

# Seventh Annual Highway Short Course - University of Arkansas Fayetteville, Arkansas

(Story and pictures on page 3)



ARKANSAS  
HIGHWAYS  
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# An Open Letter To The People Of Arkansas



By F. R. Oliver  
Director of Highways

There is no graft in the new road program in Arkansas - -  
No one is stealing your money - - and  
Your life is not in danger.

An article in PARADE magazine, distributed with the February 4 issue of the Arkansas Gazette, purportedly reports on the findings of the Blatnik Congressional Committee, which is charged with the responsibility of investigating the administration of the Interstate Highway Program. I do not question the purpose and objectives of the Blatnik Committee. In fact, I agree that every precaution must be exercised to insure that our highway program will be administered in the most efficient manner possible.

It is the inherent duty, responsibility and moral obligation of the people of Arkansas and our sister states, the employees of the highway departments, and the highway commissions to report, investigate, and take immediate and appropriate action on any case of wrongdoing in the administration of our Highway Program. However, the writer of the magazine article, without regard for geographical boundaries and the millions of fine people involved, makes a blanket indictment of the entire program as a national scandal. He very loosely uses such expletives as graft, corruption, dishonesty, theft, fraud, bribery waste, inefficiency and boondoggling - whatever that is - to castigate the engineering profession and entire road-building industry. He makes use of a statement to the effect that half of the country's highway officials ought to be in jail.

Absurdities of such magnitude should discredit the validity of the article as a gross exaggeration. Is it not also highly significant that an article which so dramatically and emotionally discloses minute details of so-called scandalous activities, does not cite a single instance where an official or any individual has been sent to prison or convicted of any crime?

Just as in any other field of major activity, there have been a few instances where wrongdoings have been uncovered in scattered locations over the nation. These cases of improper and possible even illegal activities certainly should be condemned, the responsible individuals appropriately punished, and immediate corrective measures instituted.

The construction of 41,000 miles of The National System of Interstate and Defense Highways, at an estimated cost of \$51 billion, is the largest construction program in the history of the world. Although its construction is basically an engineering function, the services of a cross-section of most professions, crafts,

and trades of our society must also be utilized in equally important degrees. In addition to engineers, we must have attorneys, accountants, auditors, appraisers, negotiators, chemists, contractors, materials producers, skilled craftsmen, just to mention a few. In essence, this magazine article is a condemnation of the people of the United States. By inference, it is extremely critical of our established democratic processes of government.

Although Arkansas was not mentioned or cited, as Director of Highways, as an American citizen, and as a firm believer in the democratic processes of our government, I feel compelled to vigorously refute and condemn the implications of this contemptible article, especially as its all-inclusive implications could conceivably apply to our State of Arkansas. I vehemently deny, in behalf of the Highway Commission, the Highway Department, and the people of our State, that any scandalous or improper activities are permitted to exist in our Highway Program.

It is an inevitable consequence that in the administration of any organization, even those employing only a few people, that sometimes distasteful situations involving improper conduct of personnel will arise. Admittedly, we have had a few instances of misconduct of highway employees. The situations were handled promptly with appropriate disciplinary action, dismissal or prosecution, as the severity of the individual cases warranted.

The people of this State, back in 1953, very capably demonstrated that they would not tolerate graft, corruption, or wrongdoing in the administration of highway affairs in Arkansas. By the overwhelming adoption of the Mack-Blackwell Amendment, the people demanded honesty, integrity and efficiency. The present Highway Administration is rigidly adhering to the principles and provision of this wisely-instituted Constitutional Amendment.

I feel very strongly, as I know many others who are qualified to judge also feel, that the administration of our Interstate Highway Program is progressing in a praiseworthy and commendable manner and that improper acts of conduct and wrongdoing are very few in comparison to the magnitude of the many projects under way.

I will say, further and without reservation, that it is a pleasure and an honor to be associated with those

(Continued on page 6.)

# HIGHWAY SHORT COURSE



Highway Director F. R. Oliver      David W. Mullins, president,  
University of Arkansas



John Tallant, right nearest camera, Bert Rownd, Kent Brown, Y. W. Whelchel, and J. C. Sears with the Bureau of Public Roads.

Approximately 180 Highway Department employees, top echelon contractors' representatives, Bureau of Public Roads officials and representatives of industries related to the highway field attended the Seventh Annual Highway Short Course at the University of Arkansas on Thursday and Friday, March 1 and 2.

The Annual Highway Short Course is a joint project of the State Highway Department and the Division of General Extension of the University. This year's attendance set a new record for the course.

F. R. Oliver, Highway director, presided at the Opening Session Thursday morning. Dr. David W. Mullins, president of the University, gave the welcoming address. Other morning session speakers included Howard Jones, contractor, and Miller C. Ford, Jr., assistant professor, University of Arkansas.

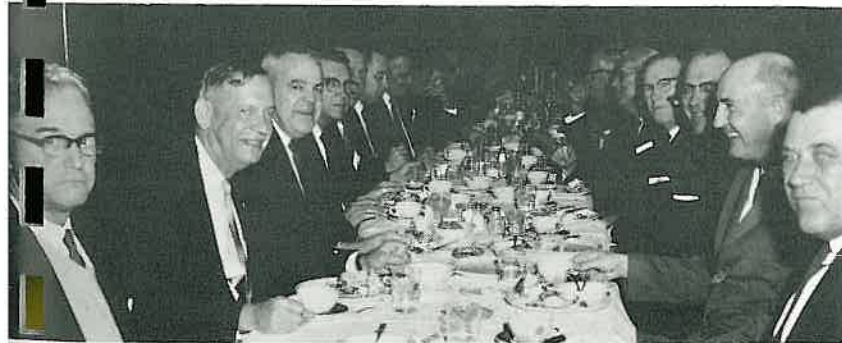
Johnny Gray gave the premiere showing of the new highway film to conclude the morning session.

Chief Engineer Ward Goodman presided over the first day afternoon session, which featured addresses by George Fry, engineer of Road Design, and John Pendergrass, assistant chief engineer, both of the Highway Department; and Charles Warriner and E. C. Herbert, both representing Bitucote Products.

Dr. William B. Stiles, director of the Graduate Institute of Technology, was the principal speaker at the annual banquet in the Student Union Building.

The Friday morning session was presided over by John W. Courter, division engineer of the Bureau of Public Roads. Speakers were Conrad Kelley, highway engineer, National Lime Association and Glenn H. Jackson, district manager of Bros, Inc.

The general theme of the Short Course was the necessity and importance of research. Several of the speakers presented reports on subjects on which significant findings and been developed through research. Other speakers pointed up the critical need for expanded research activities in practically all fields of highway planning and construction.



The first four men above, shown at the banquet are: B. Vinson, L. P. Carlson, R. B. Winfrey, and Jewell Whitaker, all AHD men. Jim Lowder is shown second on the right.



Miller C. Ford, Jr.

E. C. Herbert

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# Arkansas - Texas Highway Departments Saluted at Texarkana



Highway Commissioner Glenn F. Wallace and Director Oliver at the Chamber of Commerce Luncheon at Texarkana.



Below: Officials at the ribbon-cutting ceremonies. From John W. Courter, fifth from left, are: Y. W. Welch, Mr. Oliver, Mr. Goodman, Mayor Searcy Atkinson, (cutting ribbon) and Highway Commissioners Truman Baker and Mr. Wallace. Jim Lowder, District 3 engineer, is second from right.



The Highway Departments of Arkansas and Texas were saluted in a special Highway Appreciation Day at Texarkana on January 31. The day's activities included: simultaneous ribbon-cutting ceremonies officially opening two recently completed sections of improved highways entering Texarkana; a Chamber of Commerce luncheon at the Hotel Grimm, and a brief program at the future State Line crossing of Interstate Route 30.

The Arkansas Department was represented by Highway Commissioners Glenn Wallace of Nashville, and Truman Baker of Searcy; Highway Director F. R. Oliver; Chief Engineer Ward Goodman; and Public Information Officer Y. W. Whelchel, all of Little Rock; and Jim Lowder, district engineer from Hope.

The Texas Department representatives included Highway Commission members Charles F. Hawn, Athens; State Highway Engineer D. C. Greer, Austin; and District Engineer G. A. Youngs of Atlanta.

Representing the Bureau of Public Roads were John W. Courter, division engineer of Little Rock, and Lowell S. Coy, division engineer of Austin.

The Arkansas officials participated in the dedication of a section of U.S. 82 at the underpass just east of the intersection of U.S. 67 in eastern Texarkana. Highway Commissioner Glenn Wallace and Director F. R. Oliver were accorded the ribbon-cutting honors. A 7.5-mile improvement on U.S. 59 was officially opened in similar ceremonies on the Texas side.

