

Arkansas Highways

MAGAZINE
MARCH 1966





LETTERS

The Arkansas Red Cross Blood Program



401 SOUTH MONROE
LITTLE ROCK, ARKANSAS
-72205-

Thomas F. Dilday, Jr. M.D.
Medical Director
PHONE: MO 6-0351

January 19, 1966

Mr. Dale W. Davison, Personnel Officer
Arkansas State Highway Department
P.O. Box 2261
Little Rock, Arkansas

Dear Mr. Davison:

Your prompt response to our emergency appeal for blood last Tuesday was highly gratifying. We know that it took a great deal of effort on your part and considerable inconvenience to your organization and personnel.

You may be interested to know that with your help and the general response from the community, we received 90 units of blood. This is an outstanding response to such short notice appeal.

Thank you again for your help and continuing good cooperation.

Very truly yours,
John S. Givens
Administrator

JSG/vce

Arkansas State Highway Department
Little Rock, Arkansas

Gentlemen:

I would like to express my very deep appreciation of the untiring work of your crew under Mr. Harrison Heath in the Mena area during the snow and ice storm of not too long ago. They worked very hard, and did a magnificent job in keeping the local highways open and passable, under most extremely difficult conditions. I saw their trucks going back and forth at all hours of the day and night.

Since I live 5 miles out of town, and must travel the highway in my work, it was very helpful to me personally. These men did a wonderful job and are to be highly commended.

Sincerely,
Jack Darr
Mena, Arkansas

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PREVENTATIVE MAINTENANCE SCHOOL HELD AT JACKSONVILLE

Approximately 40 employees from the 10 districts and Jacksonville attended a Preventative Maintenance School for Cummins Engines at the Jacksonville Central Shops February 21, from 9 a.m. to 3 p.m. The School was arranged by C. Don Hayes, chief of the Equipment Division.

Claude Flynne, of the Cummins Engine Company of Columbus, Ind., was the instructor, assisted by Aubrey Blanks, branch manager of the Cummins Diesel Sales of Little Rock, and John Poss, service manager of the Little Rock firm. A 35-minute film, "Operation Hour Glass," was shown.

The Cummins Diesel Sales Company was host to those attending at a luncheon at the Ramada Inn in Jacksonville.

Those attending were: J. E. Smith, W. F. Russell, Erby Melton, DISTRICT 1; J. E. Goins, Barney Doss, C. L. Rawls, DISTRICT 2; C. O. Adams, Earl Hampton, Floyd Pharris, Sr., DISTRICT 3; Emerson I. Hammell, Bud Durbin, Fred McLaughlin, DISTRICT 4; Billy H. Branscum, Chester King, O. H. Stanbrough, Jr., Charles McClusky, DISTRICT 5; Bernard L. Gaiser, Lewis Rogers, A. D. Andrews, C. D. Harvey, Odie Sullivan, DISTRICT 6; Hugh Anderson, E. L. Parker, H. W. McMahan, J. C. Gossett, DISTRICT 7; Nymph Jones, Edwin Shiff, Kenneth Ellis, Woody Applegate, DISTRICT 8; Otis Vaughn, Fred Loghry, Jack Holtby, Neal Taylor, Robert Eaker, DISTRICT 9; W. E. Moore, Raymond Hamilton, Dewayne Combs, O. P. Herrin, DISTRICT 10, and M. L. Price, Joe Stinson, CENTRAL SHOPS, JACKSONVILLE.



"Plan Bulldozer" Presented to Governor



Governor Faubus

At a luncheon February 23 in Hotel Marion, the Arkansas Chapter of Associated General Contractors and the Highway Department presented to Governor Faubus PLAN BULLDOZER, a voluntary program of disaster relief and control in Arkansas:

The purpose of PLAN BULLDOZER is to offer for emergency use the equipment, personnel, and know-how of Arkansas' construction industry to governmental officials in Arkansas; to aid the public, to help protect property and to restore community life to a level as near to normal as possible in the event of a natural disaster or nuclear attack.

The AGC and the Highway Department, cooperated in taking inventory of all construction equipment, owned by contractors and the Highway Department, which will be made available for use on the disaster site, in the event of such an occurrence.

E. E. Barber, president of the Arkansas Chapter of AGC, outlined the Program in his speech. Governor Faubus, in accepting the PLAN, said "It is good to know that the construction industry has geared its resources to join with the other emergency facilities to come to the aid of the citizens of Arkansas in case of such need."



E. E. Barber



Clockwise around the table are: Highway Commissioners Truman Baker and Maurice Smith; John Lawrence, Bill Moore, J. T. Pendergrass, Jim Lowder, Ira Degges, district engineer with the Bureau, and Commissioner Arnil Taylor.

FOUR AHD MEN ARE REGISTERED AS PROFESSIONALS

Four Engineers in the Highway Department: John Kizer, Ruben McConnell, Chuck Jones, and James Baird, attained the status of registered professionals the night of February 26 in the Skyway Room of the LaFayette Hotel.

This accomplishment is the ultimate goal of all engineers but is only rewarded after considerable study, experience, and perseverance. To become registered an engineer must have a degree in engineering and four years of acceptable experience, or 10 years of acceptable experience without a degree.

In addition, the engineer must pass a general engineering test, then a specialized test in engineering. The general test (which takes 8 hours) covers the general nature of engineering subjects. The specialized test (also 8 hours) is broken down into special fields such as highways, sanitation, structural, electrical, mechanical, etc. All engineers, whether civil, electrical, mechanical or others, must take the general test. Civil engineers are required to pass the specialized test in highways, sanitation, and structural.

What it boils down to is 16 rather grueling hours of oral review as well as written tests. Becoming registered is the equivalent of a lawyer passing the bar examination or a doctor obtaining a license to practice. Since an engineer deals with the public health and safety, it was deemed necessary that engineers pass an examination so the State Board of Registration was established in 1925 by Act 202 and amended in 1953 by Act 214. All board members are appointed by the governor.

KIZER is a native of Drew County. He received a degree in secondary education from Arkansas A&M at Monticello. After graduation he taught mathematics and science at MerRouge High School, MerRouge, La. Following the admonition of Horace Greeley, he moved to Denver where he was engaged in residential housing construction. After several years, he decided to pursue an engineering degree and graduated from the University of Arkansas in 1961 with a BSCE. After working for AHD three years, he left to become superintendent for Southeast Construction Company. He returned to the Department in July 1965 to work in the Assistant Chief Engineer's office. John and his wife, Maxine, who is also a teacher, live in Meadowcliff with daughter, Lana Dee and new son, Eric Hall.

McCONNELL is a native of Dardanelle. He received his BSCE from the University of Arkansas in 1961 and began work for the Department in June 1961. He went through the Department's Engineering



Baird, McConnell, Kizer



Jones

Training Program. He is presently working in Construction as resident engineer in DeQueen. McConnell served in the Air Force. He is married to the former Miss Barbara Crow and they have three children.

JONES (who was unable to be on hand for the presentation), was born in Tallequah, Okla., but moved to Mena at the age of 6. He graduated from Mena High School after which he began attending the University of Texas, where he received his civil engineering degree in 1960. Upon graduation he began work with the Bureau of Reclamation and after three months, resigned to accept a job with the Highway Department. He completed the Training Program, spending most of that time with Bob Crafton on the North Terminal Interchange. He transferred to Clarksville as assistant resident engineer, then to Brinkley. He was transferred to Hope in 1965 as acting resident engineer on an interstate project. He is married to the former Miss Sarah Virginia Perkins. They have one daughter, Jamie Carole, and two sons, Charles Haskins and Robert Christopher.

BAIRD is a division assistant in the Materials and Tests Division. He is a native of Little Rock and was graduated from Little Rock Central High, then went on to Cornell University. He was graduated from the University of Arkansas in 1961. He completed the Training Program in June 1961 and then began his career in M&T. He and wife, Eleanor, and their two sons, Jay Scott and James Michael, reside at 5216 Hawthorne Road, Little Rock.

From The Seagull

Over, On and Under Chesapeake Bay!

If you were driving your car south from New York, heading for Florida, and time was of the essence, you would naturally like to make the trip without too heavy a strain on the budget by many overnight layovers at expensive motels. By the same token, you'd welcome the opportunity to bypass the nerve-racking experience of driving through the mad traffic to such metropolitan centers as Philadelphia, Baltimore, and Washington. You would welcome a short cut detour to the Southland.

