

ARKANSAS HIGHWAYS

APRIL - MAY, 1972



**Your
highways.**

**You've got a lot
riding on them.**



Your highways.



You've got a lot riding on them.

(Editor's note: One of the most discussed domestic issues currently is whether or not highway needs in the nation have become over-adequate, and whether or not funds designated solely for highway improvement for years past should now be diverted to various other transportation needs. The message below is adapted from a brochure being circulated by the Department of Transportation concerning this timely question.)

What's the most urgent highway problem?

The most urgent highway problem is not — repeat, is not — building more new roads and highways. Much of that pressure has been relieved by construction of the Interstate Highway System. This nationwide system of modern, controlled-access and divided highways has already helped save thousands of lives by eliminating many hazards common to older roads. Records show that one life per year is saved for every five miles of highway built to modern interstate safety standards . . . a saving of well over 6,000 lives last year alone for the more than 30,000 interstate miles in use.

But if the interstate system is cutting the need for more new highways, what is the urgent problem? Just this: 200,000 miles of existing highways — outdated, yet vital highways — need upgrading. Over 3,200 miles in Arkansas will require a major improvement in the near future. Signs of these roads are seen everywhere. Warning signs for sharp curves, narrow pavements, narrow shoulders. Steep hills with short sight distances. And other driving hazards. Such roads, designed and built many years ago, are far from adequate for today's heavier traffic and our modern cars and trucks.

Then vs. Now

In 1930, when many of our roads of today were already in use, America had about 23 million car, truck and bus registrations. In 1971? About 108 million. 1980? A projection of 130 million — perhaps more. In 1945, average highway speed nationwide was 45 miles per hour. 1971? 61 miles per hour. By way of comparison, Arkansas had 220,753 vehicle registrations in 1930, and 1,225,473 in 1971. The average highway speed in the state in 1971 was 57.6 miles per hour.

The facts are clear: Americans want to get from place to place in less time, with greater ease . . . and of course with as much safety as a road can allow. But to do that, those 200,000 miles of outdated primary highways need upgrading. What will upgrading do to America's landscape?

(continued page 7)



ARKANSAS HIGHWAYS
Volume 18, No. 2

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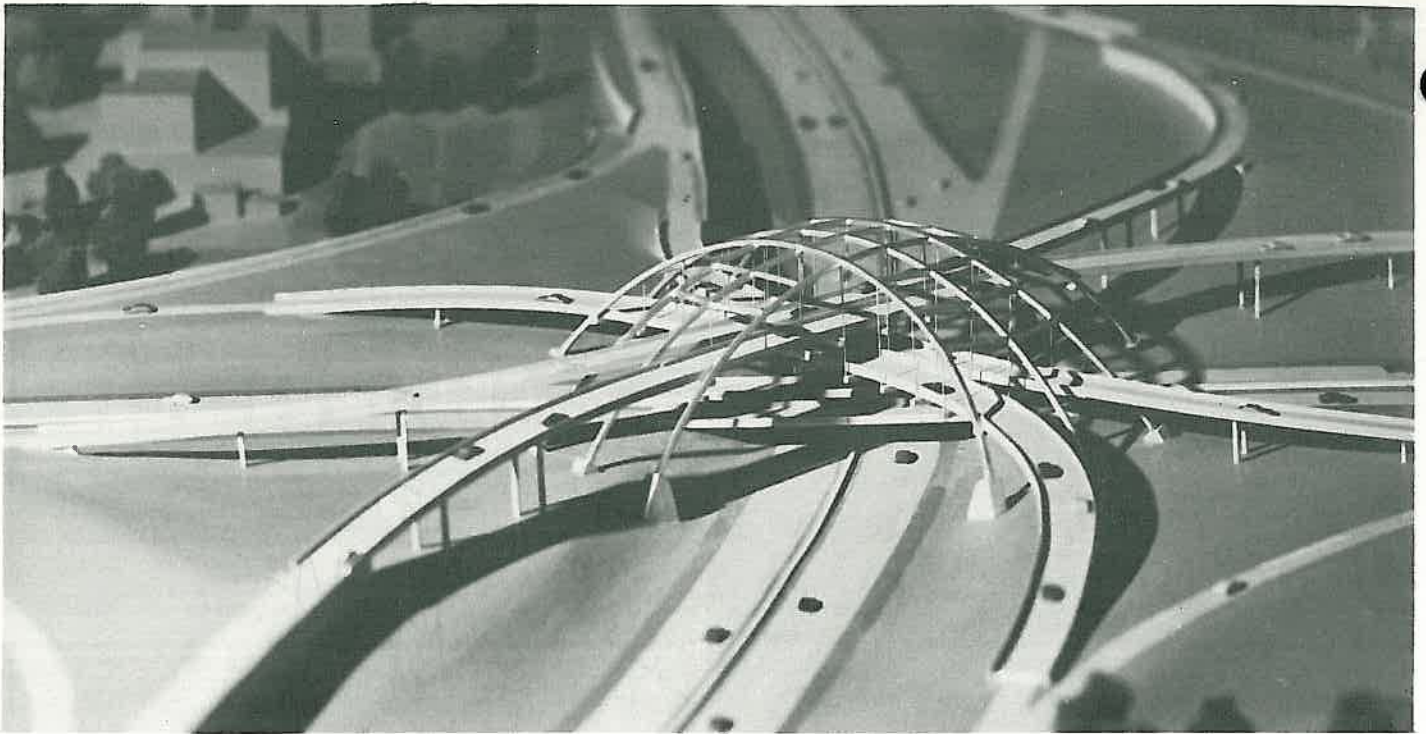
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COVER PHOTOS

Top: Highway 70 west of Lonsdale near Hot Springs.
Bottom: I-30 between Arkadelphia and Malvern.
Left: Highway 66 east of Timbo in Stone County.
Right: Highway 14 going uphill from Buffalo River at the Marion-Searcy County line.

Identification of the cover picture on the Jan.-Feb.-March issue was overlooked. It was Highway 74 near Kingston in Madison County.





The unique design of the I-30 – I-630 interchange was admired by many. The I-630 model has been displayed in the rotunda of the state capitol and at the Sheraton Motor Inn. It is presently set up in the lobby of the highway building.

Hearing On I – 630

Generates High Interest

A public hearing on the proposed route and design of I-630 held in Ricks Armory the evening of March 14 drew an estimated 600 persons, probably the largest group ever to attend that type road hearing in Arkansas. Interest had gained momentum due to (1) discussion of various downtown groups about how the route is to cross Main Street (at grade, depressed or elevated), and (2) the display of a model of the downtown section and aerial mosaics of the entire route at The Mall shopping center for two weeks prior to the hearing.

Interest in the model was so great at The Mall that Department engineers were on duty during the shopping center hours to answer questions. It was moved to the Armory for the hearing. Strip maps were available as handouts at both locations.

Original plans called for I-630 to be depressed 20 feet below ground level, with Main Street arching slightly above. After some property owners and businessmen objected on the basis that their property values and businesses might suffer, the Department asked the City Manager Board to make a recommendation of how the crossing should be made. Their decision favored leaving Main Street at grade. Plans have since been revised by the consultant to allow the grade crossing by changing the route at Louisiana Street. Depressing the freeway more than 20 feet would create drainage problems and require steeper off and on ramps, thereby limiting their capacity.

The proposed cage-design interchange with I-30 at 14th Street was probably the most eye-catching feature of the model. If the ultra-modern design for the

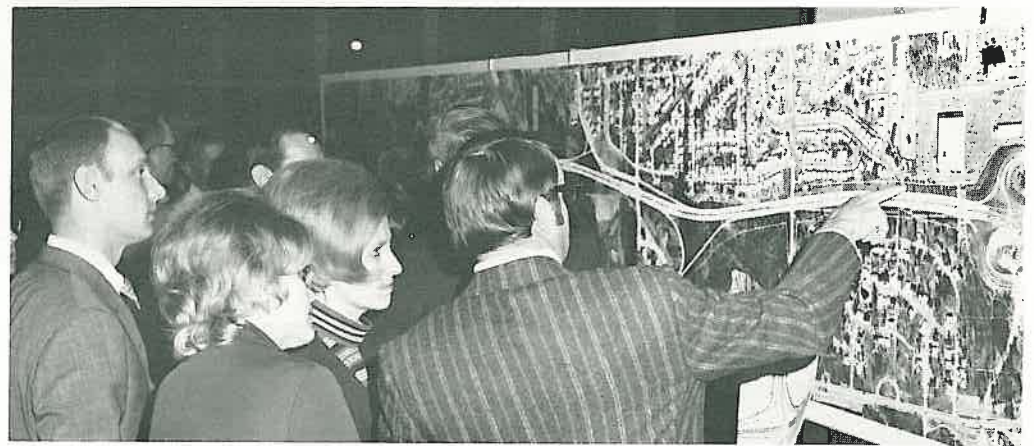


Left: The I-630 model was a constant source of interest during the two weeks it was displayed at the Mall.

