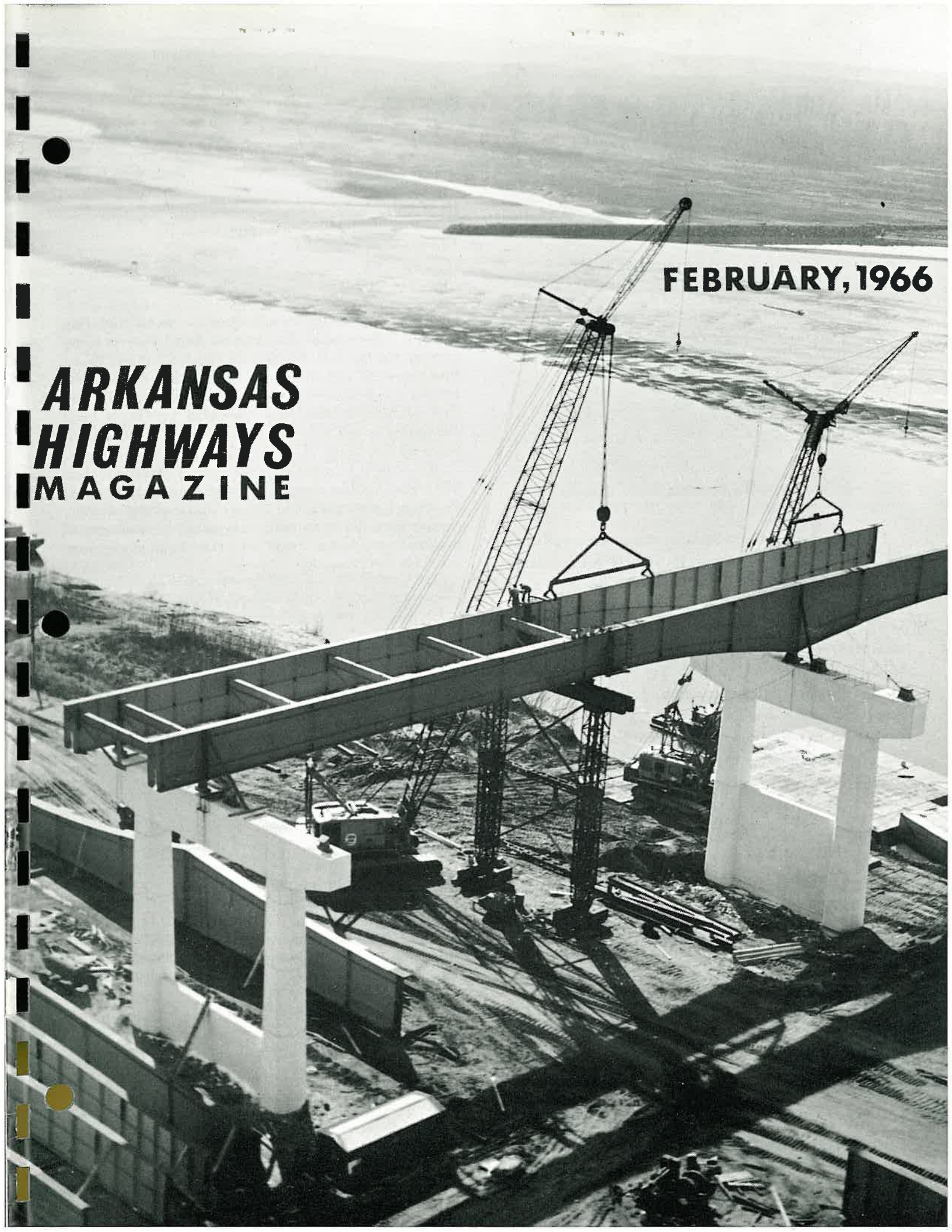


FEBRUARY, 1966

**ARKANSAS
HIGHWAYS
MAGAZINE**



Mr. Sturgis Returns to His Job



Our Director, Mack Sturgis, has returned to work on a limited basis. Mr. Sturgis, who is convalescing from a heart attack suffered in December, has been working a couple of hours each day since January 31. He is looking good and feeling rather well, but still must rest considerably and confine his activities to the less strenuous ones. We are happy Mr. Sturgis is making such good progress and we hope he continues to do so. And, we are very glad to have him back with us and hope that it won't be long before his doctor will give him the o.k. to resume a normal schedule. Below is a word from Mr. Sturgis.

My dear Highway Friends,

Today, February 8, 1966, I had a very humbling experience when I was presented the beautiful nest of tables and lamp from you, as employees and friends, here in the Department.

Words are not adequate to express my deep feeling of gratitude for your concern for my good health which you expressed with this gift, the many cards, flowers, and inquiries during my recent illness.

Sincerely,

Mack Sturgis

LETTERS

104 Hedrick Bldg
San Antonio, Tex
December 3, 1965

Mr. Armil Taylor, Vice Chairman
Arkansas Highway Commission
Clarksville, Arkansas

Dear Mr. Taylor:

My wife and I recently spent a week traveling through the Ozarks of Arkansas and while passing through Clarksville dropped by your office and found that you were in Little Rock. We wanted to thank you for the good roads we found everywhere and for the fine leadership you have given in providing such convenience not only for the residents of Arkansas but also for those of us who live outside the state.

My wife's parents were natives of Arkansas and she currently has a small tract of land at Knoxville. So, both from a sentimental and business standpoint, we are more than casually interested in evidence of progress which we found on every hand during our brief stay in Arkansas.

Very sincerely,
W. W. Jackson, Chairman
State Board of Education

* * * * *

Dear Mr. Sturgis:

I am writing to tell you what a marvelous job your men did on Friday night, January 28 on the highway from Ozark to Fayetteville. Our daughter and Ed Orsini's daughter-in-law was graduating Saturday night. We thought we should go and it was so good to know that if there was trouble there was someone to help because we saw the men helping the ones that did slip off and there were quite a few that did. We were two of the fortunate ones that made it, but it was in 11 hours. I might say and at 11 o'clock, between Alma and Fayetteville, the men were out in that COLD working away. My heart went out to them and I was wishing I had a thermos of coffee to offer them.

Please thank Mr. Farley in Springdale and all his men for the lives they may have saved.

May God bless each and every one that did such a good job so faithfully.