The luncheon at Hotel Grimm was attended by approximately 150 persons. A. F. Miller, Jr. of the Texarkana Chamber of Commerce acted as master of ceremonies. Robert Maxwell gave the welcome and expressed the words of appreciation. Short addresses were made by Glenn Wallace and F. R. Oliver for Arkansas and by Mr. Hawn and Mr. Greer for Texas.

The day's activities concluded with a brief ceremony, in which the officials from both states participated at the location where Interstate Route 30 will cross the state line and existing U.S. 71. The Texas and Arkansas Commissions had earlier in the week awarded a \$1 million contract to the Ben Sira Construction Company of Dallas for the first Interstate construction project in the Texarkana area.



## ROAD HAND

by Jim Lowder  
District 3 Engineer

What does the term "road hand" mean to you? Is it a man working with a shovel near an Omaha orange truck, a man with boots and steel helmet walking an I-beam; a man behind a surveyor's transit or is it a picture of a man's hand pointing a direction? Maybe it is a secretary behind her desk.

If you ask this question of a person not directly connected with the Highway Department, nine times out of ten you will get the first answer. Only the maintenance man is working directly in the road - in the path of the traveling public. To the public, he is a road hand; he is the Arkansas State Highway Department.

I remember many years ago when I was only a small boy my Papa was road overseer (over-see'-er) for Beaudry township. Practically all work was done with hand labor, wagon and team, and a few pieces of equipment such as a root cutter and Fresno. In those days, it was a man's duty to put in a certain number of days each year on the road or to hire someone to take his place. He had to be a road hand.

Most of the men enjoyed doing this work. They took pride in trying to outdo each other and in showing off their teams. Papa had two teams: a team of mules, Jack and Kate, and a team of horses, Vic and Dan. When he really wanted to show off a little he would team Dan and Kate together. This was really a sight for me to see Dan, a great big horse and Kate, a small mule, hitched to a stump. They would lean into the harness. With Papa talking words of encouragement and lightly tapping them on the rump with the end of the reins just to let them know he was still in charge, they would walk to and fro leaning more and more forward, throwing mud and sod behind with their front feet, until they were almost on their bellies. They would saw back and forth keeping the double tree exactly level, each grunting now and then. The roots would begin to pop and soon out would come the stump and Papa could not keep from grinning he was so proud. They tried to outdo neighboring townships too by having better roads and bridges. They would carry on banter about prior meetings missed by asking if they could not get there because of the poor roads. They were good road hands.

These men were a hardy breed. They had a job to do and they did it. There was no sick leave, no vacation, no air conditioned office and no pay. They met the traveler with a smile and with friendship.

It seems to me that the need of our Highway Department is some of this spirit of giving a little extra - a little extra time, a little extra effort, a little extra friendliness. There is nothing honest about a person

who will take a day of sick leave when he is not really sick. It's my opinion that his thinking is off-balance, not his body. A man who will take a day of sick leave when he is needed to fight snow and ice and is not actually sick is pretty sorry in my opinion. He is a detriment to the Highway Department and is not worthy to be called a road hand. He should be watched and at the first opportunity replaced. Fortunately, we have very few of this kind.

Another sickness is shifting the blame, or passing the buck. When you are in the wrong or have erred, be big enough to accept the blame. Maybe you will experience a temporary setback but it will soon be forgotten and you will have started the development of a trait guaranteed to help you get to the top - that of being honest and straightforward with yourself. How can you be honest and straightforward with others if not to yourself? Have you ever seen a man who has worked his way to the top who was not a big man? Oh, there are a few up there who have gained their perch through influence but they will ride their wave out and will be sloshed over the top. They were not road hands to begin with. This shifting the blame goes up as well as down. The boss is blamed for not issuing clear instructions and the boss blames you for not listening or for not doing a little thinking on your own.

Worst of all though is the Highway Department employee who cusses or disparages the Department. A man who is dissatisfied with his job, his boss or his pay and who cannot get the circumstances changed to the satisfaction of all concerned will do himself and the Department a favor to quit. Do not air the family linen for all to see. If you want to vent a temporary rage toward someone, pick another member of the Department, not an outsider who would not understand anyway. I go home sometimes and pour out a grievance to my wife and before I know it she wants to tear the Highway Department to pieces. I do not mean by this that you should either brag on the Department or say nothing. Constructive criticism is the key to improvement. Just make sure your criticism is well thought out, is made to the right person and is constructive. Be ready to defend your position.

A road hand then may be behind a desk, on a drafting board, buying right-of-way or patching pot holes. To be good road hands we must pull together, be a team. We need words of encouragement and a pop on the rump with the end of the reins, as Kate and Dan received, so that we will keep the double tree level and know who is in charge. When the roots begin to pop and the stump comes out, it surely will be hard to keep from grinning.

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### "An Open Letter to the People of Arkansas"

responsible for the administration of the Highway Program; with the State Highway Commissioners, contractors, equipment and material suppliers and with the fine people of the State of Arkansas. With your continuing support, constructive criticism, and a determination to keep the "Image of Arkansas" in its proper perspective, we can and will have a highway system second to none.

To the Editor of the Arkansas Gazette:

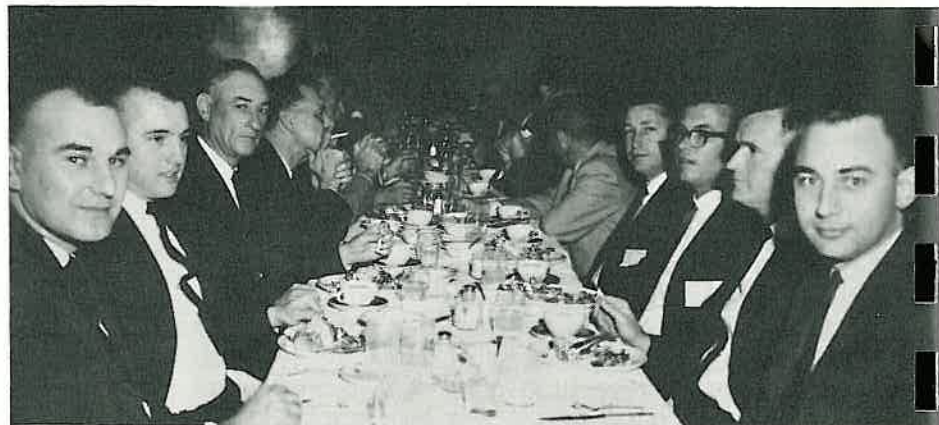
Following the publication of an article in the magazine supplement contained in your February 4 edition in reference to the national highway program and the release of an "Open Letter to the People of Arkansas" by Mr. F. R. Oliver, Director of Highways, Arkansas State Highway Department, the Little Rock Engineers Club has voted to commend the thousands of honest, dedicated and ethical engineers who are in the field today charged with the responsibility of carrying out the vitally important and complex national highway program and endorses Mr. Oliver's letter and the Arkansas State Highway Department for the efficient and businesslike administration of this program for the people of Arkansas.

LITTLE ROCK ENGINEERS CLUB  
W. William Graham, Jr.  
Secretary-Treasurer

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### HIGHWAY SHORT COURSE

At the banquet held at the Student Union on Thursday evening are, at left: Jake Clements, Jr., Wilmur Chapman, Henry Dreher, and J. R. Hamilton. At right: Joe Magness, T. D. Casey, Leon Ward, and Lawrence Fletcher.



Above, bottom picture: Jack Teasdale of County Roads; Mrs. Teasdale, Harry Wright, engineer of County Roads, and Max Hall, County Roads.

### Four Men Promoted

Four men in the office of W. C. Johnston, office engineer, were assigned new positions and responsibilities March 16 and April 1.

Hubert Holland, assistant engineer, moved over to the desk recently vacated by E. G. Hampton who retired March 31. Holland has been with the Department for 9 years. He has a civil engineering degree from the University of Arkansas and is a veteran of the Marine Corps.

R. C. (Bob) Andrews was given the position and duties of Holland. An assistant engineer, Andrews has been with the Department since 1951 and is an Army veteran. He attended the University of Arkansas for a brief period and studied engineering by correspondence.

Charles F. Wrobleski, engineering assistant, took over the duties of Andrews. He came to the Highway Department October 1960 after his release from the U. S. Air Force. He is a native of Nebraska and has a BSCE from the University of Nebraska.

W. I. Rainwater took over Wrobleski's duties. He came to the Department in 1946 but resigned in 1951 and was reemployed in 1953. He attended the University of Arkansas and Oklahoma A&M. Bill is a member of the Army Reserve with the rank of major.



Glenn H. Jackson

Conrad Kelley

# THE CIVIL ENGINEER IN HIGHWAY TRANSPORTATION

## (Part II)

by Ward Goodman  
Chief Engineer

In the design of the new Interstate Highway, it was required that there would be no crossings at grade. Such a simple requirement meant that civil engineers skilled in design had to lay out intricate and complicated interchanges - not only laying them out so they would handle the predicted traffic - but designing them in such a way that they would be the most economical and safe for the situation involved. One of the requirements of the Interstate System, as well as other systems, is that it must be a safe highway. This brings on the many problems that a few years ago were never even thought about. For example: the signing of a highway is a very complicated and exact science. There are ramps, deceleration and acceleration lanes which are all precision parts of a highway and have to be designed exactly to provide the greatest safety at the least cost.

