeous George" of KALO Radio. We are glad to have her aboard.

Danny Bland, 3-year-old son of Charles Bland, had his tonsils removed recently and came home that evening with the doc's permission to eat anything he pleased.

James Mellard attended the races at Hot Springs on opening day and says he just about broke even, but even this is quite an accomplishment.

Otha Hewitt, our boss, went to Tulsa, Okla. February 23 to attend a 4-state meeting regarding the "Ozark Frontier Trail."



LEGAL DIVISION

Elva Tibbs

Reaching back into January: Bobbi Steed has taken maternity leave. She not only is making preparations for the baby-to-be, but is moving into a new home. Now this is busy, busy. Her replacement, Ethel Harrison, is a calm one - unobtrusive, but quite interesting.

On February 12, the promising young attorney, Lindsey Fairley, was feted with a party - not to say "goodbye," but "good luck" on his appointment in the United States District Attorney's Office.

On February 26, a surprise birthday party was given for the "BOSS," Mr. Woolsey. His special day was celebrated with friends, fun, and food; and his every ready wit topped the afternoon like "Happy Birthday, Chief" topped the cake. Visitors were Mack Sturgis, Ward Goodman, Joyce Spencer, and Fero! Jones. (P.S. Henry Gray came late, but effectively . . . and he finished the cake.)

Well, we celebrated a pretty important birthday last month: George Washington's. It brought to mind our many rights as American citizens. These undeniable rights, elements of our freedom, have their obligations, too. Let's review them:

"1. It is my duty to obey my country's laws. 2. It is my duty to vote, so my government may truly represent the will of the people. 3. It is my duty to keep informed as to the honesty and ability of candidates for public office. 4. It is my duty, by my vote and my influence, to correct injustice. 5. It is my duty to pay such taxes as have been devised by representatives elected by me, to defray government costs. 6. It is my duty to serve on a jury when called. 7. It may sometimes become my duty to hold a public office for which I am suited, so my government may function efficiently. 8. It is my duty to defend my country, if need should arise. 9. It is my duty to abide by the will of the majority, to stand behind my government, so my nation may be unified in time of crises." —Printopics

This writer came to work with the Legal Division February 1, and my new employee's guidebook says "You are an employee of one of the biggest organizations

in Arkansas, an organization of 3,000 people." I have the perfect opportunity to tell you all that I am happy to be with you and I shall try to be a sturdy cog in the wheel of highway progress.

(Elva, we are most happy to have you, also. We sincerely hope our association with you in all respects will continue to be pleasant and of a long duration. Elva is one of the reasons my trip to Madrid, Spain a couple of years ago was so pleasant. We were graciously hosted in her lovely apartment there on several occasions. We also had a marvelous time one Sunday there when she took us on a tour of the famous "Flea Market" in one of the old sections of Madrid.Ed.)



RIGHT OF WAY

Shirley Childress

There has been a little flu bug flying around in Right of Way during the month of February that was as busy as a bee. A large percentage of our employees have come in contact with the bug and missed several days of work. I wouldn't attempt to name the people hit because there were so many I might miss someone and I wouldn't want their temperatures to climb again.

Fred and Nina Williams went through some anxious days when their little girl, Karen, 22 months old, was hospitalized for 5 days with an intestinal virus. She is doing fine now and has such a good appetite that she is gaining back the 6 pounds she lost during her illness.

Larry Lorence and his wife made a hurried trip to Florida where Mrs. Lorence's father underwent surgery. The outcome of the operation was a lot better than expected but her father is still hospitalized and will be for quite some time, yet.

Neil Gibbs's mother-in-law underwent surgery during the month of February at Missouri-Pacific Hospital and is improving but still in the hospital. Neil was the only Right of Way employee I heard of that had any serious trouble during the snow we had February 24. He and Nola were involved in a minor auto accident but no one was injured.

I reported in last month's magazine that Benny Walden's wife, Dolores, might have to return to the hospital for surgery due to injuries suffered in a fall at her home. Dolores did return and had surgery February 19, at St. Vincent's Hospital. We wish Dolores a speedy recovery for we know she is anxious to get back home to her family. The Waldens have 4 boys and a girl; when Dolores checked into the hospital their little girl was just recovering from scarlet fever.

All the families mentioned above are employees in the Engineering Section, which is where this writer works. Do you suppose someone has put a hex on us? If so, I sure would like to know how we could break it.