Mr. and Mrs. J. E. Wheat, Pine Bluff

(Continued on page 9)

Highways Of The Future

From Speech of Month, ARBA

(Continued from January Issue)

The construction of such a highway has been suggested for the Northeast Corridor. The working name of the highway - the Century Expressway - reflects the 100 mile-per-hour proposed cruising speed. It would be a highway for passenger cars only.

Furthermore, it would probably be necessary to restrict the use of the highway to drivers with superior driving skill whose automobiles are capable of being driven safely at very high speeds. Therefore it likely would be necessary to give a special test to both car and driver before permitting a motorist onto the expressway. Many methods to check drivers and vehicles have been proposed, but the drawback to all of them is high cost.

For travel at such high speed an efficient audio communication system would be needed to give speed warnings and to give weather and accident information.

A major disadvantage of the Century Expressway is that while it would produce a 67 percent increase in cruising speed, it would only increase lane capacity by six percent if present code for spacing is applied. The faster a car travels, the greater the safe following distance. Assuming that we can develop mechanisms to permit closer following, we still must take extra precautions when traveling at 100 mph without electronic guidance.

When technology and demand make it possible, the Century Expressway as well as other divided highways of Interstate standards could be converted to what the Cornell Aeronautical Laboratory calls the Interim Guided System with a minimum amount of change. In this system, the car that could perform at high speeds would be mechanically guided by a roadside guide rail. A retractable arm attached to the frame of the vehicle might be designed to follow a slot in a guide rail at the side of the highway.

The guide rail could be built onto any modern highway. In time, mechanical guidance and the retractable arm could be abandoned for electronic control adapted to the guide rail structure. The guide rail offers many advantages over other systems that have been proposed. Most important of all, it is compatible with out existing highway network and could evolve gradually from the Century Expressway through mechanical guidance to electronic control. Certain other proposals involve tearing up miles of existing highway construction to bury a wire guidance to electronic control. Certain other proposals involve tearing up miles of existing highway construction to bury wire guidance system under the pavement.

Cornell has recommended two supplementary automated systems to handle additional inter-city high speed traffic. Both of these supplements would be adaptable to existing automobiles. One is an overhead monorail system to be incorporated into the median strip of existing highways. The system could be built without acquiring any new highway right-of-way. Any automobile could be carried on the monorail by the use of a rooftop hook-on device.

In another proposal for future travel, the automobile and passengers are electrically propelled over rails at speeds up to 120 mph. The automobile is driven onto a self-clamping frame. Then after the selected destination is programmed and the fare collected you're on your way. When you reach your destination, you automatically unclamp, drive off the frame and proceed on pavement.

Recognizing that most transportation problems across the country revolve around urban congestion, Cornell has recommended that we investigate the development of a specialized electric-powered urban vehicle.

To date, rapid rail transit is being considered by many cities as a solution to the problems of commuting traffic. But mass transit, by itself, does not appear to offer a realistic solution to a spreading suburban and exurban population. The dispersed origins and destinations of present-day city commuters are not suited for mass transit, that does not have terminals available in every other block all over the metropolitan area.

Because mass transit facilities are used extensively only during rush hours, it is difficult for even large densely populated cities like New York to support them even with a subsidy. Mass transit facilities are expensive, they take many years to build, and the tunneling involved is disruptive to city activity. But even if the area is large enough to justify this time, expense and inconvenience, mass transit cannot replace the automobile for personal mobility.

The man with the car can drive six blocks to the drugstore, to the next neighborhood for Susie's music lesson, downtown to go shopping, outside the city for a pleasure drive, to a large city on business, or across the country on vacation. At present, there are few limits to where the man with an automobile can go. And not too many people would be willing to exchange this personal mobility, comfort and privacy for mass transit.

One of the possibilities being considered as a

(Continued on page 5)

AWARDS PRESENTED BY COMMISSION

Two employees received awards January 12 in the Commission Room by the Highway Commission.

Willard Patterson Johnson, a crane operator in District 2, received a certificate of merit and service pin for 30 years' service, and Allan Lynn Holmes, a civil engineer, was presented with a certificate of merit for having completed the Engineering Training Program.

JOHNSON, a native of Crossett in Ashley County, first came to the Department in January 1934 as a truck driver. Since that time he has held many jobs, such as laborer, section foreman, and mechanic. He is considered one of our most versatile employees, capable of assuming responsibilities, applying his services best when it involves complicated road maintenance problems.

Johnson makes his home in Monticello. He is married to the former Miss Frances Jones of Hamburg. They have one daughter at home attending Monticello A&M, and another in Texas teaching school. They have two grandsons.

He is a member of the First Methodist Church of Monticello, and one of the oldest Masonic lodges in Arkansas - Eureka Lodge No. 40. Willard spends his off hours fishing, hunting, and visiting his grandsons.

HOLMES was born in Pope County at Russellville. He attended Belleville High School, Arkansas Tech at Russellville, and received his BS degree in civil engineering at the University of Arkansas in January 1965.

He first began working for the Department in the summers of 1961 and 62. The following summer he worked for the Corps of Engineers and, upon graduation, he entered the Department's Training Program. He has chosen as his permanent assignment the Materials and Tests Division.

Allan is married to the former Miss Marla Jean Martin of Danville. They have one son, Marlon, six months old.



Johnson and Y. W. Whelchel,
who made the presentations.



Holmes and Whelchel

HIGHWAY DAMES

Due to bad weather conditions the Highway Dames cancelled the January meeting that was scheduled to be held at the Hotel Sam Peck.

The February meeting will be held at the home of Mrs. John Lawrence Thursday, February 24 at 11:00 o'clock. The members are to bring sandwiches for a potluck luncheon. After the luncheon and business section an interesting program will be presented by Mrs. John Rea on "Birds."

-Myrtle Woolsey

(Continued from page 3)

means of improving urban transportation is the development of a small electrically powered urban passenger car. The driver of such a vehicle would drive from his home over conventional city streets to a point where facilities would be provided for him to "look in" on an automated system. His vehicle would then be propelled automatically, either on specially built roadways or on rails to the switching point closest to his destination. If his destination happened to be downtown, his vehicle would probably be parked automatically.

It is not hard to think of disadvantages for such a system. The urban vehicle would probably not be suitable for travel on conventional roads and, therefore, would have to be a second car for most families. And the problem of superimposing a special system for the movement of urban vehicles on top of the existing urban street system is a difficult one.