In a program of this size there are many interests some of which are not in the public interest, and it is good that the civil engineer has a long background in honesty and integrity. When it is considered that civil engineers in highway transportation are entrusted with the expenditure of about 10 billion annually, it is of extreme importance that this record be kept. Plans and specifications must be followed - construction projects must have adequately trained personnel. Registration as a professional engineer, with strict compliance with its code of ethics takes on more importance, and rightly so. Membership in technical societies can be of tremendous help.

So far, we have concentrated, to a large extent, on the design of the Interstate. It is not sufficient for the civil engineer to confine his interest to this phase; he must be sure that construction can keep pace. Before the 1956 Act was passed, surveys were made to determine if the contracting industry had enough capacity to do the work. Material and equipment suppliers were polled to assure that there were materials and equipment available. Civil engineers in construction, and the contractors had to begin thinking and performing in bigger and better terms.

In Arkansas, prior to 1956, we had not had a million dollar highway construction contract except in the case of the Mississippi River Bridge in Memphis. Now, contracts of three to five million are not unusual. We contract in one letting now, the dollar equivalent of a year's work previously.

The construction industry has been able to keep up with their load. In so doing, however, they have had to improve their methods, devise new equipment, and expand tremendously. Formerly, few of our local Con-

tractors had civil engineers on their staff. Now, nearly all do. The civil engineer in construction has done much to devise new know-how and improve the speed and quality of construction.

In spite of the expanded program, contractors have been able to maintain compliance with specifications as usual, and at prices not much higher than before.

New materials and techniques are coming out so fast that it is difficult for the specification writers to keep up. The testing of materials has taken on a more exact and faster role. Nuclear devices are being used successfully to locate underground materials and to check compaction densities. The testing of welds by X-ray is commonplace. Pre-stressed concrete in many component parts of a highway and bridge have been made available. By composite action design, beams are regularly spanning distances that not long ago would have required major trusses. Maybe you have noticed that except for large rivers, truss bridge design and construction are about a thing of the past.

To a greater extent than ever before, the civil engineer has entered into the most unglamorous part of the highway field - Maintenance. Every highway department is upgrading its Maintenance Division personnel to improve performance. In the past an engineer has usually headed a division or a district, but now they are being used further down in the line of command. With the increased construction program, more problems in maintenance have evolved and more efficient methods are needed for maintenance. It has been the civil engineer's job to provide the solution.

Today, the item of research for the civil engineer takes on great meaning. One of the greatest research projects ever undertaken in the highway field was the recently completed Highway Test Road at Ottawa, Illinois. At the cost of over \$25 million, the state highway departments - with the cooperation of the Bureau of Public Roads - conducted a test over a period of about 3 years to determine the relative merits of highway and bridge design, based on different thicknesses and kinds of surfacing and base. Although the tests were completed about a year ago, the tabulation of the results are still being run through the electronic computers. Research has been done in the lighting of highways - in the landscaping of highways, in signing - in driver behavior - all done in an effort to build the best and finest road that will serve the most people for the least amount of money. The civil engineer has to be an expert in any and all of these fields.

There are so many duties that a civil engineer in highway transportation might have now, that the schools and colleges are finding it difficult to cover all of them in four years. The trend is to generally leave the spe-

cific duties to the individual highway departments, and to teach the students pure theory and basic sciences along with humanities. I recently attended a conference with the theme of "Increasing Engineering Productivity." On one panel, deans of seven of the leading universities in the east told of their curricula. Only one of these schools teach the usual civil engineering courses, such as surveying and drafting. Some were even eliminating courses in concrete and structural steel design. In order to keep up, even with the fine college graduates we are now obtaining, it is necessary for all highway departments to conduct training schools, from a year to two years, in order to develop trained civil engineers in all fields of highway engineering.

Thus, you see that a civil engineer, in highway transportation, is a composite technical designer and builder - a man skilled in research - a man who must have a good working knowledge of highway finance - a good public speaker, to conduct public hearings and to convince others in his thinging - he must know management side - he must be able to use and apply the principle of electronics into the use of electronic surveying, mapping, and computer equipment - he must have vision.

As of October 1, according to the Bureau of Public Roads, 11,230 miles of Interstate Highway have been completed. There are 4,755 miles under construction, to be completed within the next 18 months. It is our firm conviction that the civil engineer will be able to fulfill his responsibilities in the completion of this system by the scheduled time - 1972.



Edward H. Boyett, attorney in the Legal Division, returned to the Highway Department after an absence of two years with the Bureau of Public Roads in Washington, D. C. Boyett, a native of Perry County, had worked for the Department for four years prior to the Bureau stint. He and his family reside at 1021 No. Bryant Street, Little Rock.

## IMMUNIZATION PROGRAM

Approximately 210 employees and members of their families in the Little Rock Central Offices got the needle February 6 when inoculations to provide immunization against four diseases were given by the Arkansas State Board of Health.

The inoculations were the first in a program set up to assure protection for Highway Department employees in the event of a local or national disaster, and particularly those whose job it is to maintain emergency highway routes for transportation.

The program is at no cost to the individuals and includes:

1. Smallpox vaccination
2. Diphtheria-tetanus toxoid (adult type) every five years.
3. Typhoid-paratyphoid vaccine - a course of three inoculations followed by a booster dose every three years.
4. Polio injections for children under 15 and pregnant women.

(All other persons are urged to obtain polio immunization from their local physician.)

The program is not limited to the Central Office employees. The State Board of Health will administer the program through their 68 local health units (generally one per county). All division heads and district engineers are directed to insure that all employees under their supervision have the opportunity to participate in the program. It is recommended that local supervisors make arrangements with the local unit to provide the service to their employees.

If an employee prefers to have his personal physician administer the shots at his own expense he may follow the above program. However, a record card such as the one provided by the Board of Health program should be preserved as part of the individual's permanent health file.

## ADMINISTRATIVE CIRCULAR NO. 62-8

The Highway Commission passed Minute Order 4453 effective December 31, 1961, amending our present leave policy to permit an employee to carry forward from one calendar year to the next calendar year unused vacation leave not to exceed five (5) days. The maximum number of vacation days allowable in any calendar year is fifteen (15) days. Any vacation leave taken in excess of ten (10) days shall have the approval of the Director of Highways.

We believe this amended policy will be of benefit to all of our employees. It will permit an employee to better plan his vacation during the year. Also it should permit the supervisors and the employees to schedule vacations to the benefit of both the employee and the Highway Department.

Questions concerning leave records, etc., should be directed to the Personnel Office.



## TWO MEN JOIN INTERNAL AUDIT SECTION



Pryor

Cruce

Billy P. Pryor and A. G. Cruce are two new auditors in the Highway Department.

Pryor, 26, who started working February 19, is a native of Kensett, Ark. He attended schools there and took a BA degree at Ouachita College, Arkadelphia, and an MBA at the University of Arkansas. A veteran of the Army, he is married and resides in Hot Springs.

Cruce began working April 1. He is a native of Warren, Ark., where he attended schools. He further studied while serving as Petty Officer 3rd class in the Navy. Cruce is married and resides at 709 Wolfe Street.

## MILTON S. SMITH, III, TRANSFERRED TO LITTLE ROCK

Effective February 1, 1962, Milton S. Smith, III, assumed the duties and responsibilities of assistant construction engineer with headquarters in Little Rock.

Smith, a registered professional engineer, is a 1951 graduate civil engineer from the University of Arkansas. He worked for the Department during the summers while attending college and has been continuously employed by the Construction Division since February 1954. He attained the rank of First Lieutenant while serving with the Armed Forces in the three year period from September 1951 to September 1953. Sam, as he is known to his friends, has been a resident engineer with the Department since 1956. His projects have been some of the most complicated and important that we ever built.

Mr. and Mrs. Smith moved to Little Rock from Forrest City after his new assignment.

## Newspaper Article Commends Highway Department

South Arkansas is not geared to cope with sub-zero temperatures of the recent period, and this is particularly true of the highway department. In our area there is no consistent need of such machines as snow plows which are common properties in northern states.

Arkansas' highway department, as we judge it solely from the performance of sub-divisions in our area, performed excellently under the above conditions.

Tourists bound over the highway to Hot Springs on January 10 and 11, the two most treacherous travel days, found friction for tires on a 2-foot scraped expanse at each edge of the asphalt roadbed where state machines were at work. On the slippery hills and curves sand or other solid substances made traction easier to find and bridge surfaces were treated to prevent as much ice as would be expected-

On highways serving thru cities the state crews lent a hand in opening safe passageways.