Today, all of this is possible by a thrilling drive of some 17 miles over, on and under a vast body of water. Science fiction? Not a bit of it. Thanks to modern man's engineering skill and inventive genius, you can now save precious time and money on that trip by taking advantage of the recently opened Chesapeake Bay Bridge-Tunnel system, familiarly known as the "seagull route" of the Ocean Highway.

This boon to the motoring public consists of a series of trestles and bridges, two man-made island anchors and two mile-long tunnels reaching from the pair of islands.

The tariff? Considering the fact that the project cost more than \$200,000,000, the toll charge for a passenger car, including driver, is most modest at \$4.00; for each passenger in the car six years of age and older, the charge is only 85 cents.

To reach the "seagull route" from New York you take the New Jersey Turnpike all the way down to the Delaware Memorial Bridge, southernmost terminus of the turnpike. Crossing the massive span over the Delaware River, you pick up U.S. Highway 13 just below Wilmington and follow it through the pleasant countryside to the Diamond State through Dover and Salisbury to the tip of tiny Delaware, at the Kipto-Beach approach to the northern ramp entrance to the Chesapeake Bay Bridge-Tunnel. Incidentally, once on U.S. 13 in Delaware, you'll find the unique seagull marker along this fine highway heading south.

It will take you only about half an hour to make the run, from the Kiptopeke Beach trestle to the Virginia mainland at Chesapeake Beach in the Old Dominion State. Two wide lanes enable the motorist to make the drive smoothly, and passage through the two clean, brilliantly lighted and airily ventilated tunnels is just as easy on the eyes, ears and noses of the driver.

On your southward journey with the seagulls, you make your initial descent into the first tunnel from a ramp on the North Island "anchor," and you'll emerge to sea level on South Island. Another long run across the bay on trestles and bridges and you "drive" again, from the Thimble Shoal island link into the second tunnel coming up from that other mile-long drive underwater on the last of the island-anchors just off the Virginia shore.

A short drive along U.S. 13 and just below Norfolk, you'll arrive at the cloverleaf intersection of U.S. Highway 17. Pick up this long-time popular highway south through Elizabeth City, Wilmington, Charleston and Savannah to Jacksonville, and you're in the promised land of sunshine, orange juice (free "on the house" at the several Florida Hospitality Stations to the inbound tourist) and the deeply tanned bathing beauties.

Happy driving, then Yank, as you follow the wing-wheeling gulls south - and back north to your home nest.

ACCIDENTS CAN BE EXCITING

ARE YOU BORED with it all? Are you looking for a new horizon? Have an accident.

Accidents can open up a whole new exciting world for you. You'll see places and experience sensations like way out there.

You'll meet pretty young nurses--and probing doctors.

You'll learn how emergency wards, operating rooms, surgeons and other specialties function - first hand.

You may get a stub or scar which will make an ideal conversation piece.

You can write a best seller on, "How I was Brought Back From the Brink," or "How a Cripple Can Up His Income."

You may get your name in the paper. Maybe even get a headline like "Drunk Runs into School Bus."

You can collect on that accident insurance you've been pouring money down the drain on so long.

You may deduct your time lost from work on your income tax return.

You can sit around the house while recuperating and catch up on all the daytime TV shows.

You can solicit sympathy you'd never get otherwise, maybe even from the kids and spouse.

Your physical system will be injected with all sorts of drugs and stimulants.

The wife might get to go to work, the older kids drop out of school, and so enrich their experiences.

The doctor may have to put you on a regimen to cure some of your bad habits.

You might have to learn a new trade to replace the old one you can't continue and didn't like anyway.

So live modern. Have an accident. Experience can be a good teacher--if you live through it.

Robert D. Gidel
in the
National Safety News, April 1961

TIMES HAVE CHANGED!

by Janet McElduff
District 1

For lack of anything better I am enclosing two pictures that have caused quite a bit of hilarity around here. At least one of them seems to pretty dad-gummed funny, in fact so much so that I am beginning to be a little bit sensitive about it. As you can plainly see they are pictures of two drum majorettes.

Out of modesty I won't name the earlier majorette, but the year was 1937-38, the band was the Helena High School Band, the boots were riding boots (whoever heard of majorette boots!), the pants were riding jodphurs, the jacket and cape, homemade, and who knows where the hat came from! The baton was a director's baton weighing approximately half as much as the majorette, and qualifications were the ability to start off on the right foot, keeping fairly good step in time with the music, and the lung capacity to blow hard and loud on an old army whistle, one long, two short, two short, to stop.

In the two-year term the band's only out-of-town trips were to the inauguration of Homer Adkins in Little Rock (gad!), and once to the Cotton Carnival in Memphis where the majorette fainted dead away in the middle of Main Street due to the May temperature and the heavy winter uniform.

Times have changed. At this point my complete lack of modesty permits me to name the latter version of the drum majorette as our daughter, Ellen McElduff. The year is 1965-66, the band is the Wynne High School Band, the boots are majorette boots, the suit is custom-tailored to the tune of \$\$\$\$\$, and is only one of the three \$\$\$\$\$\$\$ outfits required. The baton is a balanced, measured to fit, majorette baton, and the qualifications more rigid than college board exams. First you take twirling from an experienced majorette. Then come try-outs. If you make the "line" that's something, but to make "drum" majorette is something else again. (In 1937 there was no such competition. It was just a matter of who had the guts to get out there and try to do it.) Now there is Summer Camp required. There you take courses in advanced twirling, drum-majoretting, modern dance, etc. Then there are the trips. All football games. Christmas parades. One time they even greeted LBJ in Memphis. Again it was May but no danger of this majorette fainting from the warmth of the winter uniform. In an old fogie's opinion they were lucky they didn't get run in.

Times have changed. The band of 1937 in parade formation was lucky to cover a block with its military (for lack of a better word) beat in five minutes, and if there was a drag in the flow of the parade they just stopped and waited. Now they march cut-time and if for any reason the progress of the parade is slowed, there they stand marking time in this quick, high-stepping cadence.

In 1937 the main function of the majorette was to "lead" the band, stop them and start them, and if you really wanted to embellish the performance, you bowed



The First Version, Janet



The Latter Version, Ellen

your back a little more, put a little swing in the hips, and to really knock their eyes out you could always weave from one side of the street to the other. The only danger in this action was that you might be so taken with the side to side motion that you would be engulfed by the forward movement of the entire band. Now, in 1965, there are routines that are rehearsed hour after hour and the appearance of the band in a parade is not unlike the Rockettes moving onstage at Rockefeller Center.

There were compensations in 1937. A girl drum majorette was a rarity and as mentioned, the competition nil. There were always cheers and whistles. Looking at

The High Road

Airport Access

by L. W. Prentiss Executive Vice President
American Road Builders Association

A trip by air begins and ends with a trip on the ground. Time spent on the ground is a substantial part of the trip: it not infrequently happens that a traveler spends more time getting to and from the airport than he does in the air.

The development of modern expressways has been a great boon to the air traveler. Such expressways not only reduce the time spent in traveling between the airport and the downtown center; they also make the time of the trip more predictable because serious traffic jams are much less frequent on controlled access expressways.

When the Dulles International Airport was built near Washington, a four-lane controlled access road was built for the sole purpose of connecting the airport with the Interstate System. The motorist who gets on this highway by mistake will find that the only way to get off is to go to the airport and turn around.

Granted that this may be the best solution in certain special situations, the best general answer to the problem of airport access is to make sure that major airports are served by segments of the Interstate System other general purpose roads of comparable quality.

The federal-aid highway program is a part of the federal government's overall effort to bring about the orderly development of a comprehensive, economical and efficient transportation system. The various modes of transportation should complement each other, so that the public will be able to take advantage of all modes.

With this in mind, the Congress, in 1962, enacted a requirement that highway projects in metropolitan areas

of more than 50,000 population be developed in conformance with a comprehensive, continuing transportation planning process covering all modes of transportation. Clearly, the access-to-airport problem is one which should be taken into account in the planning process.

The Commerce Department's Bureau of Public Roads, working with the state highway departments, is now engaged in a study to determine the future federal-aid highway needs of our country in the post-1972 period.

It would be pertinent to this study to consider the relationship between air transportation and highway transportation. It might be desirable, for example, to extend the Interstate System, eventually to include a spur route to serve every major airport.

What Is An American, Anyway?

An American is one who yells at the government to balance the budget and then takes the last dime he has to make a down payment on a home.

He whips the enemy nations and then gives them the shirt off his back. He yells for speed laws that will stop fast driving and then won't buy a car if it can't make 100 miles an hour.

An American gets scared to death if we vote a million dollars for education, but he's cool as a cucumber when he finds out we're spending three billion dollars a year for smoking tobacco.