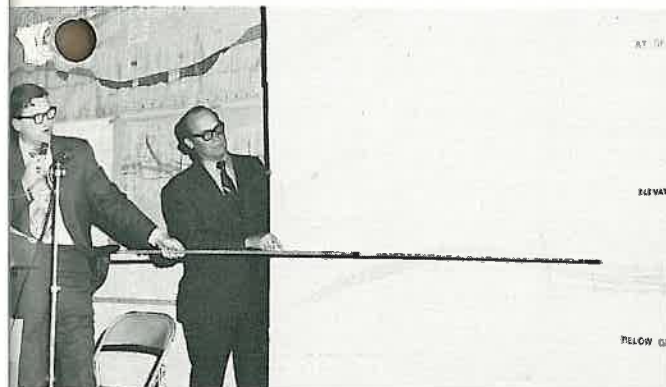
Below: Aerial maps show the proposed freeway route.



Some people who attended the hearing at Ricks Armory are registered by Georgia Russenberger, left, and Billie Jones.



Roadway Design Engineer Brooks Nichols explains a point. He is assisted by Assistant Roadway Engineer Glenn Trammel.



Above left: Little Rock Mayor George Wimberly explains the City's recommendation on Main Street.

Above right: Gip Robertson, Jr., Chief of Right of Way answers questions and explains the Department's policies.

Left: A property owner asks a question at the follow-up meeting held in the Highway Building auditorium.



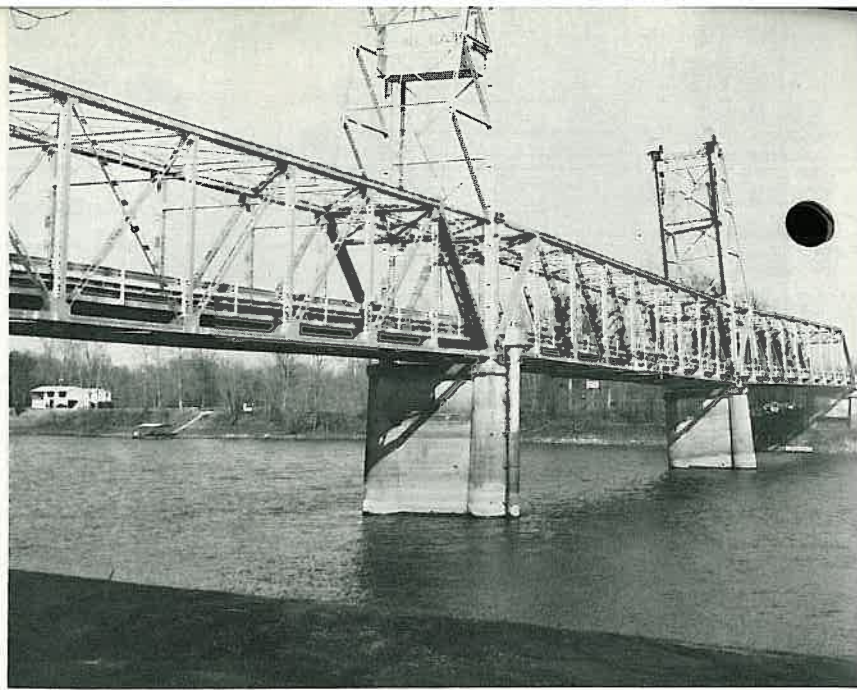
four-level interchange is adopted, it will be unique as far as anyone in the Department knows. The final decision, which may not be forthcoming for some time, will be made by the Federal Highway Administration. The overall design of the route has been carefully coordinated to provide safe and efficient service to the highway user while at the same time enhancing the environmental value of the adjacent areas. A formal environmental impact statement prepared on I-630 indicates that no adverse environmental effects are expected when the freeway is put into use. It is expected to carry about 70,000 vehicles per day by 1995.

A follow-up discussion pertaining to right of way acquisition and relocation procedures was held in the Highway Department building auditorium the evening of March 28. Some 250 people braved a stormy night

to be present. Property owners or individuals who are within the proposed right of way had been especially encouraged to attend. At the meeting the Department's acquisition and relocation assistance programs was outlined and the schedule of payments and services available to "displaced" individuals, families and/or businesses was explained.

Approximately 280 family units housing some 840 persons and five businesses will have to be relocated but no significant problems are expected due to the long interval between the start of relocation activity and the date by which they must be moved. Brochures have been prepared by the Department for distribution to property owners directly concerned with property adjacent to the freeway.

Emergency funds authorized for DeValls Bluff Bridge



How the bridge looks from the east end after the pier failure.

Emergency funds to repair the U.S. 70 bridge across White River at DeValls Bluff have been authorized by the Federal Highway Administration of the Department of Transportation. The bridge tilted and became unusable when Pier No. 3 settled on the upstream side of the bridge in mid-afternoon of February 21. The movement also caused the lift-span mechanism to jam.

At the time of the bridge failure, approximately \$18 million worth of soybeans being readied for shipment were stranded upstream at Des Arc and Augusta. Repair of the bridge will be a major construction job that the Highway Department does not have sufficient state funds to cover. Governor Bumpers declared the partial collapse of the bridge an emergency. He and Director Ward Goodman requested relief funds under Sections 120 and 125 of Title 23 of the U.S. Code which authorizes emergency funds for repair or reconstruction of damaged highway facilities. The bridge now carries mostly local traffic since the completion of I-40 a mile or so to the north but it remains a part of the Federal-aid primary highway system.

Divers sent down to inspect the pier determined that the timbers had eroded due to age and because of a change in the river channel. The 48-year old bridge is built on wooden piers, which have a life expectancy of about 50 years if air doesn't get to them, according to Department officials. The inspection showed the remaining piers to be sound.

A contract for \$416,539. was let March 22 to cover removal, storage and reinstallation of the truss spans. San Ore Construction Company, Inc. & Gardner Engineering Corp. d/b/a S. O. G. Co. of Houston, Texas will do the work. A work order was issued April 10. A

separate contract will be awarded for replacement of the faulty pier.

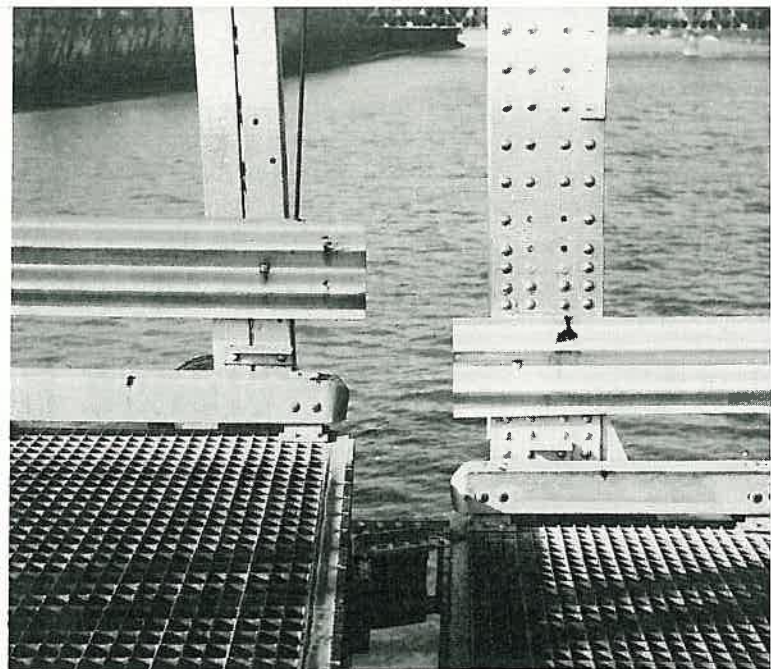
The pier failure was the second time in eight years that the bridge had to be closed due to unusual circumstances. On October 6, 1964 a bulldozer blade struck the superstructure and bent some beams as the dozer was being transported across the river on a truck. At that time the bridge was closed to traffic for 12 days while repairs were being made but foot traffic was allowed. On February 21 the bridge began to come apart about 3:45 p.m. after a loaded school bus and another vehicle crossed it. Another car following them stopped at the edge of the bridge on the DeValls Bluff side when the driver saw the bridge floor rising up as much as 12 inches on the southern corner. The east tower of the drawbridge tilted about eight feet. John Hall, bridge maintenance engineer, said the tower moved slightly once more after the initial fall. During the time the bridge is closed a county road between U.S. 70 (about a mile west of DeValls Bluff) and the rest area on I-40 has been improved to handle the traffic. A gate, which normally blocks access to the rest area from the county road, has been temporarily opened.

The old bridge was built by the Missouri Valley Bridge and Iron Company of Leavenworth, Kansas for the White River Bridge Company, a private firm that built several toll bridges during the first two decades of this century. The bridge was opened for traffic on December 31, 1924.

The state took over the structure in 1930, resuming \$463,000 in bond indebtedness. It remained a toll bridge until 1940.



The east tower of the drawbridge lists to the north after pier settled.



A close-up of the span separation.

Your highways. You've got a lot riding on them.

(continued from Page 2)

A word about ecology

Beneficial. That's the good word. That's the effect which upgrading outdated highways will have on ecology — beneficial. Look at our interstate highways and you'll see why.

