

# ARKANSAS

# HIGHWAYS

MAGAZINE

SEPTEMBER 1966





Front Row, from left to right: Jerry F. Jayroe, Seldon R. Cope, Margaret R. Allan, Haskell B. Matthews and Rowland F. Greeson. Second Row, from left to right: Commissioners Truman Baker, Maurice Smith, Wayne Hampton, John Harsh, Arnil Taylor and Chief Engineer Ward Goodman.

## Service



Five employees received longevity awards at the August Commission meeting. Haskell Ben Matthews, 35 years; Margaret R. Allen, 25 years; Seldon Roger Cope, 25 years; Roland Felton Greeson, 25 years; and Jerry Franklin Jayroe, 25 years. Each was presented a pin and certificate before an audience of fellow workers and friends. John Allen, II, Mrs. Matthews, and the Matthews' daughter and son-in-law, Mr. and Mrs. Fred Trowell, came to see Margaret and Haskell honored.

HASKELL BEN MATTHEWS, has been a career employee since 1927, having interrupted his employment with the Department only to work on national defense projects during World War II.

He worked as a chainman, inspector, instrumentman, and a number of other engineering functions which helped him gather experience and supplemented it with International Correspondence

Service engineering courses, in order to become a registered professional engineer. He is now division assistant in construction.

Matthews was born in Union Parish at Bernice, La., but moved to North Little Rock when young and received his early education there. Mrs. Matthews, the former Miss Gladys Olivia Turnipseed, is also from North Little Rock. They have two daughters and three grandchildren. The Matthews are active in Central Baptist Church of North Little Rock where he is a Deacon. His hobbies are gardening and raising roses.

MARGARET R. ALLEN is one of the few women of the department to reach the 25 year mark. Margaret was employed in May, 1941 as a keypunch operator in the Accounting Division. Later she transferred to District 4 at Fort Smith as a bookkeeper, then returned to Little Rock to the Accounting Division where she does the payroll.

Margaret is a native of Milan, Tenn. After graduation from high school there, she moved to Little Rock and attended Little Rock Junior College. She and her husband John Edward Allen, II have one son, John, III, who lives in Houston, Tex., and three grandchildren. The Allens are members of the First Methodist Church of Little Rock. Being a first class homemaker, Margaret enjoys entertaining her friends.

SELDON ROGER COPE was born in Ione, Logan County, Arkansas and received his early education in Greenwood, Ark. While studying at a Chicago school he developed mechanical skill and worked for a number of years as mechanic and shop foreman for a motor company in Greenwood prior to employment with the Highway Department in 1941.

(Continued on Page 17)

August 11, 1966



**LETTERS**

August 25, 1966

Mr. Walter E. Hicks  
Director of Highways  
P.O. Box 2261  
Little Rock, Arkansas

Dear Mr. Hicks:

It is with regret, due to illness, I am compelled to retire from the Arkansas State Highway Department. I think it best for the Department as well as myself to take the Doctor's advice.

My many years of employment with the Department have been a source of profit and pleasure to me, and I wish to express through you my sincere thanks for the many kindnesses that have been shown me particularly during my illness.

Please accept my thanks to you and the Highway Department Personnel.

Sincerely,  
Roland M. Miller  
Route 3, Box 34  
Nashville, Arkansas

Ms. Martha L. Adams, Editor  
ARKANSAS HIGHWAYS

Dear Martha:

First of all, please excuse the personal salutation, but I don't know whether you are a "Miss" or a "Mrs.", however, I want to extend my sincere congratulations to you for page 13 in the July issue of Arkansas Highways, headed "I Am A Tired American."

This page should be copied by every newspaper in the country, placed on banners across highways and in our cities, so that more people could read this and perhaps we could awaken the citizens of this country to adopt the same attitude that Mr. Alan McIntosh expresses in this splendid page.

Keep up the good work, and best wishes.

Cordially Yours,  
CHOCTAW, INC.  
Eugene F. Bepalow  
Senior Vice President &  
Chief Engineer

Arkansas Highway Department  
Little Rock, Arkansas

Gentlemen:

Yesterday while driving on U.S. 70 near Brinkley we had the unpleasant experience of trying to change a flat tire on an unusually awkward situation of roadway. Your car No. 9630 stopt (sic) and did the job for us. Needless to say this is over and above their usual line of duty - for which we are especially grateful.

You are to be commended on such a spirit of service.

Sincerely,  
Mr. & Mrs. E. D. Stevenson  
3806 Calendar  
Houston 9, Texas

(The car was actually a dump truck driven by Homer O. Story of Brinkley. Ed..)

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**GROUP HEALTH INSURANCE PLAN  
ADDITIONAL BENEFITS**

J. R. Henderson, chairman of the Highway Department's insurance committee, has announced that a review and financial analysis of the insurance plan with our carrier, Prudential Insurance Company, during the past two years has revealed an experience record good enough to warrant additional employee benefits in addition to those already set up in the policy at no increase in premium cost.

Additional health plan benefits which will become effective October 1st, are:

1. Increase hospital room and board from \$12 to \$15 per day.
2. Increase Other Hospital Services from \$160 to \$200, plus 75% of next \$2,500.
3. Add Hospital Medical Plan, \$3 for 70 days (this covers doctor's calls to hospital on non-surgical cases).
4. Increase surgical schedule from \$225 to \$250.

The added benefits are based upon our group's use of the insurance during the past two years and can only be guaranteed for a period of one year. If the present experience record holds up we can anticipate that the added benefits will remain in force. Prudential will issue a new Group Insurance Plan handbook which will be made available in the near future. All employees are encouraged to use the insurance with discretion and not abuse it so that the benefits granted by it may remain constant.

# EARLY ROAD BUILDING AND THE SAGA OF THE MULE

by Director Walter Hicks

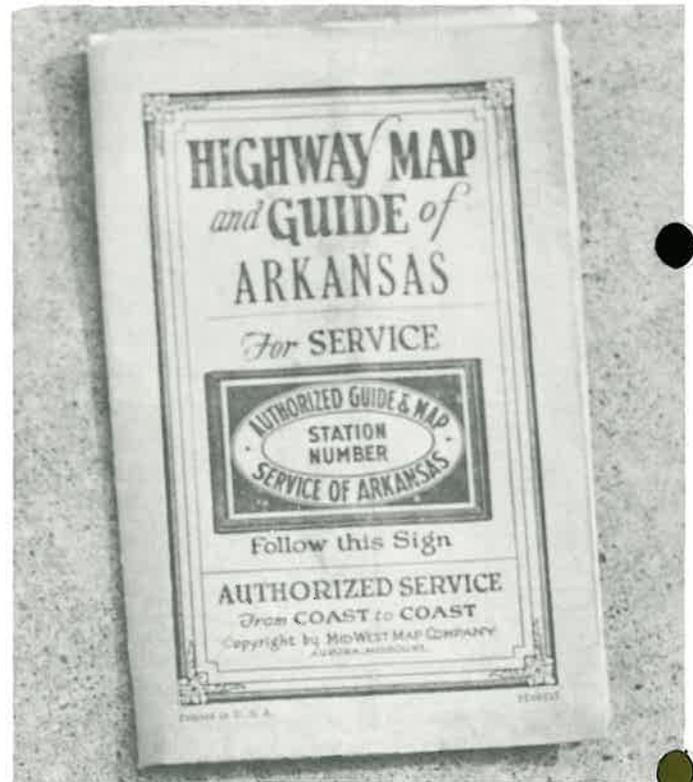
In 1924, the Arkansas Highway Department under provision of a Legislative Act, assumed the responsibility of road construction and maintenance. Prior to then, the Department acted somewhat as a consultant. Road building was performed locally by Road Improvement Districts. A group of people desiring an improved road or street issued and sold bonds and hired an engineer, who made a survey, prepared plans and specifications, and contracted the work for the District. If Federal-aid was desired, the Highway Commission staff examined, approved and certified the proposed project as eligible for Federal funds. Little thought was given to an integrated system of highways. Each project was local in nature and by reason of the real estate taxing method of financing, each property owner could, and did, exert influence on the location through his property. The result was a series of unconnected roads which followed property lines, with square turns at property corners, and in all cases placed conveniently to the front of the homes.

The Highway Department Staff was composed of an elected, salaried Commission chairman, a five member Commission appointed by the Governor, a chief engineer, a stenographer, and a draftsman. The Commission set up an engineering organization composed of a bridge engineer, plans and surveys engineer, chief draftsman, a squad of draftsmen and field parties. It also established District offices at various places in the state, staffed with a district engineer and an assistant district engineer. The principal duty of the district engineer was logging and mapping existing roads and the connection of selected roads between towns to form a continuous, integrated route between county seats. Numbers were assigned to selected routes. Field parties were organized whose first duties were to complete survey work to accurately map established locations and obtain the information necessary to place the alignment on highway maps. Next, the parties made surveys for improvement in alignments. The increased use of automobiles made it desirable to elevate sharp turns, reduce curvature and gradient, and obtain shorter lengths between fixed points. Much information was obtained for the construction of future roads.

In 1927, the Legislature passed the Martineau Road Law to replace the existing Harrison Road Improvement District Act and provided for an increased gas tax. It also provided for the issuance of 100 million dollars in bonds to finance new highway construction. Included in the Act was the retirement of the Road Improvement District Bonds for those bonded roads taken into the newly established Highway System and the assumption of these obligations by the Highway Department. These bonds were to be retired from the gas tax revenue.

Contracts for construction were made in nearly all counties. Work consisted of roadway grading, bridges and minor drainage structures, gravel surfacing, and, in some cases, concrete slab construction. Many roads presently being widened and modernized were built under the old Martineau Law of 1927. Engineering work for early construction was similar to the present routine except for the limited allowance for engineering cost. Field parties were made up of a resident engineer, instrumentmen, rodman, and two chainmen. Between survey duties they acted as inspectors. Engineering and staking consisted of establishing centerline, setting slope stakes, taking topography, "blue topping" the finished grade, and taking the final sections. Culvert and bridge inspection consisted of structure form measurements and the attendance of one of the party when the contractor was pouring concrete, to insure the proper amount of cement was used in the concrete, and that the concrete was properly rodded in the forms, and the quantity of required cement used was checked by counting the empty cement bags and comparing the quantity with that required by the specified mix, 1:2:4 or 1:2½:5. Aggregates were measured in bottomless boxes. Bridge slab falsework was placed on timber mudsills. These mudsills usually settled a varying amount and compensation was made for the settlement by cambering the supporting stringers a safe amount. The result was a hump in floor at each midspan. Standard bridge designs were usually rib arches and deck girders.

No inspection was made of the grading work. The contractor hauled the earth from cut to fill by mule-drawn carts which were loaded with steam shovels or, in case of light work, by small mule-drawn scrapers or fresnos.



This early map of Arkansas is more than 50 years old. A listing inside of places of importance to motorists includes the Marion Hotel, billed as the state's finest hostelry with rates from \$1.75 per day.

Compaction, as such, was unknown. Earth in the fills was packed by rains and by teams working over the surface or as stated in specifications by traffic compaction. In cases of high fills at bridge ends, "jetting" was sometimes performed by driving pipe through the earth and forcing a stream of water into the fill material, causing it to slump, and thus obtain a density. After completion of grading work, about three inches of gravel was placed on the road for the riding surface. Team drawn wagons were used to haul the gravel. It was unloaded by turning loose boards edgewise in the bottom of the wagon beds, allowing the gravel to spill out on the roadbed.

As the mechanical age advanced, contractors turned to motor-driven vehicles and equipment. Tractors replaced horses to pull graders, allowing heavier graders to be used. Large center-dumping trucks replaced team-drawn wagons for hauling gravel. Air was used for drilling rock instead of the old method of hand drilling. However, the steam shovel and the steam pile driver continued in use for a long period of time. Department personnel and duties increased. The District operations expanded. Formerly the County maintenance foreman, with a team of mules and split-log road drag, performed the maintenance work in his county. He was elevated to a supervisory position and supplied with helpers. The District Engineer was furnished a survey engineer, construction engineer, chief draftsman, maintenance superintendent, and a proper work force.