He gripes about the high prices of things he has to buy, but gripes still more about the low prices of things he has to sell.

He knows the line-up of every baseball team in the American and National Leagues-and he doesn't know half the words in "The Star Spangled Banner."

An American will get mad at his wife for not running their home with the efficiency of a hotel, and he'll get mad at the hotel for not operating like a home.

He'll spend half a day looking for vitamin pills to make him live longer, then drive 90 miles an hour on slick pavement to make up for the time he lost.

An American is a man who will fall out with his wife over her cooking and then go on a fishing trip and swallow half-fried potatoes, burnt fish and gritty creek-water coffee made in a rusty gallon bucket-and think it's good.

An American will work hard on the farm so he can move into town where he can make more money so he can move back to the farm.

He is the only fellow in the world who will pay 50 cents to park his car while he eats a 25-cent sandwich.

We're suppose to be the most civilized nation on earth, but still can't deliver payrolls without armored cars.

In America we have more experts on marriage than any other country in the world-and more divorces.

But we're pretty nice folks. Calling anyone "a real American" is the best compliment you can pay.

Most of the world is itching for what we have, but they'll never have it until they start scratching for it the way we do.

Voice of Iowa

Times Have Changed

the picture one wonders why. Short of falling flat on your face there really wasn't anything that you could do too wrong. There was no one but you. No line of pretty majorettes in back of you robbing you of any glory. It was pretty neat too, when the football captain took up with the drum majorette. As I said, no competition.

Qualifications of the 1965 drum majorette have been mentioned, but not listed are those of being a mathematician (football field yard-lines, number of steps per, etc.), a choreographer (routines), a designer (uniforms), not to mention some musical ability, for the 1965 drum majorette must be a member in good standing of the concert band. As I recall the 1937 drum majorette played the cymbals once during a concert, crashed at the wrong time, and from thence-forth was excused.

Times have changed. Since the birth of daughters I've always wanted a mother-daughter outfit, but never did I realize what a contrast there would be!

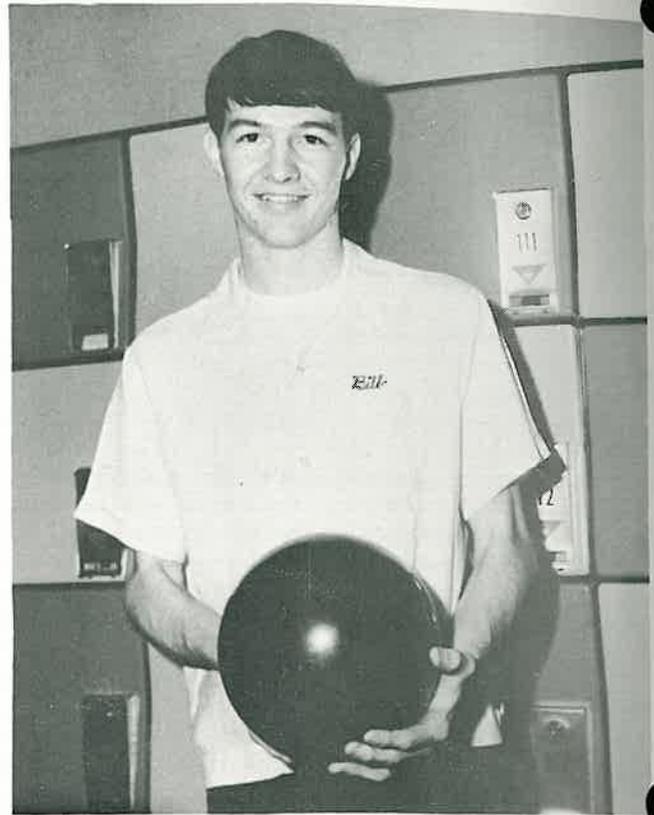
Final Estimate Employee Bowls Two Perfect Games Within Two Weeks

The Highway Department has a bowling celebrity in its midst. He is 20-year-old Billy Moore, an employee of the Final Estimate Section, who rolled his second perfect game of 300 the night of February 24 at Hill Top Lanes in Jacksonville, where the previous Thursday night he rolled his first one.

This feat is all the more remarkable because Billy lost a leg four years ago in a motorcycle accident, and has an artificial one to replace it. This, obviously, is not considered a handicap to Billy. By making it two, he became the first person in Arkansas to roll back-to-back perfect games in sanction play. Hill Top now leads all lanes with three perfect scores. Another bowler made the first one last September at Hill Top.

Not only did Billy's skillful maneuvering of the ball create a lot of talk and publicity, it also paid off. For the two perfect games Billy received \$800 from the manufacturer of a shirt, NAT NAST, which Billy wears; 600 free games at Hill Top; a diamond ring from the American Bowling Congress for the first game, and a choice of several other prizes from ABC for the second game, but Billy hasn't made up his mind yet what to select.

The Highway Department is mighty proud of you, Billy, and we hope you go on to become a pro. At the rate you're going, you will.



SURVEYOR'S PLIGHT TOLD IN COLORFUL TERMS

Thanks to the good work of a Cook County (Illinois) Clean Streams Committee, a rodman can wade a creek without risk of vanishing in the muck. But it was not always thus.

The unhappy experience of one survey party several years ago was related in picturesque language by the party chief, Walter Mayer. His report was preserved in his personnel file and was found there when he retired recently. It follows:

"This morning we ran the base line for Cross-sectioning Addison Creek. After lunch, we attempted to take the cross sections.

"The creek consists of a slimy, oily, stinking fluid about 3 feet in depth. It has a concrete bottom, which is covered with a gummy ooze so sticky that the men's boots sank in and were held in such a vise-like grip that only after a strenuous struggle could they be extracted, each step required a repetition of exertion to free a mired foot.

"Due to the depth of the bottom below the banks it was necessary to use a 15-foot rod booted on top of a 4-foot pole. The men, floundering in the feculence of the creek, had great difficulty in manipu-

lating the level rod and holding it on top of the pole, inasmuch as it was no small task to maintain their equilibrium without such encumbrances in the slimy sludge, which gripped the men's limbs and made walking well nigh impossible.

"The depth of the fluid in the stream, reaching almost to the men's waists, aided by the necessary struggle in the quagmire, resulted in splashing, which covered the men and the equipment. Even the men working on the banks (including the engineer) were smeared with the slime from handling the be-fouled equipment.

"After floundering in the sludge for two hours, during which only two cross sections were taken, the attempt was given up.

"The men were so befouled that they were ashamed to ride in public conveyances and it was incumbent on the undersigned to drive them to their homes. In spite of the utmost care in covering my car upholstery with newspapers, the incident resulted in more befouling and damage to my car than was incurred in the previous 17 months of use.

"I recommend that a boat or raft be obtained in order to complete the cross sections."

--Cook County Highways

NIGHT DRIVING

by Lillian Schwenk
Iowa State University

Dusk, nightfall, darkness—to many of these words signal the time for relaxation from the day's work-time to be spent on hobbies, recreation, and family fun. But dusk, nightfall, and darkness also spell death and destruction, as any police or highway patrol knows.

Driving between sunset and sunrise, according to the National Safety Council, is about three times as dangerous as driving by day, per mile traveled. In rural areas, the night traffic death rate is 15 fatalities per 100 million vehicle miles, compared with 5 for rural daytime fatalities. In cities, the nighttime death rate is 5, versus 2 for the daytime rate, all per 100 million miles driven. From these figures it's obvious that the dangers of darkness are somewhat greater on roads and highways outside city limits.

Traffic experts lay the major blame on lack of visibility. "No matter what the ultimate cause of most night accidents, the immediate cause is not seeing the hazard," according to Dr. A.R. Lauer, former director of the Driving Research Laboratory of Iowa State University at Ames.

Basic to the problem is the fact that the human eye was not built to see as well as in the dark as in the daylight. To add to this basic handicap, a person driving a car at night has a further loss of vision whenever he is subjected to the glare of oncoming headlights. He also had to look through a windshield or at a mirror that may be smudged, filmed, or scratched, which either blots out part of his normal field of vision, or magnifies the glare.

SPEED

Speed is a major contributor to after-dark accidents. Studies show that most drivers tend to drive a few miles per hour faster at night than they do in the daytime, perhaps because of a false sense of security resulting from decreased traffic present on the roads after dark. The faster one travels, however, the narrower his field of vision becomes, so that speed, coupled with already decreased vision at night, provides a double handicap to spotting and avoiding hazards.

