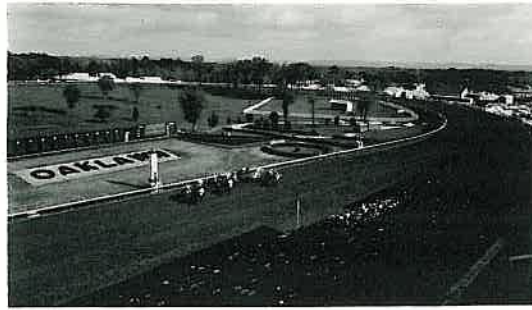


Arkansas Highways

AUGUST, 1973





Hot Springs - The Host City



Internationally famous Hot Springs, Arkansas will be the host city for this year's SASHTO convention when it convenes there October 7. Whether or not the individual visitors have been to Hot Springs before, chances are all will have at least heard of the well-known resort community located 50 miles south-southwest of Little Rock.

Hot Springs is a small municipality of approximately 36,000 persons nestled among five mountains which make up a national park of the same name in the Ouachita Mountains.

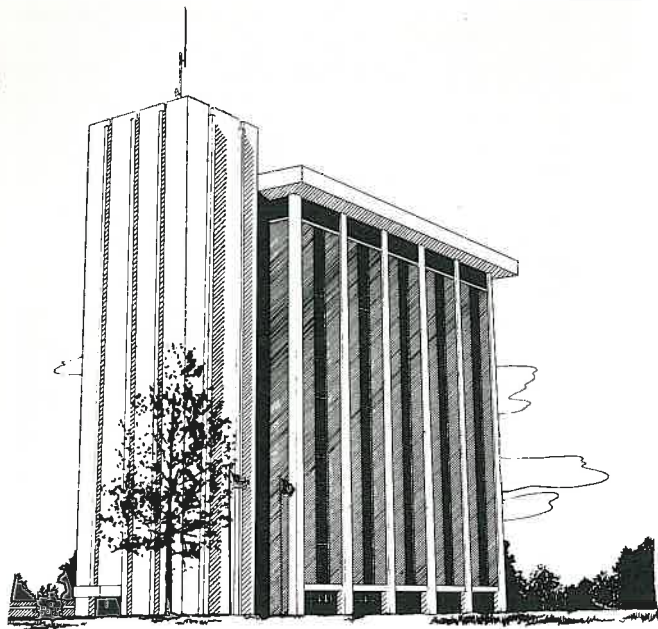
The city's name could not be more fitting — it is indeed a city of hot springs. Approximately one million gallons of water — average temperature, 143 degrees F.! — flows daily from 47 springs at the base of West Mountain. There are also many cold water springs in the area.

Early Indian inhabitants of the area learned of the healing quality of the thermal waters, which are remarkably pure and free of offensive odor or taste. Consequently, legend says, the red men regarded the area as hallowed ground and all tribes bathed there in peace for fear of angering the gods.

As European health spas gained in popularity in the early 1800's, the word of the hot springs in what was then a part of the Louisiana Territory began to spread. Arkansas' first U.S. Senator, Ambrose H. Sevier, authored a bill which created the federally-regulated Hot Springs Reservation and thus put an end to an increasing hassle over ownership of the springs. The federal reservation, later named Hot Springs National Park, included the 47 springs and four square miles of land.

Travelers who come from all over the world to Hot Springs for the baths and to enjoy the 50 days of horse racing at Oak Lawn track in the spring of each year give the city a cosmopolitan air. Even so, the pace is leisurely. Some people can be seen strolling along the Promenade while others sit on park benches dozing, reading or chatting but the faces of all reflect contentment. Central Avenue is lined with bathhouses, hotels, shops and restaurants, all within easy walking distance of each other.

For the more energetic, a mild climate makes hiking, water sports, golfing and many other available outdoor activities enjoyable to the utmost. For those whose forte is night life, a number of clubs provide exciting live entertainment. Welcome to Hot Springs — HOT SPRINGS HAS IT ALL! —



ARKANSAS HIGHWAYS

Volume 19, No. 4

ARKANSAS HIGHWAY COMMISSION

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COVER – Central Avenue and the Arlington
 Hotel in Hot Springs as seen from the Promenade
 behind Bathhouse Row.



TOLL ON HELENA BRIDGE REMOVED



Helena Bridge Supt. Archie L. Jones holds a blown-up version of the check which put him and the toll collectors out of business. He was transferred to W&S and will continue to be stationed at the bridge.



Miss Serendipity and Commission Chairman Maurice Smith hold the ribbon while Governor Bumpers and Mississippi Lieutenant Governor Bill Winters put a pair of oversized scissors into action.



Governor Bumpers paid the last \$1 toll and proclaimed the bridge toll free. With him are Commissioners James Branyan, left, and Maurice Smith, right, and Director Henry Gray.

Friday, July 13 turned out to be a very good day for the people who often use the Helena Bridge, for on that day the \$1.00 per vehicle toll was discontinued. In a formal, though brief, ceremony held on the Arkansas end of the bridge, Governor Dale Bumpers of Arkansas handed an over-sized check in the amount of \$2,796,384.83 to Highway Commission Chairman Maurice Smith of Birdeye. The enlarged check represented an authentic one which will be combined with other Highway funds to retire the \$3.5 million indebtedness on the bridge bonds.

From the time the bridge was opened until April, 1967 tolls ranged up to \$4.50 depending upon the size and type of vehicle. To the elation of Helena-West Helena businessmen who had long maintained that a lower bridge toll would boost their economy, the toll was lowered to \$1.00 per vehicle on April 3, 1967.

The toll removal ceremonies were a part of a schedule of activities observed by Helena the week of July 12-17 to celebrate the city's Serendipity Week and the tricentennial of the voyage of French explorers Louis Joliet and Pere Jacques Marquette who arrived at the Pacaha Indian Village of Aquixo (now known as Helena) in mid-July of 1673. For those who may not remember their history too well, the Marquette-Joliet voyage was significant because they proved that the Mississippi River flowed into the Gulf of Mexico and not the Pacific Ocean.

Governor Bumpers joined in the spirit of the occasion by arriving at Helena in a boat for the

Friday dedication, although those portraying the exploration party did not arrive in town until Sunday afternoon. Lieutenant Governor Bob Riley, Lieutenant Governor Bill Winters of Mississippi, former Governor Ben Laney and local legislative and municipal officials were among the special guests at the toll removal ceremonies. Governor Bumpers and Lieutenant Governor Winters were honored at an appreciation breakfast prior to the bridge program.

Helena is a river city whose beginning and existence has largely been dependent upon the river. Until the early part of the twentieth century it was the only major port city on the western shore of the Mississippi between St. Louis and New Orleans. In 1934 citizens of Helena began working toward getting a bridge constructed in order to keep pace with Memphis, Greenville and Vicksburg but it was not until 1953 that a comprehensive traffic study indicated that a bridge would be economically sound. Cost was estimated to be \$12-13 million. Mississippi then allocated 1 million dollars for the project, and Arkansas put in 4½ million. Each state agreed to construct its own approach to the bridge. The remaining \$7-8 million was financed with a bond issue. Construction of the piers began in April 1959. At that time estimated completion was January, 1962; however, the bridge was completed and put into service six months ahead of schedule, perhaps as a reward to those who had worked untiringly to make it a reality.

Miss Searcy, Cecilia Penney, who was chosen Miss Serendipity during the celebration, helped the officials cut the ribbon, heralding a free bridge. Governor Bumpers personally paid the last \$1 toll charge. It was autographed by the dignitaries present as some 500 people watched.