As methods improved, many roads were constructed on new alignment, forcing the abandonment of many miles. The problems were several and not the least was obtaining right-of-way for the new locations. No funds were available to purchase it. The Department's Right-of-Way Division consisted of one man and one stenographer. The Right-of-Way Engineer, using the construction plans, prepared a court order, which was given to the county judge, along with information that if he did not furnish the right-of-way there would be no new road. Many judges used the easy way by signing the order and failing to notify the property owners, and left the work of informing the owners to the resident engineer and contractor's superintendent. As a result, one can well imagine the shock and outrage of some of the taxpayers whose first knowledge of road construction in their area came when, on arising early some morning, they observed thirty or forty head of mules with earth moving equipment working down the middle of their choice forty acre tract.

Near the end of the Martineau Road Program, a new and hostile Governor instituted the inevitable audit of highway expenditures by a private firm of auditors resulting in much smoke and little fire. Time passed. The State utilized Federal aid and continued a small construction program. The Martineau bonds were refunded and payments were reduced which permitted additional funds for construction.

Governor Sid McMath revitalized highway work with his program of bond financing to obtain additional funds. Much of the work in the McMath administration consisted of improvements of farm-to-market roads, the secondaries that had taken low priority in favor of more

important roads under the Martineau Program. With the end of the McMath work, came another audit of highway funds used in construction. Much criticism resulted from the audit, nevertheless roads built were good, substantial and durable and constructed at an economical cost. They became the foundation for our present improved system.

If I have the opportunity, I will place on various roads throughout the State a statue of a long-eared, humpback mule; there will be a mule skinner standing beside the mule and he will be hammering at the mule's ears. The mule and the mule skinner are the true pioneers of road building in Arkansas. Both are gone, but as one drives along the present freeways and looks into the haze, there may appear the ghost of the patient beast, belly deep in mud but pulling mightily, trying to move his load.

### ELEVATED STORAGE TANK

This private water system out in the country is at the Maintenance Headquarters at Camden. It is made of "pickled" steel containing an inhibitor to prevent base metal attack. Its capacity is 100,000 gallons and is in excess of 100 feet high. There is a 36" round access tube through the tank to allow access to the top of tank. The ladder is inside and none on outside of structure. The structure is graceful and designed to withstand safely the weight of structure, weight of water in the tank and stresses incurred by a wind blowing at the rate of 100 miles per hour from any direction. Makes one think of a mushroom.





## SCHOOL REPRESENTATIVES VISIT AHD

On August 17 representatives of the State's vocational schools visited the Department where they observed work and equipment in the Roadway and Bridge Design Divisions, demonstrations of data processing techniques and cartographic work in the mapping section of the Planning and Research Division. Dale Davison and Hugh Wadley, Personnel officer and assistant respectively, had charge of the visitors. Also in the group were three out of state industrial representatives. Director Walter E. Hicks welcomed them and they viewed the Highway movie.

In the picture: Front row: David Beattie, educational representative of the Richert Co. of St.

Louis; J. W. Rowe, Red River Vocational-Technical School, Hope; Gary McQuin, Cotton Boll Vocational School, Burdette; Doyle Dillahunty, Metropolitan High School, Little Rock; Tom Hulsey, Pines Vocational-Technical School, Pine Bluff; and Mrs. Laura Beasmore, Metropolitan High School, Little Rock. Back row: Director Hicks, Gale Harris, Little Rock; Joe W. Osborne, Eugene Dietzgen Co., St. Louis; J. Matt McCauley, Red River Vocational-Technical School, Hope; William D. Baker, Fredrick Post Co., Chicago, Illinois; Hoyle Mann, Pines Vocational-Technical School; and Bill Bradley, Petit Jean Vocational-Technical School, Morrilton.

## CONSTRUCTION EMPLOYEES CELEBRATE "UNCLE FAT'S" 35-YEAR AWARDS

A cake, denoting the occasion, and punch were served in honor of Haskell Matthews' 35-year service award at the August Commission meeting.

Mrs. Matthews, left of Mr. Matthews and their daughter, Judy Trowell, right, and Judy's husband Fred Trowell, shared the refreshments, along with the Construction Division employees. The table decoration was an arrangement of pink roses brought by Margaret Weathers.



# BRAZILIAN ENGINEERS VISIT AHD



FRONT ROW: Riccardo Silva, Murillo Pinto Coelho, Ney Nunes de Oliveira Fortes, Flavio Meneghetti Barralho, Valder Sergio dos Santos.

BACK ROW: Luis de Sousa (interpreter), Hamilton Lancia, Ruy Gomes da Silvia and Amir Abud. Another interpreter traveling with the group, but not shown, was Armando Lima.

During the week of August 22-26 eight top level engineers from Brazil visited the Highway Department. Their visit was a field trip of sorts as part of a seminar being held in Rio de Janeiro. The tour began July 29 when they arrived in Washington, D.C., is under the sponsorship of the Agency for International Development, a part of the State Department.

The government of Brazil has launched a four-year program during which time they expect to pave 4,244 miles of roads and improve 3,590 more miles which will be financed by the World Bank. Representatives of both the national highway department and various state highway departments are among the group, as well as one engineer who is part of a project to develop the Amazon River basin. The director of technology at a Brazilian university is the group's project chairman. They came from all parts of the country.

William L. Moore, assistant chief engineer, was in charge of the group's activities. Monday was spent in briefing them about various parts of the Department. Arkansas Foundry were hosts at lunch on Tuesday and the Little Rock Lions Club were hosts on Wednesday. One of the group of Brazilians was a member of Lions International. Wednesday the group watched the opening of bids for road contracts and Thursday and Friday were spent observing construction projects near DeWitt and Arkadelphia.

The group will gain supplemental knowledge and observe areas where the highway engineering

and construction fields in Brazil are particularly weak. For instance, the system of bidding in Brazil does not employ unit price bidding as used in Arkansas. A federal table of prices is used which is subject to escalation based on a cost-of-living index, and the contractor bids a plus or minus percentage referred to the table of prices. Since there are no subsidiary costs (everything is paid for) and long theoretical formulas are used, the resident engineer and his staff must devote their time to complicated systems of accounting.

The system has resulted in dependence upon construction contractors to perform field engineering, materials testing and many other functions normally performed by the engineer in the Arkansas Highway Department.

Another area in which they are interested in the plant requirements and job-mix control methods, as well as the placement of asphaltic concrete because gradation units for asphalt plants in Brazil are non-existent.

They are interested also in limitation and control of axle loads; safety regulations; traffic control and signalization; organization of the state highway department; bidding procedures, etc.

The group has visited the Asphalt Institute in College Park, Maryland; and the Georgia and Mississippi Highway Departments. They will spend a week with the Tennessee Highway Department before returning to Washington for departure to to Brazil on September 8.

# AN ELEVEN-LANE EXPRESSWAY TO THE MOON

by Mary Day Herndon

The American network of paved highways, placed end to end, would make an eleven-lane expressway to the moon and yet the State Highway Departments of every state and large municipalities are busily planning how to take care of the burgeoning number of motor vehicles which consistently far outnumber whatever miles of highways that are improved and added to the highway systems each year.

While most of us are sentimentalists at heart, the mind is a fickle organ. Though human nature makes the other fellow's pasture seem greener, and days of the past more to be desired, we seldom remember all of the things that make up "the good old days."

For instance, it gives us a warm feeling to relive, through a book or an old movie, the 4th of July or Indian summer community picnic when all the local citizenry looked forward to and planned for weeks in advance of the big day. The ladies decided what dishes of delicacies to carry, the belles made new dresses and wondered if a particular young man would find her the most beautiful of all, the children hoped it wouldn't rain, and the gentlemen practiced up their horseshoe pitching and recalled the hunting and fishing yarns with which they would entertain each other.

But not many of us would relish the idea of jouncing along a rutted, bumpy dusty road for some five or six miles in a wagon or buggy at five miles per hour to reach the picnic grounds. No shock absorbers, no coil springs, no air conditioning, nothing with which to pull the boat, and no paved road to zip home over at the end of an enjoyable but tiring day picnicking.

Most of us complain about having to drive over sections of pavement where the lanes are narrow, worn off and wavy on the outside edge and which bend and wind around sharp curves that cause us to break a normal rate of speed to negotiate them, but few of us remember when making a trip might very well depend upon whether a recent rain had made the road a muddy, impassable bog or when it was so dusty that a traveler was in need of a change of clothes when he arrived at his destination.

In the United States today there are twice as many automobiles as there are bathtubs, a fifth of the population changes residence every year and the family that once went over the hill to grandmother's house behind a horse now drives clear across the state or perhaps further. Business is mobile as well as people. Without getting out of the car a person can order lunch, attend to banking

matters, deposit or pickup laundry, mail a letter and check into or out of a motel.

But such convenience of movement should not be taken for granted and National Highway Week, September 18-24, is a good stopping point to pause and reflect on the vast system of American highways, however inadequate they may be, in comparison to those in use at the turn of the century. Early roads were improvements to trails patted out by the moccasined feet of Indians. In 1823, 70 years before the introduction of the first American automobile, the first macadam surface in this country was put down on a turnpike road between Hagerstown and Boonsboro, Maryland. Around 1846 the plank road idea caught on. During the era which lasted about 10 years, thousands of miles of plank roads were built but they only lasted about 10 years and the traveling public became disillusioned with this type of construction.

Eli Whitney Blake's invention in 1858 of a "stone breaker", a powered rock crusher which took the place of laborious manual crushing, greatly speeded up the process. The invention of a steam road roller by an Englishman in 1869 and imported to the U. S. was another valuable mechanical development in the construction of hard-surfaced roads, particularly the macadam type.

When J. Frank Duryea drove the first gasoline-engine powered automobile around the streets of Springfield, Mass. in 1893 the idea was a spring-board from which the desire of American people to move by power caught on as suddenly and widely as the advent of television which invaded the American living room in the early 1950's. An indication of people's want for motor propulsion is given by the fact that only four vehicles were registered in 1895, while a scant six years later the number had reached almost 15,000. Immediately the real need for today's extensive system of high-speed, all-weather highways was realized but if the personnel in charge of building roads for the different states could have visualized what momentum Henry Ford's mass production of automobiles beginning in 1903 would gain, perhaps they would have been more aggressive in road construction by improved methods.

In order to satisfy the hue and cry being raised for more and better roads, highway builders introduced coal tar and crude oil in 1905, bituminous macadam in 1906 and concrete in 1909. Shortly thereafter, in 1912-14, the historic "Dollarway" in Jefferson County was designed and constructed. The 24-mile route from Pine Bluff to the Saline

County line, was the first application of reinforced concrete in roadway construction in Arkansas, the longest continuous stretch of concrete pavement in the nation and the first rural concrete highway built west of the Mississippi. It was built by a Jefferson County improvement district and derived its name from the construction cost of approximately one dollar a running foot.

Fifty years ago this year far-sighted Congressmen passed the Federal-aid Road Act of 1916, which marked the beginning of federal funds in road construction. Five million dollars(?) was apportioned among the states. The Act did much to help the states work toward inter-state highways, culminating in the passage of the Federal-aid Highway Act of 1956 which accelerated construction of the 41,000-mile Interstate Highway System and provided for financing the program through highway user taxes. Senate Majority Leader Lyndon B. Johnson, who helped guide the passage of the Highway Act, said: "New highways always result in the establishment of new businesses....It is easily possible that within a decade the investment in new industrial, commercial, residential and public facilities stimulated by this program will equal - perhaps even surpass - the value of the investment in the highways themselves." The President's prophecy is already becoming an actuality.

By nature American highways are both social and business. Americans' favorite outdoor pastime is automobile riding, automobiles are Americans' favorite mode of travel and highways haul one-fifth of the ton-miles of all freight movement. In our day, the auto and a highway to drive it on are economic necessities.

A tragic testimony of the highway's place in our lives is the ever-increasing fatality rate of each national holiday. High speed autos and highways enable travelers to go a great distance in a short time and consequently more and more people, bound to their occupations by a five-day work week and separated from families by hundreds of miles, crowd more and more distance into a long holiday weekend, choking the highways with high-speed vehicles and risking danger to get further faster.

