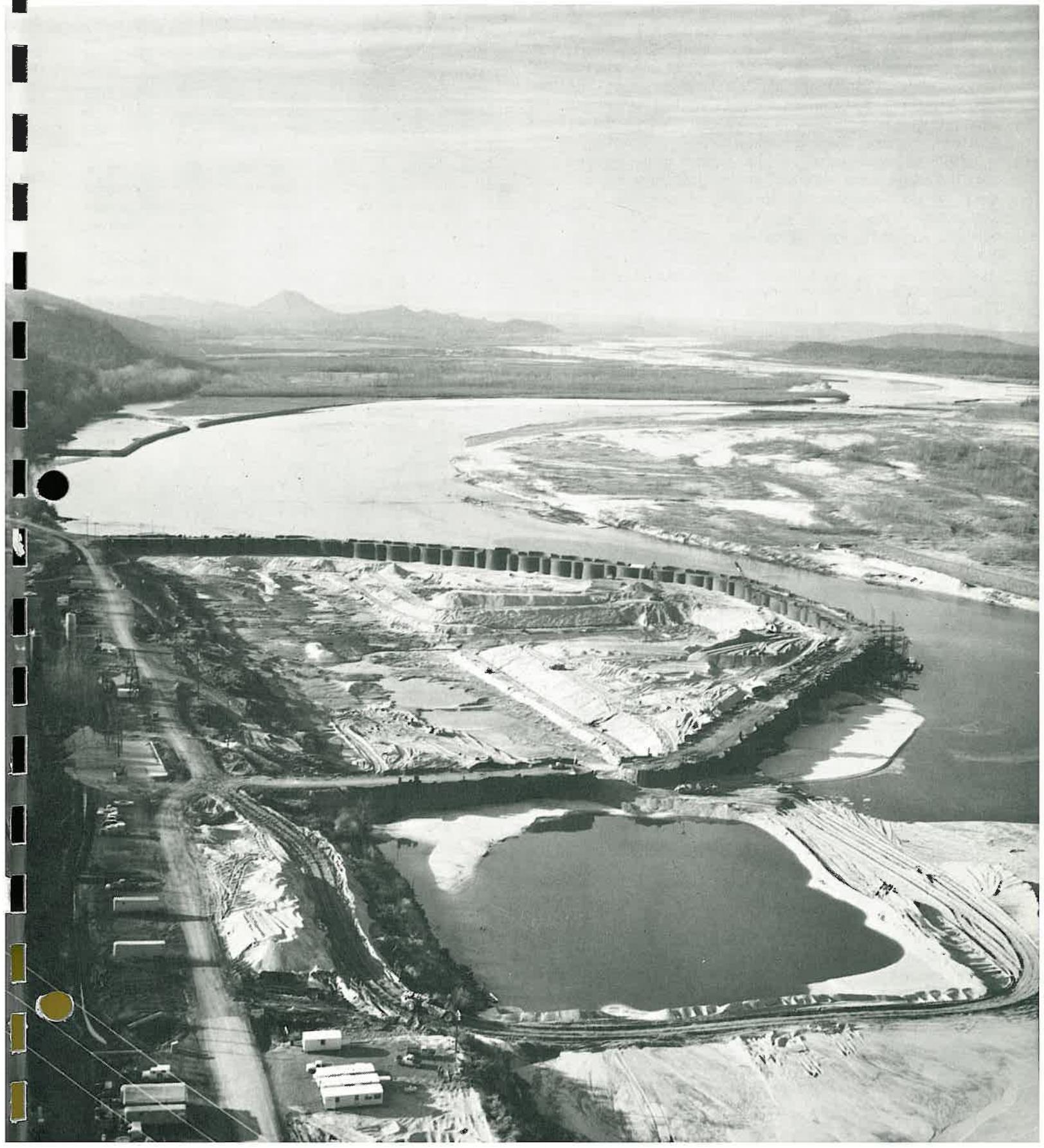


Arkansas Highways

January 1966

MAGAZINE



EDITORIAL...

As all Highway employees and most everyone else knows, our beloved Highway Director, Mack Sturgis, was stricken with a heart attack December 14 at 4:30 p.m. Mr. Sturgis was at work at his desk. The pressures and demands of his job are always heavy but especially so at this time of year, and they proved to strenuous. Luckily, his symptoms were recognized and he was taken quickly to a doctor by Chief Engineer Ward Goodman.

The employees and all his other many friends over the state were shocked at this tragic news, and many of us immediately thought of visiting him. Fortunately, his doctor knew best and forbade all company except his immediate family. But, our thoughts were, and are now, with him.

He returned to his home on December 29, and as of this writing, is gaining strength each day. He is able to read all the hundreds of cards and letters sent him during his hospital stay, but still must rest, rest, rest. When he can return to work full time cannot be predicted but we hope that it will be soon.

In the meantime, until Mr. Sturgis returns, Mr. Goodman is acting as Highway Director. Let's give him our full cooperation in all matters.

LETTERS

Mr. J. H. Lawrence
Chief Construction Engineer
Little Rock, Arkansas

Dear Sir:

We would like to take this opportunity to express our gratitude for the manner in which Mr. Don Mitchell and his staff handled the closing out of Job No. 3588, Miller County, Ark. Such prompt reporting, processing, and releasing final monies due the contractors on any project improves the overall atmosphere, and makes for a better Contractor-Contracting Agency relationship.

At your convenience, please convey to Mr. Mitchell our appreciation.

With best wishes we remain,

Very truly yours,
McMillin-Burkett Construction Co.

* * * *

(To District 1, Resident Engineer J. B. Hogan's office, Forrest City.)

To All Personnel:

Your office personnel is to be heartily congratulated and complimented on your cooperation in locating my lost purse.

The purse was accidentally knocked out of my car while changing drivers on Highway 70, north of Forrest City

on the evening of October 24. The loss was not discovered until my arrival in Memphis. The next morning we called your department and told them approximately where the loss occurred and your personnel volunteered to send someone out to look for it. Later that day I was told it had been located and would be mailed to me at my Memphis address. The purse has been received and intact.

It is very refreshing to one's faith in the human race to know that there are helpful and concerned people in our public offices. I am most grateful to everyone who had a hand in returning the purse.

Under separate cover, your office will receive a small token of my appreciation. Again, I cannot compliment you enough for your interest, concern, and prompt action in this matter. The best to all of you, always.

Sincerely,
Dorothy C. Barker

(Editor's note: The employee who found Mrs. Barker's purse was Max H. Oldham, a long-time employee and a former resident engineer. He was sent to search for the purse by Ben Hogan, resident engineer at Forrest City. After about an hour or two he found it. Mrs. Barker sent the office a large bag of peanuts, popcorn, and peanut candy, to show her appreciation. Oldham deserves a pat on the back for his good deed.)

* * * *

Mr. Marvin T. Griffin
State Highway Department

Dear Marvin:

I wish to thank you for the maps you sent me, and also we were proud to have men like you in our town to help make peoples' travels much safer.

Sincerely
Ned Wimberly

* * * *

HEADQUARTERS SUPPORT ACTIVITY
New Orleans, La.

From: Commanding Officer
To: SMITH, R. E., YN2, USNR-R

Subj: Letter of Commendation

1. As indicated by enclosure, the House Committee on Armed Services unanimously approved a motion commending the various military Departments on their effective efforts to assist the unfortunate victims of Hurricane Betsy, which struck the State of Louisiana on the 9th and 10th of September 1965.

2. During the period of 9 September to 2 October 1965, you materially contributed to this Station's capability in sheltering, feeding, and caring for 10,000 Hurricane Betsy victims. The outstanding manner in which Operation "Hurricane Betsy" was executed, and the effective assistance rendered to the unfortunate victims would not have been possible

(Continued on page 9)

CHIEF ATTORNEY WOOLSEY LEAVES AHD TO HEAD WORKMEN'S COMPENSATION COMMISSION



Mark E. Woolsey, chief attorney of the Legal Division since November 1963, left the Highway Department January 15 to take up his new duties as chairman of the Workmen's Compensation Commission, a position to which he was appointed January 4 by Governor Faubus.

Mr. Woolsey is well qualified for his new job. He was admitted to the bar in 1931 and has been in either private practice or served the public since. He served in the Arkansas State Legislature in 1934 and again in 1938-39. Prior to coming to the Highway Department he was chief attorney for the Public Service Commission for two years.

Before he entered college at Highland Junior College in Highland, Kans., Mr. Woolsey taught school in Franklin County. After his freshman year at Highland, he transferred to Arkansas State Teachers College in Conway. During the summers between classes Mr. Woolsey studied law with Cochran and Arnett Law Firm in Paris, Ark. When he passed his bar exam, the firm became Cochran, Arnett and Woolsey. He also has been associated with the Benson and Woolsey, and Woolsey and McKenzie law firms of Ozark, his native birthplace.