Meanwhile, traffic backed up for miles in both directions. A truck-load of fertilizer coming into Arkansas was the first vehicle to cross free. A Mississippi National Guard unit enroute to summer camp waited on their side of the river until after the ceremony to avoid paying toll on 50-60 vehicles.

Bridge Superintendent Archie L. Jones was transferred to Weights and Standards and will continue to be stationed at the bridge. W. F. Cox was transferred to the Phillips County maintenance crew. The other eight collectors chose other employment.

TRI-DEDICATIONS OPEN JONESBORO PROJECTS

Jonesboro Mayor Neil Stallings and Craighead County Judge Bill R. Clark were hosts for a "Highway Appreciation Day" celebration July 20 which included dedication ceremonies for three highway projects, a luncheon, a bus tour of the city and a banquet in the ballroom at Arkansas State University.

Special guests were administrative officials of the Highway Department and past and present members of the Highway Commission. Projects that were dedicated and opened to the public were the newly reconstructed Highway 18 between Jonesboro and Lake City, Highway 1 bypass around the Arkansas State campus and an improved extension of Washington Avenue from Gee Street in Jonesboro to the U.S. 63 bypass on the west side of the city.

One of the highlights of the day was an old-fashioned watermelon feast at the Lake City community center. Wayland Doak, president of the Arkansas Highway 18 Association, and Amos David, a director of the Association, were hosts.

Senator John L. McClellan, the guest speaker at the banquet, said he would continue to oppose the use of interstate highway funds for other purposes. McClellan recalled the long history of federal highway funding, noting that "This cannot be suspended but must be continued."

The senator praised the Highway Commission for its accomplishments in the state. "I'm proud to salute the commission and want to congratulate them on a job well done," McClellan said.

Others on the banquet program were Dr. Carl R. Reng, president of ASU; Maurice Smith, chairman of the AHC; George Kell, AHC member, and Joe N. Martin, chairman of the Jonesboro Chamber of Commerce Streets and Highways Committee.

Washington Avenue Extended. Judge Bill Clark does the honors, assisted by John S. Wilson, left, and Director Henry Gray, center.



ASU Bypass. Dr. Carl Reng, ASU president, cuts the ribbon. Others participating are, left to right: Former commissioner Truman Baker, Dir. Henry Gray, FHWA Div. Engr. Charles McMillen, Mayor Neil Stallings (behind McMillen), Sen. McClellan, Joe Martin, Judge Bill Clark (behind Martin), former commissioner John Harsh, Com. Maurice Smith, Dist. Engr. M. S. Smith, Coms. George Kell and James Branyan, and Rep. Roscoe Brown.



Highway 18 at Lake City. The ribbon is snipped by Commission Chairman Maurice Smith. Looking on are, left to right: Rep. Roscoe Brown, Judge Clark, Senator McClellan, John Harsh, Amos David, George Kell, Henry Gray, John Wilson, Neil Stallings, Res. Engr. Claude Parton and John Kizer.



● It was a full day

A Ribbon-Cutting makes it Official



Highlight of the day was a banquet at Reng Center. Chairman Smith introduces Senator McClellan as the principal speaker.



M. S. Smith snips a bit of the ribbon for John S. Wilson and himself.



Enjoying a Southern summer pasttime. James Branyan and Judge Clark enjoy watermelon served to invited guests by the Highway 18 Association at Lake City in mid-afternoon.



The photographer catches Commissioner and Mrs. Smith in a honeymooners' pose at the end of a long day.



V.I.P. wives are, left to right: Mrs. Kell, Mrs. Branyan and Mrs. Henry Gray.

Largest TOPICS Job Completed at Batesville



Participants in the dedication ceremonies included, left to right: Lee Gibbons, Traffic Div.; Commissioner George Kell, Fay Lindsey, Batesville C of C; Mayor Golden, Rep. Bill Walmsley, Chief Engr. B. K. Cooper, contractor Howard House, FHWA Div. Engr. Charles McMillen, contractor Edward House and Dist. Engr. Jim Chaney.



Miss Batesville, Jan Taylor, cuts the ribbon, assisted by Miss City Beautiful, Pam House. Shown with them are, left to right: B. K. Cooper, J. R. Chaney. George Kell, Rep. Walmsley, Mrs. Chaney, Lee Gibbons, Rep. John Miller, Mayor and Mrs. Golden, Rep. Tommy Mitchum (behind Golden), and Maint. Supt. and Mrs. C. L. Bradbury.

The construction of an overpass of Missouri Pacific Railroad and Polk Bayou on Broad Street in Batesville has been completed and opened to traffic. The job, which cost over one-half million dollars, was financed with federal funds as a TOPICS project.

TOPICS is an acronym for Traffic Operations Program to Increase Capacity and Safety, Federal-aid assistance program for cities of 5,000 or more population where improvements on principal streets are necessitous but for which federal aid is not otherwise available. The Batesville job is the largest one of record in Arkansas on a city street since TOPICS was begun after passage of the 1968 Federal-aid Highway Act which authorized the program. Funds are apportioned among the states under the same formula used for apportioning Federal-aid urban funds and are matched in the same 50/50 ratio except for railroad crossing projects. Projects eligible for TOPICS must be based on a continuing comprehensive transportation plan.

The overpass links Broad and Bayou Streets and greatly relieves congestion on Central Avenue caused from traffic held up by trains. This year's highway bill provides no funds for TOPICS.

APPRECIATION DAY HELD

At Appreciation Day ceremonies held July 18, Mayor Peyton Golden, for whom the overpass has been named, said the City of Batesville was grateful to the Highway Department and the Federal Highway Administration for making possible construction of the overpass as a street connection "and not make a highway out of it." A number of Highway officials, Highway Commissioner George Kell and local officials were among the special guests at both the dedication and a luncheon which followed at Arkansas College. Commissioner Kell unveiled a bronze marker bearing the date and names of city officials. The project was built by House and House, a local construction firm.

Miss Batesville, Jan Taylor, and Miss City Beautiful, Pam House assisted with the ribbon cutting. Lee Gibbons of the Traffic Division was in charge of the TOPICS study. Traffic was allowed to begin using the overpass immediately after conclusion of the dedication which began at 10:30.

Commissioner George Kell adds emphasis to his comments with hand gestures as shown in this series of photos.



From the Director's Desk



Director Henry Gray

Hello, SASHTO Delegates –

Welcome to Arkansas and to the 1973 meeting. Lots of plans have been made which should make your stay pleasant.

We have been looking forward to your arrival and hope that you have anticipated being here.

*Henry Gray
President*

SASHTO - 1973

32nd Annual Meeting

When the SASHTO convention meets in October, Arkansas will be acting as host state for the third time since the Southeastern Association of State Highway Officials was organized among ten southeastern states in 1941. Prior meetings in Arkansas were in 1949 and 1961. This will be the first year for the group to meet under the revised name of Southeastern Association of State Highway and Transportation Officials. The name was changed by unanimous vote in February of this year to more correctly identify the participating member states, several of whose highway departments have been enlarged to encompass all modes of transportation. Completion of balloting on February 19 and subsequent notification of the results to the states was one of the last official duties of the late Highway Director Ward Goodman as SASHTO president.

Organization of SASHTO, as well as that of the other regional associations, stemmed from the realization of administrators and staffs of the various highway departments that it was beneficial to all with common problems to come together for periodic discussion of those problems and to share productive ideas. Seldom, if ever, is a problem peculiar to one state; however, great differences do exist between regions. The original SASHTO states were Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia and West Virginia.

Arkansas was a member of the Mississippi Valley Conference from its inception until 1943, when officials determined that Arkansas had more in common with the southeastern states.

