

ARKANSAS HIGHWAYS

Vol. II

F.R. 48665

No. 4



April
1954

JOYOUS
EASTER

ARKANSAS HIGHWAYS

A Monthly Magazine for Employees of the
Arkansas State Highway Commission

VOL. II

April 1954

NO. 4

STATE HIGHWAY COMMISSION

Raymond F. Orr, Chairman

Miss Willie A. Lawson
Glenn F. Wallace

Cecil S. Lynch
D. F. Portis

Herbert Eldridge, Director
A. E. Johnson, Chief Engineer

TABLE OF CONTENTS

Supervisory Responsibility.....	Herbert Eldridge	3
Right-of-Way Dilemmas.....	Eugene F. Nelson	3
Panacea for Highway Growing Pains.....	James Hamilton	10
Tribute to Miss Willie Lawson.....		3
Service Pins Design Contest.....		17
It's Spring.....	Dennison Yates	8
Handball Champion.....		8
Around the Building.....		16
Swap Shop.....		8
Party Line Parade.....		18-26

From Our Director

It is the responsibility of our Highway Department's supervisory management to solve the many daily problems confronting us by interpreting ideas into action and to get things done willingly. To get people to do efficient work willingly is what we mean when we speak of good morale and good human relations. Supervisors represent management on the line of action taken, therefore, no organization can be more effective than its supervisors. Our social and economic way of life grows more complex with each year. All relationships have become closer drawn making the job of supervision wider in scope and much more difficult to accomplish.

Many books have been written on human relations and morale but the leadership qualities necessary for achievement have not been completely defined. However, experience has proved certain methods and attitudes dangerous in solving the supervision problem. Criticism applied destructively or publicly is almost sure to result in failure. A condescending attitude need not be clothed in words, it is felt and always resented.

Unfair dealings with people under our supervision is certain to destroy respect. Some common mistakes are to claim personal credit for ideas or work of employees; to make promises with no intention of fulfilling; failure to give proper recognition for good ideas or work well done; disregard for employee's welfare individually or collectively; failure to properly instruct and inform them regarding their duties.

When an employee fails to do a good job there is a reason. Either that person has been ill chosen for the job or the supervisor has failed to orientate him properly. It is the supervisor's responsibility to find that reason. To do this requires tact and diplomacy. It requires a sincere interest and a willingness to understand the employee's problem and without this there can be no hope for development of greater efficiency.

The basic foundation upon which the whole structure of morale and good human relations rest is the concept of man himself. If we believe every person has inherent worth, by earnest endeavor and honest appraisal of each human relations problem we have the proper foundation to achieve a better understanding and a greater respect for self and our fellow man.

-3- *Herbert K. Edridge*

RIGHT-OF-WAY DILEMMAS

By Eugene F. Nelson, Engineer
Right-of-Way Division

|| This article is taken from the paper prepared and presented by Mr. Nelson at the 38th Annual Meeting of the AASHO in Kansas City, Missouri, December 1952 ||

Right-of-way problems are relative, the result of evolution in highway transportation. When our highways were only cleared trails through the woods there were no right-of-way problems. But men are gregarious by nature and soon they wanted to travel the roads regardless of the bad weather and high waters so they built up the grades and bridged the streams. Still there was no difficulty about a place to build the road.

Then came the industrial revolution and the development of the motor car. "Good Roads" became a national by-word. Road Improvement Districts were formed to surface roads with stone and even concrete like the 9-foot slab in Jefferson County which was commonly referred to as "The Dollarway" because of the cost which approximated one dollar per foot. Magnificent as it was it has long since been replaced except for a few short sections that now serve as farm lanes.

During the next two decades we were busy "getting the public out of the mud." We graded, graveled, bridged streams and surfaced high-

ways without too many right-of-way problems, because the traffic was still predominantly local. The rights-of-way required were very narrow and the acquisition was handled by one man in collaboration with the General Counsel. But highways on narrow rights-of-way were rapidly becoming obsolete.