Like the other proposals we have discussed, this one may or may not be suitable for future development. Only time can tell.

Although we cannot see the shape of the future, we can say, with considerable assurance, that the highway transportation system of the future will make full use of advanced technology and that the new roads will be developed in such a way as to be compatible with existing highways.

THE ENGINEER vs. THE ACCOUNTANT

In our department, the engineers outnumber the accountants, and we have always been amused by the friendly rivalry that exists between them. It is best expressed in the following which we extracted from the September issue of the Georgia Highway Department Engineers Association.

An Accountant (from the Engineers' Viewpoint)

The typical accountant is a man past middle age, spare, wrinkled, intelligent, cold, passive, non-committal, with eyes like a codfish, polite in contact, but at the same time, unresponsive, calm, and as damnably composed as a concrete post or a plaster of paris cast; a human petrification with a heart of feldspar and without charm or a friendly germ, minus fortitude, passion or sense of humor. Happily, they never reproduce.

An Engineer (from the Accountants' viewpoint)

The typical engineer is a large full-blooded enthusiast, a cigar smoker, with hair on his chest and a YMCA's secretary's smile. He talks in astronomical figures and abhors detail. His limits of accuracy are plus or minus \$5,000 and he brags if he stays within these limits. He is the despair of auditors, only exceeded in this respect by social workers. Happily, he is a mule without pride of ancestry or hope of posterity and goes to an early grave, cheerily waving a slipstick, mourned by none and remembered only by creditors.

Lucy Has Her Day



In the top picture, Lucy holds her service awards with her boss, John Lawrence. Below she is shown with Judge Campbell and her Proclamation as Countess of Pulaski.

Did you know we now have royalty among us? "Countess" Lucille Dishongh, shown above, not only received her 20-year service awards from her boss, John Lawrence, engineer of Construction, but was made a "Countess of Pulaski County" by County Judge Arch Campbell. Lucy, one of our most popular girls around the Department, deserves the title, and we also congratulate her on receiving her service awards. Refreshments were served in the office to celebrate the occasion.

LITTER STORY IS A BITTER ONE

The State Highway Department spent \$95,295.18 on rubbish collection from state highways during calendar 1965, an increase of \$6,459.49 over the \$88,835.69 expended in 1964. If the money spent for litter collection was for all the litter from all the state's roads, the sum would still be great. However, the expenditure represents only a part of the litter thrown out along the primary and interstate roads.

Man hours spend in trash collection in 1965 were 58,878 to collect 4,021 loads of trash at a labor cost of \$79,433.88. Department trucks were driven 156,149 miles collecting and disposing of trash. The average cost per load of litter picked up increased from \$21.54 in 1964 to \$23.69 in 1965.

Mississippi County reported more loads of litter collected than any other - 241. Pulaski removed 180 loads. Other counties which had a pickup of more than 100 loads each were Crittenden, 156; Pope, 150; Faulkner, 131; Dallas and Greene, 117 each; Poinsett, 122; Conway, 117; Sebastian, 101; and White, 100. The figures do not mean that those counties had more rubbish along the highways than other counties. Highway maintenance crews pick up trash when they have time to spare from more demanding maintenance work such as sealing, mowing, etc.

The phrase "ugly Americans" was applied to us some years ago by natives of other countries because of the patronizing manner exhibited by Americans while traveling abroad. However, it applies to Arkansans at home, too, if roadside litter is any indication. Not many days ago three Highway Department maintenance men spent all day picking up what amounted to a dump truck load of envelopes lost from a freight truck whose driver made no attempt to recover them near Pea Ridge State Park in Benton County.

Litter is not only an undeniable case of negligence and carelessness, but it is also dangerous and a menace to tourist trade as recently pointed out by George F. Metzler, extension recreation specialist. When tourists visit the state they tend to conform with what they find. Generally, a clean area is appreciated and will be left the same but if roadsides or picnic areas are already littered they just leave their debris with that already there and drive on.

---Mary Herndon

CORRECTION: In the last issue, one of the Commission Meeting dates was listed wrong. The April meeting should have read April 27, instead of April 26..Ed.



JOHNNIE MEETS OLD WAR BUDDIES

Johnnie Gray and his family recently enjoyed a visit from Col. Heath Bottomly, who has been with the Joint Chiefs of Staff at the Pentagon for the last four years.

Col. Bottomly was also the guest of the Elmer Willman family at Lonoke. Johnnie, Col. Bottomly and Willman were part of a crew in the 82nd Tactical Reconnaissance Squadron stationed at Johnson Field near Tokyo during World War II. At that time Col. Bottomly was a lieutenant and the 82nd's commanding officer. Willman was the crew chief on a photo fighter plane. Johnnie, of course, was the photographer.

They enjoyed a pheasant and quail hunt at Lewis Rush's Hunting Resort near Crocketts Bluff. Success of the trip is evidenced in the photo. L. to r., Johnnie Rush, Willman and Bottomly.

Col. Bottomly was enroute to South Vietnam where he is the wing commander of an F-4 jet squadron.



PAUL SCHENKE, BUREAU ENGINEER, RESIGNS



On December 31, Paul Schenke, engineer with the Bureau of Public Roads, ended a career that spanned over 40 years.

His career began in 1924 as a chainman and inspector for A. M. Lund, a consulting engineer in Little Rock. In 1927 and 28 he was with the Highway Department as draftsman and instrumentman. A reduction in force caused his leaving, however, he returned in 1933 as a party chief, working with Cap Ford, former engineer of Surveys.

His long tenure with the Bureau began in 1934 as an assistant engineer and draftsman. He worked in Hot Springs, Vicksburg, and Florence, Ala., until he transferred to Little Rock in 1946 and worked under F.R. Oliver, who later became Highway Director. He remained in Little Rock until his retirement.

He had several assignments during that time. In 1946 he was primarily responsible for establishing the County Federal Aid Secondary (FAS) system and highway planning activities as far as the Bureau was concerned. He was promoted from highway engineer to supervising highway engineering. Later in 1953 he was promoted to division design engineer and was responsible for review of plans, design programs and the Federal Aid system. In 1956 he was promoted to district engineer and his duties included supervising the activities of all the Bureau's area engineers, in

addition to his responsibilities for design review and the programming and planning activities. For several years he conducted the division office phase of the Bureau's training program. During that time many junior engineers were processed through the division office. In 1958 he was offered a transfer to Lebanon which he declined.