Some years ago highway engineers and planners became cognizant of the need to incorporate safety features into highway design and construction. Even though many lives were lost last year in traffic fatalities, it is estimated that 3,500 more people may have been killed had it not been for the safety features now used in interstate construction. When completed, the entire 41,000-mile system is expected to save 8,000 lives a year. Absence of traffic signals and grade crossings, controlled access and divided highways are important safety factors. Transportation and traffic safety on the

highways involves a system comprised of the driver, the vehicle and the roadway and its environment. Engineers and planners are using all the knowledge and techniques at their disposal to build safety into the highways. At this moment Congress is considering legislation sponsored by the President which will require the automotive industry to give prime consideration to safety factors in the manufacture of vehicles. Only the individual driver can control the third part of the system. Planning a trip ahead, traveling rested, avoid too long periods under the wheel without stopping for a break, observing the rules of the road, traveling with the traffic (that is, not trying to pass everyone on the road, or moving so slowly that the flow of traffic is disrupted), abstaining from driving while drinking alcoholic beverages and practicing defensive driving all contribute to the safety of all motorists. The slogan used during the recent holiday is thought provoking: "Decide before you leave home whether you wish to return to it, or to the morgue."

Beauty enriches the lives of all of us and since traveling the highways is a source of pleasure for so many Americans, emphasis is being placed upon the incorporation of scenic enhancement of the roadways. Help your Highway Department beautify Arkansas' highways by using a litter bag in your automobile and emptying it at a drive-by litter barrel along the highway (signs ahead will tell you when you are approaching one) and leaving roadside parks and rest areas free of debris for the enjoyment of those who come after you.

Americans enjoy driving on the new stretches of freeway that are being opened from time to time. They have read that the problem of financing the Federal share of the cost is settled and that construction of the Interstate System is about on schedule from the national viewpoint. We must not be lulled into a sense of security which takes our good highways for granted. It is already known that the present 41,000 Interstate miles now under construction, will not be sufficient and additional routes must be built.

The highway program does not move along automatically. It is an immense undertaking. The average American today sees only bits and pieces of the great highway jigsaw puzzle, such as the intricate traffic patterns of the North Terminal interchange, or the expanse of the Levy overpass riding high above the present city streets.

Highway building is a joint effort of public and private enterprise. A highway is simply a route which is used by a lot of people. They are an asset and an obligation. We cannot sit with arms folded like Buddha and assume that the present mileage is sufficient, or that provisions for additional miles is someone else's problem.

Our need now is not primarily for longer highways, but for wider, safer and more durable ones, with fewer curves. The millions of log miles piled up each year by trucks inflict daily punishment on roads which must be maintained. The expense must be borne by highway users. Highway users are those of us who drive and send automobiles and trucks over the highways. Of the citizen's driving dollar, only 12¢ of it goes for highway cost, compared to 48¢ spent for repairs, maintenance and depreciation; 16¢ for gasoline and oil, 13¢ for insurance and 11¢ for parking charges.

During his term, President Kennedy declared that one week each year should be proclaimed National Highway Week in order to point up highway construction, needs, safety, uses, expected growth, etc. As you whizz along the highway, give some thought to the size of the team which produced the state's and the nation's road networks, and be proud that you as a highway user are part of the team.

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### NEW HAND CONSTRUCTION TOOL

The Gradall is one of the most versatile maintenance hand construction tools. It can be used in all types of maintenance such as; highway back-slopes, cleaning ditches, shaping shoulders, loading and unloading cars of materials and cleaning large culverts - and this is only mentioning a few of its multiple uses. There are four in operation throughout the state, One in District #7, District #2, District #3 and District #6. They cost \$40,000 each, but the upkeep of the tool is very economical. The one pictured is on Highway 79, south of Camden and northeast of Stevens.



### YANKEE SUGAR

by John Hicks

"I don't know what these here city folks are goin' to think of next," said Uncle Jim, laying aside his newspaper and tamping tobacco in his pipe. "First off they's all het up about backtop roads an' damin' up all th' rivers. Well, we ain't got nothin' much left but blacktop roads ajinin' fish-pounds that cover up all the best farm land in the country. Now they're a coaxin' old folks from up north to come to Arkansas and get rich raisin' chickens and truck patches when they reetire."

"I see by the paper that th' Chamber o' Commerce in town is dickerin' with a bunch of Kansas City folks, tryin' to sell 'em them old warnout farms out on the mountain. Wy Tom, you know that ground's so danged pore ya hafta plant five whip-poorwill peas to the hill - two to pull, two to push an' one to grow; then ya don't get better'n half a stand."

Uncle Tom arose, chunked up the fire and threw on a new forestick. Returning to his chair, he fished a plug of tobacco from his pocket and asked, "Jim did I ever tell you about Danny Martin's maple sugar?"

"No, I don't believe you did, Tom, answered Uncle Jim. Danny was that Kansas feller; wasn't he?"

"Well, Danny came here ten or twelve years back an' bought the old Taylor place out on th' mountain. He'd been some sorta machinist up there in Kansas City an' got bunged up in an accident an' had to reetire. The first thing he done was to build him some modern henhouses - better houses than most folks live in - an' bought a thousand dominecker chickens. He figgered to make a pile o' money a sellin' eggs. Nobody had bothered to tell him domineckers weren't layin' chickens - 'Course he found out all by himself in a couple o' months.

First winter he was here, he came over to th' house one night to get me to help 'im saw up a little jag of wood. We was settin' by the fire gassin' about this an' that when he brought up the subject o' maple syrup. He said he'd heard that we usta make quite a bit o' maple syrup an' sugar hereabouts. I told him he'd heard right and that I would remember 'way back yonder when I was just a kid of a boy, helpin' Grandpap make maple syrup.

He broke into my tale with, 'Are there any sugar maples left around here?'

Well, they ain't as plentiful as they used to be; but there's still quite a few, I said. There's a purty good, little grove of 'em on th' bench back o' your place.

(Continued Page 16)

# THE ABC'S OF SAFE DRIVING

National Safety Council

**A** is your attitude;  
It surely makes sense  
To cooperate with others  
And avoid accidents.

**B** is for backing  
A car, bus, or truck;  
A good driver knows  
It takes look — and not luck.

**C** is the carefull,  
Courteous letter;  
It helps you and others  
Live longer and better.

**D** is a letter that  
helps you keep thriving:  
The smart driver uses  
Defensive driving.

**E** is your emotions;  
If they're kept well in check,  
You can drive without  
Being or causing a wreck.

**F** means you follow  
The car just ahead  
With space to stop safely  
If it should stop dead.

**G** means grade crossings;  
At each one it pays  
To slow down beforehand  
And give a good gaze.

**H** brands the hop;  
Give him room when you  
see one.  
Hogs get themselves butchered—  
You don't want to be one.

**I** is for intersection;  
Right here's where you may  
Have to give up your life  
Or your right of way.

**J** warns you to watch  
for Junior-the-Jet,  
And Dad, the middle-aged  
Space cadet.

**K** stands for OK  
To safe-driving guys,  
But KO to others  
Who are not so wise.

**L** means life  
Should keep rolling along  
If you stay in the lane  
Where you safely belong.

**M** is good maintenance;  
That's what it takes  
To help your good driving  
To give you good brakes.

**N** gives you notice  
When driving at night:  
Use your dimmer for others  
But keep yourself bright.

**O** means observing  
The laws that affect you;  
It also means officers,  
There to protect you.

**P** points to pedestrians,  
People like you;  
They may not act safely —  
But sure that you do.

**Q** asks the question  
Can you qualify  
As an A-1 driver?  
How hard do you try?

**R** says be ready  
And right all the way,  
and prepared to relinquish  
Your own right of way.

**S** is for safety  
For the man at the wheel;  
Be courteous and careful,  
And don't be a heel.

**T** is a letter  
A top driver learns,  
For it teaches this truth —  
We're all helped by good turns.

**U** understand  
That traffic law breakers  
Are driving themselves  
To the undertakers.

**V** is your vehicle,  
vigor and vim;  
Is it feeling run-down?  
Do you keep it in trim?

**W** wipes the windshield;  
Be sure you see through it.  
If it's dirty or blurred,  
You're bound to rue it.

**X** often helps  
Keep a driver unhurt,  
If it means she's Xperienced,  
Also alert.

**Y** is the young  
Who like road pyrotechnics;  
Give'm plety of room,  
For some act like wreckniks.

**Z** spells a wish  
That you and your own  
May keep happy and whole  
in your safety zone.

## PROGRESS OF HIGHWAY BEAUTIFICATION

In August the U. S. Department of Commerce issued a new publication, "Public Participation in Highway Beautification". The brochure is a compilation of examples of ways that social, civic, business and professional organizations have participated in the program. The brochure covers all the states, here we will just take that part covering Arkansas.

"The Highway 4, Red Bull Trail Association plans to landscape the entire length of the Red Bud Trail, a distance of 126 miles spanning the State from the Mississippi River to the Oklahoma State line. To date, and entirely with its own funds, the Association has planted more than 80 miles of the highway. The Razorback chapter of the Soil Conservation Society of America last spring planted 5,000 jonquil bulbs, in the form of an outline of Arkansas on a bluff seen from the North terminal interchange in North Little Rock."

Teacher: "Johnnie, what did you have for breakfast?"  
Johnnie: "Teacher, I et six eggs."  
Teacher: "Why, Johnnie! You should say 'ate.'"  
Johnnie: "Well, maybe it was eight that I et."

## THE LATEST WORD FROM HELL

Because of its very name, it seems that most any word from the community of Hell, Michigan brings a chuckle.

A year or two ago the Michigan Highway Department reported that they had bought Hell and paved it. It seems that the community of 45 persons lies near a busy interchange.

Then the Highway Department complained about the difficulty of keeping up highway signs telling people how to go to Hell.

But Hell isn't without its pride. They don't want litter — even in Hell. Last year the community's Justice of the Peace Mel Reinhard married 72 couples. To each couple he presented three litter bags inscribed "Don't throw trash all over Hell." Mr. Reinhard, who is also the president of the Chamber of Commerce, said, "They always accept the litter bags and leave Hell with a smile."

We may not sow a melon seed and reap strawberries; neither may we think negative thoughts of fear and resentment, and gather good health and love.

## "LET'S HIT THE 'ROAD' "

A bit of research in Mr. Webster's dictionary brings to light the interesting development of the word "road," a word so common to us freeway frontiersmen that we probably never thought about when it didn't exist.

It is, however, of comparatively recent origin. Shakespear in the 1500's used "road" in the sense of a common thoroughfare only three times out of a total of sixteen. The other thirteen times he used it in the sense of its derivation, the Anglo Saxon being *rad* from the earlier word *ridan* meaning to ride and the Middle English words *rode* or *rade* meaning a riding, or mounted, journey.

The source words for *road* go back much earlier. How much earlier is not known but the *ancient Hindus of India* developed the word *vah* meaning to carry, go, move, draw or travel in order to define the idea of movement from two aspects: (1) the character of the motion; and (2) the mark left upon the ground by the moving person or object.

From the Sanskrit *vah* the Latin word, *veho* meaning *I carry* evolved. Another source word for road is the Roman *agger*, meaning *elevated*. In medieval days when piracy on the road was rampant, the Romans and English built raised, or high, ways by throwing up earth from the side ditches toward the center and travel upon them was less likely to result in robbery. Thus, the origin of our everyday word *highway*. The early high roads or highways were open to the public and travel was unrestricted on them as distinguished from *Byways* or private roads. The English high roads were protected by the King's soldiers. (The Scottish air "You Take the High Road and I'll Take the Low Road" must figure in there somewhere.)

The Anglo Saxon word *ridan* usually meant a rural way as contrasted with an urban street which in early Latin was called *strata via* meaning a way spread, or paved, with stones.

The most ancient and generic term of all seems to be the antecedent of the word *way* which is more commonly used now coupled with another word as freeway or expressway, or if in England, flyway or beltway. *Way* stems from the Middle English word *wey*, which in turn branches from the Latin word *veho* meaning I carry. *Veho* also is derived from the Sanskrit as is *vah*.

Our modern word *vehicle* is the descendant of the Latin *vehiculum*, or *vehere*, which themselves come from the Sanskrit *vahana*. From the Latin infinitive *vehere* meaning to move or carry, comes the Anglo-Saxon *wegan* or *wagan* meaning to move;

Old High Herman, *wagan*; Dutch and German *Wagen* and our word wagon.

The translators of the Bible under King James in the early 1600's used the word *road* only once and then in the sense of a raid, or foray. (*1 Sam. 27:10*).

## BILL D. MULHOLLEN PROMOTED



Billy Doyle Mulhollen has been promoted from senior resident engineer to assistant construction engineer effective August 16 to fill the vacancy created by Jim Little who is leaving the Department.