The highway department can be well commended for performing notably to keep transportation moving under the severe handicaps of an unusually cold spell.

--The Nashville News

## Don L. Kemp Completes I.C.S. Engineers Course



Shown here is Don Luther Kemp, senior instrumentman in District 9, who recently completed the Highway Engineering course of the International Correspondence School. Kemp went through the course in three years in addition to his other duties. A native of Fayetteville, he completed high school in 1954 and came to work for the Department in the capacities of rodman and inspector until December 1956 when he left to accept a position with a Fayetteville consulting engineering firm as chief of surveys. He was with the firm until his re-employment at the Fayetteville residency on March 1, 1961. Kemp, his wife, and two young sons reside in Fayetteville where he is a commissioned officer in the Arkansas National Guards.

# Thank You, Mr. Parkin



Harry Parkin

Harry W. Parkin, chairman of the Highway Commission, resigned from his post on March 28, in a letter to Governor Orval Faubus.

The resignation came about after the Arkansas State Supreme Court ruled him ineligible to serve in this capacity while his firm held printing contracts, obtained by public competitive bidding, to furnish printing and stationery to the state government.

Mr. Parkin was asked by Mr. Faubus to serve as Highway Commissioner, an office he assumed on January 14, 1957. Since that date the Highway Commission improved a total of 2290 miles of highways classified as follows: Interstate, 183; Primary, 765 miles; Secondary, 1297; Urban, 45 miles. The work contracted for the highways amounted to a little over \$217 million. Work programmed consisted of 591 projects valued at \$171 million. This figure does not include the Interstate Program and betterment projects.

Expressing his appreciation for the fine work and the services rendered by the professional staff of the Highway Department, Mr. Parkin particularly named, among others, Mr. Oliver, Mr. Goodman, R. B. Winfrey. He further stated that while other highway departments in other states have been criticized by the Special Congressional Committee, studying highway expenditures involving federal funds, there has been no criticism nor charge of improper conduct made against our professional staff. This, he said, "is indeed a credit to Arkansas, to the members of the Commission, and to the Highway Department employees and it is a record of which we can all be justly proud."

Mr. Parkin spoke kindly toward his fellow commissioners, past and present, saying that he had at all times found these men to be dedicated public servants who always kept uppermost in their minds the ideals and purpose of the Mack-Blackwell Amendment to our Constitution, and that it had been a pleasure to work with them.

We, of the Arkansas Highway Department, can state that Mr. Parkin's business acumen and spirit of cooperation have been a great asset to the Department. However, our thoughts can best be summed up by our Director's expressive words:

"I know that all of you join me in expressing our regret that a decision of the Arkansas Supreme Court made it necessary for Mr. Harry Parkin to resign his post as Chairman of the State Highway Commission.

"Mr. Parkin brought to the Commission and the Department the highest type of leadership, integrity, and sound business judgment, coupled with friendship and interest in the welfare of every Department employee.

"All we can say in appreciation is 'Thank you, Mr. Parkin'."

## NEW HIGHWAY MOVIE

Members of the Little Rock press and other news agencies were guests March 28 in the Commission Room for a 'sneak' preview of the new Highway film, "Routes of Progress and Beauty," made by Staff Photographer Johnnie Gray.

It was a pleasant 29 minutes' viewing as the audience followed the vacationing family of "Gene, Gail and Amy" on their travels through Arkansas.

The film should promote a favorable image of Arkansas with its scenic highways, mountain greenery, and all the wonderful products plus the various activities, such as the crossbow tournament at Huntsville. This event is heralded with the blowing of trumpets draped with satin banners and is held atop Governor's Mountain with all the pageantry of the sixth century and the King Arthur days. Another trip of interest was to Eureka Springs, an arty little town, unique for its geometric design of streets. The folk and art festival held there each year draws throngs of people from all over the country.

Johnnie's film was not without important highway scenes. The Helena Bridge opening and dedication, construction of Interstate highways in eastern Arkansas, the El Dorado Bypass and many other phases of highway work were shown. His "twist" strip of film was way out. This sequence was filmed at the Turrell-Twist, Ark. crossover at Interstate 55 and Highway 61. It was filmed at 8 frames per second which gave the illusion of traveling at a terrific speed over the highways.

Other highlights included the Civil War Centennial Ball at the Old State House, at which the Honorable Neill Bohlinger, Arkansas Supreme Court Judge, handsome and bemedaled, waltzed with Betty Grimes of the

Legal Division. Shown also in this sequence was County Judge Arch Campbell, resplendent in his costume of PURPLE.

Johnnie was piloted during the film-making by Cliff Plegge and Raymond Black.

## "CHLOE"

The Committee on Highway Transport of the American Association of State Highway Officials has requested the Bureau of Public Roads to measure the surface condition of pavements which the States have determined must be resurfaced.

The tests are being conducted in 34 states and will cover five sections of highway pavements on Primary and Secondary routes in each state which are scheduled for resurfacing at an early date. The Bureau set up three special road design research teams to make the ratings, one to cover the eastern states, another the central, and the third the western. Each team is headed by a BPR junior engineer, assisted by a technician who has been trained in this work on the AASHO Road Test in Illinois.

Several months ago the state highway departments were asked to submit state highway system maps on which they had marked road surface retirement projects coming up in the next few months. From these maps the 150 rating projects were finally selected for measuring the surface condition of pavements slated for replacement.

Each team will use a longitudinal profilometer, an electronic device developed at the Road Test site in Illinois, to clock the roadways for roughness, cracks, and worn spots. This machine has been christened "CHLOE" after its inventors: *Carey, Huckins, Leathers*, and *Other Engineers*. Profilometers are devices for measuring the profile of a pavement. CHLOE is, however, a special kind of profilometer being designed to detect electronically any rise and fall in pavement surface. It is mounted on a special single-axle trailer and towed by a station wagon or panel truck at the end of a 20-foot truss beam over the sections to be rated at a 5-mile-per-hour speed. Two small tandem wheels roll along the pavement surface and detect the slope every 6 inches. The data are transmitted electronically from the profilometer through a cable to 3 recording panels within the towing vehicle. At the end of each run the slope variance of this section pavement surface is calculated from these data.

The data obtained by the profilometer, together with information on patching, cracking, and rut depth on each section, are forwarded to the AASHO Road Test engineers for analysis. Their analyses will provide the terminal serviceability rating of typical pavements at the time of placement.

This terminal serviceability rating of typical pavements is to be used for three purposes:

- a. By the states in their appraisal of the capability of their state highway systems using the AASHO Road Test equations. (The Executive Committee of AASHO has requested the BPR to coordinate these state reports on pavement capability to assure uniformity of techniques and comparability of findings.)
  - b. By the BPR in the completion of the Incremental Cost Study. And,
  - c. By the BPR in developing the Vehicle Size and Weight Recommendation requested by the Congress.
- Five sections of state highway road surface were scheduled in Arkansas:

US No. 71 between Ashdown and Wilton  
SH No. 27 between Mineral Springs and Nashville  
SH No. 7 between Caddo Valley and Bismarck  
SH No. 7 between Bismarck and Hot Springs  
US No. 64 between Russellville and the Johnson County Line.

In each of these sections, 500 foot test segments were chained out at 50 foot intervals, with at least one test segment being located in each mile of the section. The machine, CHLOE, then analyzed each of these chained out segments after which the BPR men heading the field team, made a visual inspection and observation of the same segment.

Those on the field team making the rating surveys in Arkansas were: John Huff, Washington; Levenson, Illinois; and Tom Wilhite, Little Rock, all with BPR; Harold Woolsey, Jim Smith, Bill Smith, Claude Roberson, Bill Nelson, and Lee A. Gibbons, Arkansas Highway Department.

From the long-range standpoint, the CHLOE profilometer may well become a valuable device for the states to use in a continuous survey for determining and recording changes in pavement and serviceability and in programming the necessary remedial measures. Its use may well be fitted to the application of road life data in the planning function.

## Obituaries

*Floyd Harold Norton, 24, died March 11, in an automobile accident one mile south of Paragould. A mower operator, Mr. Norton had worked for the Department for four years in the Maintenance Division of District 10. He was a native of Jonesboro.*

*John Dees Murray, senior inspector in District 10, died of a heart attack January 30. A native of Baltzer, Miss., Mr. Murray had lived many years in the Pine Bluff area. He received his 15-year service awards from the Highway Department in 1960.*

*B. B. Owens, a 40-year employee in District 5 until his retirement 8 years ago, died at his home last month. Mr. Owens was foreman in Independence County.*

# News and News Makers

Toastmasters International President Visits Little Rock



Deputy Director and Chief Engineer Ward Goodman is pictured with Herman E. Hoche, president of Toastmasters International, who was featured speaker on March 9 at the Little Rock Rotary Club of which Mr. Goodman is a member. Discussing with Mr. Hoche the importance of a person's being able to express his thoughts with ease to groups as well as in ordinary conversation, Mr. Goodman, past president of Hi-Noon Toastmasters Club, stressed his belief that engineers, especially young ones, should be encouraged to participate in organizations such as Toastmasters, which will aid them in developing an ability to explain technical problems in language which the layman can understand.