Unlike old roads designed when ecology was of lesser concern, our newest highways are noted for both engineering improvements and environmental compatibility. Note how the new roads are fitted into the terrain and how elimination of steep grades, widening of bridges and correction of other hazards add to your enjoyment of the country you drive through . . . without so many warning signs needed along the highway.

Most important from an ecological standpoint is the careful attention to drainage and landscaping. Note the absence of rock-slide areas, narrow shoulders, ditches and other roadside hazards. Note how grassy embankments, and shrubbery and trees retained or planted contribute to soil conservation as well as aesthetic appeal. Nowadays, building a new highway or upgrading an old one is much like planning a park system.

What's the answer?

Thanks largely to their successes in building interstate highways, engineers and road builders know better than ever how to upgrade the 200,000 miles of old primary highways. Adequate safety standards exist, and funds can be made available for bringing obsolete and dangerous highways up to modern standards if the funds already designated for highway improvement are not diverted to other programs. Where do these funds come from? From motorists like you — through license fees and highway use taxes on gasoline and tires. These are **your** highway dollars — for use in making **your** highways safer.

The fact remains, the outstanding majority of travelers depend on **highways** to get to work, to market, to school and for recreational travel. In cities, 67 percent of the workers use cars to go to work. In towns outside of the central cities, nearly 90 percent go to work by car. Over 15 million children reach school by car or bus.

With so many lives riding on America's highways — what can you do to help keep them on the upgrade? You can contact your congressional delegation and ask them to work toward keeping the highway fund intact. **They're your highways — you've got a lot riding on them.**

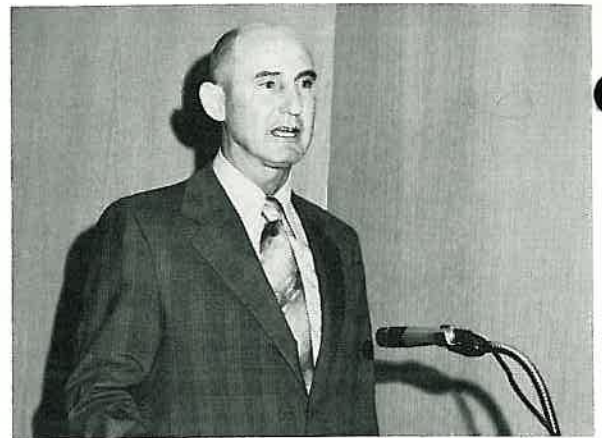
1972 Resident Engineers' Conference Held

"Gentlemen, I believe I am speaking to the group that controls the destiny of the Highway Department. You originate and finalize all pay documents to the contractor. You organize and exercise all engineering, control measures necessary to construct a highway system that should serve the traveling public for the design life of your specific jobs with minimal maintenance expectancy. . ."



E. E. Hurley

With these supercharged remarks, Construction Engineer E. E. "Mac" Hurley opened the 1972 Resident Engineers' Conference on February 16 in the Central Headquarters auditorium. The two day meeting is an annual one where the personnel primarily responsible for construction schedules being maintained and specifications met come together to talk about their common problems and work out solutions.



J. E. Lowder



B. K. Cooper

New items emphasized included how construction workers are affected by the Williams-Steiger Occupational Safety and Health Act, new specifications, and new Resident Engineers' and M&T manuals. Introductory remarks were made by Director Ward Goodman, Assistant Director Henry Gray, Chief Engineer B. K. Cooper and Assistant Chief Engineer Jim Lowder. Other speakers were H. H. Perkins, Dale Spencer, Don Cahoon, Charles Venable, Norman Pumphrey, Ed Orsini, Allan Holmes, Doug Rogers, John Hall, Robert Seay, Charles Mitchell and Brooks Nichols. Approximately 120 persons attended the conference.

The traditional dutch treat dinner was held in the Cadillac Room of the Magnolia Inn at the conclusion of the meeting. Commission chairman John Harsh was the speaker.

PERSONNEL CHANGES

Effective May 1, David L. Moore assumed the responsibilities of district engineer for the 8th Highway district succeeding John F. Price, who retired. The district is comprised of Johnson, Pope, Van Buren, Conway, Faulkner, Perry and Yell counties with headquarters at Russellville.

Price, a 34-year employee, was the District 10 engineer at Paragould for four years. He had been at Russellville seven years.



David Moore

Moore, a native of Russellville, was District 6 engineer at Little Rock prior to his transfer to District 8. He is a graduate of the University of Arkansas and a registered professional engineer. He is married to the former Bobbie Skidmore, also a native of Russellville. They have three children.



Don Cahoone

Don Cahoone, an assistant construction engineer in the Construction Division has been promoted to District 6 engineer. He is a native of Cottonwood Falls, Kansas and a graduate of Kansas State University at Manhattan. He began his 11-year career with the Department's engineer-in-training program. He is a

registered professional engineer and was a resident engineer for six years before promotion to assistant construction engineer. His last assignment as a resident was supervision of the construction of I-40 between Hazen and Biscoe. Cahoone and his wife Alice have five children. They live on Willow Springs Road south of Little Rock.



Ruben McConnell

Ruben C. McConnell, a resident engineer in North Little Rock, has been promoted to assistant construction engineer. He is a native of Dardanelle and a graduate of the University of Arkansas with a degree in civil engineering. He also went through the engineer-in-training program. McConnell has been with the

Department 11 years and a resident engineer since 1965. He and his wife Barbara have two daughters, Cindy, 13, and Laura, 10, and a son Kenneth, 7. They reside in North Little Rock.



Gene Ashcraft, Norman Pumphrey, David L. Moore and Ben M. Hogan, Jr.



C. W. McMillian, Leo Parker, Ruben McConnell, T. D. Casey and Van Bratton.

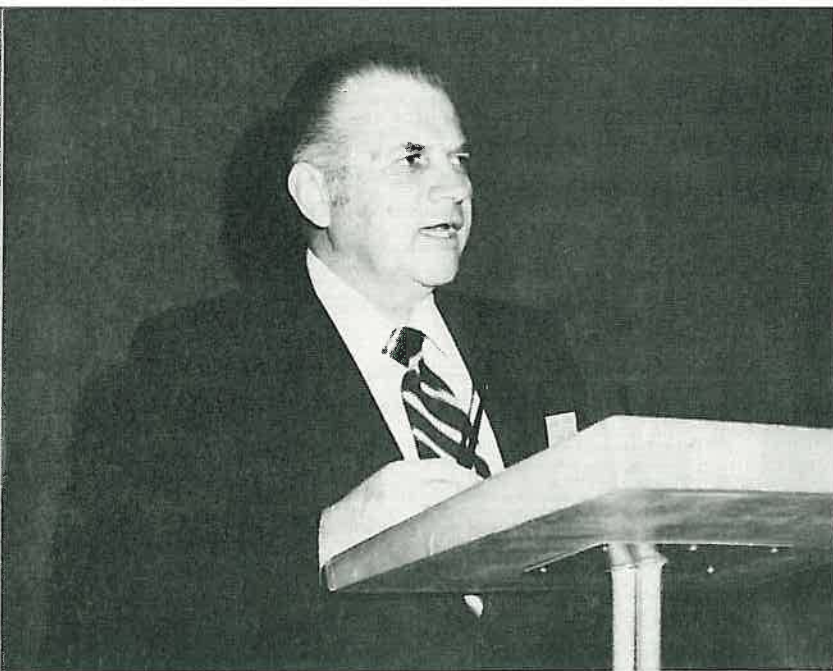


Lawrence Fletcher, Hurley Perkins, and Jim Gee.

Dr. Walt Lefevre, M. S. Smith and John Tallant



COMPREHENSIVE



John Hall — he's in charge of the bridge inspection program.



Sam Smith, D-10 engineer, presented the certificates. Here V. O. Selby receives his.



Frank Williams, Left (D-6) and Cliff Martin (D-10).



Left to right: Dale Spencer, Lyndy Holland and Carl Sanders, all D-4.



Left to right: Ken Tyler, Teddy Carr and Gary Williams, all D-2.



Left to right: Allen Holmes (M&T); Bob Myers (D-7) and John Watkins (D-7).



Left to right: Jim Briley (M&T), Arthur Cole (D-1) and Ken Ritchey, (D-1).



Mike Thompson (D-7) right, chats with a fellow employee.



Left to right: Bill Pierce (D-6), Don Brown (Hvy. Bridge), Leroy Swink (D-5) and S. W. Bolding (D-5).

Act 204 of the 1970 Federal-aid Highway Act requires each state highway department to establish a bridge inspection section. Each bridge is to be inspected at regular intervals not to exceed two years. The new law is a refinement and an expansion of the Federal-aid Highway Act of 1968, enacted in the wake of the collapse of the Silver Bridge over the Ohio River which killed 46 persons and dropped 31 vehicles into the river on December 15, 1967.

A *Bridge Inspection Standards Manual* has been prepared setting out standards and procedures to be used for the inspection of some 236,000 structures in the nation. There are approximately 5900 bridges on the Arkansas Highway system, all of which will be routinely inspected at least once each two years.

BRIDGE INSPECTION LAUNCHED



John Kizer (Secondary Roads), left, and Bert Rownd (Maint.)