The Engineering Section does have one good piece of news to report, though; we have a new employee. His name is Jarrell Jackson and he and his wife reside in Lewisville, Ark. He will be working in the field most of the time so we will not see him too often. We couldn't catch him long enough to get his picture for the magazine.

The Charles Scotts are concerned about their grandsons, age 2 and 3, who are hospitalized with pneumonia in Monroe, La. We hope the next report from their daughter and son-in-law will be a good one.

Woody Laird of the Utilities Section underwent surgery at St. Vincent's Hospital February 23. We understand he will be off three weeks. We hope he will get well soon and be back by the time this is printed.

Charlotte Lee spent a few days in Dallas visiting her sister and taking in the sights - especially the tall ones. She and her sister had lunch at Ports O' Call and Charlotte was impressed with the beauty of the place and the food, but we hear she is going to have to go back on her diet.

Retha Griffin and son Terry drove to Arkadelphia February 20 to enroll Terry at Henderson State Teachers College where he will be a freshman next fall.

Jim Barlett is now the proud owner of a new Plymouth Fury. It's white with light blue interior. Speaking of Plymouths, I am the new owner of an Old 1959 Plymouth. (I know you don't usually report when someone buys an old car, but when you have been driving a 1949 Lincoln like I have, a 1959 model will seem pretty new.)

Our sympathies are extended to Art Emmerling in the loss of his father, Edward M. Emmerling of New York February 6.



This is Earl Wiley, an employee of the Right of Way Division for four months in the Right of Way Division. The picture was lost in the mail, hence the delay in printing it.



DISTRICT

2

Leslie Long

District 2 has cause to be proud of all our maintenance men who gave so unselfishly of their time and were out in full force helping to deep our highways clear and safe for motorists during the big snow last month.

Payroll clerk, Wilton Wright grabbed his duds and a fishin' he went with James Pierce, bookkeeper. They went to a well known Arkansas County reservoir where they caught a "long" string of fish of a mixed variety, including bass, bream, crappie, and carp. A final cast by Wright brought in a 5 pound Israeli carp. Think he's having it mounted. Perhaps our imagination is cranky or dwarfed, or timid, but not that of the Chavises. They have a new type visitor in their home by the name of Mongoose. A mongoose according to Webster, is about the size of a ferret. It fearlessly attacks and kills the most poisonous snakes and upon authority of ancient Egyptians, devours crocodile eggs.

Woodrow Wilson thinks life's difficulties should make us better - not bitter. After being away from work for approximately 10 days and going steady with the doctors, upon his first day back on the job he was the victim of an accident. A pickup truck struck his car from behind and backed it 180 feet.

Ira Stringer, known to us as Weights and Standard Unit 282, was also the victim of a similar accident while working on an assignment in our locality. His partner, Allison has been ill with pneumonia. We're glad to have them both back on the highways.

Bob Warren says the years are beginning to add up when it takes you longer to rest than it did to get tired. He has kept a diary of his personal experiences and observations since the year 1929.

It's almost amazing that this writer can't leave her car by an expired parking meter long "enuf" to dash into a store for some change without finding a ticket under the windshield wiper when she returns.

Recipients of service awards were Olan Clark, 10 years, and W. H. Kyle, 20 years. Robert Kirkland was presented his 25-year service awards February 3 at Little Rock. Bob Jarboe, Chicot County foreman, and Brewster Shalmy, maintenance superintendent, attended the presentation.

The L. K. Howells motored to Tyler, Tex. to visit their grandchildren, mostly. Congratulations to the Leslie Carringtons on the arrival February 13 of an infant son, and also congrats to Olan Clark on becoming a grandparent.

T. L. Chambliss is blissfully happy with his new red Ford, and O. Z. McGee has a new-to-him 1961 model auto.

We are sorry to learn of the death of Roy Lee Donaldson Tuesday, February 23 at St. Vincent's Hospital, from injuries re-

ceived in an automobile accident January 2 near McGehee. We extend our deepest sympathies to the members of his family.



DISTRICT

3

Edna Lewallen

Carol Annett Scott, daughter of Lige Scott, area foreman in Little River County and Mrs. Scott, is a 1965 Betty Crocker Homemaker of Tomorrow in the Ashdown High School. She is now eligible for state and national scholarship awards ranging from \$500 to \$5,000.



Carol Scott

Mrs. J. E. Lowder had the misfortune of reaking her foot the first part of January, ut is much improved.

In February, E. Morris Turner received service awards for 15 years service, and Jodie Waddle, for 10 years' service. Congratulations, fellows.