Mamie Fanning of the Blue Print Room received her 10-year service awards back in January so the event called for a celebration. Mamie cuts the cake to accompany the coffee served at the small party given by her co-workers.

## FIVE RECEIVE AWARDS IN JANUARY

The Highway Commission members, Director Oliver, and Chief Engineer Ward Goodman presented service awards to five employees with a total of 145 years' service on January 31. At the same meeting, four young engineers who had completed the Engineer-In-Training Program, were presented 'graduation' diplomas.

The five who received diplomas were such 'old' hands as: A. G. Rives, assistant engineer of Surveys Division, 35 years; James F. Hamilton, District 1 maintenance superintendent, 30 years; Charles E. Hooker, Sr., Surveys assistant, 30 years; Joseph J. Schamer, assistant division head of Accounting; and James A. Farley, assistant district maintenance superintendent at Springdale, 25 years. The engineers were: M. B. Gentry, who chose to work in Monticello with the Construction Division; Eugene Belknap, District 1 Construction Division; now on military leave; John A. Sage, Bridge Design; and Thomas Bond, Materials and Tests, who has since resigned.

Mr. Goodman acted as master of ceremonies for the service awards, giving a brief sketch on each recipient. Mr. Oliver presented the diplomas to the engineers. A large audience, which included wives and other members of the families of those being honored, were on hand for the presentations.



Front Row: A. G. Rives, Charlie Hooker, Joe Schamer, James A. Farley and James F. Hamilton. In back are the commissioners, Mr. Oliver and Mr. Goodman.



M. B. Gentry, Thomas Bonds, Eugene Belknap and John Sage

## MORE SERVICE AWARDS



The Ward Goodmans, Goodloe, Mrs. Hampton and Mr. Oliver

### Goodloe Hampton Retires

Goodloe Hampton, assistant head of the Office Engineer's Division, was feted along with Mrs. Hampton, at a luncheon at Hank's Dog House on February 27, the day before his 13-year association with the Highway Department ended by retirement.

Ward Goodman acted as master of ceremonies at the large gathering, and in his speech he praised Goodloe for his loyalty and engineering ability, and in behalf of the Department, he expressed regrets over his leaving.

W. C. Johnston, office engineer, presented Goodloe and Mrs. Hampton with gifts and Bill Rainwater presented him a scrapbook filled with letters of appreciation and best wishes. Mr. Oliver spoke at the close of the luncheon.

A public meeting was held March 22 in Helena to hear findings and recommendations of the Helena-West Helena Highway Network Study. The talk was prepared and presented by Jim Barnett of our Traffic Engineering Section. Mr. Oliver, Ward Goodman, J. R. Henderson and Dan Watt (Bureau of Public Roads) flew down to Helena that afternoon to attend.



A. G. Rives and Charlie Hooker cutting their cake commemorating 35 and 30 years of service. They received the awards in January.



Raif Smith and Jim Meredith

Martha and Jim

Raif M. Smith presented Jim Meredith with his 10-year service awards in the Procurement Office February 16 "for his loyal service to the Department."

Immediately following the presentation, the Procurement Office personnel gave a party for Jim, commemorating the event. Martha Meredith, Jim's spouse, was on hand for the event, as were the employees of the fourth floor General Services Division, and other officials of the Department. Coffee, cookies and nuts were served.

Congrats, Jim, from all of us.



Pete Daggett looks mighty pleased here after receiving his 20-year service awards from Ward Goodman. Pete received the awards in February. (See Chief Engineer's Office news, Page 18.)

# AROUND THE DEPARTMENTS

## DIRECTOR'S OFFICE

Marie Blankenship

Director Oliver and Counselor Dan C. Stephens returned March 27 from Washington, D. C. where they were on business for the Highway Department for several days.

Dot Switzer moved from #2 Pleasant to #8 Westbrook Circle, which is just a little further out West Markham Street where she previously lived.

(Editor's Note: Please note the new last name of our reporter. Marie, formerly Rossing, and W. C. "Bill" Blankenship were married in the chambers of their good friend County Judge Arch Campbell on February 21, with members of their families and close friends attending. Mr. Blankenship is engineer of sanitation with the Pulaski County Health Department, a job he has held for 22 years. They are residing at 1700 Schaer Street in North Little Rock. We extend our very best wishes to the Blankenships.

## DATA PROCESSING CENTER

Carolyn Reddin

Tony Yandell resigned March 20 to accept a position with an insurance firm. We regretted seeing Tony leave but wish him much success in his new work.

Frances Richardson bought a new home in March and hopes to move into it in the near future.

Erma and Robert Jetton enjoyed a day at the races one Saturday in March.

Theron and Peggy Price and some friends took in the Grand Old Opry in Nashville recently. They reported a wonderful time.

Gladys and Fred Plunkett spent the week end of March 17 at their cottage in Hot Springs.

## FREEWAY

Pat Mayhan

We have several new faces around the Freeway Office. From Ralph Jones's residency there are T. E. Godwin, H. Y. Griffin, and W. F. Finefield. We have several transfers also. Jim Frazier transferred from Ralph's office to become a resident engineer in District 2. Lin Holland from H. Perkins's office to Ralph's office. Charles Webb (PeeWee) transferred to Hope and he was delighted since it is his home town. Bill Meacham transferred to the office of Chief Engineer Ward Goodman. We are glad to have Janie Longing back with us. Janie, who is Bob Crafton's field clerk, moved to Nebraska for a few months.

The stork paid a visit to the Richard Maddens and presented them with a baby

girl, born on Valentines Day.

Al Mathis, a new employee in Mr. Perkins's office, bought a 1962 Corvair Monza, and now he's trading it for a Monza Spyder convertible. Jim Stocks also bought a new Monza that has red leather interior, spoke wheels, floor board shift, and all the other extras.

We were indeed sorry to hear about Louis Robinson losing his 8-day-old son, and T. G. Orton, Jr. losing his grandmother.

## GEYER SPRINGS FIELD OFFICE

Ronnie Smith

Ralph J. Burcham spent two weeks' vacation visiting friends in Colorado Springs, Colo. in December. He tried snow skiing while there, but his wife stated that he was down more than he was up.

Joe James is a new employee. He came to work January 1.

Assistant Resident Engineer Derwood Conway Ashcraft purchased a new home on Chicot Road.



Evelyn Schamer inspects husband Joe's 25-year service pin, presented January 31 at the Commission Meeting. A party was given for Joe in the Accounting Division to commemorate the event.

## BUILDINGS AND GROUNDS

Hazel McKim

Joe Hohnback, night supervisor of Buildings and Grounds, has a new Valiant and it's sure pretty.

Thomas E. Smith resigned to accept a day job and more money. We wish him luck.

Leona Williams had surgery and contracted pneumonia and was off work for quite some time but has returned...Eroda Quiller returned to work after having surgery; and Ann Tully was out a long time due to illness and being hospitalized for three weeks with a back injury.

## EQUIPMENT

Doris Healy

Four familiar faces that are missed by all of us at Jacksonville due to their retirement are as follows: Cecil Elliott, who was employed 23 years; Carl Hosack, 27 years; Frank Fleming, 27 years; and J. T. "Red" Shaw, who was with the Department 39 years. Red was presented a special certificate for services by Director Oliver at the March 7 Commission Meeting. Many of his friends were present as were members of his family. Our very best wishes go with all of them for good health and much happiness.

Service awards were presented recently to: Maurice Head and J. L. Barnes, 5 years; and W. E. Ripberger, 10 years.

We welcome Lee Ferguson, who replaced Leon Cross in the Central Shop Division. C. Don Hayes, our boss, attended the Highway Short Course at Fayetteville March 1-2.

We are glad to hear that Mrs. Clyde Holmes is feeling better after her operation...Frank Boyett, our mailman, was off for quite a while due to illness.

This reporter and husband are very thrilled over their first home. It is located on Vine Street in Jacksonville...

The Equipment Office had a small party for Mr. Hayes on his "40th" birthday. We had two visitors: Jim Meredith and Frank Caple from the Procurement Office in Little Rock.

This reporter's husband and uncle went to Lake Ouachita on a fishing trip and returned with 4 crappie; one weighed 2 pounds, 9 ounces; and 3 weighed 1½ pounds, and a catfish which weighed about 4 pounds. Other reports are that the fish are biting pretty good.

Since we haven't had a magazine, we've been unable to announce that Sally and Eddie Crook had a fine, bouncing baby boy last December 2.

Jackie Hollingsworth celebrated her birthday on January 31 and thoughtfully brought a cake for each office. They were delicious.