In losing Mr. Woolsey, the Highway Department is losing a fine legal mind. His shrewdness and his ability to make wise decisions in legal matters,

and the prestige he has lent, have all been great assets to the Highway Department. He will be difficult to replace.

Mr. Woolsey Says Goodby. . .

Governor Faubus has appointed me as Chairman of the Arkansas Workmen's Compensation Commission, charged under the constitution and laws of this state with the duty and responsibility of hearing and determining claims for compensation for injuries to, or death of, employees. I have accepted this position, thereby terminating a little more than two years' service as Chief Attorney for the State Highway Department.

As I now leave this employment, I do so with the satisfaction that comes with the feeling that to the best of my ability, my services as Chief Attorney may have made some contribution to the State Highway Department, and through it, to the people of Arkansas.

My greatest personal reward, however, comes from the many friendships formed during this time both with the members of the Highway Commission and with the dedicated men and women making up the personnel of the Highway Department. While my closest and most intimate associations have naturally been with the members of the Legal Division, I shall ever also cherish the friendships which I have enjoyed with the members of every division. I know not what pathways may be mine in the future, but wherever they may lead, your friendship will, through all the years ahead, be a source of strength and inspiration to me.

It is with reluctance that I now take my official leave from the Highway Department, but after nearly 35 years' experience as an active advocate in the courts of the state, I have felt justified in entering upon another field of my chosen profession, the judicial, where I may still be associated with my brother lawyers, not as contending adversaries, but as co-workers in another branch of our law vitally affecting the welfare of both management and labor and the rapid industrial progress of our great state.

Again thanking each and every one of you for the many kindnesses shown me during this time, and assuring you of my continued warmest affections and sincere best wishes, I shall remain always,

Your friend,

Mark E. Woolsey

INTERSTATE 40, BETWEEN CARLISLE AND LONOKE DEDICATED

The last highway dedication for 1965 was held last December 16, when 17.9 miles were officially opened on Interstate 40 between Lonoke and Hazen.

The ceremonies were held at 3 p.m. with Governor Faubus making the dedicatory speech.

Good weather in November and December had been an important factor for crews putting the finishing touches to the shoulder work. The new highway cost \$7.7 million and its opening made continuous length of 57 miles of the east-west highway across Central Arkansas. One may now travel in maximum safety from Mayflower in Faulkner County, across Pulaski and Lonoke Counties, to State Highway 11 just north of Hazen in Prairie County.

The first contract was let in February 1963. Contractors were the L. S. Co., Inc., Lake Village, Ark.; H. N. Rogers and Sons, Co., Memphis, Tenn.; Foster and Creighton Co., Nashville, Tenn.; Wright Contracting Co., Columbus, Ga.; Interstate Sign Erectors, Inc., Little Rock. Resident engineers for

the construction were J. C. Perkins, Jr., and Glenn Cotham.

The ceremonies included entertainment by the England and Carlisle High School bands, under the direction of Charles Martin and Neil Teeter. The invocation was given by Kervin Hale, pastor of the Carlisle Methodist Church.

Others attending the ceremonies were Highway Commissioners Wayne Hampton, Truman Baker, and John Harsh, and Ward Goodman, acting director in the absence of Director Sturgis, who was hospitalized at the time, and Prairie County Representative W.F. Foster, who acted as master of ceremonies.

The next portion of Interstate 40 to be opened will probably be the Brinkley to Forrest City segment sometime next spring or early summer. The Hazen to Brinkley segment is also progressing, but it cannot be opened until the Brinkley to Forrest City stretch is opened. A 6.8 mile portion was put under contract last August from the White River east.

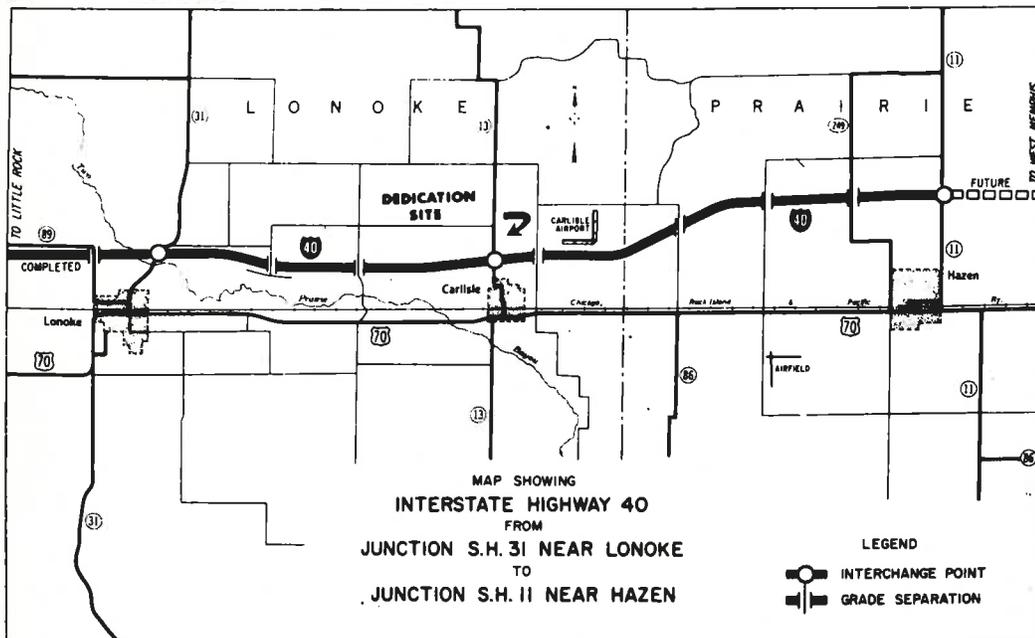


Holding the ribbon at the ceremonies are Highway Commissioner Truman Baker, W. F. Foster, representative of Lonoke County, Chief Engineer Ward Goodman, Governor Faubus, and Highway Commission Chairman Wayne Hampton.

Kids at the dedication scrambled for a piece of the ribbon used to open the new segment.



This operation is a new paving process used during construction of the new highway. This scene was north of Lonoke at a bridge crossover on Highway 31.



Highway Dames

Again this year the Highway Dames' "Christmas Baskets" project was a great success. Mrs. Dale Davison, chairman of the project, reports that 24 boxes containing meats, canned goods, fruits and candies, were distributed to highway families in Pulaski and other counties a few days before Christmas. We are most grateful to all those who contributed money and the above items to help fill these boxes. Our special thanks go to Mrs. Davison for her hard work in managing this project so successfully and to our president Mrs. John T. Pendergrass, in assisting her.

We are also indebted to Mr. E. E. Hurley's division for delivering these boxes and to all the other men who so kindly assisted us in so many ways.

The following is a complete list of the persons making contributions to the Dames' Assistance Fund as a means of wishing all Highway employees and their families a merry Christmas and a Happy New Year:

Mr. and Mrs. S. J. Lee
Mr. and Mrs. S. H. Daggert
Mr. and Mrs. Edwin A. Williams
Mr. and Mrs. Henry C. Gray
Mr. and Mrs. William L. Moore
Mr. and Mrs. B. Vinson
Mr. and Mrs. Mark E. Woolsey
Mr. and Mrs. Johnny Gray
Mr. and Mrs. Bud Witter
Mr. and Mrs. L. M. Elledge
Mr. and Mrs. Gip Robertson
Mr. and Mrs. C. Don Hayes
Mr. and Mrs. James H. Woodson
Mr. and Mrs. Bert Rownd
Mr. and Mrs. Troy Laha
Mr. and Mrs. C. E. Hooker
Mr. and Mrs. A. G. Rives, Sr.
Mr. and Mrs. Ralph B. Jones
Mr. and Mrs. D. W. Davison
Mr. and Mrs. Mack Sturgis
Mr. and Mrs. H. H. Perkins
Mr. and Mrs. Hubert R. Holland
Mr. and Mrs. L. P. Carlson
Mr. and Mrs. J. P. Clayton
Mr. and Mrs. Stuart Pattillo
Mr. and Mrs. W. K. Bartleson
Mr. and Mrs. Kenneth Sipe
Mr. Arthur M. Emmerling
Mr. and Mrs. Dennison F. Yates, Sr.
Mrs. Retha H. Griffin
Mr. and Mrs. Glendol Jackson
Mr. and Mrs. N. A. McLeod
Mr. and Mrs. Ward Goodman
Mr. and Mrs. Russell Newsom
Mr. and Mrs. J. J. Schamer
Mr. and Mrs. Robert C. Andrews
Mr. and Mrs. H. W. Schneider

Mr. and Mrs. John T. Pendergrass
Mr. and Mrs. J. R. Henderson
Mr. and Mrs. J. E. Teasdale
Mr. Thomas H. Clay
Mr. and Mrs. Charles E. Venable
Mr. and Mrs. Wilbur D. Luton
Mr. and Mrs. D. H. Martin
Mr. and Mrs. B. E. Woodyard
Mr. W. I. Rainwater, Jr.
Mr. Walter Heigh
Mr. and Mrs. Curtis Hutchins

The next meeting of the Dames will be at 11:00 A. M., Thursday, January 27, at the Loggia Room of Hotel Sam Peck. A book review will be given by Mrs. Jean Sangster and we believe you won't want to miss this special program.