Instructors for the school were, left to right: Jim Head, P&R; Jim Briley, M&T; Robert Seay, Bridge Design; Robert Apel, FHWA; Allen Holmes, M&T; Jim Matthews, Bridge Design; John Hall, Maintenance; and Hurley Perkins, Construction, (not shown).



Left to right: Don Turner (D-4), Billy C. Hyde (D-10), and Frank Williams (D-6).



Left to right: Ronnie Garner and Charles Mauk (D-3), and George Martin (D-8).



Left to right: Wayne Coonfield (D-9), and Sam Ramey and Lawrence Fletcher (D-8).

Inspection School Held

A two-week school was held in January to train the personnel who will supervise the inspections. Thirty-four employees received certificates showing they had successfully completed the course. Instructors for the training session were Heavy Bridge Maint. Engr. John E. Hall, Robert Seay and J. E. Matthews of Bridge Design, H. H. Perkins of Construction, J. L. Briley and Allen Holmes of Materials & Tests, Robert Apel of FHWA and Jim Head of Planning & Research. The school was held at Magnolia Inn and the certificates were awarded at a banquet held at the conclusion of the school.

The law requires that the individual in charge of the overall inspection organization unit be a registered professional engineer. John Hall will be responsible for

execution of the inspection program. He is registered and has more than 20 years of bridge engineering experience.

A resident engineer (also required to be registered) in each of the Highway Department's ten districts will be responsible to the district engineer for the inspections. Each bridge inspection crew will be headed up by a man who must have: (1) a minimum of a high school education, (2) a minimum of five years' experience in general bridge assignments, and (3) have completed the bridge inspectors' school. The Heavy Bridge Maintenance Section of the Maintenance Division will be responsible for approximately sixty major bridges throughout the state.

Inspections Underway

The inspection program is now underway. As each bridge is examined, a condi-

tion rating is assigned to it. The first report of the condition ratings will be submitted on or before July 1, 1973. The purpose of the reports is to provide FHWA with information so that a program of bridge replacement can be set up and a request made to Congress to appropriate funds for the replacement program.

In order to utilize Arkansas Highway Department personnel to the best advantage, virtually all of the bridge inspection crew members will come from the Construction Division. During the months when construction work is limited — November through March generally — those employees will work in the bridge inspection crews. Hall has roughly estimated that a minimum of seven months out of the 18 months allowed will be required to complete the inspections.

Commission Receives Plaque for Des Arc



Commissioner Harsh, right receives award from Engstrom.

The Arkansas Highway Commission received an award on March 22 from the American Institute of Steel Construction, officially designating the Highway 38 bridge over White River at Des Arc as an Award of Merit winner in the 1971 AISC Prize Bridge competition. Harold J. Engstrom, vice president of Arkansas Foundry and Steel Company, Little Rock, and a member of AISC, presented the award. Commission chairman John Harsh received it on behalf of the Commission.

The bridge, which was completed and opened to traffic in 1970, was entered in the Long Span (over 400 feet) category. The award of merit selections are second place awards given after the prize bridges are chosen in each of eight categories. The 1971 contest drew 127 entries divided into eight categories. Of those entered, the Awards Jury selected seven prize (first place) bridges and 16 award of merit structures.

The contest has been sponsored by AISC since 1928 to promote more widespread appreciation of aesthetics of steel bridges and to honor the professional excellence of their designers.

The bridge was designed by Garver and Garver, Inc., Little Rock engineering firm. The general contractors were W. L. Sharpe Contracting Co., Inc. of Memphis (substructure) and American Bridge Division of U.S. Steel Company, Pittsburgh, Pennsylvania (superstructure). American Bridge Division was the steel fabricator. The designer, contractors and fabricator also received awards.

GOODMAN RECIPIENT OF SPECIAL AISC AWARD



Director Goodman, right, receives special achievement award from Eugene Pidgeon.

Highway Director Ward Goodman was the recipient in January of the AISC Special Citation Award inaugurated in 1970 to recognize those outside the steel industry who have made outstanding contributions to the advancement of steel framed structures.

The Regional Advisory Committee of AISC chose Goodman on the basis of exceptional professional achievement evidenced by the number of prize bridge awards received by the Arkansas Highway Department and his contribution to the road and bridge-building industry. He is the chairman of the Committee on Bridges of the American Association of State Highway Officials.

The award was presented by Eugene Pidgeon of Pidgeon-Thomas Company of Memphis at the bid letting on January 26. In making the presentation, Pidgeon, chairman of the Regional Advisory Committee, said that Goodman's nomination by a Committee member was unanimously seconded by all the other Committee members.



Harsh, in turn, presented the award to Director Ward Goodman on behalf of the Commission.



Mark Garver received the designer's award.

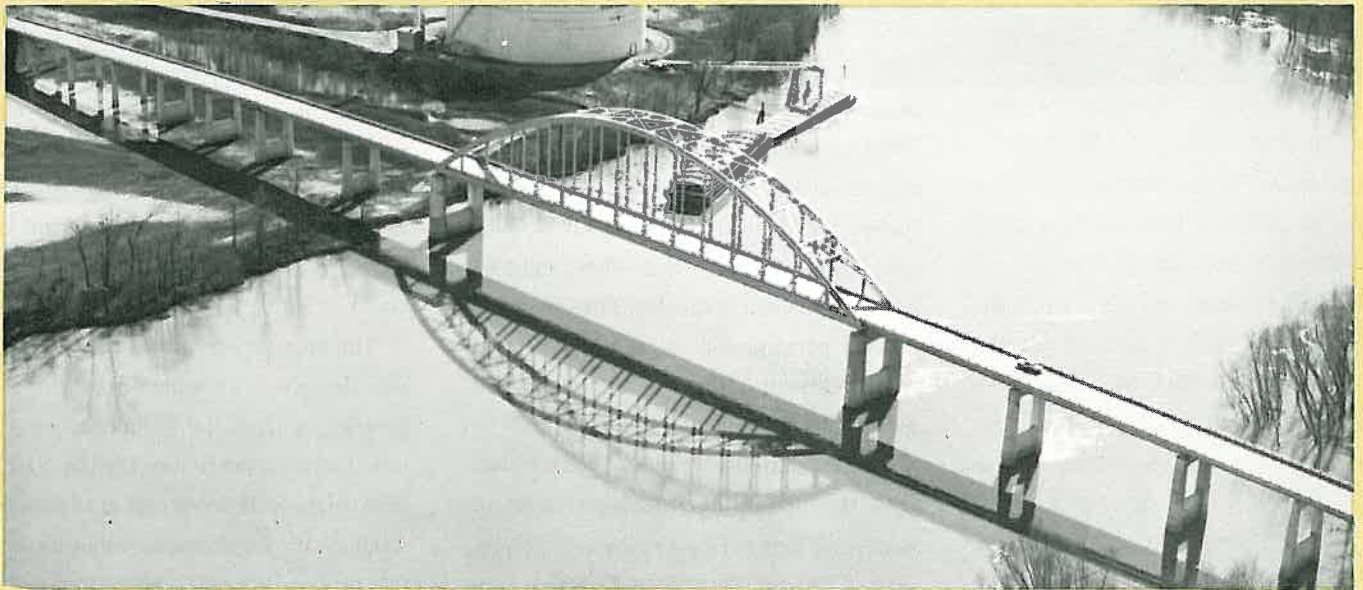


Lloyd H. Shenefelt, Jr., right, accepted the fabricator's and superstructure contractor's award for American Bridge Division of U. S. Steel.



Engstrom presents substructure contractor's award to L. L. Tolbert of Sharpe Contracting Co. of Memphis.

THE BRIDGE



AHD has two exhibits at ZOO DAY !!



"Sam" looks so real, some children waved hello to him.

THE HIGHWAY DEPARTMENT'S tree planter and one of the Department's newest safety devices — a mechanical flagman dubbed "Sam" — were among numerous exhibits at Little Rock Zoo on Saturday, April 29. The special day of events, co-sponsored by the Zoo and the Ladies Guild of the Museum of Science and Natural History, was what might be termed a squealing success. The estimated 23,000 persons who attended exceeded all expectations of the Guild, who had timidly hoped for as many as 10,000.

Silent Sam in action competed well with the living, breathing personages of Bozo, the Tell-A-Tale Troupe as they performed "Androcles and the Lion" and the North Little Rock Junior Service League's



The Department's tree planter, shown here planting a dogwood on the central headquarters ground, was also on display at the zoo.

marionette show.

Silent Sam warns drivers to slow down in areas of highway construction or maintenance. Highly reflectorized and standing on an 18-inch platform, he is visible about 4,000 feet away, waving up and down whatever sign is put into his right hand. The Highway Department now owns three "Sams", one in each of Districts 3, 4 and 8.

The tree planter, by virtue of its size and the ease with which it can lift a full grown tree from the ground, move it to a new location, set it up, fill the hole and tamp the earth down, all in the space of minutes, leaving the tree looking as though it had always stood there, seems to be a marvel to both young and old.



The old and the new in Arkansas highways.

AHD Represented At TRANSPO '72

Arkansas and the other AASHO member states will be allotted a 10' x 20' space (as a group, not singly) for displays. Three color photographs and six color slides of modern highways and five pictures of roads and roadwork in Arkansas in the 1914 era were sent.