## PERSONNEL OFFICE

M. A.

As you readers probably know, the Magazine Unit had to suspend operation for a couple of months due to the conflict of printing contracts. In view of that, we were unable to put out February and March issues. Perhaps we're being premature in preparing this one for printing but we're giving it the old college try. And, incidentally, the news sent from some offices and districts before we knew about the suspension, is included in this issue except those items we felt were inappropriate because of the time element.

Robbie Ingle, vari-typist and the other half of the magazine staff, returned to work

after a four-months' maternity leave. She's keeping us up-to-date on the activities and latest accomplishments of her young son, Randall Clark, born January 8 at Baptist Hospital. Randy, who weighed 6 pounds, 1½ ounces at birth, now weighs close to 12 pounds and he is a real little doll. Not only that, but he's very good and sleeps a lot. Proud Papa, Herston, has been beaming ever since Randy's arrival.

Billie Ruth Hatcher, who did such a fine job filling in for Robbie during her absence, is enjoying staying at home with her two-year-old son Tommy. We all missed Billie when she left us. We appreciate her lending a hand.

We have a new fellow in our office: Hugh Paul Wroten of Perryville, who came to work February 19. Paul received his bachelor's degree in business administration in January from Arkansas Tech at Russellville. He was discharged from the Navy in 1955 after serving over three years, during which time he gained experience in personnel office work. It's nice to have Paul with us.

Jane Greenlee and her children recently drove up to northern Kansas to see husband and father, Gerald, who has been working there. Jane said they thoroughly enjoyed the trip and the highways were beautiful.

Many birthdays were celebrated since our last magazine: Birdie Wright, January 13; Jim Zinn, January 31; Sibble Cox, February 6; Jim Higgins, February 26; Shirley Bain, March 32; Marty Adams, April 3; Hoyt Thomas, April 15; and Paul Wroten, April 16.

Since Jim Zinn reach the compulsory retirement on his birthday it was hard for us to feel much enthusiasm over any birthday celebration. However, we gave him a farewell-birthday party, and it seems that most of the Central Office employees showed up to shake his hand and say goodbye. We presented him with a gift and refreshments were served. Guests included Jim's wife Grace, Director Oliver, Ward Goodman, Dan Stephens, and Highway Commissioners Harry W. Parkin and Truman Baker. We miss Jim and wish him good luck and much happiness for the future.



Below, Jim Zinn shows Director Oliver his overnight traveling bag, a gift from Personnel. At right he talks with Truman Baker, Harry Parkin, Dan Stephens, and R. B. Winfrey.



Dale Davison, Personnel officer and Jim Higgins, assistant Personnel officer, were in Fayetteville in February interviewing prospective engineers for the Department.

Sibble Cox received her 5-year service awards during the party held for Jim Zinn on January 31.

Hoyt Thomas told us that he and wife Linda are going to have an addition to the family "heir" long.

## PLANNING AND RESEARCH

Bonnie Thomas

Sure and it 'twas a great day on St. Patrick's Day, March 17, for the Bill Coopers (Dorothy) when they welcomed a wee laddie, Robert Craig, weighing 8 pounds, 4 ounces.

Good luck to Ken Graves of the Road Life, Road Inventory Section, who resigned to work elsewhere.

Ruth Cantley spent the week end of March 24 in Waco and Dallas, Texas. She said she had a very nice time.

Service awards were awarded in March to: Bill Smith, 5 years; Mayo White, 10 years; and Neal Morehead, 5 years.

Most of the girls in the division had lunch with Bea Davis last month at Hotel Sam Peck. We all enjoyed the get-together and seeing Bea again.

Several employees have been in and out of the hospital during the past few weeks. Billy Whiteside had surgery but is back at work and doing very well...Mayo White's wife, Sybil, has been recovering from an operation...Cecil Rider entered the hospital March 26 for surgery. Jane Huff was off from work for a few days with flu and a cold.

New car owners are Leroy Beckett, a new blue Chevrolet; Jane Huff and her husband, a new Chevrolet; and Bill and Peggy Smith a new Chrysler...

Florence Routh started to work January 8 in the Traffic Section. Florence is originally from Augusta, Ark., but now lives in Little Rock with her husband and two small boys.

Ed Jeter of the Traffic Section received his B. S. degree from the University of Arkansas January 27.

Ed Johnson and Asa McCord attended the Bureau of Public Roads Traffic Counting Equipment Conference in Ft. Worth, Tex., February 5 and 6.

The Research Section is now a reality. It was authorized over a year ago and is now an operating unit under the direction of Robbie Parker. Space for the office was obtained when the Traffic Services office moved to a building on West Capitol.

## RIGHT OF WAY

Ann Sniff

The Right of Way girls have twice recently enjoyed Mexican food at Island X Restaurant. No celebration - just hungry.

Right of Way lost the Appraisal Section in January when they moved to 921 West Capitol Avenue. Along with the move the personnel in the section increased by two new appraisers: E. P. Scruggs and C. A. Snyder, and decreased by one when Sam Stokes resigned on February 28.

The Engineering Section gave a farewell party for Sidney Gates the afternoon of February 28, the day he left us. We were sorry to see him leave. Herman Schmidt, Robert Huchingson, and Shirley Childress all started working on January 8 in the Engineering Section; Tom Hogg and Leroy Elledge began on February 1; and Jack Hamilton on March 1. Carl Foster joined the Acquisition Section February 16.

The Jim Bartletts drove to Ft. Smith and points in Oklahoma for a visit with 85-year-old grandmother and a great-aunt who is 92 years young.

The B. A. Van Pattens have moved from Jacksonville to Little Rock and are now residing in Kingwood Addition, 101 Jewel Road.

Nancy Sipe was proud to attend the installation service of the Beta Club of Southwest Junior High School in which her daughter, Sandra, was selected to become a member. Afterwards, Nancy attended a tea for all parents of the new members

Several of us have made trips to Hot Springs for "You-know-what," but then we won't mention that.

Terry Griffin, son of Retha Griffin, was recently accepted in the Navy League, Sea Cadet Program, which is for youths between the ages of 14 and 17½. Terry was also initiated into the DeMolay three weeks ago.

## DISTRICT 2

### Ouida Grimes

The following men received service awards in March: Chennault Denemn, Monroe E. House, James W. Judkins, and Calvin L. Rawls, for 10 years; and Pink May, 5 years. Thomas Conner and Willard A. Cooper received 10-year awards in January.

Get-Well Wishes to: Joe Houseman and Mrs. Haley Hester, who were hospitalized in Jefferson Hospital; to Will S. Rabb and Roy Akin of Monticello, who are recuperating from heart attacks; and to Mary Joan Lunsford, 6-year-old daughter of The Tommie Lunsford of Rison. A tree fell on Mary Joan, fracturing some bones, but she is out of the hospital and learning to use her crutches.

Erma Ruth Green would enjoy get-well cards from anyone that would like to send them. Her address is P. O. Box 382, Rison, Arkansas. Erma Ruth, 9, is the daughter of Mr. and Mrs. Virgil Green and she hasn't been to school since November 20, 1961, as she is suffering from rheumatic fever.



Erma Ruth Green

New arrivals that haven't been announced in the magazine are: Susan Jane daughter of the Richard Wallers of McGehee, who was born December 29 at St. Mary's Hospital in Dermott, weighing 7 pounds, 8 ounces; Carole Denice, daughter of Mr. and Mrs. Billy Jones of Monticello. She arrived December 30 at Drew Memorial Hospital, and weighed 5 pounds, 9 ounces.

Roosevelt Williams is sporting a new Volkswagen. James "Red" Goins has a new black Chevy 88 station wagon.

John Hughes, area foreman in Desha County, had some excitement on the last day of the last deer season. He killed a large 8-point buck with a 22-3/4 inch spread. We don't think he's back to normal yet. (See pic.) ◻

Jack Doss, son of the Barney Dosses of Pine Bluff, graduated magna cum laude from Arkansas A&M at Monticello last January. Jack received the Alpha Chi scholarship award, the highest scholastic award given at the College. He is teaching social studies at the present time, but his future plans are to continue his education.

Keith and Kelvin Wilson, sons of the Woodrow K. Wilsons, were also in the graduating class at Monticello. Kelvin left immediately for Fayetteville where he will teach in the schools there. Keith entered the University of Arkansas to work on his masters degree, and his wife, Ruth Ann, will be a junior in the University.

The J. L. "Blondy" Goins were left off the list of special guests at our Christmas and Retirement party in the last issue. We couldn't have a party without Blondy and Peggy. She always brings the most delicious cake and works the whole time helping out.

## DISTRICT 3

### Olive Jackson

Those attending the Highway Short Course at Fayetteville were: J. E. Lowder, district engineer; A. M. Clark, maintenance superintendent; and R. V. Wilkison, resident engineer. They were accompanied by R. H. Davis of Stamps.