But inability to see is still the big problem. Old traffic signs that are brightly painted and easy to see in daylight too often are not reflectorized and become nothing but black blots that are useless after dark. Curves suddenly appear out of the darkness of a country road. At night the driver has to depend on his eyes, inadequate nighttime aids, and his headlights, which light up only about one per cent of the area normally seen in daylight.

Highway engineers and car designers have gone to great trouble and expense to offset these visual deficiencies of the after-dark driver. Headlights have been vastly improved, both in beam candle power (the amount of light available to the driver) and in low-high beam adjustment. Taillights and directional signals have been made much more effective. Improved street and highway lighting is turning night into day when enough of it is installed. "Brightening" road hazards by extensive use of reflective materials also keeps many drivers out of trouble.

Though state and national highway authorities and city street commissions are constantly working to better the odds of motorists driving after dark, individual drivers themselves can reinforce these measures by following certain nighttime safety precautions recommended by traffic experts.

The inside of the car should be as dark as possible. Dash lights should be turned to their dimmest point, and of course, the dome light should never be on when the car is in motion.

There are certain actions and precautions drivers can take that will contribute to nighttime safety. They can be summarized by the following ten tips.

Ten Tips for Night Safety

1. Help your eyes get accustomed to the darkness by sitting in your car for a few minutes without turning the lights on before pulling into traffic.
2. Give your eyes every possible advantage at night. If you need corrective glasses, by all means wear them. If your eyes are light-sensitive in daylight, wearing high quality tinted glasses during the day will leave them more rested and in better condition for night driving. Never, however, wear dark glasses while driving at night.
3. Avoid driving after dark with all-over tinted windshields. The colored visor strip at the top of your windshield won't interfere with your vision.
4. Keep your speed 10 or 15 miles per hour below the daytime speed at which you would safely drive the same route.
5. Look for the unexpected, rather than wait for it to happen. Alertness is 50 per cent of seeing. Being constantly on the lookout for pedestrians, direction and warning signs, and road hazards, will help you spot them sooner and increase the time you need to use corrective judgement.
6. Keep yourself mentally alert with proper ventilation. If you are sleepy, pull off to the side of the road for a nap. Never rely on stimulating drugs to keep you awake.
7. If you are driving any distance, break up the trip with coffee and refreshment stops every hour or so. The time spent will not be wasted if it gives your eyes and nerves a rest and prevents a disaster.
8. Drinking, even social drinking where not very much alcohol has been consumed, is at best a

detriment to your judgement, if not your reaction time. A Normal 150-pound man burns up about two-thirds of an ounce of alcohol (an ounce of whiskey or a bottle of beer) an hour, so a good rule to follow if you drink, is not to exceed the ounce-an-hour formula. Make the one for the road coffee, and if there is any doubt about ability to drive, take a taxi.

9. Good housekeeping for the road, or "good car-keeping," is one of the best accident preventatives. Carry along a roll of soft paper towels and a spray-bottle filled with commercial degreasing solution or a dilute vinegar-and-water solution for removing road dirt from lights, windows, mirrors, and reflective surfaces. When rain, mud, or slush dim the lights, get out and wipe them off. As mentioned earlier, wipe the inside of the windows to remove invisible film.

10. If there is a choice of routes, and an interstate tollway, freeway, or expressway is among them, by all means take one of them at night. The advantage of adequate reflective signing, illumination, toll plazas for rest stops, one-way traffic and lack of crossroads have all combined to make night death rates on these superhighways lower than on other roads.

NEW BUILDINGS IN PARAGOULD



These pictures show construction on the new buildings at Paragould. Some fairly good weather the past few weeks helped speed up work. It is scheduled to be completed June 31.

The 238 by 91 ft. maintenance headquarters building will also house an emergency operations center, A wing of the structure will include a parts room, 133 by 70 feet. A separate building will have office facilities for a resident engineer and a testing lab. This building will be 30 by 64 feet. A storage building, which will include a woodworking shop, will be 30 by 202 feet, and there will be a service station, 48 by 104 feet. Cost of the new Paragould buildings is \$585,923.

TOASTMASTER OFFICERS



Lee Gibbons, left, and James Barnett, both technicians in Planning and Research, were recently elected officers in the Little Rock Toastmasters' Club. Gibbons was voted secretary and Barnett is the new educational vice president.

NOMENCLATURE

TELEPHONE Francis. No, don't rush to the phone to dial. That's a name. So is Pink Green. Colorful, eh? But if they aren't incredulous enough for you, how about Ima Mixmaster? Yep, a name. Of a person. Her parents must have been crazy mixed up people. And I wonder if old Telephone up there is called "Phoney" for short.

All are names in New Orleans, according to a small filler in a local paper, which got me thinking about some of the names that have come across the desks of Personnel Office. We have had some hard to believe, but I'll admit we don't hold a candle to the ones mentioned above. But some of the names, past and present, first and last names, can form, when paired together, expressions we use every day.

We have a *Short and Long*; a *Haigh and Lowe*; a *Big and Little* - or *Small*; We have *Bales of Cotton* and *Stacks of Hays*; *Stone-Walls*; a *Hill and Dale*; a *Card-Deal*; we have a *Pharr*, but alas, no *Wide*. Wanta' play *Hyde and Seek*? We can.

We have a *Papa* and a *Momma*. *Kidd and Ladd*. Maybe they live in a *Greathouse* or maybe a *Hutt*,

with *Barnes* - who knows? We have a *Kitchen-Sink*, and *Pillows and Sheets*.

Are you hungry? We have fruits, meats and vegetables. You name it. *Plum? Olive*, with *Pitts? Lemon?* We'll *Peel* it even. *Orange Rhine* - (that's a whole name). Something more substantial? Well we have *Ham* on the menu. Served with *Rice*, or *Bean*. Or, how about *Crisp, Bacon?* You like *Franks?* For seasoning there is *Pepper*. But if you lean more to seafood, there are *Bass, Herring*; or *Crabbe* meat. *Marlin*, too, it that's edible.

We have a whole menagerie: *Lamb; Fox* (plenty of sly ones around; *Burrow* (no comment); *Wolfe* (many); *Buck, Bull, Coon, Beavers*, and a *Hogg*. In the bird or fowl department we have a *Peacock, Crow, Eagle, Wren, Martins*, and a *Drake*.

If you want a change of scenery, there are *Canada, Nebraska; England, Glasgow*, or *Holland*. Anyway, you can go in any direction. *North, South, East*, or *West*,

We have some *Cars, Fords, Lincoln, Nash*, and *Hudson*.

The weather? We have all kinds. *Snow, Rains, Flood, Frost, Fair*, and *Cool*. We have *Summers* and *Winters*.

Professions and titles are represented with a *Friar, Chancellor, Dean, Priest, Bishop, Sexton*, and a *Pope*. *Masons, Farmers, Brewers, Butlers, Carpenters*, and a *Baker*, but no *candlestick maker*. We have a *Crook, Cheatham*, an *Outlaw, a Hood*, and a *Hinchman*.

Some names, more synonymous with the patriots or historical are *George Washington, Abraham, Clevelands*; and *Jacksons*, and there is a *John Adams*. We have a *Roosevelt Franklin*, but no *Franklin Roosevelt*. We have an "*Icenhower*" and *Kennedys*, of course, and a *Martin Luther*.

There are some *Strange, Wise*, and *Smart* ones. Anatomy is with us in the form of a *Hart, Hipp, Hand, Head, Shinn*, and *Bone*.

Jewelry? Pearle, Lockett, under *Locke* and *Key* has been in our midst. Royalty is represented in the form of *King, Queen; a Prince; an Earle; and Dukes*.

There is a *Darling, Lovelady*, and a *Lotte of Love*.

Thirsty? What's yours? *Coffee? Coke?* We have "*Tease*" and how do you like it? *Sweet or Sauer?* If you are a *Boozer* you may prefer *Rye* or a *Tom Collins* made with *Ginn*, of course.

I could go on and on but it's driving me *Looney*. Better put a *Finis* to this.

M. Adams

Sudden stops usually indicate an amateur or a show-off behind the wheel. Sudden stops cause unnecessary tire wear and rear end collisions. Experienced drivers know they can minimize the need for sudden stops by constantly looking ahead for trouble before they run into it.

HIGHWAY DAMES

THE BANK OF TIME

March 24 at 11:00 A.M. is the date for the Highway Dames' annual card party to be held at the Wonder Bakery Hostess Room. This is the only money making project of the year to raise our operating expenses. The admission is \$1.00 per person, to be paid at the door since no tickets will be on sale. Bring as many guests as you wish - enough to fill a table if possible. You may play bridge, other card games, games, or just visit. Members should bring cards or games they wish to play. Door prizes will be given. Each member attending should bring a salad for six. Dessert and coffee will be furnished.