Mulhollen, 29, has been the resident engineer on three interstate projects in the Brinkley area since February of 1964. He was first employed by the Highway Department in 1959 as a senior instrument man in Surveys. At that time he worked at Blytheville for E. E. Hurley, District 6 engineer, who was then District One engineer at Jonesboro.

Mulhollen was born at Moark in Clay County and graduated from Rector High School and the University of Arkansas where he took a degree in civil engineering. While at the University he worked as a surveyor for the Corps of Engineers at Memphis. He was promoted to assistant resident engineer in January, 1961 and worked on interstate projects at Blytheville. He became a registered professional engineer in 1963 and was promoted to a resident engineer in February of 1964.

Bill and his wife, the former Mary Yvonne Linam of Rector, recently moved from Brinkley to Lakewood in North Little Rock. They have two children, a son and a daughter.

Jim Little will be associated with the consulting firm of Roy Rosson at Heber Springs. Rosson is a former Highway Department engineer.

## NEW INTERSTATE WEIGHT STATION

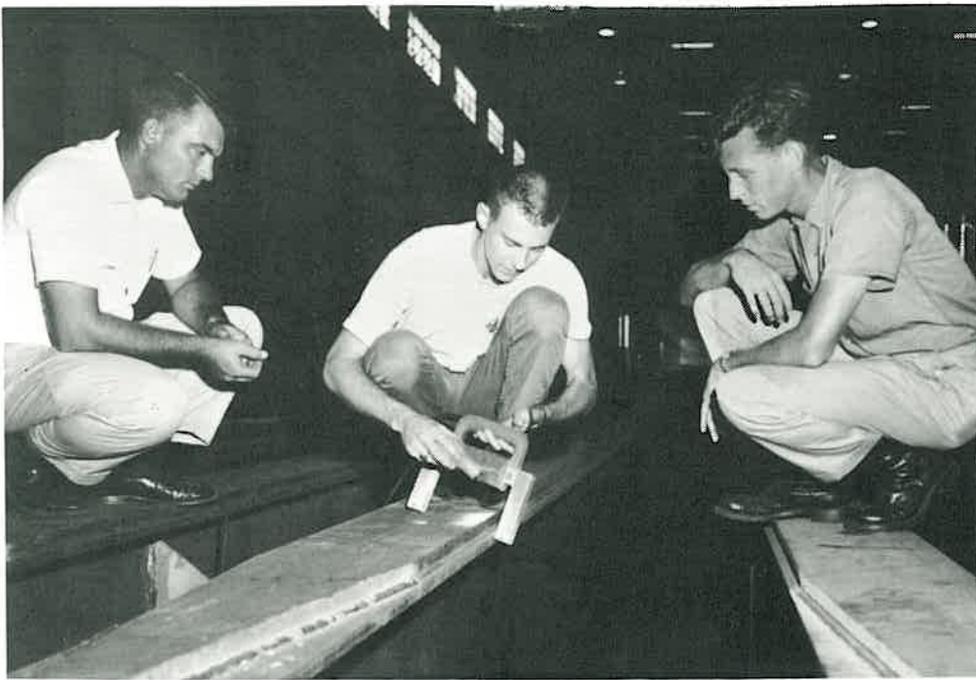


The weight station on I-55 between Blytheville and the Missouri state line is equipped with Howe-Richardson's newest type electronic scale which has two 10' x 10' platforms and one 10' x 40' platform.

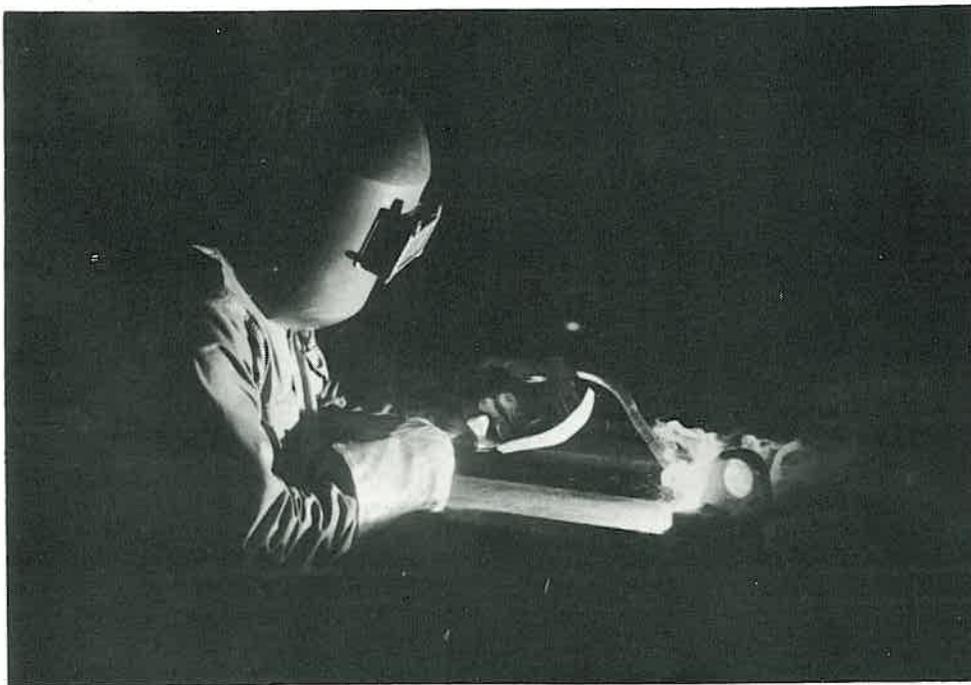
The entire load of a truck can be weighed at once, with each axle being weighed separately. The scale automatically registers the date, time, and gross weight on a tape. The building and scales cost \$71,800.

The 10' x 40' platform has a capacity of 100,000 pounds and the 10' x 10's 60,000 pounds each. An average of 300 trucks per 24 hours is weighed at this station. It is the first one constructed on an interstate highway in Arkansas. John W. Conrad was the scale operator on duty when the picture was made. Other members of the crew are Gerald Hollingsworth, foreman; David Doyle and L. M. Maxwell.

# STRUCTURAL STEEL SEMINAR



Stewart, center, shows Bob Mainer, left, and Don Smith, right, how to make a magnetic particle test. Mainer and Smith spent two days prior to the one-day seminar observing testing procedures.



The steel beams arrive "raw" from the steel mill. At the plant "shoes", struts and other fixtures are welded on the beams and holes drilled where necessary so that they can be fastened together in construction.

A one-day seminar to acquaint new inspectors with the requirements of structural steel specifications and brief resident engineers on uniformity of methods and procedures used in inspecting fabricated steel was held at the central headquarters building on August 11.

Because of the importance of structural steel in highway and bridge construction, seeing that it meets the necessary specifications is no small responsibility. Kenneth Stewart is a Highway Department employee but he works at Arkansas Foundry in Little Rock where he is a shop inspector of all steel which AFCO furnished to contractors building Arkansas highways and bridges. He has been a shop inspector two years.

Bob Mainer of Fort Smith and Don Smith of El Dorado are being trained as shop inspectors. Later they will work for the Highway Department

at fabricating plants in their respective area.

Resident engineers on construction projects are responsible for steel used on their jobs reaching required specifications and the shop inspector sees that it does.

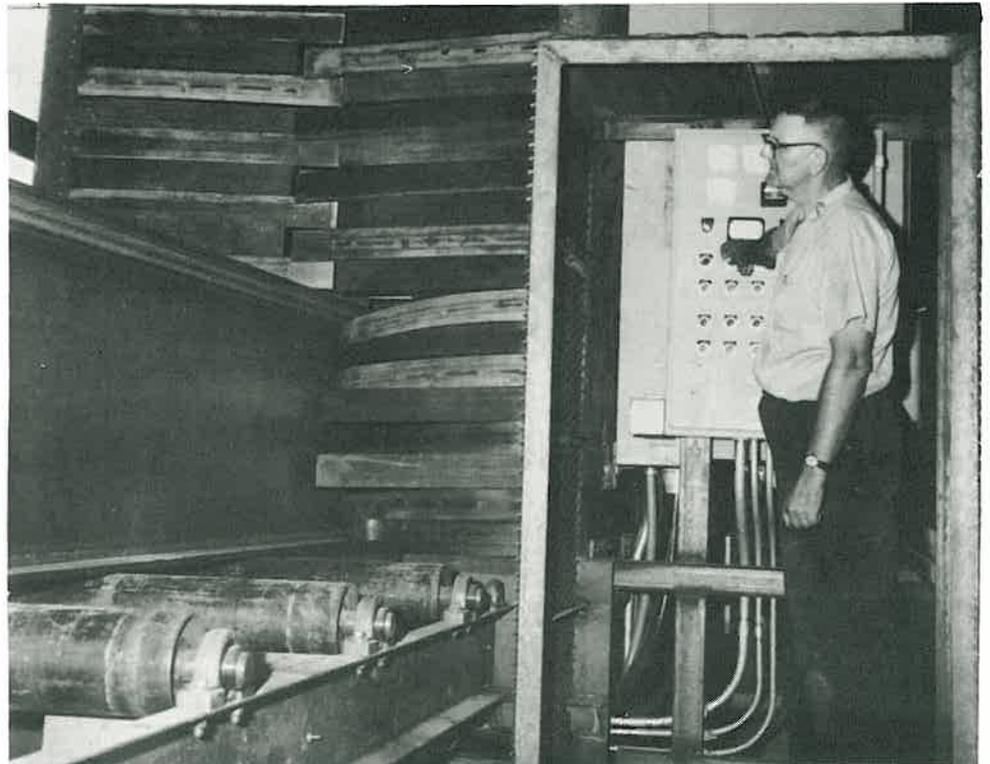
A magnetic particle tester is used to seek out a defective weld, or crack. The tester, actually a strong magnet, is drawn over the surface of a beam which has been dusted with steel filings. If a defective weld is existent, the filings will form a bead behind the tester.

After a "cover plate", a thickness of steel added for reinforcement, is welded to a beam, a cambering machine travels up and down the length of the beam heating the metal to approximately 800 degrees to form the camber, or arch.

Cambering is necessary so that when the steel is put in place and weight or pull is exerted upon it, it will not sag under pressure.



Don Smith, Bob Mainer, Shelby Henderson, AFCO plant engineer, and a former Highway Department employee, and Kenneth Stewart watch the cambering machine travel down the beam. The beams being fabricated here are 78 feet long, 36 inches high and weigh 150 pounds per foot. They will be used in the construction of bridges on I-40 between Pottsville and Atkins in Pope County.



Beams are put through a shot-blast cleaning machine which readies them for painting. Foreign material on the steel would cause the paint to not adhere sufficiently and subsequently flaking would result.





### WHICH WAY IS NORTH? The Zero Milestone Can Tell You...

by Mary Day Herndon

How many times have you walked past the Zero Milestone of the State of Arkansas and never noticed it being there? If you have, don't feel badly - I have too, a number of times. I hesitantly made that confession to a newspaper reporter, who in turn, admitted he had never noticed it before, and had walked past it a great many times, most every day, in fact.

Though unnoticed often, it is situated in a very prominent place, at the top of the steps which approach the main entrance of the capitol on Woodlane Street. The marker was erected by the Little Rock Engineers Club in 1932 to designate the zero milestone for the state of Arkansas after the Highway and the Engineers Club recommended that the state have an official beginning place from which to count the mileage on maps. From a chart on top true north can be sighted at any hour of the day or night.

By a resolution introduced in 1933 by Senator Edward Dillon, the Legislature officially adopted the marker as the zero milestone. The marker itself is of marble quarried from near Guion in Izard County. It also bears a bench mark of the U.S. Coast and Geodetic Survey which explains that the elevation at that point is "334.799 feet above mean sea level." A bronze plaque on the back of the stone explains its purpose: "... (quote newspaper clipping)...

At the time the recommendations made, some controversy arose in the Legislature about where

the starting point should be. Some members thought it should be the exact geographical center of the state, a point claimed by Saline County residents to be near the Arkansas Girls Training School.

The passage of years, the work of vandals who several years ago poured acid over the marker have visibly defaced it and makes the reading difficult to decipher in places. The committee in charge of putting the marker in place was headed by the late George C. Branner, then state geologist. Other members of the committee were M. E. Bair, W. Terry Feild, O. S. Christian, Robert A. Kern, Virgil P. Knott and W. H. Marak.