How Important Is Safety

Ask the chap who had to break the news to a woman: "Your husband was struck by a piece of pipe. He's dead. I'm very sorry."

Ask the lad who picked up a child from under the wheels of an automobile - a child who but a few seconds before was whole, full of life.

Ask the man who used a grinder without first putting on his goggles.

Ask the youngster who spent his summer holidays in a plaster cast shoulder to waist.

HOW IMPORTANT IS SAFETY? Every four minutes of the day an industrial worker is killed and 16 are injured. No one escapes the effects of these accidents - neither the worker who bears the pain; his family which suffers suspense, fear, heartbreak, and sometimes want; the employer who loses an employee's experienced service; nor the nation which cannot afford this waste of skill and production.

SAFETY is the product of many things - safe tools and equipment - observance of safe operating rules, whether it be the operation of electric drills, or table saws, or a jack hammer. Most important of all, perhaps it is the product of safe thinking and safe habits because the greatest of all safety devices is a safe man.

To most employees, this is not news; most people know a good thing when they see it and accept safety as well as that of others.

Unfortunately, there are still a few who have not been impressed with its advantages. The "tough" guy, for instances, who doesn't need protective devices, *he says*. Then there is the "practical" joker who preys on others, often with very serious results, or the "dreamer." And also, the "sloppy" worker, and the "showoff." It is to these we direct our question: "How important is safety?" And for their benefit, we offer certain questions by way of reply.

How important is your life? Your limbs? Your eyes? How important is your family's welfare? Your job?

If we can answer these questions, no one has to tell you how important safety is. YOU ALREADY KNOW!



The Weights and Standards Division held their Christmas party at Wylie Cavin's in North Little Rock. Guests included Governor and Mrs. Faubus, Highway Commissioner and Mrs. Wayne Hampton, and Director and Mrs. Mack Sturgis. At left, Mrs. Faubus is holding an old-fashioned high button shoe, which was made into a planter. Others are Mrs. Hampton, Mrs. Sturgis, Hampton, Governor Faubus, Mrs. Roy Johnson, and Mr. Johnson.



Johnson and Mr. Faubus holding the gift, with Mrs. Johnson, Mr. Sturgis, and Mrs. Faubus looking on.



From left to right: Bob Baker, district supervisor; Ray Albright, assistant supervisor; Lee Jarvis, district supervisor; Ray Cole, district supervisor; John Phelan, district supervisor, and Speedy Hutson, assistant supervisor.

Highways Of The Future

From Speech of Month, ARBA

Every highway-user is part of the annual multiplication game involving motor vehicles, licensed drivers, and total travel mileage. And every driver who finds himself in competition for available highway facilities has a stake in the development of new ideas in transportation.

By 1980 it is anticipated that 122 million vehicles will be traveling over our streets and highways; an increase of about 50 percent over present registrations. Imagine for a moment that no new highways were built between now and then and that no new methods were developed to increase highway capacity. The result would be the equivalent of adding to our highway network all the automobiles now existing in the world outside the United States.

The question on the commuter's mind as he badgers his way to work each morning is what will the highways of the future do to relieve this congestion?

Many people who have been misinformed about the highway program fear that in the midst of a phenomenal population spread we will allow highway pavement to swallow up priceless land resources. There are the same people who fight every new highway project with the sincere belief that it is tipping the scales against green grass and open spaces.

It is much more likely, however, that highway technology of the future will be primarily concerned with developing new means for increasing the peak capacity of existing highways.

Actually, our entire network of 3½ million miles occupies less than one percent of the total land surface of this nation. It is also true that the majority of roadbuilding is not construction on new location, but the improvement -- including widening and reconstruction -- of roads originally carved from repeated wagon tracks of many years ago.

Today, as travel mileage continues to climb, outstripping all forecasts and growing at a faster rate than the economy, there is every justification for continuing our program of safety improvement and modernizing heavily traveled roads. Most of our highway system is obsolete by modern standards. But even as we continue to improve our present system to standards adequate for today's traffic, our lead time narrows for planning an advanced highway system that will meet future demand.

When we talk about the highways of the future, we are talking, of course, about a wide variety of roads, some of which will carry heavy traffic and some of which will be only lightly traveled. The kind of roads that we think of as "conventional" are going to be in use for a long time to come. Most highways built with today's technology will be entirely satisfactory for the traffic anticipated for many years in the future.

Two problem areas are evident -- the problem of moving traffic efficiently within densely populated urban areas.

Modern freeways, which promote the unimpeded flow of traffic, have greatly improved the safety and efficiency of the highway system, both within urban areas and on the main routes linking urban areas. These freeways are the starting point for the development of the high-capacity highways of the future.

When people hear the phrase "highways of the future" many begin thinking about batwinged automobiles skimming over the highways by automatic control. Push-button highways with electronics as our chauffeur are not impossible. But such highways may not be practical for many years to come.

Fully automated highways will require heavy public and private investments and it would be far too costly to convert thousands of miles of already existing highways and millions of vehicles to automatic control overnight. Any new system which will involve millions of people will have to evolve step-by-step. Because new ideas in transportation must be integrated into our existing system it is necessary that changes be compatible with what is already here. And in order to justify the expenditure of billions of dollars, any radical improvements over our present system. Just a little bit better won't be enough.

Even though it now seems like a long time until 1980 or the year 2000, we must keep in mind that the development of the Interstate System, scheduled to be completed in 1972, dates back to the thinking of the 1930's. Because of the length of time required to complete studies, to acquire financial backing to carry out development programs and build prototypes, we should waste no time in getting started.

At the present time there are several government authorized studies underway to analyze future transportation possibilities in the Northeast Corridor extending from Boston to Washington. This is one of the most densely populated areas in the country and as such has been selected as the transportation guinea pig for the entire country.

These study groups are not actually building exotic new supercars or automatic highways, but they are making progress by weighing the feasibility of many advanced ideas to determine which would be most practical to develop and test. Because the expenditures for advanced technology are so high, we cannot afford to develop and test every proposed system. Preliminary research is necessary to weed out duds before too much is invested in them. The new devices we incorporate into future transportation must be flexible enough during their useful life spans to grow and adapt both to unforeseen tech-

nical innovation and to changes in the living patterns of the people who use them.

Aside from the specialized studies being conducted privately and those authorized by the government, most planning for the immediate future is based on increasing the capacity and safety of existing highways. In this gradual step-by-step process toward complex automated highways, our first move will be to expand the use of simple electronics aids useful on all types of highways.

The introduction of modern, highspeed freeways has stimulated a great deal of new thinking on the subject of highway directional signs. Drivers of slow-moving vehicles have ample time to read and react to conventional highway signs. But, as average vehicle speeds are increased, the problem becomes more difficult. There is, therefore, continuing research on the matter of making signs more conspicuous to the motorist, more easily read and more easily understood.

The potential break-through in this area is the introduction of "audio signing." In its simplest form, "audio signing" would make use of the automobile radio as a receiver for messages to assist the driver in selecting the right lane and the right exit and to warn him of hazardous conditions on the road ahead.

Other signaling devices can be devised. For example, the steel reinforcing mesh which is used in Portland cement concrete pavement could be used to activate an electronic sensing device which would ring an alarm within the vehicle whenever the vehicle began to veer from the pavement. Such a warning device would probably be useful in preventing those accidents which occur because drivers fall asleep. In more advanced form, this kind of lane sensing device could be used to assist the driver in routine steering by automatically noting and correcting deviations from the center of the lane.

Every driver is more or less aware of the fact that highways actually move less traffic per hour when they are congested than they do when traffic is flowing freely. Therefore, traffic engineers seek ways of maintaining traffic flow. Electronic control systems and closed-circuit television are being used to regulate the flow of traffic by controlling traffic lights and freeway access points.

There is a point, for example, when an urban freeway becomes so overloaded that traffic flow bogs down and motorists make better time by taking some less congested parallel route, even though it is a conventional street and not a freeway. Advanced traffic control systems can route traffic accordingly, either by closing certain freeway entrance ramps or by advising motorists through audio signing.