At the time of organization, SASHTO had seven standing committees. With the passage of ensuing years highway needs and emphases have changed so that 19 standing committees are currently functioning. The newest two are the Committee on Air and Waterways and the Public Mass Transportation Committee, reflecting the inclusion of all modes of transportation.

State's Tourism - Still CLIMBING



The state's tourist traffic continued to increase during the first half of this year despite higher gasoline prices and rumblings of gasoline shortages.

Figures obtained from tourist information centers around Arkansas indicate that 174,958 persons visited the state during January 1-June 30 - an increase of 8.3% over the same period last year.

The figures for June, traditionally the heaviest month for tourist travel, indicate that 64,077 persons visited the state. Of that number, 15,290 came from Texas, and 4,036 from Oklahoma. Almost as many visitors - 3,190 - came from faraway California as from Oklahoma. There were 519 foreign visitors from 35 countries. Canada, Mexico and Australia were the countries from which the largest numbers came.

A complete tourist and travel survey will be made during the summer of 1974.

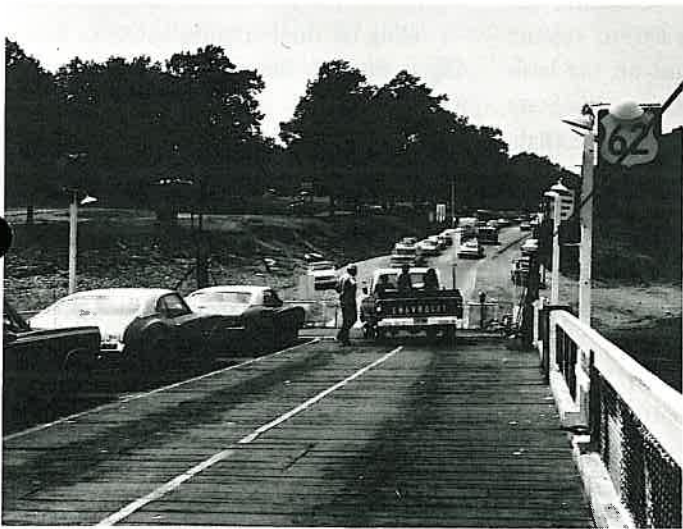
Henderson Ferry Traffic Congestion Worsens



A typical scene at either side of the lake.



Television station personnel question waiting motorists about their opinion of having to wait for, and then cross the lake on, a ferry.



Outmoded transportation on a U.S. numbered highway.



Representative Vada Sheid talks with reporters at the ferry landing.

Construction of a bridge across Lake Norfolk to replace one inundated by the Corps of Engineers in 1943 was promised to the citizens of Baxter County by the federal government but so far the promise remains just that. And after 30 years, the people in the Twin Lakes area who must use the ferry whether pleasure riding, on the way to or from work, to the doctor or wherever are weary of waiting — waiting — waiting.

In October, 1943 3,680 vehicles crossed the lake. In October, 1972 crossings had swelled to 47,460, an increase of 129 percent! The need for the bridge is obvious but summer tourist traffic somehow makes it more apparent.

COMPLAINS TO PRESS

In July, when crossings on U.S. 62 averaged more than 1,800 per day for the entire month and 700 per day on High-

way 101, area residents complained to the press. Early in July, KARK-TV of Little Rock filmed an on-site televue with Congressman John Paul Hammerschmidt who promised to renew his efforts to get a bridge constructed over the mile-wide lake. A few days later KYTV of Springfield, Mo. filmed an interview with Representative Vada Sheid, who lives in Baxter County and has worked untiringly since she took office in 1967 to get a bridge

constructed. Both times were typical hot July days and traffic was backed up as far as the eye could see on both sides of the lake as impatient motorists waited their turn to cross. Three, and sometimes more, ferries are in operation at all times. A crossing is made each fifteen minutes — and fifteen minutes in an auto under a sizzling hot July Arkansas sun, or keeping cool by air conditioning powered by gasoline at current high prices can seem like an awfully long time.

The consensus of opinion gained by TV personnel from motorists waiting for the ferry was that if government officials could experience the long delays in the hot summer sun, something would be done to get construction of a bridge under way — and soon. With the opening of the Ozark Folk Center and Blanchard Springs Caverns a few miles to the south, traffic can be expected to increase perceptibly each year, so congestion at the ferry will inevitably worsen before it gets better.

WHY ISN'T THERE A BRIDGE?

Why hasn't the Highway Department built a bridge where there is such an apparent need for one? The answer is — the Highway Department did. In the depression year of 1934 Arkansas struggled to build a graceful multiple-arch bridge rising 63 feet above the water to put it above any flood waters of the Norfolk River such as those experienced in the floods of 1927. The structure remains today, standing one hundred feet below the surface of Lake Norfolk as it has since the water level was raised after completion of the dam in 1943.

At the outset (1941) the federal government had planned to construct a dam for flood control, meaning that the flood pool might cause U.S. 62, as well as the bridge, to be inundated under extreme conditions (projected to be not more than 49 days out of a consecutive 7,305 days (20 years). Based on that projection of improbability, the Arkansas Highway Commission agreed upon a plan suggested by the Corps of Engineers and U.S. Public Roads officials in 1942 whereby the federal government would construct

new bridge piers, raising the structure above maximum pool elevation, with the superstructure to be completed as soon as materials shortages were over after World War II. The Highway Department also agreed to operate a ferry in lieu of the bridge, which had only been in use nine years. Operations costs were to be reimbursed by the government.

Early in 1943 the Highway Commission was notified by the Secretary of War that it was too late to construct the bridge piers and that, in fact, construction of a bridge was out. Crossing the lake was to be by ferry or nothing! Unfortunately, that decision still holds today — 30 years later. The Government took the bridge, what highway mileage it needed and deposited \$1,422,000 with the district court as just compensation. An attempt by the Government to rescind that action was made later on the basis that no compensation was due the State but the motion was overruled. The Highway Department had little choice but to accept the \$1,422,000 since it was needed to construct an alternate route, which the Corps of Engineers maintained would cost less than replacing the bridge. The route was circuitous and added many miles of travel.

An Eighth Circuit Court of Appeals' decision in 1947 clearly stated that the bridge was not included in the \$1,422,000. To date, the Highway Department has expended more than \$4 million in operation of the ferries, with current costs running approximately \$325,000 per year.

COURT'S DECISION UNACCEPTABLE

The Circuit Court's decision was unacceptable to the Highway Commission, the state's congressional delegation and the Baxter County residents. Meetings continued to be held, a petition was filed and later a legal brief supporting the position was submitted by the Highway Department to each member of the congressional delegation.

In November, 1971 companion bills were introduced simultaneously to the Senate and House of Representatives,

asking that the Corps of Engineers construct, maintain and operate a free highway bridge over Lake Norfolk where U.S. 62 and State Highway 101 converge. Cost of the bridge is now estimated to exceed \$14 million.

In September, 1972 an Arkansas delegation headed by Governor Bumpers appeared before the Senate Subcommittee on Flood Control, Rivers and Harbors of the Public Works Committee to which the Senate bill had been referred. At that time Senator McClellan urged inclusion of his bill in the Omnibus Rivers and Harbors bill then being considered by the Committee, pointing out that Norfolk Dam and Reservoir had been returning about \$1.4 million a year in power revenues to the U.S. Treasury, less cost of operation. The Committee had the option of ruling on the bill immediately or holding it through the end of the session of Congress, which it did. That remains the state of things. Meanwhile, Baxter County is growing by leaps and bounds, being sought by many out-of-state persons as a retirement community. Several industries brought into the area during the last decade have also increased the need for full traffic service. The people are still waiting — for the ferry and for the bridge.