In 1960 the state was divided into two districts for bureau operational purposes. At that time he was assigned the southern part of the state which included highway districts Nos. 2, 3, 4, 6, and 7. He was also assigned to the Freeway when it was under construction.

Schenke was given a cash award in 1962 for sustained superior performance in connection with the discharge of his duties as district engineer and again in 1965.

A Little Rock native, he had one year at the University of Arkansas in addition to which he took correspondence courses in civil engineering, book-keeping and accounting.

The Schenkes have four children, Marcia, who resides in California; son Bill, with the Missouri Highway Department; Bob, who lives in Tennessee, and Joe, who has just returned from Viet Nam where he was a helicopter pilot.

The Bureau employees and their spouses gave a combination Christmas and farewell party for Mr. and Mrs. Schenke on December 18. The dinner party was held at the Alamo Plaza and was preceded by a cocktail hour.

Mr. and Mrs. Schenke reside at 15 Serenity Drive, and they invite their friends to stop by. Retirement plans include some traveling.

The following divisions have contributed to the March of Dimes in the amount shown. These funds have been forwarded to the Pulaski County Chairman of State Employees, Bill Laney, Commissioner of Labor:

Director's Office	\$ 5.75
Chief Engineer's Office	18.50
Bridge Design	6.00
Construction	11.25
Equipment	14.00
General Services	47.80
Legal	9.75
Materials & Tests	33.50
Surveys	1.50
Traffic Services	5.00
Weights & Standards	16.00
Right-of-Way	4.50
TOTAL	\$173.55

Any additional funds will be forwarded as received.

HIGHWAY FILM SHOWN IN WASHINGTON

Y. W. Whelchel, administrative assistant, was invited to Washington, D. C. January 12 to show the 1965 Arkansas Highway film to "The Road Gang," a group of men in the Washington area. Several of the members had seen the film at the SASHO meeting last fall in South Carolina and had expressed an interest in it. Whelchel flew up on January 12 and showed the film January 13 at the group's meeting.

The "Road Gang" is an informal group of business and government executives, highway engineers and consultants, public relations specialists, company representatives, and trade association officials from highway transportation and its allied fields. It serves a dual purpose of promoting fellowship and providing for the interchange of ideas among Washington's highway transportation fraternity.

The organization now boasts a membership of more than 200. This has not always been the case. Back in the fall of 1942 "the Gang" was often lucky to meet its weekly hotel luncheon commitment of 15. At that time the entire membership numbered only 25. Soon, however, local highway transportation executives began to be attracted to the Thursday luncheon meetings because of the many "off-the-record" talks by heads of government wartime agencies.

Originally membership was limited to the "working staff" level - i.e. no "bosses." The policy has been changed, however, and the ranks are loaded with gentlemen in positions of authority.

Since the war, the Road Gang has steadily increased in size. Yet it continues to preserve its informal, "off-the-record" character.

Its programs, over the years have touched upon practically every facet of highway transportation activity as reflected in the Washington scene. They are outstanding in variety and for the caliber of distinguished specialists who bring the wealth of their experience to the meetings. One of the important program traditions of the Road Gang is the round-table sessions often held on current highway transportation issues.

What spark plugs the Gang is a mixture of camaraderie and informality. Organization has deliberately been left on the sketchy side. The governing body is an Advisory Committee, composed of the officers and past chairmen. They and the Gang's hard-working program chairmen and com-

mittees, manage year by year to keep the group ticking.

Whelchel's showing of the film in Washington brought the number of viewers of the film up to 99,501 since it was released last March 20. This figure represents civic, school, and social groups, as well as employees. Johnnie Gray, staff photographer, has been working for months on the new film for 1966. It is due for release in March.

HIGHWAY CREWS ARE BUSY DURING SNOW



The Highway Department was kept plenty busy around the state during the snows. Figures are not in yet from the districts as to the amount of salt and other chemicals used on the highways, but they will probably be astronomically high. The Maintenance Department employees who are responsible for keeping our highways salted down and shoveled for safer driving are men who are conscientious and dedicated to their jobs. They are called at all hours during bad weather to get to the job to help the motoring public. They deserve much credit. The pictures shown here were made during the 7-inch snow that Little Rock received the week end of January 28.

Woolsey Feted at Party

Tom Keys, (far right) an attorney in the Legal Division, presented Mark Woolsey a Civil War battle scene as a farewell gift from Legal employees, at a party held in Woolsey's honor the afternoon of January 14. Mr. Woolsey resigned as chief attorney for the Legal Division to accept an appointment by Governor Faubus as chairman of the Workmen's Compensation Commission. In presenting the gift, Keys lauded Woolsey on his excellent leadership during his two-year tenure, and praised his skill in the legal profession. More details of the event are given on page 11 in the Legal Division's news.



Shown here with Mr. Woolsey are some of his attorneys and Mrs. Woolsey. From left are: Jimmy Dowell, Tom Keys, W. D. Kelly, W. R. Thrasher, Phil Stratton, Mrs. Woolsey, George Green, Mr. Woolsey, Don Langston, Virginia Tackett, and Norwood Phillips.

LETTERS (Continued from page 2)

Mr. Otha Hewitt

Dear Mr. Hewitt:

Because I like my work and the men I work with, I regret that I am resigning. However, I have an opportunity to make more money on another job and since I am married and we are expecting our first baby any day now, I knew I could no longer support my little family properly without additional income.

I want to thank you for giving me this job and everyone with whom I have worked for the many courtesies shown me while employed here -- especially do I want to thank Mr. Howard Stoebner because he has been a real good boss under whom to work.

As per previous arrangement, I would like my resignation to become effective Friday, January 14,

1966. Maybe someday in the future we will again be working together.

Sincerely,
James J. Charton

A NOTE OF THANKS

We wish to thank all the employees of the Highway Department for the flowers, cards, and other expressions of sympathy at the death of our beloved husband and father. We wish to especially thank John Sanders and Sam Smith for their assistance in our time of sorrow.