We were very disappointed that the February meeting, scheduled to have been held at Ann Lawrence's home, had to be cancelled because of the deep snow. All of us were looking forward to meeting with her. We hope the weatherman will be more cooperative for the March meeting and that we will see all of you there.

-- Mrs. Myrtle Woolsey

HIGHWAYS AROUND THE WORLD

Belgian motorists recently protested against another increase in the gasoline tax by "striking" - for 24 hours hardly a wheel moved in the entire country. The raise would help the country realize its plans to have 295 miles of a 6-lane freeway and 50 miles of 8-lane freeway by 1980...The Flamengo Promenade in Rio de Janeiro which altogether has 13 traffic lanes, is controlled to meet traffic flow needs, with sometimes as many as 10 lanes in one direction...In the U.S. a recent survey by the Wall Street Journal showed toll roads were doing better because of improved economic conditions and a growth in truck traffic, but that many of the toll sections still are not financially successful...In El Salvador construction of the new Litoral Highway has sharply increased the demand for farm land because products now can be moved to market...The Paris Municipal Council has decreed that trucks, carts, and private automobiles must take turns using the more congested streets in the heart of the city...The Italian Ministry of Public Works has banned trucks from the 2300-year-old Appianway in the vicinity of Rome...Improvement of Ethiopian roads has resulted in incredible changes in communications in that country; for instance, in 1953 a truck could go from Wondo to Dilla in dry weather in 9 days, in the wet season about a month, but since improvement of the road, can now make the run in two hours.

If you had a bank that credited your account each morning with \$86,400, that carried over no balance from day to day and allowed you to keep no cash in your account and every morning cancelled whatever part of the amount you had failed to use during the day, what would you do? Draw out every cent, of course!

Well, you have such a bank, and its name is "time." Every morning it credits you with 86,400 seconds. Every night it rules off, as lost, whatever of this you have failed to invest to good purpose. It carries over no balances. It allows no over-drafts. Each day it opens a new account with you. Each night it burns the record of the day. If you fail to use the day's deposits, the loss is yours. There is no drawing against the "tomorrow." You must live in the present - on today's deposits. Invest it so as to get from it the utmost in health, happiness, and success!

--Savings and Investments

EYES ARE EVERYTHING!

"Whenever I draw a face," an artist said recently, "I start with the eyes. And when I've finished the eyes, I know whether or not I've got the face right because the eyes are everything."

In a man's eyes you see the very stuff he's made of: fire, sparkle, determination, dullness, imagination, hope, love. And through a man's eyes he sees the very stuff his life is made of: earth, sky, his loved ones, his work, his world, just about everything he knows.

You cannot estimate the value of your eyes any more than you can estimate the value of your being. But to give you an idea of their worth, name something, anything, you'd trade your sight for. Is there anything you'd take, any amount of wealth, power, or fame?

Think of this the next time you're tempted to skip eye protection when you know you should be wearing it, because whenever you do this, you could be trading your sight for nothing.

LETTERS (Continued from page 2)

Sirs:

During your recent snow storm and amid severe weather and travel conditions, I did quite a bit of driving, alone, in your State. The courtesy and efficiency of your Department, and the good natured helpfulness of the service station operators and other citizens, made the trip a pleasant adventure.

Mrs. C. A. Gregory
Beaver Dam, Kentucky

AROUND the DEPARTMENT

ACCOUNTING DIVISION

Mildred Harness

On January 31, the last day of Rose Drennan's service with the Highway Department, a going-away party was given for her. Cake was served and she was presented a gift. Good luck to you, Rose, "again."

The second week in February, Georgia Cottrell was wined and dined. On February 7, a big potluck luncheon was given for Georgia and such food! The Accounting Division can sure put on a good spread. You name it and we had it. She was presented a nice purse by Mr. "Mac" from all of us, and then on February 8, a luncheon was given for her at the Embers and she was presented a gift from all of the girls in the office. We almost didn't get her there. It was a surprise and she thought we were going to take her to another place where she didn't want to go. But, we made it. We all wish her the very best of everything.

The Accounting Division has been playing musical chairs with no music. Bonnie Hill has now taken over Georgia's job; Rose Clingan has Bonnie's job; Vivian Kinder has Rose's job as cashier, and "me" has Vivian's job.



Newcomers Helen Adcock and Sherry Rankin

Sherry Rankin, our pretty little newcomer, has my old job as file clerk. She lives at 2400 Booker; is married to Robert Rankin (who, by the way, was a former employee of the Department), and has one son, Keith, 3 years old. Her hobbies are skiing, fishing, and hunting. How about that for a buddy? Sherry, you are most welcome. We also have another pretty lady, Barbara Bueter, who lives at No. 7 Hanover with husband Ted, and son Randy, 13. Barbara is a member of the Lambda Chapter, Beta Sigma Phi. Her hobbies are antiques, reading, cooking, and decorating. Welcome to the Highway family, Barbara.

Vernon Fulmer's little girl, Stacy, has been ill at St. Vincent's, but is at home now.

Pat Koonce's grandmother died February 8 at her home in Keensburg, Ill. Our sympathies are extended to you, Pat.

This Department is getting to be like soap operas on television. There is more happening, but can't tell about them, so, will say there will be lots more next month.



BRIDGE DESIGN

Betty Claude

L. P. Carlson was the guest of Fred Morgan at the Junior Chamber of Commerce "Bosses Night Banquet" at the Skyway Room in the Lafayette Hotel. Oscar Alagood and Ted Biggs, local TV personalities, provided the entertainment and everyone enjoyed their good humor. Roy Kumpke was voted "Boss of the Year."

We have several new car owners in our Division. Veral Pinkerton bought his wife Mary a new Buick sports wagon. We haven't seen it yet, but from his description it must be a beauty. Frank Harrison bought himself a green Volkswagon which we have seen and admire very much.

Alice Joe had bad luck coming to work the day after our last big snow. She was in the middle of a 9-car pile-up in North Little Rock. She and Tunney were not hurt, thank goodness, but the front of her car was damaged quite a bit.

Coffee and doughnuts were served in our office to celebrate Wayne Majors' 5-year service awards. L. P. Carlson presented Wayne his certificate and pin with all our best wishes.

Jim Matthews, a Lt. Colonel in the Army Reserves, is attending the "National Securities Seminar" at the Albert Pike Masonic Temple. This Seminar is sponsored by the Industrial College of the Armed Forces, a joint school for the Army, Navy, and Air Force.



It seems all of us, or members of our families, have had sore throats, colds, flu, etc., due to the weather, but surely spring can't be far away and then we can all have "Spring Fever."



This sweet little miss is Gretchen Ann Hegi, 4-month-old daughter of our Fred Hegi. Little Gretchen was 2 months old when the picture was made. She is the Hegis' first child.



COUNTY PROGRAM

Barbara Oldham

We really have an active department. Not only do our employees work every day, some of them have the golf bug. From the talk around the office, it leads one to be careful, for safety's sake, not to venture out on Saturday mornings on the golf course. If you do, beware of four young men, smiling from ear to ear, yelling and crawling on the ground. At first you may think they are slightly off balance, but they are only looking for those golf balls that didn't make it to the right green. We also have a bowling team that keeps on fighting its way to the top. There have been several setbacks but the team's spirit and courage is great. Yeh, Team! Fight!

Another activity that rates high with our division is slot car racing. Everyone with a slot car meets about once a week to run them.

Jim and Jan Mitchell have moved into a new apartment at Geyer Springs Apart-

Curtis Hutchins mother, Mrs. Amelia Hutchins, is in the St. Vincent's Convalescent Center where she is recovering from a broken hip suffered in a fall. Curtis said she is doing real well and we hope she continues to do so.

time keeping us all in line and doing all the cooking at home, too. At least that's what he said he was doing.



ROADWAY DESIGN

Virginia Ashlin

There's not much news this time but here goes with our short little tad. George Major had the mumps the first week of February and everybody who had not had them was surely nervous.

It's a little late since he's already been working here for two months, but welcome to Jim Finch, a draftsman, Jim also is a drummer for a group who call themselves "The Morticians."

We said goodbye to two of our employees this month. Fred Brummett resigned and James Cole left to be inducted into the Army March 3.

Beth, Richard Butler's wife, has been in the hospital for an appendectomy, but we are happy to report that she is now at home and doing fine.