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### YANKEE SUGAR (Continued)

He decided right then an' there that come February he was goin' to make himself some syrup for his fritter cakes.

When February rolled around Danny tapped his sugar trees. Twasn't but a day or so afore he came over an' asked why he wasn't gettin' any sap from them trees when th' weather was just right for it. I couldn't figger it out; but promised him I'd go over the first thing in th' mornin' an look at 'em.

Next mornin' after breakfast was over, th' cows milked an' th' stock all fed, I pulled out over there. It was a warm day - just like spring - a perfect day for sugarin'. You could just imagine th' sap runnin' a regular stream in th' buckets.

Well sir, when I got up to th' maple grove it didn't look like anybody had been near th' place in six months. Not one spiggot nor bucket could I find. Thinks I, this is a strange howdy-do - sap won't run out of a tree without a spiggot. I moseyed back around the bench 'til I got to that little grove of spotted oaks back of Danny's barn. Bless you, if ever dad-blamed one o' them oaks didn't have a spiggot in it with a syrup bucket hangin' on it.

I went on up to the house an' told Danny that if he was goin' to make maple syrup he'd orta tap his maple trees for I' didn't think oak sap would make maple syrup with the' best o' flavor.

That was th' last I ever heard o' Danny's sugar makin'. Fact is in a couple o' months he sold out an' went back to Kansas City.

Yes sir, I shore hope these here folks from Kansas City know more about truck farmin' an' layin' hen than Danny did.

*If you want to live  
to see 90 - don't look for  
it on your speedometer*

In 1947 he married the former Miss Celure Carethers Morrow of Franklin County Arkansas. Seldon is a member of the Presbyterian Church of Greenwood; a member of the Bell Point Masonic Lodge, Western Arkansas Consistory; is a Veteran of World War II; and is now correspondent for American Legion Post 31. His hobbies include fishing, entering contests and cross-word puzzles.

ROWLAND FELTON GREESON, area foreman in Miller County, was recognized for 25 years with the Department. He was born and educated in Arkadelphia. He farmed for a few years before coming to the Highway Department in 1938. His many duties included being a laborer, served as a truck driver, distributor operator, roller operator in maintaining the highways in Southwest Arkansas.

Greeson and his wife, formerly Miss Opal Connell, also of Arkadelphia, have one daughter and two grandchildren. He is a member of the Free Will Baptist Church and enjoys spending his spare time with their two grandchildren.

JERRY FRANKLIN JAYROE, a native of St. Francis County, was born at Palestine, completed 25 years with the Department. He left the farm in 1939 and came to work for the Highway Department as a laborer where he worked himself up to his current assignment as area foreman in St. Francis County.

Jerry and his wife, the former Miss Winnie Swinea of Palestine, have nine children and fifteen grandchildren. He is a member of the Church of Christ, and spends his spare time in the summer, gardening.

### RESEARCHERS FIND DRIVERS LESS-THAN-ACCURATE IN ESTIMATING LAST SAFE MOMENT FOR PASSING

A study by two University of South Dakota psychologists indicates that many drivers may lack the ability to make the critical judgments necessary in passing other cars on two-lane highways.

Nineteen male students between the ages of 18 to 23 participated in the study. All of them had several years' driving experience and were free from vision defects. After a period of familiarization with the test vehicles, each student was asked to follow a lead car traveling at 60 miles per hour.

Each time another vehicle approached from the opposite direction, the student was asked to estimate what he considered to be the last safe instant for passing.

Each student driver made ten estimates of what he considered to be the minimum clearance time in which he could pass the lead car with sufficient time allowed so that the approaching car wouldn't be forced to take any evasive action. On the basis of timings taken by the researchers, it was possible to determine whether the student driver could actually have passed safely (called an "overestimate") or not (called an "underestimate"). The results showed that out of a total of 190 separate estimates, nearly half (93) were dangerous "underestimates."

### DID YOU HEED THAT "STOP" SIGN TODAY?

(Note: From Carl Rasmussen comes this reprint of "Carl's Clipboard" column, written by Carl Hoit, which appeared in a recent issue of the Hampton, Iowa, Times.)

He was five years and two months old. From the top of his bristly butch haircut to the tips of his scuffed-up new shoes he was fondly spoken of as "all boy." He tipped the scales at a manly 38½ pounds and his blue jeans were size six. When he flung himself in the door each day and yelled, "I'm home!" his mother took one look of despair. What would she do with this dirty ragged little urchin which was all that was left of the scrubbed little man who left home a few short hours before?

"And then, through the new gap in his wobbly front teeth he lisped, 'Thee what a made?' and his wonderful magical world of kindergarten became her wonderful world, too.

"His teacher taught him to recognize the colors on a pretty wheel. She taught him to raise his hand when he wanted to speak, and to say 'excuse me' and to take his turn on the jungle gym. Oh, the world was his oyster!

"Together, his teacher and his mother taught him to walk on the sidewalk instead of the street. They taught him to wait at crossings and to watch the traffic signals. He came to trust the big bright sign that said "Stop" because he knew that when cars and trucks came to it they stopped and waited patiently for the tiny moment he needed to cross the street.

"...This morning, the bright and magical world of kindergarten is still a magical place for some boys and their mothers, but not for him.

"At his house, his mother glances sadly at the brightly skipping figures as they pass by her window. Where here once was despair for a torn shirt and a dirty face, there is now an ache and a loneliness.

"Thirty-eight and a half pounds couldn't match the two tons of steel and glass whose driver hadn't the time to do more than hesitate before going past the friendly bright sign.

"And how about you? Did you 'stop' this morning? Remember that the holidays are over...and those little ones are once more on their way to school each morning."

"Young man," said the personnel director, "you have given me a recommendation from your church minister and one from your Sunday School teacher. What I would like to see is a letter from someone who knows you on weekdays."

## VEILING THE ROCKIES WITH CHAIN LINK FENCING - BY HELICOPTER

Among the problems-we-don't-have situations comes a story of veiling the craggy near-vertical slopes of a 300-foot rock cut cliff through the Rocky Mountains at 5,500 feet above sea level to let I-80N pass through. The veiling was 50x10' chain link fencing placed on the chain link fencing placed on the unstable cliffs of Weber Canyon in Utah to prevent falling rocks. Paul Richards with the Intermountain Contractor, Salt Lake City, tells the story:

Bob Hosking donned his blue crash helmet, spit into the palm of his left hand, grabbed the controls and within a few minutes was hovering with the blades of his helicopter only seven feet from a nearly vertical rock cut.

With his head sticking out of the door like looking down from a tall building, Bob carefully lowered a 375-pound piece of 50 by 10-ft. chain link fencing into place on the cut. Riggers anchored the lower end while watching for rocks which were set rolling by the wind of the helicopter blades.

As soon as the anchoring was completed, the workmen motioned to Bob to lower the top end. The helicopter sided away from the cut a few feet and dropped slowly to lay the fencing out on the rocks like covering a baby in a cradle. Another rigger unhooked the cables and Bob was off for another load.

"It bothered me at first, but I'm used to it now," he said. Bob made about 30 trips like this a day.

It was one of the first times that a helicopter had been used for such a project, and it is the first time in Utah that chain link fencing has been used to cover an unstable cut. The work is on an Interstate 80N project through rugged Weber Canyon between Round Valley and Devils Slide. Gibbons & Reed Co. is handling the \$3,587,364 project (I-IG-80N-7(17)71) which is 3.3 miles long.

The project engineer for the Highway Department is Ray Staples.

Superintendent Bill Nielson said of the five cuts on the project, four were handled by pre-splitting. The biggest, however, was made up of rotten material on a one-half to one slope which could not be vertically pre-split.

Gibbons & Reed crews succeeded in reaching the 240-ft. level on the more than 300-ft. cut before they had to quit because of falling rocks. It was then that Utah State Department of Highways and the Bureau of Public Roads decided to blanket the cut with chain link fencing. It was a first for Utah and the fifth time it had been done in the Western states.

At first Gibbons & Reed was going to try placing the fencing with a crane such as a contractor in Colo-



rado had done. It took the Colorado outfit 15 days to place 70,000 sq. ft.

G&R personnel got to figuring. A helicopter might be able to do it faster and with less effort. They called Mountain West Helicopters of Salt Lake and made arrangements with Bob to do the work. The helicopter and G&R crews placed 130,000 sq. ft. of fencing in only 10 days. That's almost twice as much as was placed on the Colorado job and it was done in two-thirds the time.

Bob said he has used helicopters to erect powerlines, fences and microwave towers, but this is the first time he has handled a cliff hanger like this.

"We'll do almost anything we can talk people into letting us try," he said.

Working close to a rock cut in a canyon is tricky business, not only for the helicopter pilot but for the workmen on the cut. Just as it bothered Bob at first, so did it bother the riggers, but after a day or two, they became used to the wind and the blades whirling close by. (They had to tie their hard hats on to keep from losing them.) As the work proceeded, their main concern was to keep from falling, a concern which is top in the mind of any rigger.

The loading point for the helicopter operation was at the base of the cut where two workmen rolled out the fencing, hooked it to the cables and guided the cable during take off to keep it from fouling.

The helicopter, with its 275 horsepower supercharged engine, is rated to lift a maximum load of 800 pounds. The fencing and cable equipment weighs a total of 400 pounds, Bob said. Although the "chopper" can carry three hours worth of fuel, Bob carried enough for only one hour of operation to cut down on the weight.

Like most other phases of construction, work with the helicopter ground to a halt when the weather was bad. Winds in a canyon can be extremely dangerous for this type of work.

The 5,500' altitude at the site had no effect on the helicopter's efficiency. "Choppers" have been used effectively for construction as high as 13,500 feet.

The lifting cable was rigged so that it and the fencing could be dropped at any time in case of emergency.

In all, Bob and the G&R crews placed about 480 tons of chain link fencing on the cut.

Now that the fencing has been placed, the cut is once again safe for crews to go in and shoot the remaining 80 ft. In all, more than a million yards of rock will have been shot by the time the project is finished.

Shooting has been carefully coordinated so as not to conflict with the trains which run through the canyon as many as 36 times in a 24-hour period.

Bill said they can not shoot less than 1½ hours before any train. This means that after a shot is placed, crews have to wait as long as 7 hours sometimes before they can set it off.

In spite of the awkward scheduling, the million yards of rock is being handled in good order.

Working in the close quarters of the canyon and keeping traffic flowing is no easy job. The new alignment crosses the railroad once and the Weber River twice.

One unique structure carries traffic right over the river for some 960 ft. Concrete bents for the structure were placed right in the river. Excavation was complicated because the river flowed throughout the winter. Bill said crews dammed off a portion of the river and "glory holed" 12 ft. down to permit 11 by 11-ft. box

forms to be placed. Concrete was poured as quickly as possible and then the water was turned back into the hole on top of the green concrete. Ten three-legged bents were placed in the river bed in this manner. Lloyd Weldon was the concrete foreman.

This long structure is a beautiful sight as it curves with the river up through the narrow canyon. It has 13 each about 70 ft. long.

-- Intermountain Contractor



## STATE vs. ALLIGATOR COST?

Mrs. E. P. Diffenbacher, who owns the property adjoining the right of way left of Station 2645, presented a problem to former District 3 Engineer Jim Lowder and Resident Engineer Coy Campbell with an interesting aspect in connection with the construction of the first Interstate project in Mr. Lowder's district. Mrs. Diffenbacher is the owner of a recently deceased 5'4" alligator, and the circumstances surrounding the demise of the alligator provide the problem.

It seems the alligator was wont to habitate the area of Mrs. Diffenbacher's property which was acquired to accommodate the construction of the Interstate highway through this area, although the alligator would return to the house when called by Mrs. Diffenbacher. Recently the alligator did not respond to his summons, and Mrs. Diffenbacher in her attempts to locate him, ascertained that while engaged in clearing operations one of the contractor's men had been removing an old metal pipe culvert and discovered the alligator inside. Efforts to remove the alligator resulted in the inadvertent loss of one of the alligator's rear legs. After the dislodgement of the alligator, the man tied him to a tree and at the end of the day, loaded him into a pickup truck and took him home. The man agreed, after much argument by Mrs. Diffenbacher, to return the alligator. Since this discussion occurred at the end of the week, it was agreed to return the alligator on the next morning day. In the meantime the alligator expired, but the contractor's employee loaded him into the pickup and returned him to Mrs. Diffenbacher who was understandably unhappy. In due course Mrs. Diffenbacher contacted Mr. Lowder and expressed her desire to know if the State was going to reimburse her for her loss.