Service awards were presented in January, February, and March to the following: Thomas Earl Hampton, 5 years, in January; Loyd Haynie and Sidney Alfred Flowers, Sr., 20 years; Hoyitt C. Archer, 15 years; and George L. Ponder, 10 years.

Carlisle Crews of De Queen and Ernest Pender of Ashdown, both of whom retired recently, are recuperating at their homes after being ill and hospitalized at De Queen and Texarkana.

We welcome new employee Lester Huckabee who recently came to work in our district.

On February 16 the office personnel celebrated J. E. Lowder's birthday cake and coffee. The beautiful and delicious coconut cake was made by Georgia Whittemore and decorated by Iva McKinnie. Ethel Lowder was present for the occasion.

Visitors in our district the week of March 6 were Auditors R. B. Keene, B. Cruce, and Billy Pryor. Back in January Legislative Auditors C. A. Curry and Mr. Warren of Little Rock, and Ed Orsini of



John Hughes with his Prize deer

the Little Rock Audit of the Highway Department, called on our office.

Russell Winton, who had surgery last month in De Queen is now back at work. Charley Carter had surgery sometime ago in Wadley Hospital, Texarkana, and Gilbert Honea had surgery at Hope Memorial Hospital but they are both fine and at work.

Betty and Bill Clark of Arkadelphia had a new addition to their family back on December 30, when Lisa Renee Clark made her arrival. Lisa's paternal grandparents are Ardell and Nellie Clark. And Brooks and Betty Sue Lee welcomed the arrival of a boy, Jerry Wayne, in December.

Patricia Ann Littlefield, secretary to J. W. Robinson, resigned to join her husband with the U. S. Air Force in Spain.

J. E. Lowder attended the ribbon-cutting ceremonies on U. S. Highway 8 and 59 in Miller County in February. He also attended the Highway Appreciation luncheon at Hotel Brim in Texarkana which was given by the Chamber of Commerce.

Joel Craig had the misfortune of breaking his right arm in two places in February. Joel was trying to get his truck out of loose soil on the highway shoulder. In doing so, his arm was caught in the steering wheel while it was spinning.

## DISTRICT 5

### Carl Davis

Service awards for February were presented to Leo Wright for 15 years, and Epps Price for 5 years. Billy F. Hinkle received a 10-year award in January.

Mr. and Mrs. A. L. Moser returned from El Paso, Texas March 10 where they spent the winter with their son and family. A. L. "Runt" visited the offices most of two days telling us about his nice trip and visit. (Runt came to visit us in the Magazine Unit and we thoroughly enjoyed having him. Ed.)

Mrs. Burt Mathis was in the clinic hospital but is improving... Thurlo Owen, Cleburne County, underwent surgery the North Arkansas Clinic in the month of February. He has returned to his home.



Buck Qualls who has been ill for quite some time is in St. Vincent's Hospital in Little Rock.

George C. Cavaness, District 5 engineer, received his 10-year service pen at a surprise party on February 13. We had as guests: Director Oliver; Chief Engineer Ward Goodman; R. B. Winfrey, C. A. Shumaker, and Highway Commissioner Truman Baker among the guests at the party. Also, Jimmy Brannan, Ralph Wyatt, John Crouse, John Ed Smith, and Bob Benz, all resident engineers in District 5, were present along with a number of their employees. Ruby Masner, fuel clerk and Sally McMillan, clerk, baked the delicious cakes. Mary Lee McCown, payroll clerk and Lorene Pickens, stock clerk, helped in the other details. Coffee and cold drinks were served with the cakes from a long, beautifully decorated table. We all offer our congratulations to George.

The Virgil Taylors have a new grandson, born February 6 to their son and daughter-in-law...Mr. and Mrs. C. S. Mitchell are parents of a new daughter, Linda Faye, who arrived January 26...Mr. and Mrs. Charlie Yates welcomed Charles Timothy Yates on January 28.

**THOUGHT FOR THE MONTH:** Some people are grease on the axle of progress... others are grit. Are you grease or grit?

## DISTRICT 6

Pat Venable

Lina Mae Harris is a new employee in Ralph Burcham's office. Lina Mae has previously worked for the Department.

Service awards were awarded to I. H. Nute, Joe Brunetti, and Vernon Jack McMahan for 5 years service; to C. B. Rascio for 10 years; and Milburn Holiman for 15 years.

Jackie Hollingshead of Ralph's office has acquired a new nickname: "Baby Doll." Everyone who knows Jack is anxious to know the why and how of it.

During inventory the guys in the stockroom found this to be amusing: a huge 750 pound V-8 engine has a parts number, 261; while a half-ounce 2-cent gasket has a number thusly: ZY4LN22-403E. How come?

Bill Oliver has gone on a diet and the office staff had to go along with him but we no longer enjoy those donuts and rolls that we bragged about so much when Bill first joined us.

Mrs. Bill Oliver has been confined to the hospital. We're very happy that she is now at home and feeling better...George Ingle also spent a few days in the new North Little Rock hospital. Seems the hospital and the food were just what George needed to recover and we guess the red-haired nurses helped some, also. We received word that O. G. Diffe entered the hospital the middle of March, and

perhaps by the time this is printed he will be out and completely well.

This reporter will acquire a new title on May 5, other than Payroll Clerk for District 6: House and Husband Keeper for Robert Kissire.

## DISTRICT 7

Burnham and Campbell

Service awards for March were presented to Arnold E. Gill and Basil L. Ryan for 10 years; and a 5-year award to Dallas S. Smith, Sula Burnham and G. E. Nunnally received 20-year awards in January.

Those attending the Highway Short Course at Fayetteville were: Mr. and Mrs. W. E. Hicks, G. E. Nunnally, J. C. Webb, and C. L. Baucum.

Highway Commissioner Glenn Wallace from Nashville, Union County Judge Dewey Tarver, and District Engineer W. E. Hicks, inspected county roads in Union County last February for the purpose of adding a section of road in the county to the State Highway System.

Linda Trosclair, clerk for B. L. Ryan in Calion, spent a day in our office working on reports during March. We hope she comes again soon.

The J. C. Webbs are proud grandparents of a son born to their daughter and son-in-law in Prescott. The Webbs purchased a home, making more room for visits from their grandchildren. And the Harold Moores have added on to their home at Stephens.

Charles Rampley returned to the Highway Department recently, to work under J. C. Webb, and we're glad to have him back with us.

Dan Carrier is taking a 6-months' leave of absence in order to fulfill his military obligations.

E. C. Kitchens reports that G. C. Hunter's father is much improved since his operation.

Virginia Hicks, daughter of Mr. and Mrs. W. E. Hicks, returned to Tulsa after having surgery in the Camden Hospital a couple of months ago. Judy, another daughter, spent spring vacation from the University of Arkansas, at home with parents.

We congratulate Mr. Prince on the wonderful job he did supervising the work on Washington Street in Camden. We heard more compliments from the people of Camden on this project, than any other work around our city in a long time. We are enjoying the smooth-riding surface ourselves.

We had visits from the following from Little Rock last month: Ed Orsini, Bill Pryor, Mr. Cruse, Carl Morris, and Tom Dixon. Hurry back to Camden, fellas; the coffee pot is always brewing and once you get a taste of the Ouachita River water, you always come back for more.

Our best wishes go to Jep Booth and



A District 7 maintenance crew constructs a paved gutter leading to a drop inlet to eliminate silting over the inlet at the intersection of Highway 82 and the El Dorado bypass. Hal Woodson, foreman, is standing at left.

Bill Lansdale in their retirement March 31. We enjoyed 31 wonderful years working with Bill and 20 years with Jep. You both must stop by and see us often, that is if you can stay off the creek banks long enough. If not, invite us to the creek for a big fish fry. We have Lonnie Lansdale as Bill's replacement as area foreman in Dallas County.

Employees from construction attending the Inspectors' School in Little Rock last January were: J. C. Webb, C. L. Baucum, B. L. Ryan, all resident engineers; and Dallas Smith, Larry Hollis, J. D. Rowland, D. L. Beard, and Dawsie Smith.

We were sorry about Daniel Benson's misfortune last January 22. While Daniel and Mrs. Benson were at work and their 5-year-old son was at home with a baby sitter, their home caught fire, completely destroying it and all furnishings. The sitter and their son barely had time to escape without burns. It was thought the fire was caused by a leak in a butane gas line causing an explosion when a door was opened from a room where a fireplace was burning.

George Osburn moved into his new area building in Arkadelphia January 15.

H. C. Steadman and family took a trip to Jacksonville, Florida some time ago and reported it was just wonderful.

## DISTRICT 9

Hulsey and Morton

The Hugh Bells are the parents of a new daughter, Karen Jeanette, who arrived weighing 7 pounds, 11 ounces.

Employees who recently received service awards are: Raymond Holland, John Parker, and Roy Tilley, 15 years; Othello "Mike" Murray, Harley Thomason, and Irie Lee, 10 years; and Gary Keeter, 5 years.