Gary and Billye Sipe's twins have also been on the sick list with a virus, but they are both feeling better now.

B. K. Cooper, our boss, stopped by Marshall on a recent field trip and said "hello" to our former boss, W. C. Johnston. He said Mr. Johnston was doing some remodeling of their home and was really enjoying his retirement. Also, Mr. J. said tell everyone hello for him.



We are proud of our bride of the month, Brenda Parr, daughter of Mr. and Mrs. Virgil Parr. Brenda was married on February 11 to Larry Dean Hill. The lovely wedding was solemnized at the Caldwell Baptist Church. Brenda and Larry are now living in Wynne.

I said February was a short month. Come see us!



WINTRY WEATHER! What a mess! All that snow and rain, followed by more snow, and an avalanche of telephone calls. Our crews are to be commended for their good work of keeping the highways open for the motorists. Our "Foul-Weather Friend," W. L. Wright, is pictured in his own back yard.



Sixteen persons were selected to attend the Inspector's Training School held at District 2 Headquarters January 11-19. Jim Little, assistant construction engineer, who was in charge of the School, conducted the "Basic Materials Course for Construction Inspectors."

Service awards were presented to Wilton L. Wright, James D. Pierce, John C. Ashcraft, and LeRoy Lunsford for 10 years' service.

Ed Nissblatt celebrated his birthday January 31. He didn't care to share his age with us, but the beautiful and delicious cake Selma baked, was shared by all.



DISTRICT



Janet McElduff

February was a short month and had little news. We welcomed a lovely box of candy from Griffin English and a beautiful **HOMEMADE** angel food cake from Helen and Jeff Lindley to help us celebrate Valentine's Day.

Our sad news was bidding Gail Burnette adieu. Gail resigned from Resident Engineer A. H. Cockrill's office to do part-time work for former AHD employee, Jim Brannan. We'll miss Gail and hope she will come by occasionally at coke time.

We're proud of M. J. Jordan, who has been promoted from area foreman of Cross County, to job superintendent, and also congratulate Buck Wilkins, who now answers to the name of "Cross One."

We're happy that Mrs. C. M. Matthews is doing fine after surgery in Little Rock during February, and glad that she is at home. Mr. Matthews had quite a



DISTRICT



Leslie Long

We welcome our new employee, Joe Leopard, who is very happy to be with the Department. He will be working in stock control with Selma and Sarge. Joe and his two sons, Joe and Ken, are now residing in Pine Bluff. Joe retired from an Army career in November 1964. He spent 13 months of training in the Mojave Desert with General Patton's Third Army, During World War II he was stationed at CBI (China, Burma, and India). He served most of his 20-year career with the Ordnance Division, Motor Maintenance. Joe is a lover of dogs and is anxious to get settled where he can have them underfoot. He and his sons love to fish and hunt.

Resident engineers and assistants attended a meeting February 4 at District 2 Headquarters. The meeting adjourned at noon and they enjoyed a lunch prepared by office personnel.

Safety Officer Roland Humble was guest speaker at a safety meeting held at Cleveland County Headquarters February 22. The importance of safety the working man, as well as the traveling motorists, was stressed, and also, correct and safe operation of state vehicles and equipment. The proper use of signs was discussed, also. Jim Johnston and Thurman Payne were in attendance. Johnson discussed the Green Thumb Program.

John Hughes, Desha County foreman, had a birthday February 8, but he didn't let us know about it, so we couldn't bake a cake.

Brewster Shalmy celebrated a "Jack Benny-age" birthday and we enjoyed a cake by Ouida's mother.

DISTRICT 3

Edna Lewallen

We welcome a new employee to the District Maintenance office, Theresa Arnette.

Congratulations to Mr. and Mrs. Marion Lingo, proud parents of a 5 pound, 4 ounce son, Marion, Jr., who arrived February 25. Marion is a patrol operator in Pike County.

The office personnel really got a nice surprise the other day when Kermit Glasgow, foreman from Howard County, brought us the most delicious homemade cake baked by his wife, Charlie Mae.

Service awards for February were presented to James Erie Collums, 20 years; Waldo Wylie, Wilburn Tallant, 10 years, and for March, Howard Hazel and J. D. Neighbors, 10 years.

Elmer Clark, roller operator with the Hempstead County crew, is a patient in Veteran's Hospital in Little Rock where he will undergo eye surgery. We miss him and wish him a speedy recovery so he can be back with us soon.

New employees in District 3 are: Paul Gray, Wayne Lemley, Don Wesson, Calvin Bunn, and Lee Allison. Those resigning were Hershel Parish, Ben Waller, Garland Harper, Jimmy Dale Yocom, and William Cox.

DISTRICT 4

The Informers

R. N. Parker, maintenance superintendent, was wished a "Happy Birthday" in the form of song from the office crew, along with coffee and cake on his birthday, March 1.

H. J. Young, Franklin County foreman, retired effective March 1, from the Department. M. J. Carpenter of the Franklin County crew, has assumed the responsibilities of foreman. Best wishes to both men.

Some of the District 4 group have been enjoying the trips to Hot Springs during the recent weeks. So far, it seems everyone has broken even, at least.

Loyde Dukes, mechanic at the District Shop, died February 28, at a Fort Smith hospital. "Little Dukes," as he was known by his fellow workers, was a little man of few words, but his face will be missed around the District Shop by all of us.

Our sympathies are extended to the L. C. "Locke" Williams family in the death of his brother-in-law.

DISTRICT 5

Marilyn Coffman

Oscar Syfert and his wife Sylvia, motored to Effingham, Ill. to bring back his mother, Mrs. Oscar Syfert, Sr., who will be with them for an indefinite visit.

Ralph Wyatt and John Ed Smith attended the Resident Engineers Conference in Little Rock February 17 and 18. They thought it was a well conducted and informative conference.

Mr. and Mrs. Freese Kimmer and son Irvin recently visited her parents, Mr. and Mrs. Parker Johnson in Camden.

E. N. Orsini and Vern Fulmer have returned to Little Rock after being with us for the past three months. (Orsini, if you are reading this, our cookware came in that we bought with trading stamps and we will return your pans real soon.)



Loyd Langford, area foreman of White County, retired this month after 25 years of service with the Department. The office and shop personnel, area foremen, and job superintendents were present when Mr. Cavaness presented his pin and certificate. Homemade chocolate cake and coffee were served. We will all miss Mr. Langford and we hope he comes by the office to see us often.

Leo Aunspaugh is replacing Langford as area foreman of White County. He has been with the Department for 25 years and makes his home in Searcy.

This reporter attended the State Bowling Tournament in El Dorado February 12 and 13. I'm sorry to say I'm not loaded down with trophies, but did enjoy the trip.

DISTRICT 7

Burnham & Campbell

Congratulations to the following employees who received their service awards this month: William Coy Booth, 20 years; Clifford Waymond Smith, 10 years, and Mary Nell Carlson, 5 years.

N. D. Pumphrey and family have moved from Fordyce to Camden and are living at 1643 Laurie Street.

Audrey Roberts, field clerk at Gurdon, has a fine baby boy, born February 21.

We are sorry to hear of the death of Boyd Stell Hatridge, following heart surgery, rodman for N.D. Pumphrey. Boyd has been employed with the Department since May 3, 1954. Our sympathies are extended to his wife and son, Boyd Edwin, and to his brother, Bryant, instrumentman at Camden.

DISTRICT 8

McCoy and Howell

We welcome Bernard Bice to District 8 as our new District maintenance superintendent. Before coming to Russellville, Bice was superintendent in Batesville.

Service awards were presented to Clayton Crow and Grady Lasley, 15 years; Olin Clawson and Harvey Dedmon, 10 years, and Bobby Hillis, 5 years.

Ann Lingle joined us in District 8 to replace Alice Walton as field clerk for T. D. Casey, resident engineer. Welcome, Ann.

Jim Phillips, shop foreman, has a new 1966 blue Ford.

James Howell, husband of Mary, recently had an appendectomy, James is recuperating nicely.

Our sympathies are extended to Kenneth Ellis in the recent death of his grandfather, who lived in Oklahoma.

More children are killed by traffic accidents than by any disease. When you drive, be watchful and cautious - and don't take a chance with a child's life and your own conscience.

ments. It is larger than their previous one and they are enjoying living there.

This reporter's husband, Jim, left Sunday, February 20, for a 6-month training course in the Army. He is stationed now at Fort Polk, La. After 8 weeks, he will attend an ordnance school in Maryland for the rest of the training.

Bye til' next month...