The change in transportation, more and faster cars and trucks of ever increasing size brought the national picture to a climax. A new concept of highway design necessitated an alteration in right-of-way minimums. Our Highway Commission, like many others, adopted new minimum right-of-way standards, 80 feet for secondary highways and feeder roads; 120 feet for the Primary System; and 200 feet for those roads that have been designated as part of the Interstate Highway System. We were in the right-of-way business in a big way.

The first section of the Interstate Highway System to be constructed to be 4-lane standard was that portion of U.S. Highway No. 64 between Van Buren and Alma. Here original right-of-way averaged 70

feet in width; we widened 10 feet adjacent to the old slab and 120 feet to provide for the construction of 2 new lanes, a total of 200 feet of right-of-way. The Highway Department paid \$1,000 per acre for this widening and the Right-of-Way Division was born.

But the creation and activation of a Right-of-Way Division is not a panacea for right-of-way problems. Soon after the new division was created, an extension of the reconstruction of U. S. Highway 64 was started near the town of Alma and land owners submitted claims for damages that exceeded our appraisals and had to be referred to the courts. After 3 days of testimony, a jury of local citizens allowed damages equivalent to \$2,300 per acre for pasture land. It was, of course, a great satisfaction to those of us in the Right-of-Way Division that the State Supreme Court remanded this case for a new trial on the basis that we were not permitted to qualify or disqualify witnesses who testified as to the damages sustained.

There will be more about determining property values, but let's look at other basic problems first.

The City of West Memphis is composed almost entirely of ribbon development along a single street down which pours the combined traffic of U. S. Highways 61, 63, 64, 70, and 79. This street was paved during the late 1920's. The pavement was widened to 4 lanes during

the 1930's; and since then property owners and the city have paved an adjacent parking lane on each side. In spite of this multiple lane construction, traffic load exceeded its capacity so we built a bypass to the north of the city. The bypass, which is yet to be extended from its present intersection with northbound U. S. 61-63-64 to the vicinity of Lehi on U. S. 70, consists of two 12-foot lanes of concrete on a 250-foot right-of-way. There are graveled frontage roads which serve adjacent properties on each side of the right-of-way. The access from these frontage or service roads to the traveled way is limited to once each half-mile. Provision has been made for future construction of 2 additional traffic lanes on this right-of-way.

The bypass road is not a permanent solution to the traffic problem unless ample right-of-way is procured when the bypass is built. For example, at Carlisle when the old town was left behind in order to avoid two hazardous railroad crossings the bypass is now built up along a very narrow right-of-way about 70-feet wide and the new highway will no doubt have to bypass this congested area. The bypass at Conway, on U.S. 64-65, presents a similar picture while the Beebe bypass on U. S. 67 which was completed recently is already built up with both business and homes.

Acquisition of highway rights-of-way is basically a problem of

determining values, and reaching a meeting of minds between the buyer and seller. Since the State has a right of eminent domain, that is the absolute power to take what it needs, then we find in many cases our problem is to settle with an unwilling seller.

Determining value of existing property is called the appraisal process. There is nothing mysterious about this process since it is merely an estimate of cost that is made on the basis of that which exists rather than on the plans.

For the most part, appraisals should not vary greatly if those making the estimates are competent.

Unfortunately for us, many people feel that an appraisal is simply a wild guess. Perhaps it is a guess but let's say it is an educated guess, one based on the best data available, cost, replacement cost, earnings such as crop-production, rents, use, comparable values, etc.

One of the most common problems we encounter is the one that involves actual or potential real estate subdivision. The owner of a 40-acre pasture near a small town hires an engineer or perhaps the local land surveyor to prepare a subdivision plot showing streets, alleys, and lots. How much does this operation enhance the acreage involved? Probably not more than the cost of the plot and maybe not that much. It requires more than subdivision to enhance land values. It requires accessibility, demand,

development potential, and investment of sound cash for utilities, for without these elements land is just land regardless of a map to the contrary. One owner purchased a subdivision of nearly 200 lots for \$5,000, and yet testified to a value of \$1,000 per lot.