John Crouse, resident engineer, transferred to our district last month. John set up his residency in Yellville and is assisted

by Don Rand, James R. Henderson, and Ruth Anne Sewell. We're glad to have John with us.

Bill Hawkins fought the flu bug for a few days but is back on the job looking 'fit' as ever.

The district parking lot has been considerably improved since Edwina Hathcoat became the owner of a good lookin' yellow white Chevrolet.

Lyle Carson, Jr., son of one of our mechanics, took honors at the Band Clinic in Hot Springs in April.

Alton Farley is sporting a brand new Chevrolet, also.

Paul Byrom, one of our avid fishermen, received a fish stringer with one hook through the mail. This was quite a blow to Paul since he claims to be a 'topnotch' fisherman. We're wondering if the stringer was intended for John Bursworth who recently has failed to produce as he says he does.

## DISTRICT 10

### Junior Wycoff

The Radio Communications System is in operation in District 10 and our boss, District Engineer John F. Price reports that the system has already proven itself to be very useful and time-saving. We're looking forward to the installation of more units in the near future.

John H. Sanders, our maintenance superintendent, has purchased a new blue and ivory 1962 Biscayne Chevrolet since we last reported news.

Golvie Lou Light, assistant stock clerk, resigned on February 15. We wish her lots of luck and hope she drops by to see us often.

We have a new face in the stockroom, but he isn't new to the Highway Department. Dewayne Combs was transferred to his new job, replacing Golvie, from one of the district wide crews.

Visitors in our office recently were: Ronald Keene, Gerald Sisk, Tom Dixon, Ed Orsini, and a new face around the districts from the Accounting Division, Bill Pryor.

Those going to the Short Course at Fayetteville were: John F. Price, Mr. Sanders, E. W. Smith, G. E. Gunn, Norman Pumphrey, and A. H. Cockrill.

February and March service award recipients were: Marvin Swink, Clifford Saylor, and Eli Streeter, 10-years; and Glen Dale Bolden, Billy Mangrum, Leland Tate, and Roy Glasco, 5 years. Essie Butler received a 5-year award last January.

Several weeks ago we had another visitor: Mrs. Charlene Lunsford, wife of J. A. Lunsford, area foreman in Clay County.

We hear that "Babe" Pillow is feeling fine after suffering a broken digit when the rim from a truck wheel fell on his foot. William O'Guinn recovered nicely from a

two weeks' illness earlier this year. Francis Herren, daughter of Onnie Herren, district mechanic, also recovered completely from an appendectomy last January.

We all congratulate our boss, J. F. Price, for being the first entrant in 1962 as the "Man of the Month" in the January issue of the magazine. We're proud of him and think he is doing a splendid job.

## OFFICE ENGINEER

### Leontee Connelly

J. T. Pendergrass, assistant chief engineer, said food had improved since he bought "Shorty" (Mrs. Pendergrass) an air rifle and lawn mower. The air rifle kills black birds and the mower keeps grass cut on their lawn at Sylvan Hills.

Steve Stiefvater announced his plans to be married in May to Miss Marilyn Mattingly. He has already moved into the new home at No. 80 Lancaster Road.

A party was held in the office February 21, for several reasons. Dan Morgan joined the Air National Guard and it was a farewell party for him; Pete Daggett received his 20-year service awards; and this reporter received her 10-year awards. Mr. Johnston presented Dan with a gift from the office force.

## Condolences

To KENNETH and F. F. LOVELACE and families of District 10, on the death of their father, Mr. CECIL LOVELACE in January at Paragould.

To JOHN MERLE HOLLIS, District 2, and family, on the death of his father, BUSTER HOLLIS of Rison. Mr. Hollis formerly worked in District 2 until his retirement.

To LESTER PURTLE of District 3 on the death of his brother, ROBERT LEE PURTLE of El Dorado. Mr. Purtle died December 30.

To JODIE WADDLE, District 3, on the death of his brother, J. VERNON WADDLE, who died January 6 at Taylor. Mr. Waddle was a native of Prescott.

To RAY FARRIS, District 3, on the death of his brother, LUTHER FARRIS of Ft. Worth, Tex., who died March 21 at Ft. Worth.

To MR. and MRS. T. O. MURPHREE, District 5, on the death of Mr. Murphree's mother.

To MR. and MRS. R. L. SIMMONS, District 5, on the death of Mr. Simmons' father on March 26.

To PETE POWELL of Planning and Research, on the death of his brother in March at Philadelphia.

To LOUIS ROBINSON, Freeway, and MRS. ROBINSON, on the death of their 8-day old son.



"RED" OLIVER PRESENTS CERTIFICATE TO "RED" SHAW

J. T. "Red" Shaw, right, smiles appreciatively as Director "Red" Oliver presents him with a special service certificate March 7 in the Highway Commission Room. The certificate was given to commemorate Shaw's retirement after 39 years' service with the Department. Among those in the audience were members of his family, the Highway commissioners and other officials, his former boss, Equipment Director C. Don Hayes and his co-workers of the Equipment Division.

# ARKANSAS HIGHWAYS

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

Vice Chairman	John E. Crain, Sr. Glenn F. Wallace
Members	Armil Taylor Truman Baker
Director of Highways	F. R. Oliver
Chief Engineer and Deputy Director	Ward Goodman

Prepared and edited in the Personnel Office

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Johnnie Gray.....Department photographer

## Letters...

Arkansas State Highway Commission  
Post Office Box 2261  
Little Rock, Arkansas

Attention: Mr. F. R. Oliver, Director

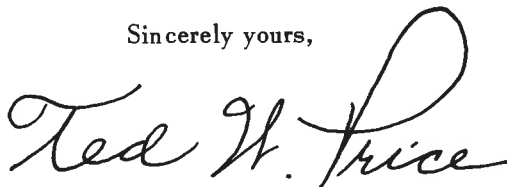
Gentlemen:

The Board of Highways and the Department of Highways of the State of Louisiana want to thank you for the outstanding hospitality extended our representatives to the SASHO convention in standard for conventions that your sister States will have difficulty in equalling it and surely cannot surpass your efforts.

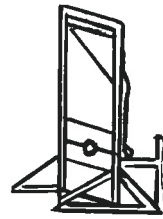
The business of the convention proceeded with unusual efficiency but, more than anything else, we were most impressed with the efforts extended in behalf of every visitor, especially our ladies.

Please accept our sincere appreciation and warm friendship.

Sincerely yours,



TED W. PRICE, Chairman  
Board of Highways



## this'll kill ya!

In London, England, a sign on a butcher shop window, proclaims: "We make sausages for Her Majesty."

Across the street, another butcher shop has this sign: "God Save the Queen."

"I can't get my report card back," said the boy to his teacher. "You gave me an A in something and they're still mailing it to relatives."

Two men were discussing a mutual friend who had just returned to work after a long illness.

"Is he all right now?" asked the first.

"Well, no," replied the second, "but he's as good as he used to be."

An artist painting in the country had a farmer spectator.

"Ah," said the artist, "perhaps you too are a lover of the beauties of nature. Have you seen the golden fingers of dawn spreading across the eastern sky, the red-stained, sulphurous islets floating in the lake of fire in the west, the ragged clouds at midnight blotting out the shuddering moon?"

"No," said the farmer, "not lately. I've been on the wagon for over a year."

The Scotchman wanted to send a telegram to his wife, and the girl at the desk told him there was no charge for the name. Putting down the pencil, he said, "I may not look it, but I'm an Indian and my name is 'I-won't-be-home-until-Saturday-night.'"

Lady customer: "I see this medicine is advertised as good for man and beast."

Druggist: "Yes."

Customer: "Gimme a bottle. I believe it's the right combination to help my husband."

Constable: "Hey miss, you can't swim in the nude. There's a law agin' it."

Girl: "Well, why didn't you tell me before I undressed?"

Constable: "Ain't no law here agin' undressin', miss."

The mountain youth had returned from college on a vacation. "Whatja lamin', son?" inquired his pa. "Well, Pa, I'm studying Algebra."

"That's fine, son," said the old man. "Say something in algebra."

Not wishing to let his father down, the youth proclaimed solemnly, "Pi-R Square."

The old man exploded: "If that's what they're lamin' ye, ye kin stop school right now! Everybody knowed pie are round! Cornbread are square!"

There's the yarn about the general who had to take his staff to task for overindulgence in alcoholic beverages.

"Nobody minds a man having a morning eyeopener," he told them. "And it's okay to have a bracer around 10 o'clock, and a couple of drinks before lunch. I think a few beers on a hot afternoon keeps a man healthy and of course, everybody drinks at the cocktail hour. I know you can't criticize a man for having wine with his dinner, a liqueur afterward, and several highballs during the evening; but this business of SIP, SIP, SIP all day long has got to stop!"