Mrs. Retha Ladd
Nelson Ladd, Jr.
Karen Ladd

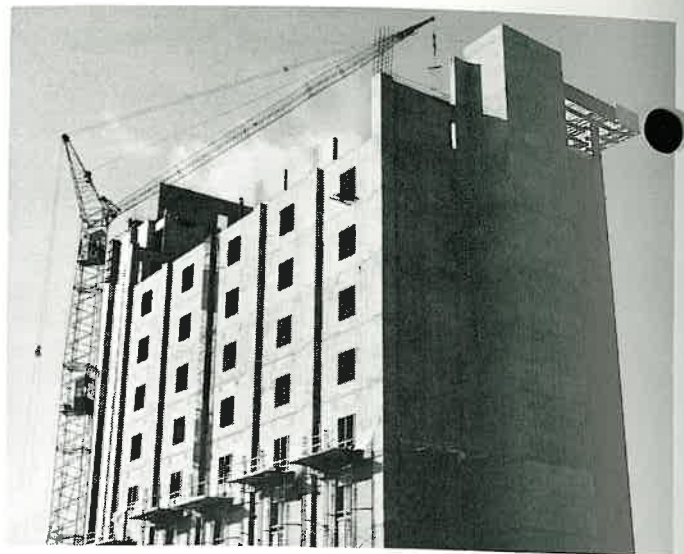
Employee's Daughter Pulaski County
"March of Dimes" Girl



Little Miss Shannon Kay Nebling, 2, the daughter of Mr. and Mrs. John Nebling, has been named the MARCH OF DIMES girl. Her father is an employee in District 6. Shannon Kay called on Governor Faubus with her mother January 3 to launch the 1966 March of Dimes month. Mrs. Nebling said her daughter was born with a structural birth defect which required that she wear two long leg twister-type braces. Mrs. Nebling says they hope the braces can be removed within a month.

NEW HIGHWAY BUILDING BEING ROOFED

Construction on the new Highway Department building shown in the right column at top is coming along fast. The workmen are just now beginning to put the roof on the 10-story structure. The new building will have a fully equipped emergency operations center capable of handling highway operations in the event of a nuclear attack. It is rectangular shaped and is built of brick with a steel frame and is fireproof. It is not known when it will be ready for occupancy as there is yet much to be done on the interior.



HAPPY BIRTHDAY SIBBLE



Sibble Cox, who works on the 125's in Personnel, celebrated her birthday February 5, which was on Sunday. On the Friday prior to that, cake and other refreshments were served in the office, and on Monday, February 6, she was feted with a luncheon at Island X. There were about 20 who attended. Congratulations, Sib, and more.

AROUND the DEPARTMENT



ACCOUNTING DIVISION

Mildred Harness

On Friday, January 7, Allene Boysen received her 15-year service awards and Bonnie Hill received her 10-year awards. Lee Wagner made the presentation after which we were served refreshments. Congratulations to Allene and Bonnie.

Betsy Morrison was presented a cake from the girls in our office on January 11 to celebrate her birthday.

We have a new girl in our office — Helen Adcock. She lives at 57 Windsor in Brookwood. Helen is the mother of four daughters, ages 8, 6, 4, and 2. It's pretty obvious that her hobby is her daughters, 8, 6, 4, and 2, she said. Helen is our new bookkeeper.

Rose Drennan is leaving us to become a full time housewife and mother to her brood of five. Good luck, Rose, and Bless you.

Lee's daughter Cindy, was selected along with three other girls at St. Mary's a discussion on people making mistakes and how they learn to profit by them. Cindy's solution was that you learn the hard way. How true, Cindy just made the honor roll at St. Mary's for the second time in a row.

Rose Clingan broke her wrist January 30. We're truly sorry and hope she will be back soon.

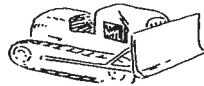
Margie Dewey has a newcomer in her home — a little poodle named Didre.

On Christmas Eve at 4:30 a.m., a new grandson was presented to me and mine. His name is James Hoyet Harness, Jr., and he was sure most welcome.

Gene Thomas, a draftsman trainee in our division, who serves in the Army National Guard, was married February 18 to Doris Ann Nutt, daughter of Mr. and Mrs. Andrew Carl Nutt, 6820 Baseline Road. Doris is employed as a radiological technologist for Dr. Austin Grimes. The couple honeymooned in Dyersburg, Tenn. They will be at home at 6306 Yount Road, Little Rock.

Mr. and Mrs. Max C. Hall are grandparents again. The proud parents are Don and Helen Ann Banks of Danville, Illinois. The baby boy, Eric Charles Banks, was born on January 10 and weighed 9 pounds, 3½ ounces. Congratulations, to all of you!

Jim Mitchell celebrated his 21st birthday February 15th, HAPPY BIRTHDAY, JIM!



EQUIPMENT

Sally Crook

C. Don Hayes presented Frank Boyett with his 20-year service awards January 9. Congratulations, Frank.

We welcome A. B. Homsley, who has joined Central Shop as a watchman. His home town is Judsonia, but he now resides in North Little Rock.



The young lady pictured is Nina Rae Tomlinson, 6-month-old granddaughter of Ray New, mechanic in Central Shops. Nina Rae recently spent a week with her grandparents while her parents, Mr. and Mrs. Benny Tomlinson were vacationing in Florida. Papa had a BALL and Granny had the work.

This reporter and husband Eddie attended the Cotton Bowl game in Dallas. We had a good trip although the outcome was disappointing. Upon our return we were greeted with another surprise — our 4-year-old son, Stephen, had the chicken pox.

The Equipment Division has been "snowed under" lately and not only with the white fluffy kind. We have had daily arrivals of Omaha orange carryalls and trucks, and a variety of different colored automobiles — 1966 models. Needless to say, everyone has plenty to keep them busy.



LEGAL DIVISION

Betty Grimes

On January 14, the last day of Mark Woolsey's service as chief attorney for the Highway Department, the attorneys of the Legal Division honored him with a luncheon at Hank's Dog House. Billy Bob Thrasher, as spokesman for the group, presented him with an electric desk clock, which had an engraved plaque expressing the appreciation and pleasure they had derived from their association with Mr. Woolsey.