Although improved traffic control can offer some immediate relief, the continued increase in highway traffic will require more drastic measures.

Today, the peak capacity of the average freeway is about 1500 cars per lane per hour - 25 cars per minute. Some engineers believe that this capacity could be doubled by the introduction of certain in-

novations that would permit increases in the average speed, and, at the same time, reduce the space between vehicles without increasing driving hazards.

For example, these engineers are convinced that the conventional brakelight does not give sufficient warning to a following vehicle. It has been suggested that cars should be equipped with a "deceleration light" mounted on the roof above the rear window, where it would be easy to see.

Such a "deceleration light" would begin to flash as soon as the vehicle began to slow down. It would flash slowly if the vehicle was decelerating slowly and would change to the regular sustained red signal when the driver applied his brakes.

Early experiments with deceleration signals indicate that they can reduce the reaction time of a following driver by 50 percent. By thus making it possible to safely reduce the gap between vehicles, this innovation alone might substantially increase highway capacity.

More sophisticated arrangements are also feasible. For example, it has been suggested that an electromagnetic device could be developed which would automatically apply power brakes whenever a car moved too close to the vehicle ahead.

Automatic control of vehicles has been suggested as a means of increasing the average speed of vehicles on expressways.

Such an automated highway will probably be developed in stages.

Bearing in mind that the cruising speed on an automated highway would probably be around 100 miles per hour, the first step would be the construction of a freeway incorporating the most modern safety features and driver aids.

(Continued Next Issue)

Letters (continued from page 2)

without your tireless and selfless efforts. Accordingly, it is my great pleasure to commend you for your OUTSTANDING performance of duty during this trying period.

3. A copy of this letter will be placed in your official record.

Charles H. Jaep, III

(Editor's note: The Smith to whom this letter was sent is our own Ronnie Smith, an employee in the Final Estimate Section of Construction. Ronnie has been a member of the Navy, both active and the reserves, for 11 years. Ironically, Ronnie was enroute to the USN Headquarters Support Activity School in Algiers, La. for two weeks of training, but the 150 mile-per-hour wind blew the school away, so the two weeks were spent helping victims and assisting in other duties. Algiers is in New Orleans proper.)

Plus Factors Needed In Winter Driving

Most motorists exercise extra caution in their driving, but more than caution is needed on highways and streets made treacherous by snow and ice.

The "plus" factors you'll find among good winter drivers are knowledge, experience and special driving techniques.

Here are ten winter-driving tips that could save a tragic crash:

1. Ice becomes more slippery as the temperature rises. You're more apt to skid when the temperature hovers around the freezing point.

2. When streets are slippery, keep a light foot on the gas pedal to avoid spinning your wheels. Increase engine speed slowly when you want to go faster.

3. Treat every curve or turn as though it were a stop. Pump your brakes to slow down so that when you reach a curve you're moving so slowly you can actually give the engine a little more gas and drive through the curve.

4. Roads are most slippery after a light shower or at the start of a heavy rain. The moisture combines with the dirt and dust deposited by traffic to form a slick film.

5. In rainy or slushy weather, stay far enough behind the car ahead so it won't spray road grime on your windshield and temporarily blind you. A split second can mean the difference between seeing your way clear of an accident, or having one.

6. Short days and long hours of darkness make traveling on unfamiliar routes difficult. Often only reflective direction signs and route markers that glow brightly in your headlights are available to help you. Be sure to turn on your headlights at 4:00 P.M., during the wintertime.

7. Make sure you carry winter driving equipment. Carry a cloth in your glove compartment so you can wipe off road slush thrown on your windshield. Be sure you also have a snow brush and ice scraper to keep your windshield clear.

8. Wipe the soles of your shoes free of snow and mud before using the foot pedals of your car. You'll reduce the possibility of your foot slipping off the brake or accelerator.

9. Rock your car back and forth when stuck in snow or mud. This can best be done by accelerating slightly while shifting alternately into low and reverse.

10. Don't let a clear road fool you in winter. Frost or patches of ice tend to settle in shady spots.

The following meeting and letting dates have been set by the Highway Commission for the next six-month period beginning January 1, 1966: January 12, February 23, March 23, April 26, May 25, and June 22.

Granny's Cure For Colds

By: John Hicks

Winter weather, changeable as a woman's mind, has come to the hills. Every morning you debate whether to don long handles or summer shorts; chose either and you will be sorry before the day is over. Morning breaks clear as a bell with a soft springlike breeze. Then by noon it has rained, hailed, snowed and blowed. Dark snow clouds hide the sun; but it sets in a flame of scarlet glory and stars twinkle in a sky as clear as a whistle. Weather that dumps a sack full of aches, pains and sniffles down upon us.

Old Uncle Lige complains of "rheumatiz" or as his college grandson puts it, "twinges in the hinges." The buckeye he packs in his pocket must have lost its charm. The skunk and rattlesnake "ile," and even the white liniment "jest don't do the aching jints any good." He allow as how he'll jest set down before the fire and tough it out 'til spring opens up.

The youngins are sniffing and sneezing and coughing their heads off. A seige of flu is making the rounds to say nothing of sore throats, sinus and asthma. Yes sir, sniffing and sneezing is the order of the day.

Back in the hills where doctors are as scarce as hen's teeth, folks have their own remedies - remedies that do a fair to middling job of curing what they're meant to. If you take your cold to a city doctor he'll diagnose it strept throat, Asiatic flu or that new virus that's going around. He just doesn't have the nerve to prescribe these miracle-working wonder pills at a buck apiece for an everyday bad cold. Of course, Doc's right - the pills will cure it quicker than Granny's old remedies. Before the days of sulfa and penicillin, she had to depend on home remedies and it's hard to teach an old dog new tricks.

When I was a boy Granny's old standby remedy was ginger tea, made from ginger root, sugar, hot water and corn whiskey. A steaming cup of this concoction was poured down the victim, he was put to bed and buried under a heap of linsey quilts to sweat out the cold.

The sweating was followed by a dose of senna tea or a round of calomel. In a day or two he was up and around about as "peart" as ever. The same method of treatment was used over in the neighboring county except the diaphoretic used was life-everlasting (commonly called rabbit tobacco) tea made from roots, leaves and blossoms of the plant sweetened with honey. Either furnished the heat necessary to produce sweating which brought about the desired result.

Granny's remedy for a "misery" in the chest, her designation for congestion, was a hot fried onion poultice. The poultice was made by filling a cheese cloth bag with fried onions. The bag was placed on

the victim's bare chest as hot as he could bear it. Wearing an onion poultice was far from a pleasant experience; it smelled to high Heaven and when it cooled it was the greasiest thing in the world.

She had her pet remedies for coughs and sore throat. Cough syrup was made from mullein or hoarhound root and sugar syrup. Granny's treatment for a tickly sore throat was a mixture of lard, sugar and coal oil - a half teaspoonful every thirty minutes. I imagine that I took, at least, a barrel of this horrid tasting concoction during my boyhood. For a "sore" sore throat she used white oak ooze, made by soaking green white oak bark in water, as a gargle.

If a person choked up with asthma he filled his pipe with dried mullein, life-everlasting or red sumach leaves and smoked away the wheezes. The modern doc says, "It can't be done; you've got to have a series of allergy shots."

With early winter winds blowing hot - then cold sooner or later you are doomed to catch a cold. Remember if you doctor it - it will get well in fourteen days; but if you don't the blamed thing will hang on for a couple of weeks.



Sacramento, December 31 -- You know that television commercial where the hero is riding down the trail and the two bandits stop him and demand the contents of his saddle bags?

But they are stuffed only with potato chips and there is a dramatic moment during which the hero tears open a sack of them with his teeth, spits the paper from his mouth, and offers the crisp goodies to the bandits who gratefully accept.

Well, H. E. Silverfoote, 63 Roquemoraes Drive, Mill Valley, California cringed the first few times the commercial appeared on his television set. For Silverfoote is a landscape specialist employed by the California Division of Highways, and all week long he devotes his efforts to maintaining State highways.

Litter -- and litter on highways in particular -- is something he simply cannot abide.

This is why the advertisement upset him, for when the hero spit out that bit of paper, the camera focussed on it until it had fluttered to the ground and just laid there -- seemingly intent on defiling the landscape throughout eternity.

It was more than Silverfoote could stand. That piece of paper had to go if he were to have peace of mind, so he wrote a letter to the sponsoring potato chip company and made his unrest known.

The company's response was a noble one.

In a letter signed by Robert Frank, advertising manager for the sponsoring company, Silverfoote was thanked for his suggestion in the following words. . . "as my 8-year-old daughter would say, 'We pulled a boo boo'. Certainly no advertiser should do anything even unintentionally, to encourage litterbugging."