The second fallacious presumption is that future plans, in the dream stage, enhance values. It is amazing how many people are "just



before beginning to commence something" -- a new house, a new store, filling station, even a theater expansion. But thank goodness the courts hold that anticipated construction has no present value.

The courts have held that damages cannot exceed value. Recently an owner asked damages for a triangular piece of land which had been severed from his farm. The amount of damage asked exceeded the value of the land by about \$50. I promptly agreed to buy the land as part of the right-of-way and needless to say the item of damage was promptly dropped by the owner.

You have no doubt heard of compromising right-of-way claims in

order to avoid law suits. Contrary to some published opinions that is exactly what we try to do, but we find that in every group of people there are some who will not agree on the time of day, the date, or the weather much less on more controversial subjects. Taking the cross section of people as we meet them from day to day about one out of every ten is unreasonable and biased in his or her opinion, particularly on the value of their own property. However, after a competent board of appraisers has determined values, the rule established by the Highway Department is that we will not compromise unless owner can present evidence of some existing condition which was overlooked by the appraisers. The reason for this general rule is that we do not want to be in a position of overriding the opinion of experts. This is particularly true when a majority of the owners accept the opinion of appraisers.

It has been my experience that most appraisers are human enough to give the owner advantage whenever there is doubt. For example, a County Judge and I spent several days interviewing businessmen, farmers, bankers, and realtors as to the land values along one particular highway. Then we contacted the owners of about 5 miles of right-of-way and acquired most of it. Later a team of appraisers was appointed, a banker, a realtor, and a farmer, and believe it or not

their appraisals averaged double the values given by businessmen during our interviews and a third higher than the rate at which the Judge and I had purchased land.

In another county, one man made the statement that there was not an acre of farm land in the entire county worth \$100 yet he refused to accept \$150 per acre, which was the appraisal on his farm.

Compromise is a word that is the "open sesame" to the right-of-way problem at present, but let's look at the process more carefully. One owner asks \$6,000 against an estimated cost of \$300. The owner says she does not want or expect \$6,000 but wants as much more than \$300 as we will give. Another owner asks \$40,000 or more against an estimate of less than \$1,000. What is a reasonable meeting point or compromise settlement?

In a case tried in a Circuit Court recently the jury gave about half the appraisal which had been turned down as a settlement. The owner then asked that we void the Court's verdict and pay the appraisal. Nothing like having your cake and eating it, too.

These have been a few of our problems, but the things that make our life a bit more bearable are those people who prove so often,

(continued on page 27)



HANDBALL CHAMPION

Fishing and hunting aren't the only sports at which our car pool superintendent Carl Hosack excels. Carl is quite a guy on the handball court.

At a recent tournament Carl and Vernon Felix downed Joe Mathew and Dr. J. K. Kilbury, 21-16, 21-16, to win the state AAU handball doubles crown for the 14th consecutive year.

In a doubles semifinals this team beat Dr. Duel T. Brown and Lamar Deal, 21-9, 21-13, to go into the championship play off and retain their coveted state crown.

Carl and his partner have had quite a bit of tournament experience, having played in New York, Kansas City, Chicago, Denver, and Dallas. They have been invited to participate in the United States Handball Association national tournament in Chicago, March 20-27 and also in the senior national A.A.U. handball championships in New York April 25-May 1.

Carl tells us that the first world championship handball tournament was held in New York in 1887 with an American winning the crown after a hard fought battle with an Irishman. Tennis, a game we all know, is an aftermath of handball.

don't forget to...

send your OPINIONS

IT'S SPRING!

EASTER symbolizes most eloquently the idea of life immortality. Each Spring the plant life of the earth gives us a glorious demonstration of the fact that life has the capacity to renew itself.

Though I am always interested in plant and animal life, I think the resurrection idea is most beautifully portrayed when demonstrated in the lives of people.