That afternoon a reception was given in his honor by the members of the Legal Division, which was attended by many of his friends and colleagues from the entire Department. A framed Civil War battle scene was presented to Mr. Woolsey by Tom Keys in behalf of the Legal Staff. Mr. Woolsey, an avid historian and student of the Civil War, impressed us all by his knowledge and outline of the pictured battle. It was our pleasure that Mrs. Woolsey was able to attend the reception for Mr. Woolsey. Someone commented to Mrs. Woolsey, that because of her active participation in the Highway Dames, she too would be sorely missed. Mrs. Woolsey told us that she had already been informed that "Once a Dame, always a Dame." We know that the many friends she has made will be pleased to hear of her continued association.

The following Monday many of us were privileged to attend the ceremony in the Justice Building at which Mr. Woolsey was sworn in as chairman of the Workmen's Compensation Commission. A replacement for Mr. Woolsey has not been named by the Highway Commission, however, we are functioning smoothly under the able supervision of Henry Gray, chief of Right of Way, with George Green acting as his assistant. Since George will be preoccupied



COUNTY PROGRAM

Barbara Oldham

This division has several men who participate in activities outside the Highway Department. We are speaking of the ones who serve in our military services. One is Charles R. Rain, Jr., a draftsman in our division. Charlie, a part-time paratrooper, made his 29th jump at Camp Gruber, Okla., the weekend of January 15 & 16. Charlie has been in the Army Reserve since 1956.

Mike Pearce, who is also in military service with the Air National Guard, recently purchased a new home at #4 Winchester drive. Mike has been in the National Guard for five years.

with administrative duties a new attorney, Henry Ginger, has been added to the trial staff. Henry, who comes to us from private practice in Jonesboro, was once employed as attorney for the Revenue Department and was already well known to many of our staff. Henry received his LLB from the University of Arkansas in 1961.



PLANNING AND RESEARCH

Billie Whiteside

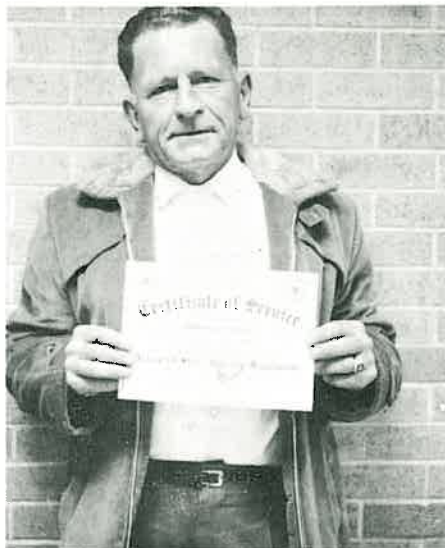
FOR THOSE OF YOU IN THE MAIN OFFICE who may be wondering what it's like working in the country on the Benton Highway - aside from the bottleneck at University and Highway 5, there are compensations. We go up and down University Avenue like mad during noon hours. Many of us buy most of our clothes at Park Plaza. As for places to eat, we have tried all kinds: Queen Manor, Holiday Inn, Franke's, Paul's Lamplighter, Bruno's Little Italy, etc. It's even possible on some occasions to go to town on the Freeway. But our shopping centers have just about everything town has.

Promotions in the last month include: Lester Jester to assistant division head, replacing B. K. Cooper, and James D. Barnett to section head of Traffic Engineering and Urban Studies, filling the position by Jester. Congratulations to both!

Bill Cyfert has been transferred from the Traffic Section to become an IBM programmer, assisting Gary Whittington.



Lester Jester, assistant division head of P&R



Herman Sanders

J. R. Henderson has presented 10-year service awards to Herman Sanders, traffic recorder operator of the Traffic Section.

New employees in the Road Inventory Section are Randal Moseley of North Little Rock and Dwayne Johnson of Bee Branch. Welcome.

From January 17 to 21, Marc Gross and Jay Hensley attended the Highway Research Board Meeting in Washington, D.C. It was a good meeting, they report, with a number of interesting papers on active research projects.

Pat Patton is a proud papa again. He and Jane became parents of a fine girl, Dana Gay, who weighed 6 pounds even when she arrived January 13. Their first child is a boy, and Pat was really pulling for a girl this time. You never saw a happier fellow.

The owner of a beautiful new grey Plymouth is J. C. Longcoy.

Ruth Cantley's children and grandchildren visited her and helped make it a merrier Christmas last year.

The Lewters (Buddy and June) spent New Years in Memphis with the Daniels. Buddy reports that former employee Aline Daniel's son Steve is playing football for LSU now.

We also hear that Don Mount's son Robert is working for the Indian Digest and living in Berkeley, Calif., while continuing to work toward his doctorate. He spent quite some time in India.

Former Road Inventory employee Ruby Crouse visited us recently, displaying a lovely white suit and hair to match. No, she didn't age overnight - we think it was a spray job.

Fern Speights has acquired a poodle, named Shane, a Christmas present from her husband. Those are mighty fine brownies Fernie has been bringing to work lately. (This remark is intended to encourage future donations.)

"Mrs. Blue," our watch dog, has given birth to quadruplets. At least we think they are quadruplets. She doesn't let anyone get close enough to be sure.



ROADWAY DESIGN

Virginia Ashlin

Well! Congratulations to Sam Acheson and Mary Kniepkamp who were married October 30, but managed to keep it a secret until now. How about that?

Brooks Nichols was in Washington D.C. the week of January 17 attending the Highway Research Board meeting. Brooks missed the snow but it was pretty cold there.

John Hicks has been off quite a bit lately suffering with a shoulder ailment. Hope it soon gets better, John.

John Dunn tells us that his wife Gracie has just completed a large picture of "The Lord's Supper," and although it was hard work, it turned out beautiful.

We had a small birthday party January 19 for my son Don, who was three years old. Time is passing fast.

Marvin Bunch was in for a surprise the afternoon of January 26. He went to the parking lot to get his car, but it was gone! Somebody had tried to wire it and, failing that, had pushed it down to the lower parking lot. Maybe we had better start locking our cars. I'd hate to have to walk home.



RIGHT OF WAY

Shirley Childress

We welcome three new employees to Right of Way. They are Harriet Gresham, Harlan Johnson and Carl Johnson. Some of you will probably recognize the Johnson boys because they worked for the Department four years ago. Carl and Harlan both recently moved back to Arkansas from California. Harriet's home town is Camden, but she is now residing in Little Rock. In case you are interested, they are all three single.