The photographs were requested by AASHO Executive Secretary A. E. Johnson, Sr., who commented that "... it was the judgement of the Executive Committee that since AASHO enjoys an outstanding reputation domestically and abroad, that the Association should have

an exhibit of which it could be proud..."

TRANSPO 72 will include all exotic forms of transportation, including such things as automated systems, air suspension tracked vehicles, applications of linear induction, new rail transit rolling stock, with the main thrust being the new generation of aircraft. However, Johnson said, "... while we do not have any futuristic exotic developments, we do have some contemporary facilities that are exotic, and with the big mileage of roads and 110 million vehicles, our highway transport is not going to change radically very fast."

THE Arkansas Highway Department will be represented at TRANSPO 72, an international total transportation exposition to be held in Washington May 27 - June 4 inclusive.

**SAFETY MARKERS INSTALLED
ON I-30 NEAR HIGHWAY BUILDING**

Three hundred reflective raised pavement markers have been installed at 40 foot intervals down the center line of the eastbound lanes of I-30 in front of the highway building as a safety experiment. The Stimsonite Division of Amerace-Esna Corporation, Elizabeth, New Jersey, supplied the markers at no cost to the Department and assisted with the installation. The markers, approximately 3 inches square, show silver against the headlight reflection when traffic is moving in the right direction but reflect the danger color — red — if entering on an exit ramp or vice versa. They can be seen in the daytime but are more effective for night driving. The Traffic Division engineers will observe traffic in the area to make a determination of their effectiveness.

DO-NOT-ENTER SIGNS BEING LOWERED

As another safety measure, the Traffic Division is lowering all Do-Not-Enter and Wrong-Way signs on all "Off" ramps on I-30 between Benton and the 65th Street exit from 7 to 5 feet.

SCA STUDENTS VISIT COMPUTER SERVICES

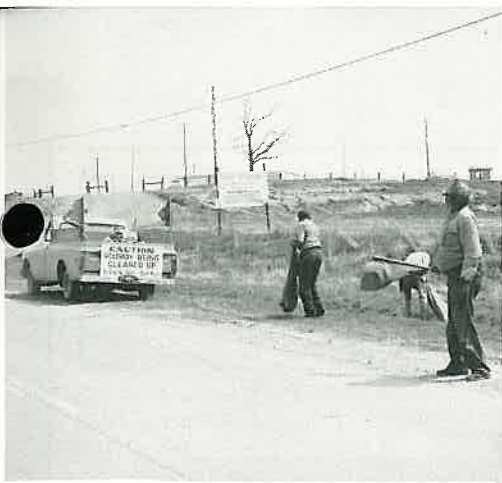


Mrs. Mary Muse, extreme right on front row, and 23 students from State College of Arkansas toured the Computer Services Division of the Highway Department on April 19. They also saw the Highway film. The students, who are pursuing various and sundry majors, all chose Mrs. Muse's Data Processing course as an elective. Arthur Johnson, assistant division head in Computer Services, is shown with the group at the extreme right on the back row.

NATIONAL INSTITUTE OF TRAFFIC PREXY VISITS AHD



In February Ross T. Shoaf, left, president of the National Institute of Traffic Engineers, visited the Highway Department. Shoaf and his wife were making a cross-country tour. He has recently retired as the assistant city engineer for the City of San Francisco. Shown with him is Chief Engineer B. K. Cooper, a member of the Institute.



The cleanup crew at work.

Greene County Group

is boon to Highway Cleanup

At least one industry in the state is making a serious effort to dispose of its own litter. The Greene County Beer Association, a private group organized in the 1950's and financed by a 5¢ fee on every case of beer sold in the county, decided in 1969 to actively participate in the state's highway cleanup program.

They bought a pickup truck, equipped with appropriate signs, hired a three-man crew and went to work. They collect not only beer cans and bottles, but all rubbish on the right of way which is small enough to haul in the pickup. Last year the 5-cents-per-case amounted to approximately \$14,000, most of which was used to finance the cleanup work. The remainder was donated to various charitable and civic organizations in the county.

The cleanup crew boasts an outstanding safety record. Recently red flags and a revolving, flashing, 8-inch light was added to the truck. J. F. Futrell, a busi-

nessman who resides near Paragould and current president of the Association, says they expect to acquire a second truck in May. One truck will police the northern area of the county and the second truck, the southern area. The project actually has a dual purpose — employment is offered to partially handicapped persons in the county.

According to District 10 Engineer M. S. Smith, the District maintenance personnel have noticed a marked difference on both cost and effort by the Highway Department to keep Greene County highways clean.



Courtney, left, receives "gallon" pin from Cockrill.

Resident Engineer Leroy Swink and 10 of his 20 employees at the Searcy residency donated a total of 29 pints of blood to the Highway Department's group blood program through the American Red Cross during calendar year 1971. Because of their participation, all the employees of the residency, their parents, spouses and children, and the spouse's parents were eligible to receive whatever blood needs they may have required for the entire year at a minimal cost. Those who donated, in addition to Swink, were: S. W. Bolding, A. J. Dillin, F. E. Lancaster, V. W. Roberson, J. O. Aunspaugh, Jr., E. L. McMillion, B. A. Bolding, R. W. Dawson, H. B. Jolly, and E. L. Pearce.

At the time the blood program was initiated by the Department, it was on a statewide coverage basis. Waning interest necessitated restructuring the program to a per-district level.

Searcy Residency Donates 29 Pints of Blood

Swink's residency is a part of District 5, which must contribute 73 pints in a 12-month period to qualify for full group coverage. They donated 92 pints, exceeding the quota by 26 percent.

Alfred Courtney, District 5 bridge maintenance employee, has donated a gallon, plus one pint. He received a gallon donor card and a gold pin from Ray Cockrill, Independence County Red Cross chairman.

All employees are urged to participate in the program which returns so many benefits for such a small contribution. The program is especially helpful to employees or family members who must have blood as the result of an accident, surgery or injury but who may be unable to participate in the program due to age or health reasons. If an employee cannot donate one pint of blood per year, he can ask a friend or relative to be a substitute donor.

Letters

April 11, 1972

Route 2, Box 189
Lowell, Arkansas
January 19, 1972

Mr. Bryan Davis
Environmental Development Section
Arkansas Highway Department
Little Rock, Arkansas

This note is to say "Thanks" for your efforts, and those of many others, no doubt, for screening or removing junkyards from near highways.

Very truly yours,

John Gring

March 29, 1972

Mr. Curtis G. Pangle
District Engineer
State Highway Department
Harrison, Arkansas

Dear Sir:

Usually we, the American people, do not praise people enough for jobs well done, since this is what is expected of most people. And even in the case of unusual performance, a personal word is generally enough, but in the case of Mr. J. M. Tate I would like to make an exception and put my praise in writing, since I feel that he does such an exemplary job. I refer not only to his everyday job, but the many extra hours he spends during the winter months making sure that our highways are safe during bad weather.

If you have an award such as "MAN OF THE YEAR", I would like for Mr. Tate to receive some special consideration.

Yours truly,

Laverl Cheek, Supt.
Flippin Public Schools
Flippin, Arkansas

Dear Johnnie:

The cover of the January, February, March issue of Arkansas Highways is beyond doubt the most beautiful one I have ever seen.

Congratulations, Johnnie on a terrific work of photographic art.

It is just breath-taking.

Sincerely,

Gene Bespalow
Choctaw, Inc.
Memphis, Tennessee

April 6, 1972

Director of Personnel
State Highway Department
Little Rock, Arkansas

Dear Sir:

Mr. John W. Taunton, Mr. James D. Crockett, Mr. Danny Simmons, Mr. Gary Norman, Mr. Danny Ramsey (a survey crew) have stayed at our motel the past five weeks.

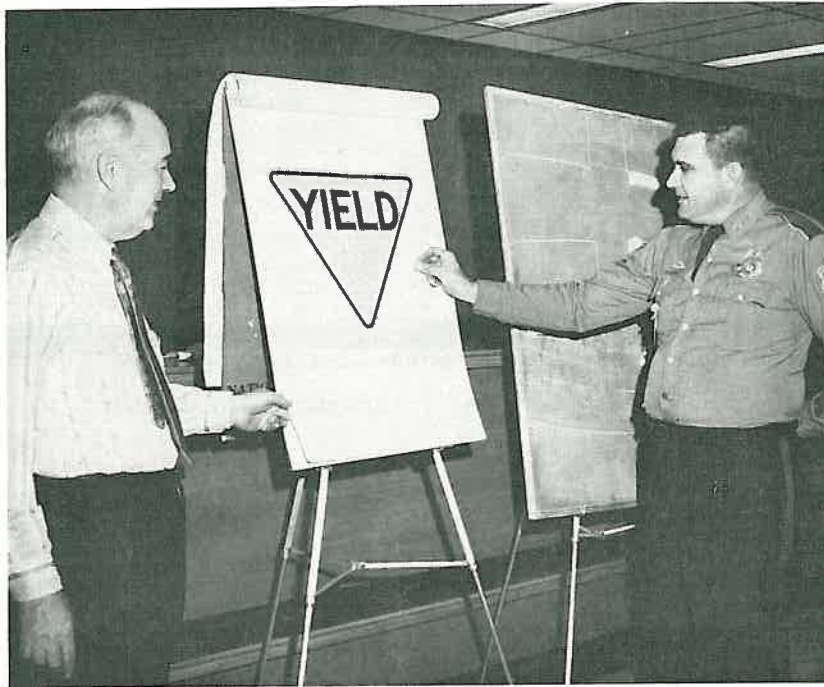
I have been in the motel business the past 5 years. I have never had 5 nicer guests. They have shown courtesy, respect, and a gentlemanly demeanor at all times.