They still show the commercial but there is one significant change that has elated Silverfoote. In

fact, he likes to just sit and watch the ad over and over again. For now when the camera zooms in on that falling bit of paper, it follows the downward flight until a can bearing the stencil "LITTER" comes into view.

And although the commercial doesn't show whether or not the hero is a straight shooter, it does prove that he is a straight spitter, for he never misses the litter can.

State of California, Dept. of Public Works
Sacramento



This state car's front seat, badly damaged by fire, is the result of a carelessly placed cigarette. The cigarette, apparently forgotten, smouldered for some time before it was discovered.

RETIREMENT BENEFICIARY

The following memorandum to members of the Arkansas State Highway Retirement System by C. Don Hayes, chairman of the Board of Trustees.

"Your money on deposit in the Retirement System is kept for you or your heirs and should be included in all changes that will affect your personal finances.

"It is very important that the Retirement System be notified on the proper Retirement Form, of any changes concerning marital status, name and beneficiary. This is especially important where there has been a marriage, divorce, or death of the named beneficiary.

"Be sure that the individual or individuals that you want to be your beneficiary(ies) are so listed on your retirement record. We will provide any information that you want regarding your retirement records, upon request of J. T. Beavers, executive secretary."



The Equipment Division in Jacksonville also held a party. Shown are, left to right: Martha Pearle, Sue Fuller, Avalee Padgett, Sally Crook, Mrs. Thurman Payne, Payne, Earl Bowman, Maurice Head, Hal Moody, Ralph Henson, Leon Sneed, Larry Kelly, C. Don Hayes, W. W. Yancey, Jack Price, W. M. (Mack) Layman, and Charlie Brooks.



Carl Hillis and Parker Hardin of the Jacksonville group cautiously opened their gift box, thinking it was some kind of gag. The present turned out to be quite harmless - two dozen pairs of work gloves.



Commission Chairman Wayne Hampton, left, and Raymond Farris of the Game and Fish Commission, were judges in the Duck Calling Contest at Stuttgart in December. John Liston, holding the cups, became the world champion and also won the "Champion of Champions" contest, which is judged every five years. Miss Loretta Renschler, "Queen Mallard of 1966," is wearing a coat made of 450 mallard heads made by Mrs. Ruby Abel of Stuttgart, who runs a commercial duck cleaning place. The coat is reported to be worth from \$15 to 20 thousand. Miss Renschler is to appear on "To Tell The Truth" in the next few weeks.



Nelson Drue Morgan is the newest auditor to join the Highway Department in the Audit Section. A native of Bradley County, Morgan attended the University of Arkansas and received a bachelors degree in business administration.

OL' DOG TEACHES KIDS GOOD TRICKS

A Connecticut dog is teaching young kids good tricks. Making personal appearances at schools in the interest of anti-litter, Gertie Glitter, a five-year-old mongrel owned by Mrs. Lucille Fox of the Connecticut State Highway Department, barks a greeting to the kids when she comes on stage, then picks up paper and debris dropped earlier for her act. She puts paper in refuse containers, shakes "hands" with children, and barks "goodbye". One principal reported that following Gertie's appearance, the pupils spent a recess picking up every scrap of litter they could find on the school grounds and corridors.

AROUND the DEPARTMENT



ACCOUNTING DIVISION

Vivian Kinder

The Accounting Division's Christmas party was Wednesday, December 22. Mr. McCarthy played Santa Claus and passed out the gifts.

Bill Hogan bade us farewell December 30. Although he will be just across the street, we will miss him. Bill was presented a gift and good wishes from each of us. He will be working for the Welfare Department.

The Accounting Division wishes to thank the commissioners for our Christmas holidays. They were really appreciated by all.

The lucky people who had a vacation during Christmas time were Bonnie Hill, Pat Koonce, and Vivian Kinder. We are glad they are back "safe and sound."

Margaret Allen had company for Christmas. Her son John and family visited her, and also Mrs. Allen, Sr.

Mr. Schamer's mother of Ohio, visited during the holidays.

We are glad to know that Martha Adams is back with us.

May 1966 bring you many blessings, and to all of you from all of us, we wish you the Happiest of New Years!



BRIDGE DESIGN

Betty Claude

Another New Year is starting, and I'm sure everyone made resolutions as I did, but let's try to keep them this year.

Our division had a luncheon in the office before the Christmas holidays. We all enjoyed good food and good company. A number of the men invited their wives to be with us and L. P. Carlson had as his guests, Mrs. Carlson, his son Larry and wife Shirley, Catherine, his daughter, and her husband Kenneth and little daughter. Larry had not been home for quite a long time and you can bet the Carlson household was a busy place, but a very happy one. Mr. and Mrs. Harold Bastian were our guests also, and Mr. Bastian seems to be enjoying his retirement days very much. We sure miss him here in the office, though.

Fred Hegi is the proud papa of a little girl, Born December 1. Congratulations again, Fred.

My son Gary celebrated his 21st birthday December 28. He was much happier to be 21 than I am to have him 21, but as he said, "that's the way mothers are."



COUNTY PROGRAM

Barbara Oldham

Harry Wright, our former boss, visited us December 15. He has dropped by a number of times since his retirement, however, he seems to be spacing his visits further and further apart. He was his same effervescent self on his visit and it's always a real pleasure to have him.

Millard Smith, a draftsman trainee who was employed in March 1965, resigned in December to accept an appointment with the Little Rock Postal Service. Millard was an asset to both our drafting department and our bowling team. His termination was accepted with the stipulation that he would continue his excellent performance each Monday night at the Pleasure Lanes Bowling Alley. We later learned that he is now working the swing shift and we're now hard pressed to find a replacement for him in both categories. Needless to say, we will miss him, but we wish him every success in his new position.

Charles Rain, Jr., and his wife, Paula, and their daughter Alice Ann, visited relatives in Salem, N.J. during the holidays and reported a wonderful trip.

Jim and Jan Mitchell attended the wedding of David Norris December 27 in El Dorado.

Jack Teasdale and wife Mary, were visited in December by daughter Pat, from Houston, Tex.

Our No. 1 Razorback fan, Max Hall, went to Dallas to see the Razorbacks stomp LSU, but everyone knows this did not happen. We lost but we're still all Razorback fans, patiently waiting for next year. Yea! Razorbacks. We're No. 3 anyway. One notch down is not bad.

This division has two new employees: Ronald Williams, who graduated from North Little Rock High in 1965, is now a draftsman trainee; Ronald (Brownie) Brown, retired Air Force sergeant, is now working with us as a draftsman. He served over 20 years in the service and has traveled all over the world. Welcome to both of you.

This reporter and husband Jim, visited with grandparents during the holidays in Quitman, Ark. We also attended the wedding of my brother, Kermit, to Linda Stewart of Little Rock December 30. The couple honeymooned in Hot Springs.

Bye til next month...

Tokyo motorcycle officers use motor-driven cameras on their handlebars. The cameras record vehicle type, license number, speed, date, and time when they are pursuing a vehicle.



EQUIPMENT

Sally Crook

The Equipment Division Christmas party was held Wednesday, December 22. Gifts were exchanged and refreshments were served. We were pleased to have as our guests Mrs. Thurman Payne, Earl Bowman, Hal Moody, and Johnnie Gray.

Carl Hillis, equipment operator, enjoyed a visit with his father and other relatives in Morehouse, Mo., during his vacation December 13-17.

Carl Colvert and wife Betty flew to Chicago during the Christmas holidays for a visit with their daughter Peggy and family. He reports a good trip despite a heavy blanket of snow there.

Helen Davis, clerk in central warehouse, is at home recuperating from surgery. We all miss you, Helen, and hope you will be back with us soon.

Frank Boyett has really "had it" during the holidays. His wife Anna fell and fractured her ankle early in December; his youngest son, Roger Franklin, got married December 18, and daughter Barbara Ann was married December 25. We are glad to report that Frank has survived the confusion and appears to be taking it all in stride.

The announcement below was given me by the proud grandpa, Watson W. Yancey, stock room superintendent:

Hello - "I'm Adopted,"
I wasn't "Expected" I was "Selected."
My Name: James Kevin
My Age: One Month
My Proud and Happy Parents:
Sandra and Tom Yancey, Atlanta, Ga.



FINAL ESTIMATE

Lynda Harris

We welcome Raymond W. Jones to our section, although Raymond is not a newcomer at all. He began working with AHD in July 1946 and spent about 12 years in Final Estimate, then passed his registered professional exam in 1957. Raymond spent about five years as resident engineer in District 6. The Jones family reside at 201 Goshen, North Little Rock.