Williams on ROW Panel

Henry Williams, president of the Arkansas chapter of the American Right of Way Association, presided over a panel discussion pertaining to highway rights of way at a seminar held at Texas A&M August 7-9. He is a reviewing appraiser in the Right of Way Division.

H. J. "Jake" Sandlin, recently retired from the Federal Highway Administration in Arkansas, was a member of the panel.

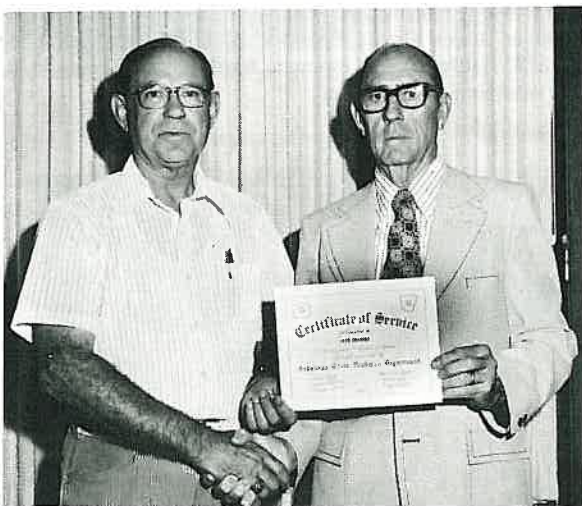
W&S Employees

Receive Awards

On July 1, 1963 the 123 employees of the Weights and Standards Division of Arkansas State Police were transferred to the State Highway Department, so this year the remaining 40 employees who are still employed completed 10 years of service with this department and received service awards. Many of the original number have retired, some are deceased and others have left for employment elsewhere. The transferred personnel were allowed to transfer their state seniority but the Highway Department gives service awards only for years of service with AHD.

Weights officers have full police power but the Division's basic responsibility is enforcement of laws and regulations pertaining to sizes and weights of trucks and other commercial vehicles, and collection of certain taxes and fees in connection with the vehicles' operation. The number of employees has increased to 144.

CRAVENS RETIRES AFTER 20 YEARS



Fred Cravens completed 20 years' service with Weights & Standards on June 29 and retired upon receiving his AHD 10-year certificate. He began his career at the Fort Smith weight station but after a year settled at his present home two miles west of New Blaine (Logan County). Naturally a congenial

persons, Cravens said some of his toughest assignments were "pointing out" to individuals that they were violating the law. He relates that on July 3 when he had not quite adjusted to retirement, he noticed a truck bearing a "NR" tag loaded with a heavy dozer as he and Mrs. Cravens drove into Paris. A truck hauling a dozer requires a much more expensive license. Mrs. Cravens had to remind him, "Fred, don't worry about it. You're not on the job anymore."

Cravens can recall many interesting and unusual occurrences during his years as a Weights officer. One concerns helping a lady change a tire on her car after she flagged him down on I-540. When he finishing changing the tire, to his consternation the lady then said, "Let the car down easy - my husband is asleep in the back seat."

On another occasion a man flagged him at a service station where the man was getting gasoline for his car. The man excitedly explained that he wanted Cravens to escort him to the hospital, as his wife was about to give birth in the back seat of the car. The man shouted to the station manager that he would pay him later but his wife spoke up, saying, "Don't leave without getting the trading stamps." (For those who always want to know the ending, Cravens said they lost the race with the stork by about a fourth mile despite siren and flashing lights.)



Roy Johnson, left who has been the chief officer of the Weights Division since 1957, received his own certificate from Highway Director Henry Gray.



Left to right: Bob Barrett, assigned to the Capitol grounds, Asst. Chief James "Peg" Harrell, and office personnel Jimmy Sadler and Memmy Turner



Front row, left to right: R. W. Sessions, Thornton station; Foreman J. W. Seale, Lake Village station; H. A. Watson, Hampton; J. E. Loyd, Lake Village station; Jack Dorris, Camden, and A. H. Griffin old Hope station. Back row: Armando Reginelli, Lake Village station; Foreman W. C. Rothwell, Thornton station; Lee Jarvis, Rosston; Dist. Supvr. Bob Baker, Glenwood; and Foreman H. H. Burke, Hope station.



Front row, left to right: W. L. Thompson, Jr., Hoxie station; W. R. Jennings, Harrison station; A. S. Whittenburg, Judsonia; J. A. Julian, foreman, Corning station and Dist. Supvr. G. D. Sullivan, Walnut Ridge. Back row, left to right: T. J. Cotton, Dardanelle; H. S. Madsen, Hoxie station; Foreman H. E. Sitton, Harrison station; and H. S. Lyles, Corning station.



Left to right: Dist. Supvr. Max Ray, West Memphis; O. R. Hyde, Paragould, "Buddy" Showalter, Jonesboro; Charles McDoniel, Wynne; C. C. Cooper, Beech Grove; Foreman H. L. Besett, Marion weight station; G. S. Hollingsworth, foreman, Blytheville station; and R. W. Lusk, old West Memphis station.



Left to right: G. C. Miller, foreman, and J. D. Hanson, Garland City station; Clarence Harper, North Little Rock; and P. J. Linebarier Warren.



W. M. Looney, Mena, with Roving Unit 274, receives certificate from Chief Johnson.

Brazilians, Scots Visit AHD



Brazilian engineers discuss the make-up of a set of job plans with Asst. Const. Engr. Norman Pumphrey.



Graham Smith and Graeme Dargie of Scotland.

The Arkansas Highway Department was the first of three states on the itinerary of three highway construction engineers with the Brazilian National Department of Roads and Streets when they were in the United States during the month of July. They were interested in observing the types of reports received from field offices on construction projects, financial and administrative control by the central office during construction of a job, and construction control reports. All three were from Rio de Janeiro and were sponsored by the Agency for International Development. They also visited the highway departments of Ohio and New York.

Graham Smith and Graeme (also pronounced Graham) Dargie of Scotland paid a brief visit to the Central Headquarters on July 17 while in the States under the sponsorship of the International Student Projects Committee of the Little Rock Rotary Club. Smith and Dargie were in the United States eight weeks touring observing and acting as ambassadors of goodwill.

Smith is from Glasgow and is now in his third year of medical school even though he is only 19 years of age! He plans to become a surgeon or go into research. He is also an accomplished musician who played a Prokofieff piano solo in concert with the Royal Academy Orchestra in Glasgow at 17! In addition to the piano, Smith said his hobbies include playing the oboe and golf. Anyone who is familiar with Prokofieff's works knows that playing his music can hardly be called a hobby.

Dargie lives in a little Scottish town named Glenrothes (Glen-ro' th-es) near Edinburgh where his father is a corporate finance officer and a past Rotary president. Graham, 21, is a college student majoring in economics and econometrics. He hopes to work in the governmental field after graduation. His hobbies are playing the guitar and violin, and football, golf and tennis.