Mr. Lowder was thus confronted with one of the most unusual decisions of his career with the Highway Department.

While the demise of the alligator was directly connected with the removal of the old culvert which would fit under the category of "Removal of Minor Obstructions", he felt that a five-foot alligator did not qualify as a "minor obstruction," and besides, that item is considered subsidiary to another pay item. After due deliberation, Lowder conveyed to Mrs. Diffenbacher that since the loss occurred as a result of action by one of the contractor's employees that any settlement would have to be between her and the contractor.

# AROUND the DEPARTMENT



## ACCOUNTING DIVISION

Mildred Harness & Pat Koonce

The comings and goings of Accounting have sure attracted, so it seems, a lot of attention, so here is what has been happening.

Starting August 1, Barbara Bueter spent two weeks of her vacation visiting Canada. We received post cards from her giving us an account of her goings and comings.

Floyd Pharris, "the boy that can fix anything", took a week of his vacation the last week of July. Couldn't find out too much of what he did, but knowing him he was a busy boy. Bless his little heart, just a good boy.

Don and Rose Clingan have acquired a new home at #9 Timber Lane, in Little Rock. We wish you both a bushel of happiness.

August 11 Johnnie Beavers was presented his 15 yr. service pin. Mr. Mac presented Johnnie the pin with a nice talk to which we agreed wholeheartedly. Cake and coffee was served.

August 15 was a "field day" for our "little Mother Tyronza". At noon a surprise baby shower was given by the ladies of the Department in the Commission Conference room. She received many gifts plus a planter of flowers. Cookies and tea were served.

On the afternoon of August 15, a going away party was given in the Accounting Dept. for Tyronza. She was presented a pretty baby blanket. A large white sheet cake decorated with little blue baby shoes and saying good luck was served. We wish her all the luck and good wishes. We, of Accounting, will sure miss her, so God Bless you my dear, and think of us once in a while.

August 18 a pot luck as a going away party was given for Vivian Kinder and Helen Adcock, who are leaving us. Vivian and Helen were each presented with a very pretty blouse. All of us in Accounting will miss you both. So good luck and the very best of good wishes.

Erma Smith had minor surgery August 23, in the Baptist Hospital, but is now back at work.

We have two new employees in our department and might add very pretty ones at that. Edith Gibson is replacing Tyronza Hines as voucher writer. Edith is married to Tom and lives on Vimy Ridge Road. They have two children, a son Joe, age 9 and a daughter Debbie, 10. Edith's hobbies are boating, walking, horse back riding and reading good books. Her husband's hobby is raising pretty flowers. Edith says he has a green thumb. Phyllis Barnett is our new file clerk and is single (the line forms to the right, boys!) She lives at 6110 Sandy



Tyronza and her gifts.



Phyllis and Edith

Lane, Little Rock, with her parents Mr. and Mrs. W. A. Barnett. She has a brother Jimmy, 5 and a sister Shirley, 15. Phyllis graduated from McClellan High School this year. Her hobbies are reading, swimming and playing the piano. This is her first job. Phyllis says her senior class motto was "A journey of a thousand miles begins with one footstep", and she considers her job with the Highway Department the first step of her life's journey. We welcome both of you and the best of luck.

August 24, Margaret Allen was made queen for the day. Mr. Goodman, on behalf of the Highway Commission, presented Margaret her 25 yr. service pin in the Commission Room. Margaret was a wee bit nervous but she came

through with flying colors, being the lady she is. She received two lovely corsages, one of white carnations from the girls in Accounting and an orchid from friends. After the presentation, cake and punch were served to her many friends. Serving were Sherry Rankin, Rose Clingan and Jo Malone. Margaret was also given a pretty charm bracelet by all of us. Margaret, we are sure proud of you and wish all the good blessings of life.

Pat Koonce's mother and father, Mr. and Mrs. Carl Racster of Evansville, Ind., paid her a short visit on August 27 bringing with them Pat's two daughters, Wilma and Janice, who had spent the summer with them.



## BRIDGE DESIGN

Betty Claude

Bridge Design Division had their annual picnic, Friday, August 5 at Burns Park. Frank Battisto, our Chef, was given a vacation this year; Young's Fish Market prepared the fish and hush puppies for us. We enjoyed it but Frank we like your cooking best. Along with the fish and hush puppies, we had baked beans, slaw, tomatoes, pickles and all kinds of good desserts. Those attending besides the members of Bridge Design were Mr. and Mrs. Harold Bastian and Mr. and Mrs. Eddie Williams, retired, Mr. and Mrs. J. T. Pendergrass, Mr. and Mrs. Charles Venable and Mr. and Mrs. Lowell Tackett. As the pictures will indicate a lot of talking and eating took place.



Left side of table: Mr. and Mrs. L. P. Carlson. Right side of table: Mrs. Eddie Williams, Mr. Eddie Williams, Mr. J. T. Pendergrass, Mr. B. Vinson.



From left to right: Mr. Harold Bastian, Jim Matthews, Veral Pinkerton, and John Hall.



## COUNTY PROGRAM

Barbara Oldham

We would like to say "welcome" to our new employee, Jerry DeMerritt. He is an engineer helper in this division. Some of his favorite past times are swimming, water skiing and football. Jerry is 20 years old, red-headed and single.

Ronnie Williams, a draftsman trainee, in our division left us August 16 for a four year enlistment in the U.S. Air Force. Ronnie was given a travel bag by employees and we all wish him the best of luck.

Our Boss, John Tallant, celebrated his birthday in September.

Jim Mitchell, draftsman in our division, joined the S.F. Army Reserve. He will take his training at Fort Bragg, N.C. and Fort Benning, Ga. in the near future.

Bob Mize, designer in our division recently went on vacation. Bob and his wife Vada, daughter Pat and son Doug

visited with friends Mr. and Mrs. Horace Bryant in Fayetteville, Mr. and Mrs. Jimmy Cowan in Rogers, and Mr. and Mrs. Kerry Cavaness and their new baby girl in Russellville. They also visited Bob's parents in Benton. Bob went fishing twice with his father and caught 77 fish. They seem to have had a wonderful two weeks.

Charles and Paula Rain, Jr. celebrated their 7th wedding anniversary September 5. Mr. and Mrs. Max C. Hall also celebrated their 7th wedding anniversary in September. Best wishes to all of them for many more happy years together.

Your reporter's husband, Jim, finally came home after 6 months in training with the Army Reserve. We are starring in the new highway film and are taking weekend trips around the State. We recently visited the Reader Railroad, a steam locomotive, in Reader, Arkansas. Mr. T. W. Long, President of the railroad was on hand to help in the filming of this sequence of the movie. We enjoyed the train ride and the cooperation of everyone connected with the train. If you have never ridden on a steam locomotive train, it would be well worth your while to take a trip on the Reader Railroad, in Reader, Ark.

We are still a busy office, planning to move in the near future. Everyone is looking forward to moving into that new highway building on the Benton Highway. Bye 'til next time...



From left to right: Barbara Oldham, Jim Oldham, Mr. T. W. Long, president, Reader Railroad.



Peggy Hardin

Our congratulations to Jim and Judy Stringer. Christy Ann, born August 16, is a new, 6 pounds, 10 ounce addition to the family. The Stringers have one other daughter, Cindy, age 5. We hear she's pretty excited about her baby sister.

Kerry Duerson, a summer employee, left us August 31 to return to school at Arkansas Tech in Russellville. We are all going to miss him. Before leaving, he passed out cigars on behalf of his new niece, Beverly, born July 28.

Nedra "Nicki" Avery is a new face in the keypunch section. She and husband, Jack moved to Little Rock from Miami, Fla.. Nicki is a newly-wed. We think she's a wee bit homesick for Miami.

Dale Hoggard returned from two weeks of IBM School in New Orleans. He says the trip was OK, but he's mighty glad to be back. Seems he didn't know until he arrived in New Orleans, that his luggage was delayed, he didn't have any hotel reservation, nor was he enrolled in the class, which by the way, was already full. With the exception of these few minor drawbacks, everything went like clockwork.

Dale, one-time papa already, and wife Sherry are expecting their second blessed event sometime in January.

Lana Crone, formerly a keypunch operator and our magazine reporter, has accepted a position with Gunn Distributing Company. We hear she is lonesome

for us though. Willie Pollnow and Jim "Mac" McGraw are both leaving us soon. Willie has decided to become a housewife again. Mac is going to work for the Farm Bureau.

Congratulations are in order for Grover "Smitty" Smith, who received his 20 yr. pin recently. That's quite an accomplishment.

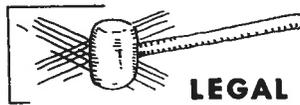
Ann Minor, Roy Shelby, and I have all recently returned from vacations. Art Johnson and friends enjoyed a float trip below Bull Shoals on the White River. Art says they had a really marvelous time trout fishing and enjoyed the outdoors.

Frances Richardson is packing a bag for her son Larry, and preparing to send him off to school at Arkansas Tech in Russellville.

Nedra Barton's husband, Joe, is back on his job after a serious heart attack. We're all glad to hear that he's improved so quickly.

That's all the news for this month.

ates. As the picture shows, Archie Jones, bridge superintendent, does the honors. Congratulations, men and many more years with the department. (Happy to hear from Helena and we hope we hear from them more often. Ed.)



## LEGAL DIVISION

Virginia Tackett

A party is a good way to begin anything, including a news report, and the Legal Division did have a brief "congratulations and best wishes" party recently. We congratulated the new bridegroom Jimmy Dowell, on his marriage to Helen Romine on August 7. At the same time we said goodbye to Pam Raines who is going to Fayetteville with her husband, Earl, to help him get his degree in civil engineering. We wish the best of all possible good fortune to both these fellow workers. We were tempted to have a party when Carolyn Vance rejoined the Legal Division secretarial staff. Not only is it a joy having her in the office, but Annette Archer was slightly incapacitated by reason of some complicated hand surgery which kept her from her typewriter and Carolyn's arrival was a double blessing. Annette is still being careful of her hand but it is healing well.

Mr. Don Kelly, our Title Attorney, celebrated a birthday recently, though which one we wouldn't even attempt to say, and we noticed he was smoking a new pipe. Upon inquiring we found he did receive it for his birthday, along with some other remembrances which indicate that he has a mighty nice and appreciative family. He, in turn, was pleased at the return to work of his secretary, Hazel Carraro, who took a couple of weeks off at the suggestion of her doctor. We're glad to have Hazel back, too, and hope she continues to feel well.

Betty Grimes has found that having a 16 year old boy around the place can be very handy at times, such as moving time. Betty has given up her apartment on Battery and taken a house on Blount Road and she and George are hard at it, getting things in shape. We had word from Jackie Gills at last. It was a boy, James Steven, and we know how proud

Jim must be, as well as Jackie and 6 year old Mike.

We've been involved in a couple of August weddings, here in Legal. My husband, Lowell, and I are very happy to announce that at last we have a daughter. Our oldest boy, Richard, was married on the 13th of August to Virginia Ann Wood of Durant, Okla., and we are at least 99% as happy about it as he is.

George and Doris Green supplied the flower girl for the wedding of George's niece in DeWitt. They report that George performed her duties with aplomb, taking time out only to wave at her favorite male in the congregation, George, of course.

Helen Hackett accompanied her husband, Wayland, on a business trip in Chicago, but their pleasure in the trip was shadowed on their return by word of the death of her cousin Mary Briant in an automobile accident. Those of us who were acquainted with Mrs. Briant can fully realize what a loss her death was to her family.

We feel pretty fortunate that the recruiting section of AHD was successful in signing up new attorney Joe Gunter. Joe is 25, single, comes from Austin, Ark., was graduated from the University of Arkansas School of Law, took the bar and was licensed in July. He has taken an apartment at Chateau DeVille.



## MATERIALS AND TESTS

Julia Halliburton

Congratulations to N. C. Roach and H. H. Medlock, who received their 15 yr. pin and certificate and Doyle Havens his 10 yr. pin and certificate.