DATA PROCESSING

Pauline Mormon

We would like to welcome Robert Plough to DPC. He is working in the Computer Section. He and his wife Marie, live in Little Rock and they have two children: Tammy, 6, and Ronald, 3. Robert received his IBM training at the Vocational School in Morrilton. His wife is a graduate of Central High.

Also on the welcoming list is Patricia McDonald, who is working in the Key punch Section. She and her husband John, live at Benton.

Art Johnson recently returned from New Orleans after spending one week at Data Processing Managers School. He was fortunate in being there the week before Mardi Gras and was able to see some of the parades.



EQUIPMENT

Sally Crook



C. Don Hayes, our boss, is shown above blowing out his candles on his birthday cake. The big day was February

16. The cake and other refreshments were furnished by the Equipment office employees. Guests at the party were Johnnie Gray and Thurman Payne.

Henry Kirchoff spent the week end of February 11 with his mother in Paragould helping to celebrate her 94th birthday. There was lots of good "chow," and plenty of 500 rummy and visiting with his older brother and friends.

Our congratulations to Tony Schmelzer on receiving his 5-year service awards February 11.

A. G. Jackson, night watchman for Central Shops, retired with 17 years' service February 15. He was commissioned a Public Relations Officer for the Arkansas State Highway Department and his co-workers gave him a rod and reel. Donuts and coffee were served. We wish Jackson good luck in the years ahead.

W. W. Yancey and wife motored to Atlanta, Ga., February 2 to visit their son, Tom, and daughter-in-law, Sandra. The main reason for the trip was James Kevin, the Yanceys' new grandson. Needless to say, the reports we received on their return were glowing.

We extend our sympathies to L. E. Harper on the loss of his step-father and his mother. Also, to Henry Cotton on the loss of his brother.

We were very sorry to hear of the death of Leon Bradley, who was operator of the coffee shop in our building for a number of years. The report we received was that Leon died of a heart attack at his home in Batesville. There were no details available at the time of this writing. We extend our sincere sympathies to his wife and family.



MATERIALS AND TESTS

Julia Halliburton

Congratulations to Jim Baird on passing his Registered Professional Engineers examination. Jim's number is 2324 and he has been with M&T since 1962.

R. R. Pils was called into service so he left us January 31. He will be at Camp Polk, La., for an 8-Week training course.

R. C. Turney and his wife Georgette returned recently from Belgium after a visit with Georgette's family. While in Willebroek they visited Holland and Johnnie Dunbar, a former employee of M&T, who is stationed in Paris, came over and spent a day with them. A lot of reminiscing was carried on for that one day. This is the first time they have been back to Willebroek in five years and Georgette met a new nephew for the first time.

Edd Davis received his 5-year service awards recently.

We're happy to welcome Allen Holmes to our Division.

We have three new employees: Gene Dial, from Benton; Robert Gossett, who is married and lives in North Little Rock, and Dale W. Trost, married and lives in Ward. Welcome to all.

Donald E. Toler, who has been with us since April 1964, resigned to accept another job. We'll miss you, Don.

H. T. Hollensworth, who has been with the Department for 18 years, retired February 28, and we wish him the best of luck.

J. W. Chapman, one of our Division assistants, spent a few days in Chicago attending a Portland Cement meeting.

L. G. Willcockson is taking a part of his vacation this month. We wonder why at this particular time of the year.

Geneva Doyle, wife of Harry L. Doyle, is home from the hospital and recuperating.

Ann and Wendell G. Williams are parents of an 8-pound daughter, named Cheryl Lydia.

Our sympathies go to Bobby Hughes of Batesville in the loss of his father, Walter Hughes, of Hardy, Ark.



PERSONNEL

Dorothy Lehman

We haven't met the deadline on news in some time. We're not really that d... here in Personnel, and not that secretive either, but, pardon the old saw, we have been busy.

All of us (and I do mean everyone here in the Central Offices) were so happy to welcome Jackie Wallace back after being off six weeks. On January 10, Jackie underwent surgery in St. Vincent's Infirmary. She had quite a time of it but was able to leave the hospital on January 21, after which she went to Heber Springs to recuperate at her sister and brother-in-law's home. We are all surely glad to see Jackie's smile again.

We have another pretty smile here in Personnel - that of Linda Young, who hails from Beardan. She lives with her sister's family here in Little Rock.

Mr. and Mrs. Davison (Dale and Margie) and family traveled to New Orleans on February 18 to enjoy Mardi Gras festivities.

Sibble's daughter, Puddin', has joined the ranks of us working gals. She is working for International Business Forms, Inc.

I must crow just a little bit, for I am so happy for my son, Ron, who has been offered several football scholarships and is close to making his choice of schools. Ron will graduate from Little Rock Central this spring. Charles Mallory, his older brother, made the Dean's List again at LRU. So you see, I really have something to crow about.

Tuesday, March 1, marked 5 years of service with AHD for Jane Greenlee. And, she may have to wait another 5

years before she gets such service again. We knew she expected candy, cookies, pecan pie, nuts, and all the trimmings — even flowers — and that's just what she got. Mildred Harness from Accounting sent her a lovely corsage of pink carnations. We went all out for Jane with a luncheon here in the office, and throughout the day we had several visitors enjoy the treats furnished by the Personnel cooks. Jim Meredith was a luncheon guest and read a resume of Jane's years with the Department. Nice goin', Jane.



PLANNING AND RESEARCH

Billie Whiteside

Lester Jester, J. L. Vandenberg, and W. P. Looney appeared before the Engineers' Club February 14 at the Albert Pike Hotel to give a presentation on the classification, engineering needs, and fiscal phases of the Needs Study. Field work on the study is nearing completion. The assembly of data and development of future needs will follow, based upon the evaluation of existing conditions.



The new employee in the Needs Study office is Janet Smith, a recent graduate of Sheridan High School. We are glad to have her with us.

W. E. Headrick received an award for five years' meritorious service from the National Red Cross. He has given 15 years in all to work with this organization.

Helen McNutt's daughter Helen has joined the U.S. Air Force as a 1st Lieutenant and is presently at Montgomery, Ala. She expects an assignment to San Antonio.

Sue Walls' husband is leasing and operating a Fina Service Station on Asher Avenue.

The birthdays of Fern Speights and Joann Jones were celebrated by the feminine members of the P&R Division. Fern and Joann received gifts, and two

cakes were eaten — some of the men managed to get in on that.

The new building under construction is called "The Castle" by June Brown's children.



It seems that Mary Jane (Kniepkamp) can keep a secret — she has been Mrs. Sam Acheson since last October. All of our best wishes, folks, even though belated. She received a gift from P&R — a stoneware buffet-patio server, or electric beanpot, as Mary calls it. We snapped a picture of the new bride, displaying some of her ceramic work — a Santa Claus candy dish and a Razorback ashtray. By the way, how many have noticed how much Mary and Sam look alike?

Another big event was the recent birth (February 6) of James Demus Carvell, III. Both father and grandfather are employees of P&R. Jim III weighed 7 pounds, 5½ ounces when born. They brought the baby home on grandfather's birthday. Congratulations to Jim, Jr. Jim, Sr., and especially to Nell.

Three of Joann Jones' little girls had chickenpox at the same time and we know that was a great week end she had.

Doggie News: The enterprising Mayo White has sold six dachshund puppies. Fern Speights tried on a new muu-muu one evening, and her poodle was so taken aback he barked at her. And for those who have inquired about Gary Whittington's dog, he has recovered enough to be entered in the field trials.

Joe Reynolds of Mapping and Drafting has resigned to accept a job with Jacuzzi Bros.

On the way to work one morning, Legeina Kellar's car was struck, but fortunately the accident was only minor.

We are sorry to hear that Albert Clark's wife has been very sick and we hope she is doing better.

He didn't live on the wrong side of the tracks nor on the right side of the tracks. He was tough—he lived on the tracks.



Shirley Childress

It seems as though the big news this month is about all the new car owners. J. C. Merritt is the proud owner of a 1966 Polara Dodge, which is a gold metallic color. Neil Gibbs is the happy owner of a Chevelle Malibu with an exterior of sandalwood and an interior of fawn. Last, but not least, Charlotte (Sam) Lee is the estate owner of a 1966 Corvair Monza. Sam's Corvair is Aztec bronze with black interior. Sam wanted me to let everyone know that it is now safe to drive on Saturday's because she took her driving test March 1 and passed it.

Harriet Gresham traded cars and is just as proud of her 1962 Chevrolet as the new car owners are. It is white with red interior.