JOYS OF BEING AN EDITOR

*Getting out this paper is no picnic.
If we print jokes, people will say we
are silly;*

*If we don't they say we are too
serious*

*If we clip things from other papers,
We are too lazy to write it down
ourselves;*

*If we don't, we are stuck on our own
stuff!*

*If we stick close to the job all day,
We ought to be out hunting up news.*

*If we do go out and try to hustle, we
ought to be on the job in the office.*

*If we don't print contributions, we
don't appreciate true genius;*

If we do, the paper is filled with junk

*If we make a change in a fellow's
writeup*

*We are too critical, and if we don't
we are asleep!*

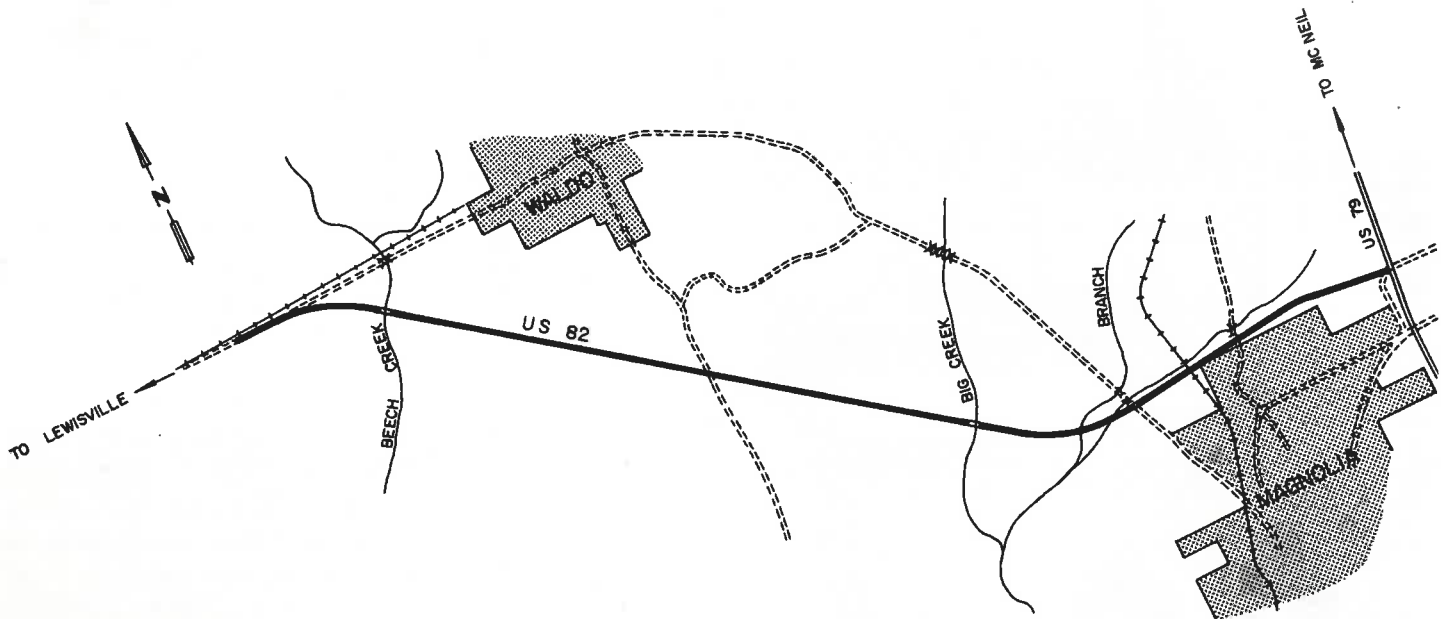
*Now, like as not, someone will say we
swiped this from some other paper.*

WE DID!

Who is it?



Waldo-Magnolia Relocation Opened



Work on the relocation of U.S. 82, beginning two miles west of Waldo and ending at the junction with U.S. 79 northeast of Magnolia, has been completed. The nine miles of new highway runs southeasterly just south of Waldo and north of Magnolia instead of through the downtown area of both towns. The relocation will ease congestion in each town and enable through traffic to move with a minimum of delay.

Reynolds and Williams, Inc. of Little Rock and Hallett Construction Company of Crosby, Minn. were co-contractors on the job, which cost more than \$2.2 million.

Resident Engineer A. W. Hardy, Jr. of Magnolia was the supervisor for the Highway Department.

TOM ED GOODEN - Wants No. 13



Tom Ed Gooden, the Harding Bisons' do-all quarterback, wound up last year's season in a blaze of glory for himself, his coach and his team. He says he would like to wear jersey No. 13 this year and Coach John Prock, who has never allowed anyone to wear No. 13 in the 13 years he has coached at Harding, and is so superstitious he refuses to get a haircut on a game day, says he might give Gooden the number. At press time this year's numbers had not been assigned.

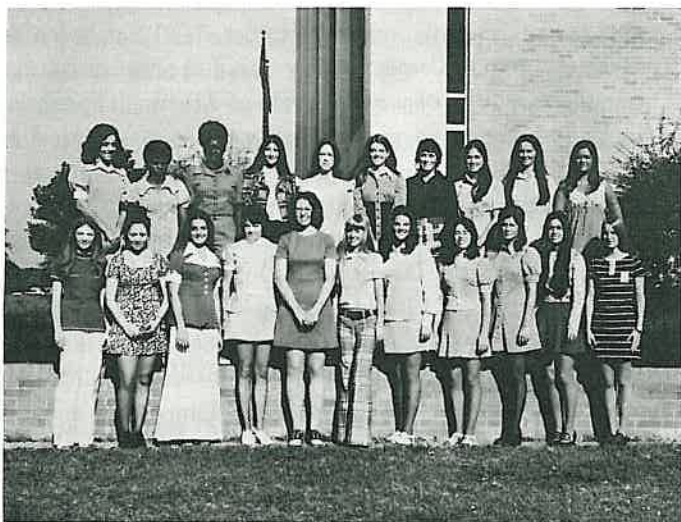
Tom Ed is the son of Mr. and Mrs. Lowell Gooden of Carlisle. Lowell works with the maintenance crew in Lonoke County.

New records will undoubtedly be made at Harding and in NAIA football this year because Tom Ed begins his senior year having already equalled or topped most of the school's existing ones. The 6-2 all-everything athlete holds nine school records. Under his direction the team broke four team records and helped Coach Prock to enjoy his finest season. He led the

(Continued to page 19)

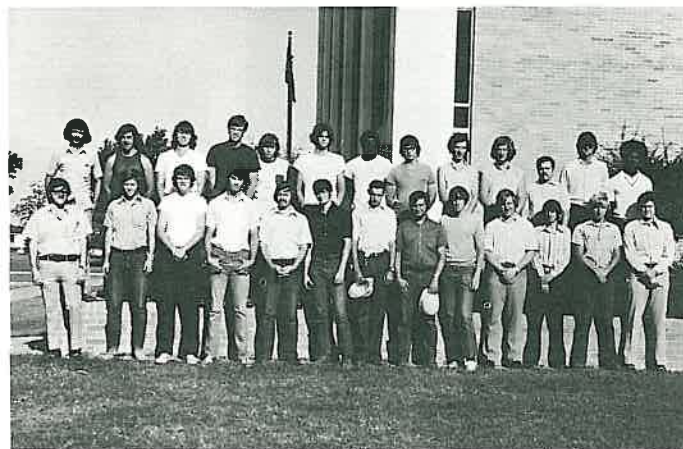
Summer Employees

These are some of the 311 students who were employed during the summer. All except two of the girls have now gone back to college. Linda Sawyer, second from left on the front row, is a permanent employee working in Personnel. Donna McInturff, fourth from left on the front row, plans to work. The others and their schools are:



Front row, left to right: Janice Dawson, freshman, Bob Jones University; Susan Willbanks, junior, U of A; Roanne Hart, junior, Hendrix; Dena Carpenter, sophomore, U of A; Sarah Brewer, junior, U of A; Carla Miller, junior, Ouachita; Emily Polk, junior, U of A; and Bobbi McCarty, freshman, Hendrix.