Sibyl and C. A. Maddox attended a Building Trades Apprenticeship convention in Houston, Tex. recently. Their son Bob was honored as the outstanding apprentice for the State. While there, they visited the world famous Astrodome, The Battleship, Texas, at Jan Jacinto, and Stuart Beach at Galveston.

Mr. and Mrs. Bobby Hughes and family of Batesville recently vacationed in Yellowstone National Park and the Dakotas.

Doyle Clayton and Clint Hinesly completed their two weeks training in this Division and returned to their own District.

Doyle Havens, an inspector in the Division resigned August 15. Good luck Doyle.

We are glad to report that our boss H. W. Schneider is at home recuperating after being in the Baptist Hospital for 2 weeks. He is improving rapidly.

Hugh Battershall, summer employee, resigned to return to his teaching at Beeve, Arkansas. Good luck Hugh.

Our sympathy, to Raymond Lynch, former employee of M&T in the loss of his brother. Lynch is now with Mr. Fletcher.



## EQUIPMENT

Sally Crook

C. Don Hayes presented C.B. Brooks, Jr., shop superintendent and George Ashworth, mechanic, with their five yr. pins and certificates of service August 2. Our congratulations to both.

Sue and Marshall Fuller and children enjoyed a trip to Six Flags Over Texas this month. Although it was crowded, Sue reports a good time was had by all.

Avalee Padgett and family vacationed at Calico Rock and the surrounding area August 22 thru 26. They have a camping trailer and spent their time fishing and relaxing.

Mrs. C. D. Holmes enjoyed her vacation resting and relaxing at home.

Other employees who have recently taken vacations are: Parker Harden, Carol Hillis, J. C. Hixon, I. M. Kibbe, Frank Pate, M. L. Price and A. L. Schmelzer.

We were happy to see Frank Fleming and James Alexander when they paid us a visit recently. It is nice to have our former employees remember us.

Larry Kelley and wife, Linda, plan to visit Larry's mother in Missouri over the Labor Day weekend.



## HELENA BRIDGE

Archie Jones

The bridge employees treated L. C. Morris and George Cloud to cake and ice cream. The occasion was the presentation of 5 yr. pins and certifi-



## PERSONNEL

### Dorothy Lehman

Mary Nell Sikes had an enjoyable week off when she traveled with her mother and father to Washington, D. C. to join her brother Jimmy who worked there during the summer. When we received a card from her they were about to tour the White House. By the time this issue is out, Mary Nell will have returned to Arkansas State Teachers College to complete her senior year.

Sib's sister and husband C. J. Quinley from Oklahoma City were here for a visit with Sib's mother, Mrs. George Reed of North Little Rock. Sib and her mother had an enjoyable fishing trip in August. Sib caught three bass weighing 1½ to 2 pounds each.

We are sorry to report the serious illness of Mrs. William R. Cox, Sib's mother-in-law. She is in St. Vincent's Hospital.

I work around so many nice people here and all have been pulling for my son Ron. I'm happy to report that he has received an athletic scholarship to the University of Arkansas. I have never had the opportunity to travel to Fayetteville so I am excited about that possibility. "W-OOooo-PIG! S-ooie"

Early in September Mr. Davison treated his family to an enjoyable vacation. Included on the trip was a visit with his other.

Shirley Bain is pleased with a new purchase she made - a Chevy II.

Puddin', Sibble's daughter, will be attending evening classes at LRU this fall. She has a new job which she likes very much. Charles, my older son, is now in the home stretch toward his degree at LRU. He is hoping to complete his hours by next summer.



## PLANNING AND RESEARCH

### Billie Whiteside



Pat Howell

After 12 yrs'. service with the Data Analysis Section of P&R, Pat Howell has retired. He told us he plans to remain active. We snapped a picture of Pat, holding his certificate of retirement. On his last day with the Division, Florence Routh and June Brown brought him a cake. We wish him good luck in whatever he undertakes.



Cecil P. Rider

Cecil P. Rider of Data Analysis has completed 15 yrs. with P&R and received his service awards. Congratulations from all of us.

Traffic Engineering's Jim Barnett spent two days in Columbia, S.C., at the offices of Wilbur Smith and Assoc. making a final review of the Pulaski Area Transportation Study report.

Gary Whittington attended a two-week IBM school in New Orleans, with a little vacation along the way. He learned about the operations of the new "360" computer. Sharon Pelley's husband recently attended this school for his company.

VACATIONERS - Joe and Maxine Griffin visited Table Rock, Branson, and Silver Dollar City in Missouri. Bill Looney, his brother, and their families made a stay on the lakes at Hot Springs, fishing. Edith Garland, family, and friends made an excursion to the diamond field near Murfreesboro, seeking their fortunes - she reports no diamonds found, but some other interesting items.

There'll be no vacation for me this year - my summer has been taken up with night classes in Sociology and in Business Reports and Correspondence! But someday -.

J. C. Longcoy took off several days to work on a shop he has been trying to build. Everytime he started work, the rains came. Will he ever get that shop built? This is a continuing suspense story.

J. R. Henderson's son, John, has graduated from the U of A and obtained a job with General Dynamics at Fort Worth. And a surprise cake bearing the inscription "Happy Birthday J.R.H." was presented to our boss from some of his employees. We enjoyed the cake as much as he did and made a party of the occasion.

The Ladies' Birthday Club celebrated the birthdays of Legeina Kellar and Libby Mills at a joint coffee brake party recently.

Our Division had a visit August 4 from three former employees - Bea Davis, Marjie Leonard, and Jane Huff. We were happy to see them and hope they will come back again. Their progress down the hall could be followed by the whooping and laughing.

Marjie and Dodson Leonard have celebrated the first anniversary of their marriage.

"Crash" Phillips is quite a clever cartoonist. He has made up a little booklet depicting happenings in the Mapping Section. He displays a good sense of humor and is nice enough to make the jokes on himself. Everyone enjoyed it.

A group of us spent one noonhour recently making a trip to the Arts Center at MacArthur Park - eating lunch on the way. There was a fine exhibit of paintings at the time, and we had a good time. Have you noticed how they have trained the crepe myrtles in their patio into slender trees? The effect is almost Japanese.

We know now whose dog "Blue" really was. After the departure of Neill Morehead, "Blue" gradually drifted away and has been reported to have taken up residence down the road.

John Helgen fractured a rib in an auto accident recently but is back at work.



## RIGHT OF WAY

### Shirley Childress

The girls in Right-of-Way had lunch at Bruno's twice this month and both times was to bid one of our girls goodbye. The first one was to honor Marilyn Padgett, secretary to Mr. Luton, chief of Acquisition Section and the other was Sherrie Buckels, secretary to Mr. Elledge, property manager. We will miss them both and hope they won't forget the friends they made while working in the Right-of-Way Division and will stop by to see us every chance they get.

Marilyn is being replaced by the same girl she replaced, Donna Barbee. We know Donna had rather be with her husband, Allen, but since she can't, we're glad she decided to come back with us. Allen is stationed at Grand Forks Air Force Base in North Dakota.

Paul Broyles, Doug Thacker and Frank Wiggins spent two weeks serving Uncle Sam this month. Paul was at the University of Houston with the Army Reserves. Doug and Frank spent their time at Camp Chaffee with the Army National Guard.

Vacationers this month were Kenneth Suthmer and family who traveled to Pensacola, Fla. for their fun in the sun. Charlie Scott and family camped out on Lake Hamilton a few days, while Bryan McArthur's family choose Greers Ferry

for their vacation spot, and Alton Van Patten took his family to Texas for a few days.

Sue Witherington enjoyed a two day visit with her seven year old niece, Suzy Burnett of South Carolina, earlier this month.



We would like to welcome our new employee, James Burge, a technician in the Utilities Section. James is married and he and his wife live in North Little Rock.

Don Martin and wife Ernestine are the proud grandparents of a new granddaughter, Angela Elizabeth, born August 9 at St. Vincent's, is the daughter of Bill and Jacqueline Martin. She weighed a little over 7 pounds.

Herbert Hooten, chief of Appraisal Section, was one of the speakers at the American Right of Way Seminar held August 3 thru 5 at College Station, Tex.. His subject was "Appraisal of Scenic Easements."

Our sympathies to Mr. and Mrs. Leroy Elledge in the loss of Mrs. Elledge's mother, Mrs. E. G. Brymer of Palestine, Tex. and Mr. and Mrs. Ted Mitchell and family in the loss of Mrs. Mitchell's brother, Major Gerald Simons of Roswell, N.M. Major Simons was killed in a helicopter crash while on duty in Vietnam. He is survived by his wife and 4 children.

through Tulsa, Okla. and then Fayetteville where they fished at Beaver Dam. Glenn says they didn't have much luck.

Paul and Shirley Haydon took a week's vacation in New Orleans, La.

Fred and Peggie Pulliam are still vacationing on the west coast. We'll be glad when they come back, as we miss them.



## DISTRICT



Leslie Long



Mary Francis Novak, daughter of Mr. & Mrs. Frank Novak was elected Forest Queen of Drew County and was first runner-up in the Southeast Arkansas Forestry Queen contest held August 12 at A&M College. Mary attends college at A&M, is 18 years of age and a brunette. Congratulations, we are very proud of you.



Janice Orrick has been a summer employee in the DeWitt Resident Engineer's office, and a very efficient one. Quoteth her boss, "She has made a great contribution to the aesthetics of m office". Janice will be a sophomore at the University of Arkansas this fall.



Patricia Ann Cope, daughter of Mr. & Mrs. Quinton Cope of Rison became the bride of Jerry Davis in a ceremony in Friendship Baptist Church on August 5 at 7:30 p.m. The Rev. John McGath, pastor of the church, officiated at the double ring ceremony. A reception was held in the home of the bride's parents. After a short wedding trip the couple is at home at Wilmar.

Richard Allen Jarboe, son of the Bob Jarboes, was listed among the "President's Scholars" of Mississippi State University for the spring semester, an achievement of distinction, reflecting both credit and honor. He will study law at the University of Arkansas this fall. Congratulations! We hope your professional career may be happy, worthwhile and successful in every way.

We are glad to see Billy Edmonds, our Lincoln County foreman, back on the job after a four months absence due to a serious heart condition. Glen Jacks, the crew leader, well informed in all phases of maintenance, has very capably carried on with the assignments.

Jim Allbritton, Ted Carr and Johnny Mashburn returned to work at DeWitt after a ten day vacation (?) spent in National Guard Camp at Camp Polk.

George Kames, resident engineer at Monticello, is responsible for several of our interesting news items and we hope he continues the good work. L. K. Howell, resident engineer at DeWitt, has been furnishing us newsy items occasionally and we thank you and hope you will keep up the good work.

Our Desha County newshound, John Hughes, has become my righthand man for the news items and I greatly appreciate his contributions.



## ROADWAY DESIGN

Virginia Ashlin

John and Gracie Dunn's new house is in the process of being built. John says they are coming along fine and he can hardly wait to move in.

Don Potter is vacationing this week.

In our last issue, we thought we lost Rick Henriksen to another firm, but we're happy to report he changed his mind and is still with us. He's still getting a new boss, though. On September 2 he and Sharon Souheaver were married. We wish them much happiness.

Mr. & Mrs. Glenn Trammel took a vacation recently and went to Kansas City, Mo. While there, they went to see "Oklahoma" and also the Truman Library at Independence, Mo. They came back

We welcome Carole Thompson, new employee in the Resident Engineer's office at Monticello, Carole is a native of Monticello and a graduate of A&M College with a B.S. degree in mathematics. Welcome Carole!

We are going to miss our college students at Monticello. Returning to college are Donny Coston to Harding College, Dennis Eason, Rodger Haynes, Johnny Smith and Michael Crass to Monticello A&M, and Steve Moss, University of Michigan. They are returning to college with the satisfaction of having participated in a job well done.

Melvo Pledger reports a most enjoyable week's vacation spent fishing and picnicing with the family. Where are all those fish, Melvo??

The Monticello crew is missing Don Scogin and Walter Shepherd, who are attending National Guard Camp at Camp Robinson, August 15 to Sept. 2.

The name of William Earl Kirkpatrick has been added to our list of recipients of 5 yr. service awards. Congratulations.