C. L. Skinner is in the Branch Hospital as of this writing. Hope it won't be long before he is back with us. Others on the sick list have been Collis Crawford and Mrs. Albert Hodges.

Enos Doyle of Sevier County, and Donald Harper of Hempstead County, are new employees in District 3.

The Texarkana office is happy to welcome Don Mitchell as our new resident engineer. Mr. and Mrs. Mitchell were transferred from Clinton to District 8. Coy Campbell is being transferred to Hope. We'll miss Coy, but wish him the best of luck at Hope.

Jimmie Mauldin and Bill Sullivan were married December 3. Our best wishes to the happy couple.

We welcome Robert H. Green, a former engineer-in-training, who will work for Coy Campbell in Hope. Mr. and Mrs. Green were transferred to us from Planning and Research Division in Little Rock.

Three fellows are cruising around in new cars: Bob Spence, a new Chevrolet; Floyd Allen, a new Volkswagen, and Lantz Lurry, a new Ford.



Miss Mary Elizabeth Graham, daughter of Mr. and Mrs. Ritchie Graham of Emmet, and William Donald Crane, son of Mr. and Mrs. Clarence Crane of Prescott were married February 13 at 8:30 p.m. in the home of Elder Chester Bullock, who performed the double ring ceremony in the presence of a few friends and relatives. The bride wore an off-white wool suit with bone accessories. Her only attendant was her sister, Mrs. Charles Pry. Aris Wayne Loe served as best man. Miss Graham is a graduate of Emmet High School and Duke's Beauty School of Texarkana. Mr. Crane is graduate of Prescott High School and Henderson State Teachers College. The couple is at home in Pine Bluff, where the groom is employed at the International Paper Company. Donald worked for the Department during the summer months and his father, Clarence, is a mechanic in the district shop.

Our sincere sympathies are extended to the family of William Cobb, retired patrol operator in Little River County, who died February 3, after suffering a heart attack at the age of 63. Mr. Cobb retired in April of 1963, after 32 years' service. He received his 30-year pin October 4, 1961. He is survived by his wife, three sons, and three daughters.

LIFE

It's not what you get, but what you give, It's not what you make, but how you live.

It's not the kindly years you spend on earth,

But kindly deeds that prove your worth.



DISTRICT



Burnham & Campbell

Five new pre-cast concrete slab bridges on Highway 203, Hampton, North, have been completed under the supervision of Hal B. Woodson. These bridges have been highly complimented by the traveling public.

R. P. Humble and Frank O'Donnel of the Safety Section visited us in February, but they had to rush back to Little Rock due to the snow. We're looking forward to their return when the weather is more accommodating.

Johnny Mosley is back with us after working several years with the county. Johnny is heavy equipment operator.

Hugh Anderson is on the sick list, but we hope to have him back with us soon.

We were sorry Jake Clements got sick the day he arrived for a visit with us before his retirement. We're looking forward to a delayed visit after he retires. We feel Jake belongs to District 7, since he started his long career with AHD in Camden, and will always be a VERY SPECIAL PERSON to each of us.

Norman Pumphrey, resident engineer at Camden, has been promoted from captain to major in the Army Reserve. It couldn't happen to a better boy, so congratulations to a most deserving person.

Althea Campbell in the district engineer's office is on sick leave. She is being replaced during the time by Apt Keaton, formerly in the Camden resident office.

W. E. Hicks and G. E. Nunnally attended the going-away party in the central office for Jake Clements and Lester McCain.

District 7 was saddened by the death of Corbin King February 8. Corbin was a native of Union County and had been employed by the Department 9 years. He attended Strong High School and was an elder in the Ebenezer Presbyterian Church, and was active in all community affairs. Survivors include his wife, Mrs. Jessie King, two sons, Larry, Jr., who attends Monticello A&M, and Glenwood, a teacher in Lonoke High School.



DISTRICT



Netha Brown

Virgil Eggleston, our stock clerk, has joined the ranks of proud grandparents. His son, "Buck," a carpenter in our maintenance section, and Mildred, are parents of a baby boy, John Kevin, born February 13 at St. Mary's Hospital in Russellville. The little fellow weighed 5 pounds, 14 ounces, but his dad reports he is gaining steadily.

Jack Lawrence, a seventh grader, caught a small mouth bass weighing 4 pounds while fishing on Greer's Ferry Lake. He

was trolling, using a white hellbender. It was a family fishing trip, but we hear that John and Ann, with Mike and Shawn, went along just for the ride.