Second row, left to right: Anna Belle Young, junior, Louisiana Tech; Cavanda Arnold, junior, Philander Smith; Pam Bogard, senior, Oral Roberts Univ.; Becky Tuberville, sophomore, Univ. of Mo.; Judy Womack, junior, Phillips Univ.; Vonda Prater, freshman, SCA; Betty Jo Tatum, freshman, SCA; Kathy Cupples, junior, U of A; Joyce Rush, sophomore, UALR; and Jan Nalley, freshman, Henderson.



The fellas are, front row, left to right: Herbert Carter, June graduate of Henderson; Bob Fooks, senior, U of A; Mike Kitchens, sophomore, Henderson; Mike Richards, freshman, U of A; David Sample, senior, Henderson; Buzz Brown, freshman, Henderson; Roy Brooks, senior, Malvern High School; Larry Wilkins, sophomore, SCA; Rick Getty, sophomore, Southwestern of Memphis; Scott Binnion, senior, U of A; Rick Wild, freshman, U of A; John Sundermann, sophomore, Vanderbilt, and Steve Risher, senior, U of A.

Second row, left to right: Gerald Revis, sophomore, SCA; Ronnie Wofford, sophomore, SCA; Phillip Kirchoff, sophomore, U of A; Greg Krebs, senior, U of A; Kim Hooks, freshman, LSU; Ken Duke, freshman, Univ. of Tampa; Charles Barnum, senior, U of A; James Smith, freshman, Hendrix; James Fair, freshman, Henderson; Robert Gattin, freshman, Henderson; Tom Hilliard, sophomore, UALR; Chuck Cook, sophomore, U of A; and Leslie McSwain, UA-PB.

Lorne Greene named

Highway Week Chairman

Lorne Greene, star of the long-running "Bonanza" TV series, has been appointed honorary chairman of National Highway Week, starting September 24. The week of recognition for highways is sponsored by the American Association of State Highway Officials.

The automobile and modern highways have been responsible for the establishment of nearly 10,000 shopping centers, which range in size from five to over 400 acres.

Obituaries

HAROLD F. BASTIAN



Harold Fredrick Bastian of 5407 Edgewood Road, Little Rock, died suddenly on August 4 at the Fish Lake Club on Cache River of which he was a long-time member. He retired from the Bridge Design Division in 1965 where he was assistant division head for many years.

Mr. Bastian was a native of Illinois and a civil engineering graduate of the University of South Dakota. He had also done graduate work at the University of Illinois. He worked with the State Engineers of South Dakota, the Illinois Department of Public Works and the Tennessee Highway Department before coming to Arkansas where he began a 37-year highway career in bridge design in 1928.

Mr. Bastian was a member of the National Society of Professional Engineers, the American Legion and Pulaski Heights Lodge No. 673, veteran of World War I and a former drum master of the Legion Drum and Bugle Corps. He was also a member of Pulaski Heights United Methodist Church.

Highlights of his highway career include preparation of the first cost estimate for construction of Arkansas' interstate system, a navigational study of the Arkansas River required by the federal government, and a comprehensive study to determine if toll roads in Arkansas were economically feasible.

Survivors are his widow, Mrs. Hazel Hale Bastian; a brother, Warren Bastian, Marion, Iowa; and two sisters, Mrs. Glen Hart, Long Beach, Calif., and Mrs. Marge Dolan of Heron, S.D. Funeral services were held August 7 at Ruebel Funeral Chapel with burial in Roselawn Memorial Park. Pallbearers were highway employees Frank Battisto, Veral Pinkerton, John E. Hall, Bert Rownd, Robert H. Mattox and James E. Matthews.

WALTER E.
HICKS



Walter Edwin Hicks, 565 Maple Street S.W., Camden, died at his home on August 13. Hicks, 75, was the first Highway employee to complete 40 years of service before reaching retirement age in November, 1965. Governor Faubus appointed him Highway director on April 1, 1966 and he served in that capacity until December 31, 1966, when he resigned to return to Camden as director of the Port Authority.

He was a graduate of the University of Arkansas engineering school and a registered professional engineer. At the time of his retirement he had been registered longer than any other active employee of the Department, holding certificate No. 44.

Mr. Hicks was resident engineer on the most bridge projects of any man with the Department. During 1929-30 he supervised construction of 19 bridges being built simultaneously on Highway 16 between Fayetteville and St. Paul. He was a member of the Arkansas Society of Professional Engineers and an active member of the Camden Lions Club and the Methodist Church.

Mr. Hicks was born at Magnolia in 1898, the son of Edwin T. and Eunice Hicks. Survivors are his widow, Mrs. Blossom Russell Hicks; two daughters, Miss Virginia Rose Hicks of Tulsa, and Miss Julie Anne Hicks of El Dorado; and two sisters, Mrs. Lou Bennett, Magnolia, and Mrs. Daisy Vaughan of Tuscaloosa, Ala.

Funeral services were held August 16 in Proctor Funeral Home chapel. Interment was in the Magnolia cemetery. Pallbearers included Norman Pumphrey, B. K. Cooper and J. E. Lowder, all of the Highway Department.

EDGAR R. SMOTHERS

Edgar R. Smothers, 67, of 7524 Knollwood Road, Little Rock, died August 18. He retired in November, 1970 from the Surveys Division and worked for the Department almost 20 years. He was a Baptist.

Survivors are his widow, Mrs. Bessie Pierce Smothers; a son, Charles W. Smothers of Little Rock; a brother, Joe Smothers of Little Rock, four sisters, Mrs. Watson Bledsoe, Mrs. Henry Thomas and Mrs. Carley Bledsoe of Arkadelphia and Mrs. Lucille Williams of Little Rock.

Funeral services were held August 20 at Murry-Ruggles Funeral Home at Arkadelphia with burial in DeGray cemetery at Arkadelphia.



JOE ROCCO

Joe Rocco, 75, of Ola died July 7. He was a maintenance employee in District 8 for almost 12 years before retirement in 1962. He was a veteran of World War I.

Survivors are his widow, Mrs. Maggie McElroy Rocco; a stepdaughter, Mrs. Florence Harp of Illinois, two sisters, Mrs. Tena Brittingham and Mrs. Junie Pinnell, both of Oklahoma; a half brother, Ed Parker of New Mexico; a stepgrandchild and three stepgreat-grandchildren.

Funeral services were held July 10 at First Baptist Church. Burial was in Ola Cemetery by Gardner Funeral Home of Russellville.



ROY W. PHILYAW

Roy W. Philyaw of Garland (Miller County), died June 22 at the age of 71. He was employed by the Weights and Standards Division for more than 18 years before retirement. He was a member of the Church of Christ.

Survivors include his widow, Mrs. Dixie Mills Philyaw; a son, Thomas D. Philyaw, Augusta, Ark.; a daughter, Mrs. Elizabeth P. Ingram, Texarkana; two brothers, A. H. and George Philyaw, both of Garland; two sisters, Mrs. Ina Phillips of Garland, and Mrs. Eunice Young, Texarkana, and two granddaughters.

Funeral services were held June 24 by East Memorial Funeral Home of Texarkana with interment in Rock Spring cemetery.

ARTHUR L. JOHNSON, JR.

Funeral services were held on July 28 for Arthur L. Johnson, Jr., 23, a chemist with the Materials and Tests Division, who died of pneumonia after a brief illness. He was employed by the Highway Department in June, 1971. Services were held at St. Paul Baptist Church in Lonoke, where he was a member. Survivors are his parents, Mr. and Mrs. Arthur L. Johnson, Sr., Chicago; and Mr. and Mrs. Willie Hemphill of Lonoke; four sisters, Mrs. Sylvia Jones and Miss Cindy Hemphill of Lonoke, Mrs. Joann McCarroll and Miss Glenda Hemphill of Little Rock; three brothers, Dwight Johnson, and Danny and Lynn Hemphill of Lonoke; his grandparents, Mr. and Mrs. Luther Gilkery, College Station, and Solomon Johnson College Station.