A teen-age boy is careless of his person and slouchy in dress despite all the anxious coaxing of his parents. Just when they are ready to pronounce him hopeless, he becomes interested in a girl and instantly he is a new boy.

A man is beaten, defeated, and disgusted with his lot in life when a new idea, new interest, or new love becomes a great challenge to him and suddenly despondency vanishes and a new life is born.

That such things are possible, is truly the hope of the World.

--Dennison Yates

SWAP SHOP

Like to fish? Here is a real opportunity to get that fishing boat you've always wanted. For sale or swap a 12-foot Dura-Craft aluminum boat, ideal for car-top hauling. Will sell or swap for a 14-foot boat of the same make or its equal. Contact Freese Kimmer, Batesville.

TRIBUTE TO MISS WILLIE LAWSON

The feminine members of the Highway Department turned out en masse for a luncheon, March 3, at the Sam Peck Hotel, honoring Miss Willie Lawson, member of our State Highway Commission and the first woman to ever hold such a position.

Jessie Lee Perry was in charge of arrangements for the luncheon. The shamrock motif was carried out in the floral decorations for the tables and in the individual programs. Myrtle Miles gave the invocation, after which Nancy Snapp presented our guest of honor with a corsage. Leontee Connelly read a testimonial from a scroll for Miss Willie, lauding her for her achievements and the progress she has made in promoting the prestige of all women.

Miss Lawson gave a short talk and in her own wonderful way made everyone present feel they were a personal and very dear friend. She spoke of the importance of striving for perfection in the letters, or any other material, which is sent out from the Highway

Department to the public; and the responsibility of each individual to see that all efforts in this relation justify an impression of neatness and efficiency.

Everyone joined together in a song led by Julia Ann Bumpass with Marilyn McKinney at the piano.

During the luncheon, Johnnie Gray, our staff photographer, took moving pictures of the group which were shown on a television news program the following day.

Miss Lawson is not only doing an excellent job on our State Highway Commission, but her untiring efforts in the educational field are well known throughout Arkansas. She was voted Arkansas' Woman of the Year in 1950, a tribute she well deserves. She is an admirable lecturer and a keen businesswoman, who somehow manages to find time for participation in church, club, and civic activities.

A "favorite" person to know, is Miss Willie Lawson with her charm and gracious manner and we are all proud to be associated with her:



DEADLINE
for the May issue
is
APRIL 26

PANACEA FOR HIGHWAY GROWING PAINS

By James Hamilton, District No. One
Assistant District Maintenance Superintendent

This article is a condensed version of "An Essay on How to Plan and Pay for the Safe and Adequate Highways We Need," which took second place and earned a \$500 award for Mr. Hamilton as an Arkansas award in the nation-wide contest sponsored by General Motors in July 1953

Every year our outmoded highways and streets cost this country a larger sum in lives, injuries and time lost due to traffic delays. The rapid increase in the number of motor vehicles is racing ahead of our efforts to improve our system of highways and streets. Every state is building new highways and the larger cities are at work on projects to help relieve traffic congestion in the busy areas, and yet our highways and traffic problems are becoming worse each year. Obviously, a new approach is needed if we are to make much progress in solving this, one of our greatest domestic problems.

In recent years, the automotive tire and road machinery industries have spent considerable sums of money on advertising in an attempt to awaken the public to the vital need of making a greater effort to modernize our streets and highways. It is my contention that this has been premature. The people know that we need to greatly accelerate the work on our roads and to solve the many traffic problems and they

are waiting for a comprehensive plan to accomplish this end. The people cannot do the planning, yet they will have to pay for any program of this sort. A master plan should be presented to them, state by state and city by city, complete with sketches of design standards and the total cost of the program.

After this is done, industrial advertising to create favorable public opinion will have great value. The people will support a well-planned program presented to them intelligently. Too often they have been asked to support bond issues and increased taxes without being informed of what to expect. So, let's give the public the whole picture and let them decide. We need not fear the results.

Who should do the planning? The engineers in our city street and state highway departments are thoroughly familiar with all the aspects of the problem. They are, by reason of training and experience, most suited to do the job.