We would like to welcome another new employee, Bruce Johnson, to the Engineering Section. Bruce worked for the Legal Division about 4 years ago so a few of you will probably remember him. He just moved back to Arkansas from California and is now residing in North Little Rock.



Bruce Johnson

Everyone was happy to see Winston Guthrie, a former employee of the Appraisal Section, when he stopped by our office a few days ago.

George Howell still stops by to see us occasionally and we are always happy to see him when he does.

We are very happy to report that Nancy Sipe's husband Kenny breezed through his surgery without any complications and is back at work.

Rodney Merritt, son of J. C. Merritt, underwent orthopedic surgery at the St. Athan's Naval Hospital in New York February 28, and is reported doing fine. We certainly wish Rodney a speedy recovery.



The Face of Death

Shirley Morton

We are extremely proud of the personnel of the District 9 area and extra crews who so efficiently handled the removal of snow and ice during the recent storm periods.

We have a new clerk working in the District office. She is Shirley Mae Foster, a graduate of Harrison High School who has also completed an accounting course at Hot Springs. We're glad to have you, Shirley.

Recent births in District 9: a boy to Mr. and Mrs. Bill Wilson, and a boy to Mr. and Mrs. Carroll Mathis. Congratulations!

Mr. and Mrs. Jeff Davis have moved into their beautiful new home on Eugene Street in northwest Harrison.

Forrest Williams is the new owner of a snazzy white 1966 Buick. Tillman Fancher bought a sharp-looking yellow 1966 Chevrolet Impala.

The construction training school conducted by Jim Little, which was held at Huntsville in February, was well attended by our construction employees despite the inclement weather.

Alton Farley returned to his home from the Washington County Hospital at Fayetteville February 22 to convalesce from a recent illness. We are wishing Alton a speedy recovery and looking forward to his return to work.

Mrs. Theo Walker has returned to her home in Green Forest after spending several weeks in the Boone County Hospital. Best wishes to her for a fast recovery.

Marion Downs and family spent a week end at Blytheville visiting his parents, Reverend and Mrs. Curtis Downs.

Wade Foley retired January 31 with several years of service with the Department. A party honoring Wade was given at the District office at which time he was presented with a wrist watch and good wishes for a long and happy retirement from his many friends in the Department.

Henry Hollensworth, Materials and Tests employee in our District, retired February 28 after more than 18 years' service. Good health and good luck throughout the coming years, Henry.

We are always happy to have Bertha Wagley, Bill "Unc" Hawkins, W. H. Porter, Ertie Lawrence, Ward Kendall, and Chester Studdard stop by for a visit. All our retired employees are welcome to drop by for a visit, anytime.

(It's sure good to hear from District 9 again. Do keep it up, Shirley. We would also like to get some news from the Henderson Ferry personnel. Ed.)

* * *

Drive carefully . . . a wreck witness may be watching.

The Face of Death . . . What is it? . . . Could you recognize it among the multitudes of others you meet each day?

It's a great mimic and mocker. . . Like a famous thespian, it changes its appearance with each mood and whim. One moment it wears the worry-line expression of a tired old man headed for another dull day at his dull job. In the twinkling of an eye, the wrinkles fade away, a pink glow comes into the cheeks and it's a young college girl, carefree and happy.

What else? What else can it be?

. . . the freckled face of a little girl, braids flying, who never learned that bicycle riders must look carefully before turning?

. . . the bleary-eyed face of a drunken man who rushes at you as he veers into your lane of traffic?

. . . the cherubic face of a small boy who darts into the street and into your path? You did mean to have those brakes repaired.

. . . a mixed up kaleidoscope of earth and sky swirling about you as your car rolls over and over. It didn't seem too fast for that curve.

. . . the horrified face of a woman who didn't have time to wait for the traffic light. Was it so important?

. . . the scowling face of an angry man who in his haste didn't see you on your bike until too late. What a pity!

. . . a great iron horse swiftly trampling you when you failed to heed the warning sign. After all, you never had seen a train there before.

. . . the peering gaze of an old man who wouldn't admit his failing sight and insisted on driving to the end - your end.

Adapted from District of Columbia Reporter
Washington, D. C.

COURTESY

COURTESY is the one medium of exchange which is accepted at par value by the best people of every country on the globe. It is sentiment, cloaked in reasonable and businesslike expression. It is the embellishment which adds tone and harmony to matter-of-fact routine. It is the oil which lubricates the machinery of commercial good-fellowship, and promotes the smooth running of the many units of an organization.

Courtesy radiates a spirit of good feeling which assures us that we are not working entirely for what we get out of work in a material way, but for the pleasure of polite transaction and friendly association as well.

Life is not too short, and we are never too busy to be courteous. No man is too big to be courteous, but some are too little.

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TRAVEL BY TRAIN

In the era immediately after World War I motorists started trying their wings on long distance travel and in response to their demands, numerous cross-county routes were made up and designated as "trails."

Each trail had a symbol, which was painted on telephone poles along the way. Thus, to go from Chicago to Cairo on the Egyptian Trail, the traveler kept his eye on the Pyramids. Some other trails were Chicago-Iowa, Mississippi Valley, Cannon Ball, Starved Rock, Southwest and Yellowstone. Lincoln Highway, Dunes Highway, and Adeway also were marked with emblems.

Booster clubs, known as councils, were organized in cities along each trail to attract tourist travel. Other enterprising citizens in rural areas stood by with horses to pull cars out of mudholes.

The trail idea became obsolete when the Bureau of Public Roads established the nationwide system of U.S. route numbers, which was proposed by the American Association of State Highway Officials in 1925 and begun soon after.

A stenographer was hit by a bullet during a holdup. Thinking she was breathing her last, she whispered to a friend, "Tell Jim I love him and that I was thinking of him to the last carbon copies to Ted, Don, Dick, and Paul.

This'll Kill Ya!



A midwestern farmer, in town for his Saturday trip to the feed store, happened to meet the local veterinarian.

"Got a problem for you, doc," the farmer said. "I've got a horse that walks normal sometimes - and then other times he limps badly. What can I do with him?"

"The next time he walks normal," advised the vet, "sell him."

He was gazing rapturously at an oil painting in the Great Hall. The painting displayed a shapely girl dressed in only a few strategically arranged leaves. The title of the picture was "Spring."

Suddenly the voice of his ringmate snapped: "Well, what are you waiting for, 'Autumn'?"

A youngster walked into a bank to open an account with \$25. The teller smiled and asked him how he had accumulated so much money. "Selling magazine subscriptions," said the boy. "You've done very well. Lots of people must have bought them." "Nope," answered the boy proudly, "Only one family - their dog bit me."

Zoo Manager: "What does that young fellow want?"

Assistant Manager: "He wants the story on the recent additions to the polar bear family."

Manager: "Another of those cub reporters, eh?"

Two dogs were having a chat one day and one of them noticed the other was feeling awfully low. So he said to his friend, "Why don't you go see a psychiatrist?" To which the other dog replied, "You know I'm not allowed on the couch."

"I hear you're keeping a barrel of whiskey in your room."

"Yes, I'm taking it to gain strength."

"Any results?"

"Plenty! When I first got the thing I couldn't even move it. Now I can roll it around the floor."

If your wife wants to learn to drive, don't stand in her way.

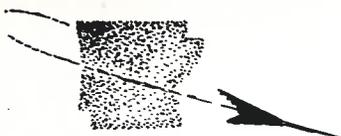
Rudyard Kipling, was paid on a per word basis, once wrote a story for a magazine which was published by a teetotaler. When the publisher read the story, he was horrified by one scene, in which the hero drank whisky.

"This will never do," he told Kipling. "Intoxicants are never mentioned in my magazine. However, I will still take the story, if you will change it so that the hero drinks tea."

Kipling rewrote the scene. In doing so, he added 1,000 words to it. The publisher, appalled by the extra cost, said:

"Why did you add so many words?"

Explained Kipling: "It takes longer to become intoxicated on tea, you know."



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RETURN POSTAGE GUARANTEED



This sweeping scene, shot from the air by Johnnie Gray, shows the complex of the Department's buildings off the New Benton Highway. In the foreground, at left, is District 6 headquarters; in the center are the Materials and Tests building and Planning and Research, and the tall structure, still under construction, is new Central Office building. It is due for completion this summer.

FRONT COVER : Everyone knows about the BIG snow in Little Rock and other parts of Arkansas. Little Rock's weather bureau recorded 10 inches that's a lot for Little Rockians. But, our maintenance men worked around the clock to keep our streets clear and safe for the motoring public. The pictures show just what a good job they did.