Interment was in Lonoke cemetery. Ruffin-Jarrett Funeral Directors of North Little Rock were in charge of the services.

JUDD C. HEDRICK

Judd Cheser Hedrick, of Texarkana, died July 28 at the age of 69. He was a civil engineer retired from the Construction Division. Survivors are two sons, Jules Hedrick of Houston, and Mike Hedrick of Little Rock, and three grandchildren. Funeral services were held on July 31 at Ruebel Funeral Chapel. Burial was in Roselawn cemetery.

(Continued from page 16)

Bisons to a 10-1-0 season in 1972, a share of the AIC championship and the (Lawton, Okla.) Cowboy Bowl title. He finished the year with 1,316 yards of total offense, 11 touchdown passes, a 40.4-yard punting average, and five field goals, one of which carried 51 yards.

As a junior he literally stole the show at the post-season bowl game last winter, completing 12 of 23 passes for 186 yards and three touchdowns. He then clinched the Bison victory with a 41-yard field goal with seven seconds left to play.

He holds the highest total offense in a single game (251 yards), the most yards gained passing in a single game (224), the most touchdown passes thrown (a) in a career (17), (b) in a season (11), and (c) in a game (3).

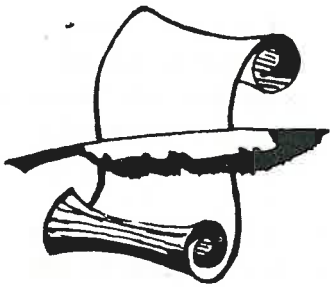
In the kicking department, he owns the best punting average for a season with his 40.4-yard mark, the most field goals in a career (8), the most in a season with 5, and the longest field goal with his 51-yarder.

Last year's Bisons won more games, scored more points, rushed for more yardage and gained more total offense than any other team in the school's 14-year football history. Gooden was the league's choice for All-AIC and All-NAIA District 17 quarterback. His grade-point average last year was 3.14. RIGHT ON, TOM ED!

Matthews is Weapons Instructor



Col. James Matthews of Bridge Design demonstrates the correct firing position of a red-eye surface-to-air heat-seeking missile. The weapon, which costs approximately \$8,000 to manufacture, can only be fired once. It is designed to destroy helicopters, airplanes and other low-flying aircraft. The electronic unit beneath the barrel is for training purposes only. Colonel Matthews has just spent two weeks at Fort Chaffee teaching National Guardsmen how to use it. The missile has not been used as yet by American forces. A similar weapon was given to the North Vietnamese by the Russians before the war with Vietnam was over and successfully used by them to destroy many American aircraft.



Letters

August 23, 1973

Arkansas Highways
State Highway Department
Little Rock, Arkansas

Dear Mrs. Herndon:

The cover on the current issue of the Arkansas Highways magazine is exceedingly colorful. Would a copy be available for framing to hang in my office. I will label the picture stating "Highway 23 No. of Ozark."

Very truly yours,

Raymond Pile, Asst. Dist. Engineer
Kentucky Hwy. Department

August 22, 1973

Mary Day Herndon
Editor of Arkansas Highways
Little Rock, Arkansas
Dear Ms. Herndon:

I have been receiving copies of your fine magazine for several months now and I enjoy very much looking at the attractive pictures and reading many of the articles about our state highways and the people who make up the best highway department in the country.

The magazine has been informative and useful to me in gathering facts about highway developments near a site for an existing Kroger supermarket or a future one.

The people of Arkansas should be proud of our Highway Department and those people who are fortunate to be on your mailing list, no doubt, are proud of the accomplishments we see and read about in the magazine.

I look forward to the next quarterly issue and appreciate receiving each copy of Arkansas Highways.

Sincerely yours,

Tommy Lasiter, Real Estate Manager
Kroger Food Stores

July 23, 1973

Weights & Standards Division
Attn.: Major Roy Johnson

Dear Sir:

About 8:00 A.M., 16 July 1973 Mr. Waylon E. Sindel, an employee of this company, was being transported to the emergency room at Ouachita Hospital by another employee, as a result of serious illness caused by extremely high blood pressure that could have resulted in a fatal stroke.

There had been an accident near Station KAMD, Highway 79 North and Highway 7, involving three vehicles and causing traffic to be tied up for a considerable distance both ways. Only an emergency vehicle could possibly get through. An Arkansas State vehicle (station wagon) with warning lights, etc. and occupied by two uniformed officers of the Weights and Standards Division of the State Highway Department, was directly behind our employee's car. They were consulted by our employee and recognized the condition of Mr. Sindel, and immediately rushed him to the emergency room of the hospital. Their action in this matter of life or death is appreciated by this company and its employees.

Information received from the Sheriff's office, Ouachita County, Camden, Arkansas, indicated the officers concerned were Mr. Lewis and Mr. Doris. These officers are highly commended for their actions and alertness in this time of needed help, and are considered a great asset to the people of Arkansas and a tribute to the Highway Department, Weights and Standards Division.

Very truly yours,

M. N. Osborne, Plant Manager
Baldwin Electronics, Inc.

(Mr. Lewis & Mr. Doris are Francis Lewis of Mt. Holly and Jack Dorris of Camden, who make up the team of Roving Unit No. 287.)



Res. Engr. Bob Myers of Camden completed 10 years' service in August and was awarded a service certificate by Dist. Engr. Coy Campbell. Myers was the assistant to Res. Engr. Norman Pumphrey there until Pumphrey was promoted assistant construction engineer and moved to Little Rock. Myers was promoted to fill the vacancy in August, 1969. He is presently supervising construction projects totalling \$4.6 million.



Myers, left, and Campbell.

Melvin Hall has completed five years of service. He is an engineering aide in Secondary Roads.



Hall receives certificate from boss John Kizer, right.

Several P&R employees have received service awards recently. Chester A. Willis has completed 20 years. He lives in Little Rock but is the party chief of a crew which inventories cities and counties statewide.

Roy Hughes received a 5-year award. He makes special traffic studies. Both he and Willis work in the Current Planning Section of P&R. Section head Jim Head presented the certificates.



Willis, left and Head.



Hughes and Head

Brenda Kirkpatrick, a typist in the Administrative Section of P&R, has also completed 5 years' service. Her certificate was presented by Buddy Lewter.



Cecil Rider retired from the Current Planning Section of P&R after completion of 22 years spent working with traffic volumes. Through the years he amassed a wealth of knowledge pertaining to his job. He also was blessed with a great sense of recall, so that many times he could answer questions off the cuff which other persons would have had to ascertain from the records.

The Division gave a retirement party for him on August 3 which was attended by Mrs. Rider, their son Edwin and young grandson.



Cecil and Mrs. Rider cut his "retirement" cake while Edwin Rider and young son look on.



Jeff Davis' goat appears to be sizing him up, to the amusement of Curt Pangle in the background.

I wish I had known earlier about the goat which Jeff Davis' men presented to him last March when he retired as assistant maintenance superintendent from Dist. 9 (Mar. - Apr., 1973 issue). Davis' men seemed to hold him in high regard and perhaps it was due to the supervisory technique he used. More than one time throughout the 37½ years he worked for

the Department, he is said to have chided his men about doing less than their boss on the job. "I could take a goat and a garden scoop and move more dirt in an hour than you guys have moved all day," he would say. His crew got even by presenting Jeff a live goat on the day of retirement party, along with a very fine shotgun.