The Appraisal Section lost two girls the past few weeks and so far have only had one replaced. Polly Kemp left December 31 to take a job in her home town of Monticello as a secretary for the high school there. A party was held in her honor before she left and her fellow employees presented her with a cigarette case, billfold and key case set, and a charm. They also took her to The Embers for lunch. We wish Polly lots of luck in her new job.

Nancy Morgan was transferred from the Administrative Section to the Appraisal Section when Polly left.

Janice Massey left the Appraisal Section January 28 to become Mrs. Horace E. Gray. Janice and Horace will be residing in Fordyce after their marriage on February 12. The Section had a farewell party for her and presented her with a beautiful canister set. Janice is going

to be missed by everyone in Right of Way, and our best wishes go with her as she leaves and starts her new life as a

Sherric Buckels and this reporter were both off for several days due to a throat infection, and Charlotte Lee was off one day because of a virus.

Speaking of Charlotte (Sam), she is in the process of taking driving lessons so if you don't have to be on the streets on Saturdays, stay home.

We were happy to have two of our former employees come by for a visit in January. They were Paul Broyles and Billy Owens. It's always nice to see old friends.

Nancy Sipe's husband Kenny, checked into the Arkansas Baptist Hospital January 26, and underwent surgery January 31. By the time this is read, Kenny will be recovered and back at work. With so many friends pulling for him, he couldn't be otherwise.

Jarrell Jackson, an abstractor for the Engineering Section, suffered a slight stroke January 29. His wife assured us that he was doing all right and will be able to return to work soon.



Harlon Johnson



Havis Laminach and his 9-point deer



Harriet Gresham and
Carl Johnson



DISTRICT



Leslie Long

Willard Patterson Johnson, dragline operator, was awarded his certificate of merit and pin in appreciation of 30 years' service. It was awarded by the Commission at their meeting in Little Rock January 12. Johnson has held various jobs with the Department, beginning with truck driver. He is widely known in Drew and surrounding counties. (See article on Johnson elsewhere in magazine. Ed.)

We also congratulate Frank Novak on receiving his service awards for 10 years' service, and Robert Rinehart for 20 years.

Hunters are forever having to defend themselves and for the craziest reasons. In one case, Red Goins downed a deer with his car; another man, I. V. White, killed a bobcat because the cat jumped his two hunting dogs, severely pummeling them.

Havis Laminack (shown in the picture) killed the 9-point deer in the last November hunt. The next day, his son Danny killed a 6-pointer, and Olan Clark killed an 8-pointer in the last hunt.

News from Desha County: Billy Burchfield, mower operator, is a proud young father of a 6 pound, 12 ounce girl, born January 23 in St. Mary's Hospital in Dermott. Her name is Glenda Kay. Due to the time of her arrival, Billy didn't get to shovel any snow.

We are glad to welcome Roy Akin back to work after a long illness, and we hope E. J. Rabb, who is recuperating at home, and Sanford Varnell, who is in the Veteran's Hospital in Little Rock, will both get well soon.



DISTRICT



Edna Lewallen

Sharon Bailey, secretary in the District Office has been off several weeks because of major surgery. We are looking forward to having her back with us real soon.

Betty Penny and family drove to Dallas the week end of January 15. They visited with her father-in-law who is a patient in a hospital there.

We have a proud new father in our District. Hershel and Linda Parish have a baby boy, Hershel Ray, born January 28 in Branch Hospital.

All DeQueen employees and families enjoyed a party held in the DeQueen Area Headquarters building on December 4. A good time was had by all with plenty of fish, french fries and pastries. After the supper several of the group practiced surfing on a sidewalk surf board brought by one of the youngsters. Hosts were Ruel Staggs, area foreman, L. J. Parson and W. A. McDonnell, resident engineers.

In the Nashville News on January 21, a large picture showed two employees with Howard County Crew loading a truck with bags of salt and calcium chloride, and stating "SNOW TIME IS WORK TIME WHEN HIGHWAY DEPARTMENT FOLKS PACK-UP SALT BAGS FOR UNLOADING ON ICY BRIDGES. But to the youngsters, "SNOW TIME IS HAPPINESS WHEN THEY CAN THROW SNOWBALLS."

Welcome to Carl Dennis Warén who began working with the Texarkana construction office January 19. Congratulations are also in order since Carl and

his wife Louise are the proud parents of a baby boy born January 24.

Everyone in the Construction office at Texarkana is keeping an eye on their coffee pot these days. Bennie Martin and Leroy Ray are working on the bridge job at Red River and need a coffee pot. Anyone have an old coffee pot left over from another calendar job?

We extend our sympathies to Charlie Campbell in the loss of his brother John, who was accidentally killed recently.

A contract was awarded and work order issued for the new District 7 Headquarters. Work should begin within a few days. These new facilities will accommodate present day standards for Highway maintenance and repairs. The new buildings include an administration and maintenance building, a service station, resident engineer building, a chemical storage building and equipment storage building. It will also include an emergency operating center. It's location, about 3 miles south of Camden on Highway 79.



DISTRICT



Isabelle Psalmonds

And the rains came and the water rose - that's the way the New Year began in District 10. Several highways had to be closed and many people had to move out of their homes. Highway Department personnel were busy. They even helped the stork. G. M. Cole, front end loader operator, called upon the Department when his wife needed to go to the hospital. Water was over the highway between his house and the hospital for several miles. One of the men took an AHD truck and went after them. They drove through water which ran over the hood of the truck, but they got Mrs. Cole safely to the hospital and a short time later she had a fine baby girl. Congratulations to the Coles.

Congratulations also to the A.P. Coles, heavy truck driver, on the arrival of a new baby born January 1.

Charles H. Hesselbein, job superintendent, has transferred to District 10 Maintenance, from District 8 Construction. Charlie and his wife and two sons moved to Paragould January 14.

Charles Hopper, area foreman in Osceola, received his 15-year pin in January.

Tommy Couch, sign foreman, spoke to the Paragould Rotary Club on January 26. He spoke on signs and signing, and gave the Rotarians information as to the cost of signs and their maintenance, and explained the various ways in which signs are destroyed, such as vandalism and damage caused by vehicles, etc. District 10 Engineer Sam Smith and a Rotarian, said that Tommy made an interesting and informative speech which was well received by the Club.