## DISTRICT



### 3

#### Bailey & Lewallen

Congratulations are a little late but most sincere to Mr. and Mrs. Don Mitchell of Texarkana, who became the proud parents of a baby girl born July 19, at 4:45 a.m.. Karen Gwen the Mitchell's first child, weighed 7 pounds 4 ounces, and has enough black hair for a curl on top.

Carol Kay was born to Mr. and Mrs. Wayne Marcum on August 9, 1966. Oscar Marcum is justifiably proud - it's his first time to be grandpa.

Certificates of service were awarded in August to Ruel Staggs, 15 yrs.; Clinneth Adams, 10 yrs.; and Nolen Clark, Luther Brown and Robert Sidney Ellis, 5 yrs. each. Congratulations to all.

Louis Zelonis and family have returned from a nice trip to New York State, where they attended a family reunion.

Employees who have just returned from two weeks summer encampment at Fort Polk, La. include James Baker, John C. Gray, Bobby Calhoun, Jesse Jones and Cecil McCorkle.

Our boss Ardell and Mrs. Clark drove over to Clarksville, Tenn. recently for a visit with some old friends. They reported a wonderful trip.

Retired employee R. B. Barton of Center Point has been a patient in Howard County Memorial Hospital. We are happy to report that he is back home again.

Ivan H. Black and family of Miller County enjoyed a nice vacation in North Arkansas. Most of their time was spent trout fishing.

Herman Barham, R. E. Calhoun and Harold Johnson, have been hospitalized but we are happy to report they are now back to work.

Many happy returns of the day to Terry Annette who celebrated her birthday August 16. She isn't a teenager anymore.

Sam and Dortha Faye Huckabee, accompanied by their two daughters, Linda and Mary Lou, have returned from a vacation with relatives in Greenville, Ala. They also visited Pensacola Beach, Fla.

Garolyn, daughter of W.C. Beck, was one of the students who served as camp nurse at Siloam Springs for Ark. Baptist State Assembly held recently.

Our best "get well-quick" wishes to Elmer Clark who is recuperating from surgery at Veterans Hospital, Little Rock. We are looking forward to seeing Elmer back on the job again.

We have with us Billy Pryor and Leland Bull, Internal Auditors, who are making an audit in this district.

Earl Thompson, a member of the bridge crew, retired July 31, 1966, after 14 yrs. of service with the department. We extend our very best wishes and good luck to Mr. Thompson in his retirement.

Ted and Lena Maryman are the proud owners of a new Oldsmobile.

Olive Jackson, bookkeeper, has had as her guest her sister Mrs. H.L. Petty, of Marianna.



## DISTRICT



### 4

#### The Informers

Our vacationers have scattered all over: Lock Williams, district shop, to Canada; Emmerson Hammell, district mechanic, to New Jersey; Fred McLaughlin, equipment supervisor, sight-seeing in Arkansas and Missouri, Marge Parnell, fuel clerk, and daughter, Pam, drove to San Francisco; and Emily Rogers, bookkeeper, is counting the days until September 14 when she leaves for San Francisco to visit her daughter and grandson whom she has not seen in a year.

Helen Butler's youngest daughter, Candy was a June bride. Candy and her new husband, the Rev. Glenn Masters, are living in St. Louis and no doubt that is where Helen will spend part of her vacation.

Clarence Lafleur says he has a household of company from Louisiana, his mother included. Clarence is our "Cajun", tho we are trying hard to make a native of him.

The Pup, owned by Braxton B. Sawyer and trained by Billy G. Sanders' 12 yr. old son, Billy Gene, Jr. won the "Heart of the Quachita" Bench Show, the "millionaire-for-a-day" pup trophy and one days' interest on a million dollars (quite a prize!) Billy, Jr. has won so many trophies he now needs to build a larger show case. Congratulations, father and son.

We welcome as new employees: Lynn Johnson, shop foreman; Loyd Thomas, road mechanic, and Jimmie Harrison, shop mechanic.

Henry Steel was our new parts chaser until Uncle Sam called. He is taking basic training in Ft. Polk, La.... Good luck, Henry!

Judy Zoe Sidler, our O.E.O. college girl for the past ten weeks, worked her last day August 19. Judy will attend Westark Junior College this fall. We wish her the best.

Bud Durbin, mechanic for 9½ years, has left for greener pastures, but he comes back to lunch with his old buddies occasionally.

Leo Seal and his crew have found our summer 105 degree temperature and the heat from the asphalt laydown machine terrific to say the least. Raymond Moore, operator of the fire expelling monster is quite "well done" by now.

C. A. (Chuck) Barnard was stolen from us by the Weights and Standard boys. We hated to loose him but our loss is their gain and we admit he looks sharp in that uniform.

Seldon R. Cope has made that trip to Little Rock and received his 25 yr. pin... "Cope", as he is known, enjoyed the trip to Little Rock and came back telling us all about it. Congratulations!!

Pam Parnell, daughter of Marge Parnell, fuel clerk, received her Red Cross senior life saving badge Friday, August 19. Originally ten boys and ten girls were in the class, but only two girls and eight boys passed. Of those ten, Pam was second highest with a grade of 97 out of possible 100.

Mark Abbott, nine-year-old son of Kathy Abbott, payroll clerk, spent his summer at Vacation Bible School, swimming, playing ball and enjoying his Cub Scout pack.

J. P. Clayton and wife have returned from a vacation to New York, Mass., and Canada... It was unfortunate that Mrs. Clayton became ill and was hospitalized in Quebec, Canada for three days. But they did enjoy a visit with their daughter, June, and her family.

Carl E. Winn is extremely proud of his wife Babe, who graduated from Southwest Institute of Banking on SMU campus July 26, 1966.



## DISTRICT



### 7

#### Burnham & Campbell

Five yr. service awards were presented to James Blake Williamson, Robert Luther Benning, James Ercill Brock and Charlie Edward Fox; 10 yr. awards to James Madison Renfro and James McDonald Plum; 15 yr. award to William Henry Nelson and a 20 yr. award to Bun Lawrence Heldebrand. Congratulations!

A bachelor is a man who enjoys life, liberty and the happiness of pursuit.

The acid test of a man's religion is his Monday behavior.



## DISTRICT



McCoy & Howell

Five yr. service awards were presented to A. F. Beavers, S. M. Cotton, S. L. Evans and U. G. Graddy. 10 yr. awards were given to M. A. Edwards, O. Nixon, H. Maxwell and T. F. Kinslow. Willie Prince, Conway County, received his 20 yr. service award. Congratulations to these fine employees.

Kerry and Becky Cavaness are the proud parents of a daughter, Karen Elizabeth, born Aug. 23 at St. Mary's Hospital in Russellville. She tipped the scales at 8 pounds, 13 ounces. Her father is an engineering technician with Resident Engineer T. G. Orton, Jr.

This seems to be the month for "Karen's". Netha and Loren Brown drove to Texarkana recently to visit Don and Betty Mitchell and got acquainted with their new daughter, Karen Gwen. Before his transfer to District 3, Don was resident engineer in District 8.

Joseph Ernest Ragsdale, job superintendent, retired this month to take advantage of the benefits of our retirement system and Social Security. J. E., better known as "Rooster", lives in Dover. He and his wife, Rose, came by the office to say "hello", and told us they had just returned from visiting a son and his family in Tulsa. Our best wishes go to the Ragsdales. May they enjoy the freedom they have so justly earned.

Congratulations to Loyd Cochran on his promotion to job superintendent. "Butch" has been area foreman in Pope County, but was promoted to fill the vacancy left by "Rooster's" retirement.

## Gripe Department



It has been observed in the ladies washrooms debris strewn on the floors. Cigarette butts, used matches and papers to name a few. Now, there are receptacles for everything and it is a matter of steps and seconds to use them. We do not know how everyone keeps house, but if this is an indication, it is not very good. Arkansas has a program progress, "The Beautification Program." This is to help keep Arkansas clean and beautiful, many tax dollars are used for this purpose. Now, we don't want to go into anymore expense for this little matter, but it is of importance. The Highway Department is our home-away-from-home, let's honor it as such. Your cooperation would be appreciated to help keep them clean. Remember! "Every Litter Bit Hurts."



## DISTRICT



Shirley Morton

## VALUE OF A SMILE

Curtis and Nita Pangle and children vacationed in Texas the last of August with Nita's parents and other relatives.

Hillman and Reba Watkins, Kenny and Debra, flew to Houston on their vacation. They visited with Hillman's sister and took in all the sights.

Ellis "Smiley" Stewart is driving a sharp-looking red Ford Fairlane!

Paul Whitley was in the hospital at Harrison for treatment to a fractured shoulder, a result of an accident. He is recuperating at home and we send him our wishes for a speedy recovery.

Ira Dodson, area foreman at Jasper, is on the sick list. Get well soon, Ira, we miss you and hope you can return to work soon.

Ertie Lawrence, retired from our District, has been on the sick list but we are happy to report he is feeling much better.

Sorry, no fishing report from John Burlsworth!!

It costs nothing but creates much.

It enriches those who receive without impoverishing those who give.

It happens in a flash and the memory of it sometimes lasts forever.

None are so rich that they can get along without it and none so poor but richer for its benefits

It creates happiness in the home and fosters good will in business.

Yet it cannot be bought, begged, borrowed or stolen.

It is something that is no earthly good to anybody until it is given away.

If at times you meet someone who fails to give you a smile, may I ask do you give one of your own?

For nobody needs a smile as much as those who have none left to give.

ARKANSAS HIGHWAYS

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NO. 9

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

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Johnnie Gray . . . . . Department photographer

ALMOST - BUT NOT QUITE!

The new central headquarters building on I-30 south of Little Rock is nearing completion on the outside. Workmen are in the process of painting the elevator tower, landscaping is in progress, the parking area is being developed and the name marker is in place. If you look closely in the picture below the painters you can discern the two flag poles which have already been erected. Plans are to move in by October first.



This'll Kill Ya!



We wouldn't worry about what people think of us if we knew how seldom they do.

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The Russian school teacher was giving her students an examination. "Who were the first human beings?" she asked. One youngster responded promptly, "Adam and Eve were the first." "Correct", said the teacher. "And what nationality were they?" "Russian," answered the young student. "Correct again," said the teacher. "And how do you know?" "Well," answered the pupil, "they had no house to live in, no clothes to wear, and only one apple between them - and they called it Paradise."

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One day the telephone rang in the clergyman's office of the Washington church which the president attended. An eager voice inquired, "Do you expect the President to be in church Sunday?" "That," answered the clergyman, "I cannot promise. But we expect God to be there and we fancy that should be incentive enough for a reasonably large attendance."

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Some women take up the law and become lawyers. Most women day down the law and become wives.

\*\*\*\*\*

"Mother, what is a second-story man?" "Junior, that's your father: If I don't believe his first story, he always has a second story ready."

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Junior: "Papa, what is the person called who brings you into contact with the spirit world?" Papa: "A bartender, my boy."

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Professor: "Today, students we will discuss those acids and/or chemicals that can destroy everything they touch by dissolving each particle of matter." Student: "What kind of containers do they come in?"

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A traffic safety report reveals that after studying thousands of highway accidents, the primary cause is still mechanical: the nut behind the wheel.

\*\*\*\*\*

The young doctor, a strong advocate of early ambulation, was explaining it to a patient about to have his appendix removed. "A few hours after the operation, I want you to sit on the edge of your bed and dangle your legs. After lunch, I want you to stand on your feet for a few minutes. By dinner time, I want you to be walking about your room!" "Doctor," the patient sighed wearily, "do you mind if I lie down for the operation?"

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

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*The Road Report* . . . . BY ARBA



**IT PAYS  
TO BE  
SHIFTY-EYED**

When you are driving, don't stare at a fixed point on the roadway ahead. Keep the eyes shifty to get the full picture of what is ahead—traffic signs, signals, other vehicles, pedestrians, intersections, curves, hills or any other hazard—and to avoid drowsiness.

AMERICAN ROAD BUILDERS' ASSOCIATION

*Cover:* Here is a paving process on I-30 between Texarkansas and Red River Bridge at Fulton. The men are using concrete that is mixed at a batch plant and hauled to the location sight. The special built concrete dump trucks hold eight yards of material. The center machine is a spreader and is followed by a vibrator to consolidate the concrete. The riding surface is obtained by use of a strike-off machine and the coring compound applied by the last machine after finishing operation is complete.