Lots of sickness in District 8 at this time. Bill McAlister has been a patient at a Hot Springs hospital since February 17, and we all hope he will be up and around soon. Many others have colds and flu.

We take this opportunity to welcome Z. H. Higgs and Willard Reese to the Department. They are new employees with construction.



DISTRICT



Braswell & Morton

District 9 was privileged to have our new Highway Director, Mack Sturgis, at a meeting at the Harrison office February 11. We were happy to meet Mr. Sturgis and his talk was enjoyed by approximately 300 employees. Also enjoyed were the talks given by Wm. L. Moore and Y. W. Whelchel.

HAPPY BIRTHDAY To: F. T. Baker, Paul Bennett, J. F. Cheatham, Cleo Copeland, Tommie Day, J. L. Dickey, Ray Duffy, Tillman Fancher, Daniel L. Grant, Huston Isom, Sue King, Clayton Lemarr, Oscar May, Walter McDonald, Buster Murdock, Henry Neil, W. H. Phillips, Jay Pratt, Pete Redman, Ora Robbins, W. R. Shelton, Jr., C. E. Trammell, W. L. Wall, Jay Frank Wilson, and Oral Young.

W. B. Hawkins retired in February with over 21 years of loyal service in the Department. Bill had served in many capacities through those years and had been our top notch stock clerk for the past 16 years. At a party on February 17, he was presented his certificate of service by Jewell Whitaker and gifts from all his Highway friends. Special guests were his wife, Mae, and sister-in-law, Ethel Russell, and former employees Bertha Wagley, W. H. Porter, and Raymond Holland. Bill will be remembered for his loyalty, the efficiency in which he did his job, and the friendliness and good humor he gave throughout each day. We wish him a very long and happy retirement.

Another employee, Ertie H. Lawrence, retired in February after 16 years in the Department. Ertie was well known throughout the state for his excellent work as a bridge superintendent. Mr. Whitaker presented his retirement certificate and a gift at a party February 25. We extend to Ertie our sincere wishes that he may enjoy good luck and good health during his retirement years.

Isaac W. Thomas had a short tenure with the Department when he retired in February, but during the time he worked in District 9, we soon learned to admire and respect him. He carried out his duties efficiently and capably, and acted as area foreman in Baxter County during C. C. Studdard's illness. Isaac's friends gave

him a gift with a wish that his retirement years will be full of happiness and contentment.

'It's good to hear from District 9 again. We hope they will continue to send us news from up in the beautiful hill country.'



Issac W. Thomas



Jewell Whitaker and W. B. Hawkins



Ertie H. Lawrence and Whitaker

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

THE COMMISSION

Chairman	Wayne Hampton
Vice Chairman	Amil Taylor
	Truman Baker
MEMBERS	John W. Harsh
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Director of Highways	Deputy Director & Chief Engineer
Mack Sturgis	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



DISTRICT



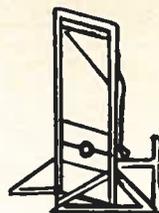
Isabelle Psalmonds

Friday, February 19, was a "Red Letter Day" in District 10 when we had distinguished guests in our district. Wayne Hampton, chairman of the Highway Commission, Commissioners Truman Baker and Maurice Smith, Highway Director Mack Sturgis, Assistant Chief Engineer William (Bill) Moore, Administrative Assistant Y. W. Whelchel, and District 2 Engineer John Harris came up for a staff meeting with District 10 employees. There were approximately 275 employees present - almost 100 per cent! We all enjoyed it very much. After the meeting, the visitors accompanied by John Price, District 10 engineer, John Sanders, district maintenance superintendent; Darrell Holder, assistant maintenance superintendent, and J. C. Cobb, inspector, drove to Blytheville where they met with others at the Blytheville Country Club; formed a motorcade and drove to the site of the dedication ceremonies on Interstate 55 on the last segment of construction in the Blytheville area, and officially opened the entire 72-mile length of Interstate 55 across Arkansas. Several dignitaries from Missouri and Tennessee, as well as Governor Faubus and members of the Arkansas Legislature, mayors, county judges, and other prominent people were in attendance.

We are proud of our boss, John F. Price. At the banquet at the Country Club which followed the ribbon cutting, he was presented a pin and certificate of congratulations on 25 years of meritorious public service from the American Association of State Highway Officials. The presentation was authorized at the annual convention of the Association at Atlanta on December 8. Mr. Hampton made the presentation.