I am sure their work is very satisfactory. It has been a pleasure to serve these gentlemen. Please pass on my thanks to them for their good work.

Sincerely,

A Taxpayer
Vernon F. Vinson
American Motor Inn
Batesville, Arkansas

● 11 Defensive Driving Schools Held



Safety Officer Roland Humble (left) and Sgt. Mullenax point out what a "Yield" sign really means.

Defensive driving schools have been completed in each of the 10 districts and at the central headquarters with a total of 2,724 employees attending. The schools were conducted by State Police personnel stationed in areas where the schools were held and the staff of the Highway Department's Safety Section. Sgt. Bill Mullenax of the State Police headquarters was the instructor at the central headquarters school.

HIGHWAY DAMES ALSO HEAR MULLENAX



The Highway Dames listen intently as Sgt. Mullenax talks about defensive driving.

Sgt. Mullenax was the speaker at the April 20 meeting of the Highway Dames in the auditorium. His topic was, again, defensive and safe driving, with particular emphasis on the importance of wearing seat belts.

During the business session, the Dames elected officers for the 1972-73 year. Their 1971-72 year will conclude in May with the traditional picnic in Lakewood Park, at which time the officers will be installed.

The officers are: Donna Bosley, president; Marla Holmes, vice president; Betty Gee, treasurer; Betty Hutchison, secretary; Doris Butler, corresponding secretary; Mary Beth Gray, parliamentarian; and Eleanor Longcoy, historian.



Sue Walls of Map Sales displays a stack of requests.

1972 MAPS BEING DISTRIBUTED

The first 200,000 1972 official Highway Department tourist maps have been received and the employees in Map Sales are busily trying to make a dent in the mountain of requests which accumulated before the maps arrived.

The backlog of requests came from all 50 states and 2,500 Arkansans responded to a news release which stated that a map would be mailed upon-request.

Because the maps are going so rapidly, another 100,000 will be ordered very soon. The remainder of the 500,000 annual order will be placed in August. The tourist map gains in popularity each year. Each one costs approximately six cents but they must be distributed free, thereby eliminating the possibility of offsetting printing costs by sales. The Department then must necessarily limit the number printed. For that reason, many large-quantity requests, particularly from service stations, cannot be honored.

In a recent editorial the *Arkansas Democrat* referred to the map as a "... best seller." We further quote from the editorial:

"The most popular publication in Arkansas is now off the press, and, as usual, the demand is heavier than last year. It's

the official state highway map, which is one of the handiest and most attractive produced anywhere.

That's not said just from pride, either. The Federal Highway Administration has recently cited Arkansas' map as an "excellent example" of what a good highway map ought to be. And its value is also proved by imitation; Louisiana's new map, for example, is designed almost exactly like Arkansas'.

Much of the credit for this should go to Marvin Beckett, the head of the mapping section of the Planning and Research Division of the State Highway Department. He's been on the job for 33 years and has learned a lot about how to improve a map. One is, don't clutter it up by trying to mark every souvenir stand and hillside cave in the state. Another is to use standard symbols, which means that if a motorist is at all familiar with maps, he can read ours. Still another is the addition of strip maps, showing the details of the interstate system — an invaluable feature that first went on the Arkansas map two years ago.

Anyone who wants a map can have it by asking at one of the tourist information centers, or writing to the highway department. They are free, of course, even though each one costs the state 6 cents to print.

In 1946, the printer (which is always an Arkansas firm) got an order for 25,000 maps. Now they print 500,000 a year and the supply is exhausted by the end of the year. This is solid proof of a good product. And for a state that depends heavily on tourism, it's hard to think of a more valuable one."

WEIGHTS & STANDARDS CREATES NEW DISTRICT

The Weights and Standards Division, which formerly had the state divided into four districts, has recently added a fifth one with headquarters at West Memphis. The Division, with Roy L. Johnson as chief, is responsible for enforcement of laws designed to protect state highways and highway users from the hazards caused by overloaded and/or oversized vehicles, and for the enforcement of commercial truck registration and motor fuels tax laws.

District headquarters, in addition to West Memphis, are located at Pine Bluff, (having been recently relocated there from Little Rock), Ash Flat, Charleston and Glenwood.

Max L. Ray, Jr. of Jonesboro has been promoted to district supervisor at West Memphis. He is a native of Mississippi County and was first employed by Weights and Standards as a weigh station officer at the Blytheville station in 1960. He has also worked as a station foreman at West Memphis and as half of a roving unit team assigned to the Jonesboro area. He is married to the former Hazel Doolin of Batesville. They have five sons.



Max L. Ray, Jr.

Marion C. Showalter, also of Jonesboro, has been promoted to district supervisor of the Pine Bluff district. He is a native of Poinsett County and has been with the Division since 1957, having served continuously on the roving unit in the Jonesboro area. He is married to the former Vada Watkins of Nettleton. They have a son and a daughter.



Marion C. Showalter

Guthrie Goodwin is the district supervisor at Ash Flat; Bob Baker, the supervisor at Glenwood, and Billy A. Skeets, the supervisor at Charleston.

Bob Baker, the supervisor at Glenwood, has been with the Division 18½ years. Guthrie Goodwin, the supervisor at Ash Flat has been employed five years; and Billy A. Skeets, supervisor at Charleston, has been with the Division 2½ years.



Area Headquarters Ratings for 72 Complete

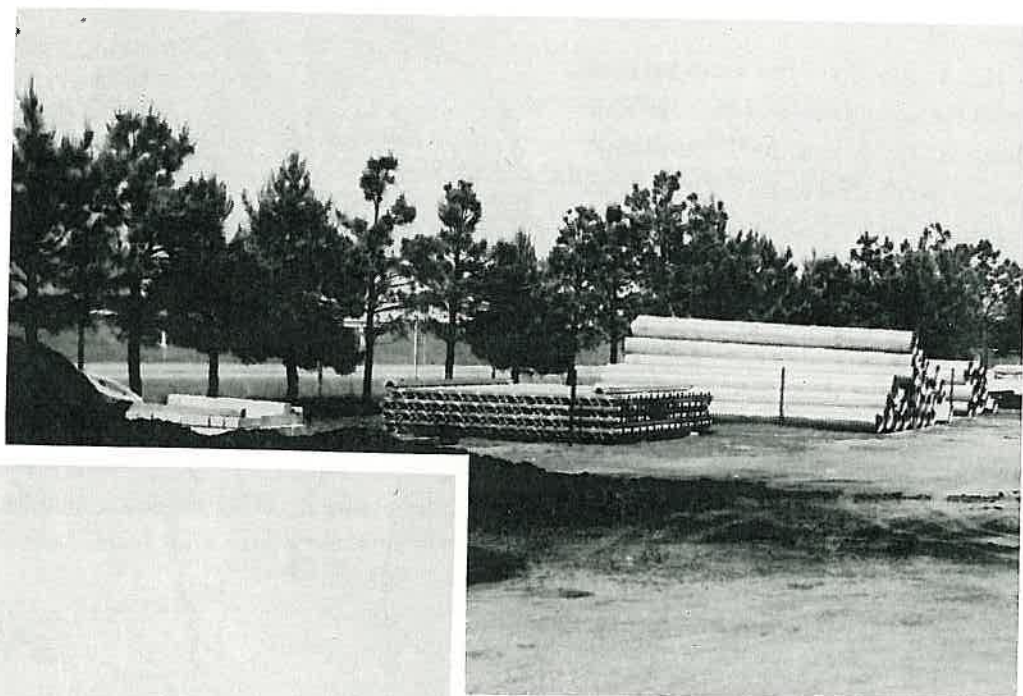
Rating the 80 AHD area headquarters on their housekeeping for 1972 has been completed by the Maintenance Division. The inspections are made to encourage and promote safety, pride and a spirit of competition among the employees who work out from the area headquarters in each county.

None were rated 100 for the year — the Randolph County headquarters made the only 100 last year (1971) — but five received a 99. They were Izard County headquarters at Melbourne, Stone County at Mountain View, Lonoke at Lonoke, Newton at Jasper and Mississippi at Blytheville. Of the seven headquarters which received a 99 for 1971, Blytheville

was the only one to receive a 99 for the second year. The following headquarters received a 98 rating: Miller County at Texarkana; Sharp County at Hiland, Garland County at Hot Springs, Hot Spring County at Malvern, Prairie County at Hazen, Bradley County at Warren, Baxter County at Mountain Home, Marion County at Yellville, and Lawrence Co. at Walnut Ridge. The remaining ones made grades ranging down to 85.