Congratulations to William T. Moore and his new bride, the former Sarah Bennette. Bill and Sarah were married December 4 in the Asbury Methodist Church. They reside at 1423 Schiller in Little Rock.

We wish Marcia Courtney a speedy recovery after being confined four days in Memorial Hospital with bronchial pneumonia.

Mike Burrows, an engineers helper, has been assigned to assist Jim Little in the Construction Inspection Training School.

We celebrated Christmas this year with a dinner at the Broadway Motel Restaurant. Those attending were Raymond and Bobbie Jones, Gene and Joyce Ashcraft, Pat Vaughan, Lynda Harris, Mike and Shirley Herndon, Gary and Carolyn Lewis, Bill and Sarah Moore, and Ronnie Smith. Everyone seemed to enjoy our little get-together.

Our sympathies are extended to the H. H. Perkins family in the death of Mrs. Perkins' father, Jake Koehler, who died December 18.



PLANNING AND RESEARCH

Billie Whiteside

Marc Gross and Jay Hensley attended the Regional Research Meeting of the Bureau of Public Roads and while there toured the General Dynamics Plant and saw the construction of the well known TFX plane.

Joseph Banks is now assigned with the P&R Division as resident manager for Roy Jorgensen and Associates, Consulting Engineers, for the finance phase of the Needs Study.

On December 15, the ladies of P&R and the Weights and Standards Division held a pre-Christmas get-together luncheon at Paul's Lamplighter, at which time gifts were exchanged. It was a pleasant occasion.

The office Christmas party was held December 22. The committee is to be congratulated on the success of the party. Refreshments, decorations, etc., were all top rate. Our cake was gaily inscribed "Merry Christmas." Shown in the pictures, eagerly awaiting the cutting, are the front office bunch: Joann Jones, Billie Whiteside, Edith Garland (wielding the knife), and Mary Jane Kniepkamp. Jay Hensley, the M. C., presented a greatly appreciated attache case to our boss J. R. Henderson.

John and Eleanor Longcoy planned a big Christmas. Their son and daughter-in-law and the five grandchildren were expected, along with Eleanor's sister and brother. "Grandpop" knows he would be kept hopping.

Lee Gibbons vacationed during the holidays and stayed home to rest.

Gary Whittington's dog underwent a tonsillectomy. Honest!

Charles Neal, who is in our Road Inventory-Road Life Section, resigned to accept a position with the Post Office Department. He and his wife received a bottle sterilizer set for the new baby.

Former employee Charles Frazier, now a resident of Kentucky, paid the office a visit in December.

Mary Jane Kniepkamp was among those attending the Cotton Bowl game at Dallas, as well as Joe Griffin.

Ruth Cantley's granddaughter, Betty (Puddin') Cagle, a junior high student,

was presented December 2 in the Greater Shreveport Music Teachers' Association Recital, held at Centenary College, honoring students selected in the Sonata-Sonatina Festival. She was judged one point under superior by judges from the music departments of two colleges from the Shreveport Symphony. Betty, a piano student, is the daughter of Alyce and John E. Cagle, formerly of Little Rock.

John Helgen has been in the hospital for surgery, but is doing better. David Conner's aunt was also hospitalized, but is at home now.

J. R. Henderson, who was in Williamsburg, Va. for the second National Conference on Highways and Urban Development, was called home by the serious illness of his father, who is in the hospital at Murfreesboro. We were indeed sorry to hear this, and we hope for his recovery.

* * * * *



MATERIALS AND TESTS

Julia Halliburton

Two employees, W. R. Grimmit and M. L. Welch, have completed two weeks' training and have returned to their resident engineer.

Several M&T employees took vacations during the Christmas season. J. W. Chapman and Bobbye and their baby daughter spent the holidays with relatives in Fayetteville... Henry Hart and family visited his son in Midland, Tex... R. C. and Georgette Turney left early in December to visit Georgette's family in Belgium. It was their first trip back in five years.

Several attended the Cotton Bowl including Jim and Eleanor Baird, and Margaret Jean Ellis.



In the top picture: Joann Jones, Billie Whiteside, Edith Garland, and Mary Jane Kniepkamp. At bottom: Jay Hensley and J. R. Henderson.

Mr. and Mrs. Larry Messingill of Amarillo, Tex., daughter and son-in-law of the W. R. Lynch of Conway, were holiday visitors. Son Mike, who is attending the University of Arkansas, was also home for the season.

Jake Clements spent a few days in Chicago attending a Portland Cement meeting.

Robert Ray Davis, son of Ralph Davis, returned from an enlistment in the Army Medical Corp. Robert was stationed at Viet Nam.

Frances and Irwin Roller are proud owners of a new white Chevrolet, 1965 model.

Edd Davis returned to work after being off ill for a week.

Our sympathies to Henry Schneider, whose brother, Alfred J. Schneider, died recently in Dallas. Burial was in Little Rock.

HAPPY NEW YEAR TO EVERYONE!



Part of the P & R group at the Christmas party.



RIGHT OF WAY

Shirley Childress

The Right-of-Way Division held their annual Christmas party December 10 at the Cadillac Club. We were very pleased to have Director Mack Sturgis, and Commissioners Wayne Hampton, Truman Baker and Maurice Smith attending as our guests. We all enjoyed the good food and dancing and are looking forward to next year.

Our office party where we exchange gifts was held December 22 and, as usual, everyone enjoyed the food and looking at the gifts (especially the funny ones). The Right-of-Way employees presented Mr. Gray with an 8-day wall clock and two geese plaques.

The girls in Right-of-Way took the boss's wife to lunch at Brownings December 20 and everyone certainly enjoyed the food and visiting with Mrs. Gray.

So many of our employees made trips during the Christmas holidays that I'm not even going to attempt to list them for fear I would miss someone. A few have not returned yet so we do not know for sure what everyone did although the reports we have received indicate that everyone had a somewhat hectic but a very good Christmas holiday.

We gained two new employees during the month of December. One is a new girl in the Utilities Section. She is Sue Witherington and her home town is Hamburg. By the way boys, this pretty girl is single.

We would like to welcome our other new employee, Gerald Ashley, who will be working as a negotiator. Gerald resides in North Little Rock with his family which includes four daughters, ages 5, 10, 12, and 14.

We would like to wish a speedy recovery to Carl Keehn's wife Janie who underwent surgery December 27 at St. Vincent's Infirmary. Our last report was that she is doing real well and we certainly hope she continues to do so.



New Right of Way employees Sue Witherington and Gerald Ashley.



ROADWAY DESIGN

Virginia Ashlin

We started off last month with lots and lots of fireworks. Something went wrong with the plug on our coffee pot and, for a while, we had beautiful colors along with a lot of crackling noises. The fumes from the smoke was not so enjoyable, though.

We had cake and coffee in honor of Bill Cooper's 10 years of service with the Department. John Pendergrass made the presentation of the pin and certificate, along with some jokes. Congratulations, Bill. Bill's mother was hospitalized in December, but we're happy to report she is at home, now.

Welcome to Charles Ashcraft, who began working with us December 20. Charles is an engineers helper, and is single.

We've found the formula for a successful Christmas party. First of all, invite the wives. This was the first time since I've been in Roadway that the wives were invited and they were what made it so nice. We had lots of good food and everyone seemed to have a real good time.

Congratulations to Mr. and Mrs. Robert Thomas, Jr., on the birth of their son, Bradford Alan Thomas, who was born December 8 at 12:45 a.m. Grandpa Robert Thomas is mighty proud of the young man.

Dana Bunch, daughter of Mr. and Mrs. Marvin Bunch, was home from the University of Arkansas for the holidays. They enjoyed having her, but sure hated to see her go back.

Sam. Acheson also was home for the holidays and came to our Christmas party. He brought his fiancée, Mary Kniepkamp, from P&R.

Congratulations to Frank Lemon and his new bride. The wedding took place

December 21 at the Pulaski Heights Church of Christ at 8 p.m. The bride was the former Miss Patricia Ray. Arlo Waggoner and Charles Toland were ushers.

Several vacationed during the holidays so I won't try to mention every name for fear of leaving someone out.

My father, Rev. Curtis Bull, died December 23. The funeral was held at Harmony Baptist Church December 26.