Asst. Chief Engr. Jim Lowder and Leon Sneed of the Safety Section are new fathers-in-law. Jim and Mrs. Lowder's son Wes was married to Miss Stevie Nolen of North Little Rock in a noon ceremony in Immaculate Conception Catholic Church in North Little Rock on August 18. The bride is a licensed practical nurse. They are living in Fayetteville, where Wes is a civil engineering major at the University.

Larry Sneed and Miss Debra Lynn Berry of Crossett were married August 25 in the First Baptist Church there. They are living in Fayetteville where both are University students.

Recent visitors in the building were Susan and Mike Gray, who came by on their way from Fayetteville to Holly Grove to go dove hunting, and Ken Williams, Virginia's good-looking son.

Johnnie and Mrs. Gray left August 29 for a nice long vacation to Niagara Falls. Doesn't that sound romantic?

We extend sympathy to Marie Wano and her family for the terrible tragedy which took the life of her son, Sgt. James Tipton, his 15-year-old son, James, Jr., and 4-year-old daughter, Portland in a fiery collision on August 16. Mrs. Tipton suffered a concussion and spinal injury which left her totally paralyzed. Their 13-year-old son Allen was in a coma for several days and remains in critical condition. The Tiptons lived in Germany where he was stationed with the Air Force. They and some friends were touring Italy in two cars when an oncoming car attempted to pass another in a tunnel, hit a guard rail, had a blowout and hit the Tipton car headon. A second daughter, Vanessa, 11, was riding in the car following and escaped injury.

Funeral services were held for the victims on August 29 at Griffin-Leggett. Burial was in National Cemetery. Mrs. Tipton and Allen have been flown to a military hospital in Texas for further

treatment. Marie was secretary to Bob Mattox for several years before she resigned to go into business for herself.

John and I thank those of you who made expressions of concern at the loss of his mother on August 14.

MATERIALS & TEST

sibyl maddox

Anyone for a bike ride? More and more employees are seen riding bicycles to work to help relieve the gasoline shortage. This is fine, and just the thing to give us that streamlined figure. (Whaddya mean, US, Sibyl. I haven't seen you biking to work. Ed)

Jerry Stacks has been back to work several weeks now after undergoing surgery earlier in the summer.

Jake Clements and R. B. Sims received their 15-year pins and certificates on June 20. Div. Eng. Joe Magness presented them. Jake's wife came out to see him receive the award and stayed for our usual potluck with lots of goodies.



Sims, left, Magness, center and Clements.

We were proud to have our old standby, Hugh Battershell, back for the summer to help out with the summer workload. This was Hugh's eighth with us. He lives at Marshall and has now resumed his teaching position as assistant professor of science at the Beebe branch of ASU.

Judy Womack, who worked in the asphalt lab during the summer, was a refreshing employee. She is a graduate of McClellan and has now returned to Phillips University in Enid, Okla., where she is a junior speech therapy major.

Steve Risher, a U of A student, was also a summer employee. He worked in

the Design Section of the lab.

R. C. and Georgette Turney enjoyed a visit during the summer from Georgette's sister and brother-in-law, Mr. and Mrs. Leon Desmet of Willie Broek, Belgium.

Terrell Watts and family vacationed in Ontario, Canada, where they enjoyed fishing and big game hunting.

Henry and Dorothy Hart visited her sister and family in Paris, Illinois.

Allan Holmes took his family to Disney World. After seeing the beautiful pictures they made, it makes me just sick that I couldn't go, also. Some people have all the luck . . . as far as I get to go is Shangrila on Lake Ouachita.

Materials inspector Bill Shore recently had to retire due to ill health. He was pleasant to work with and we wish him the best. If this rest is necessary for him to get back on his feet, then we are for it. Come to see us, Bill.

It was both a thrill and an adventure to Rebecca Ann Rudesill to represent the state of Arkansas in the finals of the National Pineapple Cooking Classic held August 7-14 in Hawaii. Rebecca is the daughter of Walter Wimberly, engineering aide with our division. A new bride of barely more than two months, Rebecca entered the salad category in competition with 40-50 other women and men. Walter is proud of his daughter and rightly so.

Charlene McClain took a week's annual leave to entertain friends Helen and Quentin Jackson, who came up from Leesville, La.

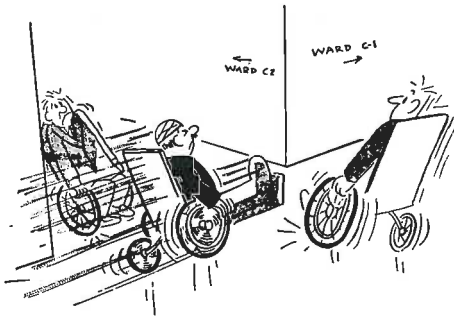
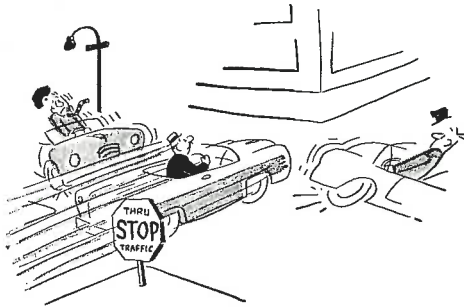
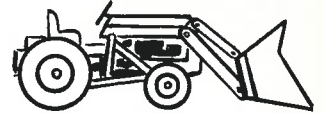
Several M&T employees have already been to view Blanchard Springs Caverns but unfortunately, some were not lucky enough to get in on the tours. The word is to Get There Early!

My family has had fun camping, fishing, etc. this summer but it's about over now. Our daughter Sandra Skyrme and family from Watertown, Conn. came to visit us and she had the misfortune of developing pneumonia while here, which lengthened their stay for five weeks.

M&T regrets losing a faithful employee, Arthur Johnson, who died July 23. He was a fine employee and all of us will miss him.



THIS'LL KILL YA



"You said 50c to fix a flat, didn't you? Well, here's my flat!"

Young lady: "I'd like to see the captain of this ship."

Sailor: "He's forward, Miss."

Young lady: "That's all right. This is a pleasure trip."

"George Washington," said the teenage girl, "was first in war, first in peace and first to wear a wig and white stretch pants with boots."

Employment agency manager:

"There's a job open in Florida, but can you pick lemons?"

Applicant:

"Boy can I! I've been married five times."

Sometimes the best thing about a popular song is that it isn't popular too long.

Luke: "Do you know what a comet is?"

Lulu: "Nope."

Luke: "What do you call a star with a tail?"

Lulu: "Mickey mouse."

The trouble with some people who have nothing much to say is that you have to listen so long to find out.

Teacher: "Which is more important to us - the moon or the sun?"

Pupil: "The moon."

Teacher: "Why?"

Pupil: "The moon gives us light at night when we need it. The sun gives us light only in the daytime when we don't need it."

If you think you have someone eating out of your hand, it's still a good idea to count your fingers regularly!

People can be divided into three groups: those who make things happen, those who watch things happen, and those who wonder what happened.

Dude: "Where's that horse you were going to sell me?"

Rancher: "He got better."

Math teacher: "What is one-fifth of three-sixteenths?"

Freddy: "I don't know, but it isn't enough to worry about."

Mother: "I don't think the man upstairs likes Johnnie to play on his drums."

Father: "Why?"

Mother: "Well, this afternoon he gave Johnnie a knife and asked if he knew what was inside the drum."



ARKANSAS HIGHWAY DEPARTMENT
P. O. Box 2261 Little Rock, Arkansas 72203

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Where is it?



Res. Engr. Bob Myers of Camden, who submitted last month's Where Is It?, stumped everyone. It is a hollow black-gum log which has been in use several years as a side drain on a county road in Dallas County.