Ratings are made on the following percentages: building 10%; office, 5%; shop, 20%; stock, 10%; rest room, 10%; fence, 3%; drainage and yard, 10%; material storage, 15%; parking area, 2%; and general upkeep and appearance, 5%.

Material storage such as these neat stacks at the Lonoke County headquarters accounts for 15% of the total rating.



Rating for general upkeep and appearance helps create overall neatness. In the background, station attendant C. L. Kight fills Photographer Johnnie Gray's car with gasoline.



Most of you in the main building are familiar with the friendly face of Jerry Dixon, the mailman who started to work the first of May. He is a native of Arkansas but moved with his family to Chicago as a teenager. He graduated from high school there and served a hitch in the Army before returning to Arkansas. He and his wife Patricia have a little daughter almost four. We are glad you're here, Jerry.



Jerry Dixon

We made a special effort (I thought for a while there we might have to resort to a bull whip) at the Sign Shop Christmas party to group the Sign Truck and Sign Crew foremen and superintendents together to smile at the birdie. Even so, three got away. Not present are sign foreman Charlie Clifton and Striping foremen Henry Derrick and D. M. Sloan.



Left to right: E. McAlister, H. A. Alford, Charles Latture, Leon Edmunds, S. W. Leach, B. C. Butler, O. K. Sanders (now retired), W. H. Lloyd, Ray Cranfill, Charles Gehrki, Vernon Pearce, Frank Blaylock and Chester Jester. Latture, Blaylock and Jester are superintendents.

It was good to receive a most interesting letter from former Roadway Designer G. E. "Babe" Williams. Away up in Wausau, Wisc., where he and Mrs. Williams have resided since he retired six years ago, it was snowing on April 22 when he wrote the letter. He sent a picture of their home made a little earlier in the spring. Snow was up to the windows. Br-r-r! Babe was bemoaning the coming of spring because it plays havoc with his ice fishing. Said he had been going once or twice a week and nearly always had a good catch.

I sent him a map and he writes concerning it: "Thanks for the map . . . seems like the maps (Arkansas') get better every year and this one is one to be proud of. I'm always showing the Arkansas map to people up here . . ." Okay, Babe, it's all right for you to be a Yankee, just as long as we know where your heart still is.

Nancy and Kenny Sipe have been busily enlarging and remodeling their house for several months preparatory to having Kenny's mother come to live with them. It was both a sad and happy time for them when they returned from Nebraska with his mother and her furniture on April 21, only to find Nancy's ill mother, Mrs. Anna H. Williams of Conway, worse. She passed away the next day. Our condolences, already privately expressed, are extended here again.

Nancy very nearly gummed up the works for those planning a surprise party on May 15 to celebrate her 15th Highway anniversary. About 60 people had been invited to share cake and coffee at 9:00 that morning. You can imagine the resulting consternation when Kenny called at 8:00 to say that she had a headache and was going to stay home. So, quick thinking and a little lie (which we hope won't be held against Susan and Kenny) were invoked to get her dressed and out to the building on a ruse. And it was a surprise, she said.



Nancy Sipe and boss Henry Gray

John Ball of the Buildings and Grounds crew completed 15 years' service on April 20 and retired for health reasons. John wasn't one who talked a fellow's ear off, but he could always be depended upon to do his job. Public Information Officer Bill Looney presented a rod and reel to him on behalf of his co-workers and coffee and cake were served. His wife Margaret and daughter, Mrs. Harold Taylor and two granddaughters were present to see him receive the service award and going-away gift. John and Mrs. Ball live at Jacksonville. They have one other daughter, Mrs. Lee West of Loraine, Ohio.



John Ball, left, receives certificate from Bill Looney.

Several have received service awards since the last issue. They include Mayo White, P&R Current Planning, and Paul Uchtman, Heavy Bridge Maintenance, 20 years; John Adams of Secondary Roads, 15 years; John Kizer, Secondary Roads; Albert Comeau, Computer Services; Herman Schmidt, Legal; and M. H. Childers, Heavy Bridge Maintenance; 10 years; and Phil Gowan, Legal, and Jerry McKeown, Records and Reproduction, 5 years.



Mayo White's wife Sybil affixes the new lapel pin.



Heavy Bridge Maint. Supt. Don Brown, left, presents award to Paul Uchtman.



John Adams received a 15 year award from boss John Kizer late in April. Kizer received a 10-year pin on May 16.



Jerry McKeown, Records and Reproduction



Chief Counsel Tom Keys presents a 10-year award to Herman Schmidt.



Attorney Phil Gowan

It's graduation time and we are hearing about all sorts of outstanding academic accomplishments by our Highway children. J. E. "Mac" McCarthy's son John is graduating from Christian Brothers College in Memphis where he has already been chosen for inclusion in Who's Who in American Colleges and won the Memphis Chapter of Tennessee C.P.A.'s award for top senior student in accounting. He was also voted by the student body as the senior contributing most to the school.

Weights and Standards officer Marion Showalter's nephew, Brent Watkins, has been named the recipient of an Outstanding Senior Engineering Award, presented by the NSPE student chapter at ASU. He is an honor graduate at Nettleton High School. He is the son of the school's superintendent, Gerald Watkins.



Albert Comeau is pleased over the 10-year certificate being presented by Chief of Computer Services Pat Huddleston.



M. H. Childers, right, receives service pin from Don Brown.



Brent Watkins

The adorable tots below are the children of two weight officers at the West Memphis station. Odis Hamrick, at four weeks, looks as though he is off to a good healthy start in the world. He is the son of Mr. and Mrs. Bobby Hamrick.

And everything's comin' up roses for Kenneth Huey, son of Mr. and Mrs. Harold Huey. He also has a 6-year old sister, Karen Elizabeth.



Odis Hamrick



Kenneth Huey

Rochelle Cullins resigned from Right of Way when she and a friend purchased a youth clothing shop in the Southwest City Mall. You mothers who have youngsters to fit their sizes may want to give Rochelle your business. (Our advertising rates are the lowest in town, Rochelle.)

Charlotte Ann Wallace will wed Donald R. Samples on June 3 at Faith Landmark Missionary Baptist Church in Benton. She is the daughter of Engrng. Aide II and Mrs. Royce R. Wallace. Samples is the son of Mr. and Mrs. Jeff Samples. Both families live at Benton. Charlotte is graduating from Paron High School where she was selected "Miss P. H. S. of 1972" earlier in the year.



Charlotte Wallace

HELENA BRIDGE
by george cloud

It's always fun to hear from George Cloud at the bridge. Wish we heard from him more often.

Sitting here with a little time on my hands, I get to thinking that anyone worth his salt should be able to put a pinch of this and a dash of that together and come up with some gab. For fear of being put off the mailing list for non-support, I'll try to do just that. (Er, about that non-support, George. We wouldn't expunge you from the mailing list for that — the nuns probably wouldn't like it. But if you're talking about non-support, well that may be a different matter. Ed.)

Birl Deweese (without consulting me or anyone else, except maybe his bride) got married recently. We plan to give them a housewarming soon, so don't anybody tell. In the meantime, we hope they live happily ever after.

The river has been having a high time the last month, what with all the water the Yankees let loose on us. It sure has been fun sitting on the bridge with our britches rolled up, letting the muddy water swish between our toes. Well, it isn't quite that high, but we can dream, can't we?

At this writing our boss, Archie Jones, is in the hospital recovering from a severe heart attack. I'm sure that most of you my age remember the song "Give Me The Roses While I Live". Well, maybe we didn't say many rosy things to our boss when he was well but we want to say right now that he has a heart of gold and we believe that kind heals faster. Our prayers are with him.

Now for the pinch and dash that I mentioned. During the first turkey season I killed an 18-pound gobbler (you knew that I had a ulterior motive for writing, didn't you?). During the second season all I got was the scare of my life. While hunting around the Mississippi back waters I heard the loud hiss of a cottonmouth moccasin and the strike against my hip boot. I had unknowingly stepped on the big snake and he had told me in no uncertain terms to get off. Finding myself without words (at least printable ones) I got off. Or, as I said, he pinched and I dashed.

I don't know what deadline this will make, but PLEASE don't take us off the mailing list.

DISTRICT 4

by debra smith

An open house was held for Hwy. Engrng. Aide II A. C. Floyd just before he retired in February. (See Jan.-Feb.-March issue). He received a number of going-away gifts. The party was held at Jack Coleman's residency.

Hwy. Const. Insp. II Fay Barber of Carl Sanders' residency was honored with a reception in February when he completed 20 years of

service. Mrs. Barber, Carl Sanders and the crew and Dist. Engr. Calvin Peevy attended.



Fay Barber, right, and Peevy.

Congratulations to Olen Tarpley of Lavaca who has completed 15 years. Maint. Supt. H. D. Hodnett presented the service pin at the Greenwood area headquarters during a coffee-and-donuts social hour. (Calvin Peevy was the photographer. How about that, Johnnie Gray?)



Tarpley receives award from Hodnett (left) while crew members look on. Hwy. Engrng. Aide II R. D. "Cotton" Harrison of Sanders' residency, retired in April due to illness. He had been with the Department 10 years. We wish him much luck, happiness and a speedy recovery.