 **DISTRICT** 

Janet McElduff

We have the best bunch of men in our district, from the bosses on down, in the whole State Highway Department, and if you don't believe it, just ask any of the seven gals that work here! Christmas is when we get to see most of our men and it's really a pleasure to say hey and wish them a Merry Christmas over the food-laden tables at that time. We had food, food, food, fun, fun, laughter til there were tears, and oh, so tired feet. But, it was worth every minute and lots more. The pictures are proof that we had a happy day! It seems to me that I would have the prerogative of deciding what picture goes in the magazine, but not in this bunch. I had strict orders to send the "good one," so you know where that left me - down in the left-hand corner looking After. In Picture No. 1, shows Rosemary Weeden, former stock clerk who joined us for the party, Tippy Wilkins, Dick (one-eye) Ethridge, Patty Lourvin, Janet McElduff, Mildred Stacy, Glenda Grafton, and Mary Ann Harrell. Picture No. 2 is the same bunch mixed up, and "there's no doubt No. 2 is the "good one." (We are just printing the "good" one, Janet. E.!.) Well, our party was wonderful and we look forward to having just as much fun next year.

Some news quickies: Jerry Jayroe (St. Francis area foreman) gathered all of his 10 younguns' together December 30 to attend their brother Billy's wedding. Billy is the youngest of this tribe, and don't you know they had fun. Billy married Janet Young of Palestine in the Presbyterian Church in Palestine.

Billy Ishmael of M. B. Gentry's office in Forest City came in one morning beaming over the birth of a daughter early December 30. Little Lisa Ann weighed 6 pounds, 13 ounces, and was born in Cross County Hospital, and you already know she's the apple of her daddy's eye.

We had another wedding December 31 when Donald Wayne Edwards of Wynne married Miss Patsy Hall. Patsy is from the Pleasant Hill community. They were married in the Pleasant Hill Baptist Church. She is in practical nurses training and folks in that community think the world of this young couple.

We all loved the two extra days vacation over Christmas; we've eaten constantly since Thanksgiving, and while I'm bragging on the men in District 1, I



Here they are, the District 1 girls! From left: Janet McElduff, Glenda Grafton, Tippy Wilkins, Rosemary Weeden, Dick (One-Eye) Ethridge, Mary Ann Harrell, Mildred Stacy, and Patty Lourvin.

might brag on their wives, too. So many of them sent in such delicious plates of goodies, and believe me, on behalf of all the girls in the office, WE THANK YOU!

No time for more frivolity now, but we wish you all the happiest of everything in the coming year, and the very best of life for 1966! BOTTOMS UP!

 **DISTRICT** 

Leslie Long

Our traveling gal, Selma Chavis, attended the Coca Cola National Convention at Miami with husband, Van Dyke. They flew from Pine Bluff to Miami and were one of the six couples from Arkansas to be awarded with a bonus trip by jet plane to Jamaica. They were treated royally at the Americana, with dinner and current show - "Follies Berge." Entertainment also included cocktail party, dinner and native entertainment at the Bay Roc and a beach party. The Limbo and donkey riding were fun for all. Other entertainment included a show sponsored by Coca Cola at the Americana featuring Anita Bryant, Frank Fontaine, and other members of the troupe. Also dancing to Ray Anthony band at the Carrion. It was a fabulous affair.

LaNell Pierce, age 16, junior in Dollarway School, daughter of James and Laura Pierce, appeared with a trio on KTHV. She is the solo vocalist for the choir. She is also a member of the National Honor Society.

It was a pleasure for District 2 employees and families to once again share Christmas at our District 2 Headquarters on December 23, from 10 to 12. The Christmas tree was decorated and favors presented to the children, followed

by a delicious luncheon. The feeling of genuine appreciation for the pleasant relations we've enjoyed throughout the year seemed to prevail.

Johnny and Louise Harris travelled to Memphis for the holidays.

Woodrow and Mrs. Wilson observed Christmas at their home in Monticello and enjoyed the company of their son, Keith, wife and family from Springdale; son, Kevin, and wife and family from Arkadelphia, and daughter, Deanna and husband from Monroe.

Russell Gaddy had his two nieces home for the holidays. They both attend A&M College at Monticello. Santa Presented one of the girls a guitar for Christmas and things are pretty lively. In fact, Gaddy took off on vacation and we didn't see a thing of him until the day of our party.

Van and Betty Bratton and Gene and Gerry Woodfield took in the Cotton Bowl.

Earl Appling spent his vacation hunting. He and his brother-in-law shot 28 squirrels and a buck in three days.

Will Wright and dog, Crickett are avid rabbit hunters.

Brewster Shalmy has decided to try his luck at duck hunting this week.

In Chicot County, J. G. Standridge killed an 8-point buck and B. W. Slaughter killed a spike buck.

Bob Jarboe is a grandfather. A baby girl (Bonique Brownell) weighing 6- $\frac{3}{4}$ pounds, was born Dec. 19, to Mr. and Mrs. Brownlee of Helena, Arkansas. Mrs. Brownlee is Bob's daughter.

Receiving service pins were Chennault Duncum, 15-years and Siegle Lee Roy Swink, 5-years.

Fred Denton of Monticello, died of a heart attack on November 27. He was an inspector with the Construction Division at Monticello. He had been associated with the Highway Department for 10 years. Survivors include his sister, Mrs. E. E. Hurley of Little Rock, and one brother, Pat, also of Little Rock.

We extend our sympathies to John Hughes in the recent death of his mother.



DISTRICT



Edna Lewallen

Since I am just pinch-hitting for Edna this month, there won't be an abundance of news, but I will tell you about our social event in December.

On December 21, we had our Christmas party for District 3 employees. There were about 200 in attendance, with our guests being Jim Lowder, Ralph Jones, and Mr. and Mrs. Johnnie Gray. Box Mattox was master of ceremonies and the program included entertainment by a group of musicians led by Floyd Pharris, our equipment supervisor, and other AHD employees. The soloists for the group were Mrs. Vernetia Adams, wife of one of our employees, and Ronnie Tullis, son of one of our employees. The group played country music before and after dinner and accompanied Edgar Andrews, job superintendent, in leading us in singing Christmas carols. The dinner consisted of turkey, potato salad, baked beans, relishes of all kinds, cakes, pies, and coffee. Mr. Mattox presented Georgia Whittmore, who is retiring this month, with her Goodwill Ambassador certificate and a present of money from the District 3 employees. It also happened to be Georgia's birthday. Floyd Pharris presented Bob with a suede and knit jacket from Construction employees, and a desk from Maintenance employees. After the presentations, the dinner was concluded with a showing of the highway film by Johnnie Gray. I believe I am safe in saying that a good time was had by everyone and that all were filled to the brim with good food and good cheer and fellowship.

Everyone had a nice Christmas. Santa was so very nice to so many of our employees that I will just generalize and say that I know that some people are going to have to be very good next year to really deserve what they got this year. I hope that everyone else enjoyed the season as much as we did and that all of you will have a very Happy, Happy New Year!



District 3 employees in the chow line at the Christmas party. Sharon Bailey and Olive Jackson are helping serve. Jim Lowder and Ralph Jones, below, were guests.



At left, one of the young entertainers and Floyd L. Pharris, Sr. Above, District 3 Engineer Bob Mattox and secretary Sharon Bailey.



DISTRICT



GeorgeAnn

Our Christmas party seemed to be a real success with lots of food and the pleasure of meeting the families of our group. We won't attempt to name all the distinguished guests, but we do hope they will come back to see us soon.

We were all pleased to have "Pappy" McCook visit our office. His granddaughter, Patsy Jean Reed, sent us some delicious homemade candy.

Four men in District 6 received service pins: James Leonard Yarbero, 15 years; George F. Neal, 10 years; Miles Edward Anderson, 10 years, and John D. Lankford, 5 years.

Lamar Coyle reports from Hazen that they held a fish fry with Good White River fish and all the trimmings. Dub Edge and Raymond Taylor did the cooking. A string band composed of Bo, Holt, fiddle; Tommy Forester, guitar; Buddy Clark, bass guitar, and Lee King, mandolin, entertained.

V. C. (Chester) Gales is sporting a new Chevy II station wagon, and Johnny Kee is the proud owner of a new Mustang. Word has it that Johnny had a "slight" wreck at Lonoke the other night. Tough luck, Johnny.

Vernon Ellis is still getting his anonymous "fan mail" from over the state.

Come on, you other area offices, let us know what's going on!

O. K., Georgeann, the following news is written by Clarence Hobson from the North Pulaski County Maintenance Headquarters:

We were entertained with a Christmas dinner of ham, turkey, and all the trimmings by I. H. Nute and Glen Appleby, with I.H. wielding the carving knife. Mrs. Nute put a Christmas atmosphere in the table decorations with pretty centerpieces made of reindeer pulling sleighs. Christmas trees, and snowmen.

We had the largest crowd ever - 85 men women, and children, including Ocean Diffe, retired shop foreman; John Spearman Allen, retired area foreman, and George Ingle assistant maintenance superintendent of District 6. We were glad to see all the coworkers of yesteryear. A good time and a good meal was had by all, and now for the sad ending: Old I. H. has his vibrator going and I'm on hi-protein and grapefruit juice.