Our deepest sympathies to Onnie Herren, mechanic, whose mother died early in January.

Inside the gorilla house at the New York City Zoo, there hangs a sign between two of the cages. It says, "You are looking at the most dangerous animal in the world. It alone of all the animals that ever lived can exterminate (and has) entire species of animals. Now it has achieved the power to wipe out all life on earth."

Beneath the sign hangs a mirror.



DISTRICT



GeorgeAnn

These days our office is like Grand Central Station - we have fellows from all over the District attending an Inspector's Training School, taught by Jim Little. This, together with the staff of auditors, both Department and Legislative, has made it almost impossible to keep the coffee pot from running dry! But we don't mind - we like company. We were so glad to have Mr. and Mrs. Winfrey and Mrs. Hurley visit us a few weeks ago. However, since that time, Mrs. Hurley has been confined to St. Vincent's after suffering a heart attack. We are happy to report she is much better at this time and we will be looking forward to another visit soon.

Well, old man winter is really showing off. SNOW - I didn't know that one word carried so much wallop! No other word sends the Highway Department into such a frenzy.

No matter how deep the snow gets, some people are already talking about baseball. Clarence Hobson has a son in his second year of Teeny League, also a daughter plays ball. Of course, these parents get a thrill out of seeing their kids out there.

Glad all the snow got away in time for Mr. Jeter and family to travel to Fayetteville to see his son-in-law, William Herrod, receive his Bachelor of Science degree from the University. Also, he will receive his commission in the Naval Reserve.

Billie Jones is looking very contented these days. Daughter Carolyn is home from Ouachita and will attend LRU next semester.



DISTRICT



Jean McCoy

We are all so proud of Billy Jack McAlister, 14-year-old son of Bill and Ruby McAlister of Dover. For the second year, Jack was selected outstanding player at Southern Christian Home in Morrilton. In addition to being a star athlete, Jack is active in all school and church activities, and is a straight "A" student. He has two younger sisters, Karen and Kathy. His dad, Bill, is a job superintendent in District 8.

Kenneth Ellis, George Lovelady, and Von Zack Sturdevant received service awards in January.

James Michael Howell celebrated his first birthday January 29 with a party for his small friends and their mothers. Mike, the son of James and Mary Howell, is a little doll. He has large brown eyes and a ready smile. Mary is secretary to District 8 Engineer John F. Price.

(Sorry we couldn't use the colored pictures of Billy Jack and another handsome lad, Charles Daniel Boyd, son of C. L. and Lina Jane Boyd of Dover. C. L. is fuel clerk in District 8. Ed.)



One-year-old Mike Howell, who is a little cutie.



DISTRICT



Burnham & Campbell

Service awards were presented to John Charles Gossett, 20 years; Benjamin Franklin Walsh, Charles Howlett Pope and Clarence Hodge, 10 years; William Adron Cubage and Kenneth Watson Dunn, 5 years. Congratulations to all.

ARKANSAS HIGHWAYS

VOJ XIV

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

THE COMMISSION

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

Martha L. Adams.....editor, layout, vari-typist
Jay Ehrhorn.....vari-typist, artwork
Johnnie Gray.....Department photographer



This is Jay Ehrhorn, the magazine section's newest addition. Mollie Copeland, who worked only three months, resigned as her husband was being sent to military camp and she was going with him. We hated to see Mollie leave us, but don't blame her for wanting to be with her husband.

Jay, a native of Chicago, is plenty experienced in vari-typing and layout work. She had her own composing business for over 12 years in Chicago. Her husband, Bob, is manager of the Vari-Type Corporation for Arkansas. Jay and Bob have a darling three-year-old daughter, Anne Louise. They reside in Broadmoor. We're very happy to have Jay with the magazine section, and we welcome her most heartily.

Thistle
Kill Ya!



A vivacious young Georgia peach somewhat offended her very proper Bostonian escort by putting on her gloves as they walked down the street on their first date.

"In Boston," the boy friend chided, "people would as soon see a woman pull on her stockings in public as her gloves."

"In Atlanta," retorted the young lady, "they'd rather!"

The husband came tiptoeing in at 4 a.m. and his wife caught him at the door." "So," she said triumphantly, "Home is the best place after all."

"Nope," he said sourly, "it's the only place that's open."

"I wasn't born in a log cabin," declared the candidate.

"But my folks moved into one just as soon as they could afford it."

Beneath the spreading chestnut tree the village smith snoozes; no nag, since 1923 has been to him for shoeses.

The husband of a woman who recently learned to drive was dismayed upon returning home and seeing the car in the living room.

"How in the world did you land our car in here?"

"Nothing to it," she replied. "When I got to the kitchen, I simply made a left turn."

"What is your name, sir?" the bank teller asked politely.

"Don't you see my signature?" snapped the indignant patron.

"Yes, sir. That's what aroused my curiosity."

Just before an important battle, the commanding officer shouted: "The Germans are coming, men, and we're out-numbered four to one, so do your stuff!"

Joe, a Kentucky mountaineer, began to blaze away, but in about five minutes he stopped and leaned his rifle against a rock.

"What's the matter?" asked the officer.

"Well, I got my four," he replied.

Two youngsters stood at the curb, waiting to cross the street as the cars whizzed by in a frenzied fashion. Finally one turned to the other and asked:

"What do you want to be . . . if you grow up?"

AND DON'T PUSH

From the Raleigh (N.C.) Times: "All women interested in crafts, sewing, and new hobbies are urged to come to the armory Wednesday morning."

THEY'RE BUDLESS

From the LeRoy (N.Y.) Gazette-News: "The Town and Country Garden Club will meet on Wednesday. Mrs. Ralph Ashmont and Mrs. Raymond LaCrosse will demonstrate the identification of bare limbs."



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

RETURN POSTAGE GUARANTEED



Cover: Construction of the bridge over the Arkansas River at Van Buren. The huge structure is the largest the Highway Department has built in quite some time. It will contain 7,247,710 pounds of structure steel and plate girders and 320,240 pounds of lighter beams. The 3,396-ft. bridge is being built at a cost of \$4,365,652. A large part of this figure is for the bridge, but the figure includes the relief bridges and approaches. The contract was let in March, 1965. Contractors are E. E. Barber Co., for the sub-structure, and Beasley Construction Co. for the steel work.