Retired resident engineer Mike O'Shea of Fort Smith has been in the hospital for tests. We wish him a speedy recovery.

DISTRICT 9

by shirley morton



Left to right: Ora Robbins, Jack Holtby, Emery Harrell and Ed Mulford.

Ora Robbins, Jack Holtby, Emery "Doc" Harrell and Ed Mulford retired in February and a party was given in their honor at the district headquarters. Several of our retirees attended. Each of the four received a gift presented by his supervisor.

When John Burlsworth retired in March, among the gifts received from his many friends was a whopper of a lure from Ab and Tiny. John was the district welder and devoted fisherman. He was with the Department 31½ years. We wish for him a long and happy retirement.



John Burlsworth and a lure "to catch one big enough to brag about."

Stock Clerk Frank Rose displays 19½ lbs. of black bass he caught one recent Saturday night in Bull Shoals Lake near Lead Hill. Several pounds were consumed by the District office personnel, along with hush puppies and a delicious strawberry cake prepared by our chief cook, Edris Braswell.



Frank Rose and proof of the catch. (Don't tell us the big one got away!)

Mr. and Mrs. Clarence Ward of Springdale observed their silver wedding anniversary with an open house at the home of their daughter, Mrs. John Proud last Christmas eve. Ward is an equipment operator who works out from the Springdale sub-district headquarters. Miss Connie Griffith was co-hostess. The Wards were married in Los Angeles and moved to Newton County 11 years ago. They have two other daughters in addition to Mrs. Proud, and one granddaughter.



Mr. and Mrs. Clarence Ward

Christie Fields, daughter of Mr. and Mrs. Ormel Fields of Alpena is the salutatorian of the Alpena High School senior class. She has a grade point of 3.91. After graduation, she plans to attend the School of the Ozarks, Hollister, Mo., and major in elementary counseling. The proud papa of this lovely young lady is the survey party chief at the Harrison Residency.



Christie Fields

Gilbert Jenks and his wife, Opal, were honorees at a party given by the employees of the Harrison residency on April 28, concluding more than 20 years as a senior construction inspector for Gilbert. He plans to operate his motel at Jasper until he is eligible (old enuff) to retire. Large gathering of friends and guests were present.

Congratulations to Raymond Cantrell, inspector at the Harrison residency, who was presented his twenty year service award by Res. Engr. Gary Godfrey, also on April 28.



Gilbert Jenks



Raymond Cantrell, left, and Gary Godfrey.

Who Is It?



This employee has been with the Department over 26 years. His job has to do with safety. He works out of an office in the main building but doesn't spend much time there.

AHD Experimental Plants Stolen

The efforts of a 5-year cooperative research project being carried out by the Division of Plant Sciences of Arkansas State University and the Highway Department have been drastically affected by theft. The study was being made to determine which of several types of plants are adaptable for use on highway right of way.

Plants are being widely used by highway departments to: (1) cut maintenance costs by reduced mowing and increased erosion control, (2) increased driving safety through the reduction of headlight glare in medians, (3) delineation of geometric features such as ramp gores and bridge abutments, and (4) enhance the aesthetic quality of the highways.

Test plots were established in several locations along state highways for field evaluation. At one site all plants of one specie, more than fifty percent of another, and several of various other species were taken from the test plot. Fourteen of 16 plants of a single specie were taken from another plot. In all, a total of 57 plants were stolen, at an average per-plant cost of \$3.00, plus transportation, fertilizer, researchers' salaries, and their time and effort.

While the loss of the plants did not entirely invalidate the project, the results were drastically affected because of gaps in the data which could have otherwise been known. The researchers were able to conclude that certain plants are adaptable to use on right of way with a definite advantage for both the motoring public and the Highway Department — provided, of course, that they are allowed to remain intact.

Beaver Colony Tries To Outwit AHD

A beaver colony that lives in the area of an overflow pond from the Mississippi River near the Helena bridge must be getting more than a little exasperated with the Highway Department maintenance men. The beavers keep cutting down trees, trying to stop up a culvert which drains the pond, and the maintenance forces keep cleaning out around the culvert.

The beavers, small little animals that they are, can maneuver the trees into the water and float them into place. They may also cut the branches into pieces and cut the trunk into sections. (It's all right to be busy but they carry it to a ridiculous degree, don't you think?)



Note how all the trees are cut so as to fall toward the water.

This tree was approximately 12 inches in diameter. Some little beaver really made the chips fly, didn't he?



This'll Kill Ya!

A politician had taken a course in veterinary medicine but never practiced. During a bitter campaign, his opponent referred to him as a vet, and finally asked during public debate, if he really was a veterinarian.

"Why do you ask?" was the quick reply. "Are you ill?"

The deep sea diver had scarcely reached the bottom when a frantic message came from the surface that left him in a dilemma.

"Come up quick," he was told, "the ship is sinking!"

Around the turn of the century people were amazed when someone drove 20 miles per hour. They still are.

The Westerner who was celebrating his 100th birthday was asked by reporters to what he attributed his longevity.

"Do you folks remember the shooting of Pancho Veretto?" he replied. "Well, sir, I attribute my old age mostly to the fact that the police never did find out who killed Pancho."

The mistake a lot of politicians make is in forgetting they have been appointed and thinking they have been anointed.

A little girl in Charleston, S. C. woke up one morning to see the snow in her life.

"Mama, look! The whole world's covered with grits!"

One of the biggest troubles with success these days is that the formula is about the same as that for a nervous breakdown.

Teenagers don't trust anything over 30 unless it's on their speedometer.

The Pastor—"So God has sent you another little sister, Jane?"

Jane—"Yes, and He knows where the money's coming from; I heard Daddy say so."

"Don't lie to me," the irate wife screamed at her husband. "Alice saw you playing around on the beach in Miami with a blonde."

"Well, what do you expect at my age?" was the retort. "Playing around with a pail and a shovel?"

Bride of only a few weeks—"Before we were married, you used to say you could listen to my sweet voice all night."

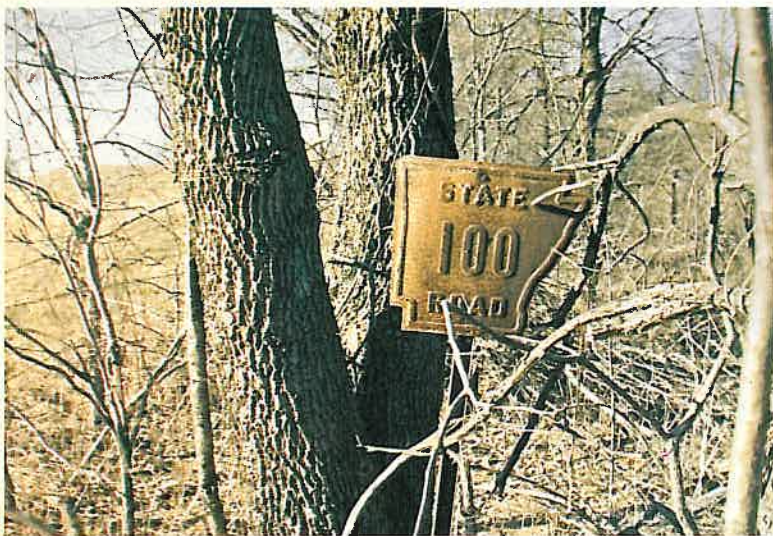
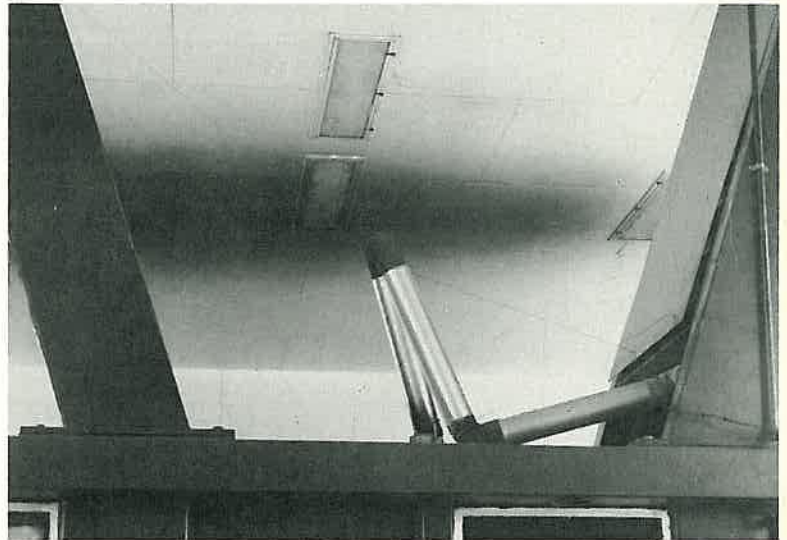
Husband—"Well, at the time, I had no idea that I'd ever have to do it."



ARKANSAS HIGHWAY DEPARTMENT
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WHERE IS IT?



State Road 100 went out of existence in 1960 when the highway between Bentonville and the Missouri state line was rebuilt and designated a part of U.S. 71. This vintage marker was apparently overlooked when the signs were being changed. Retiree A. G. "Lanky" Rives was the only person to identify it. Retiree Tom Wacaster submitted the picture.