Resident Engineer T. G. Orton, Jr., and Mrs. Orton, members of his crew and their families enjoyed a Christmas at the Old South Restaurant on December 20. Special guests were District Engineer John F. Price and Mrs. Price. Turkey and dressing and all that goes with it was served to about 27.

Employees receiving service awards were: Nymph Jones, 30 years; George Scroggin, 15 years; Henry Carlos Eggleston, Keith Glen Richardson, and Edwin Shinn, 5 years.

Ewin Caudle and wife Veona spent Christmas with their daughter and family in Tulsa. Edwin is job superintendent.

Several maintenance and construction employees enjoyed their vacations in December. Some spent the holidays visiting with friends and relatives, and others enjoyed hunting. Thus far, Bill Martin, who killed an 8-point buck, is the only one who has reported much success while deer hunting.



DISTRICT



Isabelle Psalmonds

The office and shop personnel, the area foremen and the job superintendents and their families enjoyed a Christmas luncheon at the headquarters building December 22. We had a good meal and a good time of fellowship during the noon

hour. We were happy to have as special guests, Jim Lowder, J. C. Perkins, Ed Ray, and Jim Little from the Little Rock offices, and David Ray, son of Ed Ray, the pilot.

Charles Banks, crane operator, lost his home and possessions in a fire during the month of December.

Our Christmas season was saddened by the death of Nelson B. Ladd, job superintendent. Nelson was in charge of getting the asphalt on the road. He was well liked by all who knew him and was a faithful employee of the Department. He was a member and active worker in the First Baptist Church in Paragould. He went every Sunday morning to the Greene Acres Nursing Home and taught a Sunday School class. He was a Mason and an active member of the Civitan Club in Paragould, and he had a special interest in work with retarded children. Nelson was stricken by a heart attack Friday after Thanksgiving while visiting in Stuttgart. He had left the hospital and was planning to return to Paragould in a few days when he had another attack on December 27, which took his life. Mr. Ladd is survived by his wife, Retha; a son, Nelson, Jr., of Memphis; a daughter Karen Lee of Paragould; a stepson, Morris of Paragould; his mother, Mrs. Myrtle Ladd of Reyno; a brother, Elma Ladd of Reyno; a sister, Mrs. Marie Richardson of Marion, and many friends. His funeral was held in the First Baptist Church of Pocahontas, with burial in the Nelson Cemetery at Reyno. We extend our sincere sympathies to the family.



GOING UP FAST, is the new Highway Department building off the New Benton Highway.



DISTRICT



Jean McCoy

The Conway County crew held its annual party December 3 at the area headquarters building in Morrilton. The food consisting of fried chicken and the trimmings, was served to approximately 150 persons from the various counties in District 8. A good time was had by all.

EDITOR'S GOOF

It happened to the Carteret County News OF MOREHEAD City, N.C.:

MONDAY: For sale. R.D. Smith has one sewing machine for sale. Phone 958. Call after 7 p.m. and ask for Mrs. Kelly who lives with him cheap.

TUESDAY: We regret having erred in R.D. Smith's ad yesterday. It should have read: For Sale. R. D. Smith has one sewing machine for sale. Cheap. Phone 958 and ask for Mrs. Kelly who lives with him after 7 p.m.

WEDNESDAY: R. D. Smith has informed us that he has received several annoying telephone calls because of an error we made in his classified ad yesterday. His ad stands corrected: FOR SALE: R. D. Smith has one sewing machine for sale. Cheap. Phone 958 after 7 p.m. and ask for Mrs. Kelly who loves with him.

THURSDAY: Notice, I, R. D. Smith, have no sewing machine for sale. I smashed it. Don't call 958, the phone has been taken out. I have not been carrying on with Mrs. Kelly. Until yesterday she was my housekeeper.

ARKANSAS HIGHWAYS

VOL. XIV

JANUARY, 1966

NO. 1

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

THE COMMISSION

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Vice Chairman

Wayne Hampton
Arnil Taylor
Truman Baker
John W. Harsh
Maurice Smith

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Director of Highways
Mack Sturgis

Chief Engineer
Ward Goodman

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

Martha L. Adams.....editor, layout, vari-typist
Mollie Copeland.....vari-typist, artwork
Johnnie Gray.....Department photographer

Thistle
Kill Ya!



A highway patrolman observed a trucker on the road ahead alight from his cab and with a heavy mallet tap the side of his truck vigorously on all sides and then get back in and drive on. Still following the truck some distance behind, he saw the man repeat the performance. When this happened the third time the patrolman could not withhold his curiosity any longer and stopped the trucker to ask just what he was doing.

Upon being questioned, the trucker said, "You know just around the next corner is a weight station?"

"Yes," said the patrolman, knowing there was one there.

"Well," said the trucker, "I've got a five-ton truck here loaded with six tons of canaries, and I've just got to be sure a ton of them are still flying when I get to that weight station."

Two black crows were sitting on the fence when a jet plane swooped low over them and roughed up their feathers.

"Brother," said one, "I wish I could fly that fast."

"You could, my friend," said the other, "if you had two exhausts and they were both on fire."

A man came home from work one night sporting a new hat, which was fine except that it was four sizes too large and looked like it had been soaked in a tub of water. The man confessed that he had picked it up at a bargain basement sale—and that he knew it looked terrible on him.

"So, why did you buy it?" demanded his wife.

"It was this way," explained the man. "When I tried it on and caught a load of myself in the mirror, I looked so stupid to argue with the clerk."

Young man: "Waitress, I don't like to complain, but there are no oysters in this oyster stew."

Waitress: "So... There are no dogs in dog biscuits."

Looking over the rim of the volcano's crater, one American tourist said to another:

"Really something huge, isn't it? Reminds one of hell, doesn't it?"

One of the natives who overheard the remark, shrugged his shoulders, threw up his hands and exclaimed:

"These Americans. They've been everywhere."

Doctor: You should take a hot bath before retiring."

Patient: "But Doc, I won't be retiring for another 15 years."

"I married her because she saved my life."

"How did she do that?"

"She told her dad not to shoot."

A detective was trying to get a description of a suspect. "Tell me," he asked a witness, "does the man have a mustache?"

"I don't think so," the witness said, "if he does, he keeps it shaved off."

A drunk was doing his best to spear an olive with a toothpick at a bar. Time after time the olive eluded him. Finally a man nearby became annoyed, took a toothpick and said, "This is the way to do it," and speared the olive on the first try.

"Of course," replied the drunk, "I already had him so tired he couldn't get away!"

Boss to secretary: "If the Sunshine Club, bowling league, basketball pool and office gift collection committee can spare you, I'd like you to take a letter."

A HYPERBOLIC PARABOLOID - THAT'S WHAT

If the rest stop shelters planned by the South Dakota Department of Highways are anything like as interesting as their architectural name, then a journey should be embarked upon just to make the rest stops.

Original plans, which include 14 wood shelters, chemical toilets, picnic tables and grills, have been junked. In their stead 21 toadstool-like concrete formations called hyperbolic paraboloid, complete with built-in tables, running water, flush toilets and outdoor fireplaces, will be erected.

They will be located in pairs on fourteen 10-acre landscaped sites.

If you can't make the trip, and you don't know what a hyperbolic paraboloid is, then you might take a coffee break and spend it conjuring up in your mind what one of those critters looks like . . . so you will be sure to not miss it when you get there.

-Mary Day Herndon



HIGHWAY - OR BATTLEGROUND?

After noting from an Air Force Report that more air-men are killed on highways than in all other Air Force operations combined, officials at Bunker Hill. AFB near Peru, Ind. posted this rather pointed reminder that the traffic-death toll is steadily increasing: "DANGER - You Are Now Entering The Most Dangerous Area In The World . . . THE PUBLIC HIGHWAY."



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

RETURN POSTAGE GUARANTEED



SAILING ON LAKE MAUMELLE

Cover: Lock and Dam No. 7, six miles up the Arkansas River from downtown Little Rock. The lock and dam are part of the \$1.2-billion multiple-purpose plan, originally authorized by Congress 20 years ago, to protect the lower Arkansas Valley from the ravages of a once tempestuous and unpredictable stream, to use its powerful currents to generate billions of kilowatt hours of electrical power each year, and to create a 450-mile stretch of navigable waterway from the Mississippi River to the Tulsa area in eastern Oklahoma. The project includes 20 major units — three upstream reservoirs and 17 locks and dams, 14 of which are now under construction or are already in operation with the combined cost of the 14 units representing 81 per cent of the total cost of the project. Cost of Lock and Dam No. 7, which was started in March 1965, is \$16,485,500 (\$1,344,609 above the government estimate). Contractors are Peter Kiewit Sons' Co., and Al Johnson Construction Co.