Carl M. Shocklee, mower operator, Randolph County, received his 10-year service pin in February.

The snow was beautiful and great for the children, but for us older ones, and especially for the Department, it can be a real problem.



this'll kill ya!

A man finally bought a parrot at an auction after some spirited bidding. "I hope the bird talks," the buyer said to the auctioneer. "Talk?" asked the auctioneer. "He's been bidding against you for the past ten minutes."

One time years ago an old backhills plumber accepted a job from a doctor to install fume hoods in the doctor's lab. These hoods had to be made of stainless steel in order to withstand hydrochloric acid fumes. He ordered the hoods and installed them. The only remaining problem was the pipe running outside to the roof from the hoods. At that time stainless steel pipe was unheard of, so he wrote the State plumbing board a letter which read:

"I would like to no if I can use iron pipe to exhause Hidracloric Acid fumes."

The boara immediately wrote him this return reply:

"Hydrochloric acid fumes would be definitely detrimental to the well being of iron pipe."

Upon receipt of this letter he was unable to decipher the word "detrimental", but he understood the words "well being." So he wrote them a note of thanks saying he would order it "right-a-way."

When the State board received his letter, they immediately wrote him another strong letter to this effect:

"Use of aforementioned material for said purposes would immediately deteriorate iron pipe."

When he received this note, he was completely assured that they were telling him to use it. He assumed this because of not understanding any of the second letter. He graciously wrote them a note of thanks and said he had placed his order.

Upon receipt of this note, the State Board wrote him this final letter:

"Don't use it!! It's eats the hell outa pipe!!!"

"The people upstairs are very annoying," complained the tenant. "Last night they stamped and banged on the floor until midnight."

"Did they wake you?" asked the landlord.

"No," explained the tenant, "Luckily I was up, playing my tuba."

The young lady eyed her escort with disapproval. "That's the fourth time you have gone back for more punch, Albert," she said coldly. "Doesn't it embarass you at all?"

"Why should it?" the young man shrugged. "I keep telling them I'm getting it for you."

"So you deceived your husband," said the Judge.

"Oh no, on the contrary, he deceived me. He said he was going out of town but he didn't."

"My wife says that if I should die she'll never get married again."

"Guess she figures there's not another man like you."

"No, she's afraid there is."

A small boy leading a donkey passed by an army camp. A couple of soldiers wanted to have some fun with the lad.

"Why are you holding your brother so tight, sonny?" said one of them.

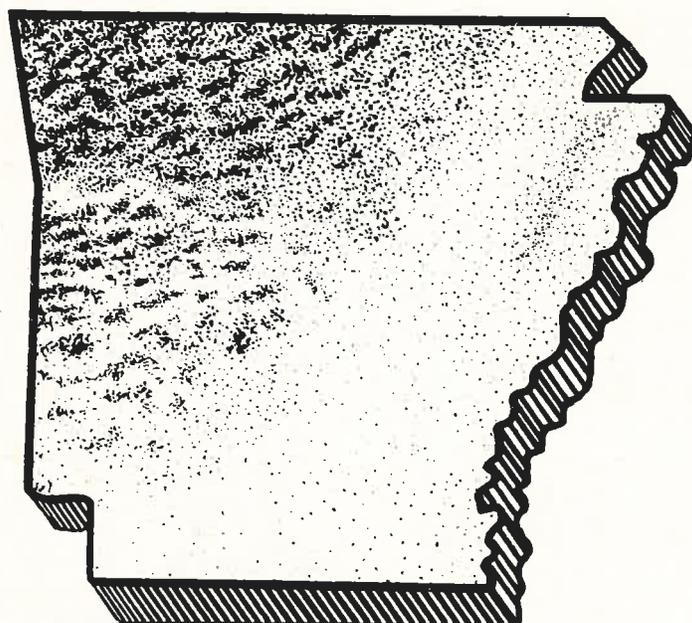
"So he won't join the army," the youngster replied without blinking an eye.

A man walked into a bookshop. "I'd like something modern, right up to date . . . but not too flowery . . . something written in an economical style . . . not too many superfluous characters . . . something accurate and precise . . . a book with an international setting . . ."

Asked the assistant: "What about a European railway guide?"

Arkansas State Highway Department
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".....land of pleasant driving."

COVER PICTURE: Highway 18, crossing over Interstate 55 which recently was opened.
Story on the inside.