There should be the closest cooperation between the highway

planning group for the states and the groups for the cities. The Bureau of Public Roads should act as coordinator between the states. Some states would be able to set design higher than would be desirable in other states. Thus, the plans would be realistic because engineers familiar with the local and national situation would make the plans. It would take several years to complete the plans for a program of this magnitude, so the first thing is to get started.

We have the information on the established traffic flow pattern, and the use of this pattern will enable our engineers to develop a plan to fit our future needs as nearly as possible for the mind to conceive. An approach of this kind will give us a plan which will insure the sound investment of every dollar needed to give us safe and adequate highways and relief from our many traffic problems.

The over-all plan can be broken into three categories: A. Traffic in urban areas. B. Highways that are adequate and safe. C. Rural roads that are serviceable the year around.

Urban Traffic

In most cities, throughways can be built and improved traffic control can be instituted which would provide some relief. However, we face the inescapable fact that there are already more vehicles on

many of our city streets than can possibly use those streets without expensive delays to everyone. We then have the problem of reducing the number of automobiles on our streets during the busy hours of the day. We can prohibit some, and permit others to drive into restricted areas only in emergencies.

Obviously, we cannot legislate a certain percentage of private cars off downtown streets in a direct way. Much can be accomplished by eliminating all parking on streets in congested areas. Parking facilities inside these areas should be discouraged by heavy taxation. These steps should be accompanied by an increase in public service facilities in these areas. This would cut down traffic volume and allow better public transportation service. Variations could be made in different cities, but fundamentally conditions will have to be created which greatly discourage use of private cars on streets in congested areas. Private capital should be encouraged to provide parking garages in designated sections by the elimination of taxes on this type property. This would leave public funds available for construction of throughways and other street facilities, a field which private capital cannot enter.

Business firms would have to provide off-the-street loading with on-the-street loading permitted during certain hours of the night. In some cases, small adjoining

firms could use a common loading facility. These measures are not likely to be popular with everyone, but we have the choice of seeing our cities deteriorate or resorting to some heroic measures.

Adequate Highways

Here we have greatly different conditions from those encountered on our streets. The acquisition of rights-of-way for new highways or widening old highways in thickly populated areas adjacent to cities may be very expensive but it is practical, whereas in the city it is not only impractical but seldom possible. Thus, we may conclude that the solution to our highway problems are more of a financial nature than those of urban traffic.

The first phase of the work to be done by highway planning groups would be to reduce to mathematical formulas the decision on the type of designs needed for different highways and segments of highways. The planning would take into consideration our present highways and the possibilities of widening them. After this had been done, the present and calculated future traffic load on each section would show where the need for additional highways existed. On this basis determination could accurately be made as to design standards for additional highways.

Our planning engineers would be faced with one large factor over

which they have no control: design of pavements for excessive truck loads. The load limits placed on trucks are settled in the state legislatures and, in many cases, these limits are too high. While the engineer has no control over load limits, they are an important factor in planning and affect the over-all cost of a big highway construction program to a very great degree. The master plan should be presented to the public bearing two price tags, one basic pavement design for reasonable load limits and another for high load limits. The public would quickly demand laws restricting truck loads to reasonable limits throughout the country. Such legislation would not cripple the trucking industry, but would tend to stabilize it.

Truck load limits and safe design engineering are two variable factors which have a great influence on the total cost, but safe design is one place we cannot afford false economies. All highways should have deceleration laws at intersections. Greater sight distance on highways is a mandatory feature of safe highway design. An additional law for trucks on hills would speed up traffic and help reduce accidents. These features and many others are well known to highway design engineers and they would find it much easier to incorporate them if they had the advantage of being able to work from a comprehensive master plan.

On many of our major highways it is necessary that the traffic move at a rapid speed. In constructing highways with easy curvature and long tangents we have set up a condition which induces carelessness and retards a driver's reflexes in an emergency. Most accidents resulting from this condition are caused by cars running into the rear end of trucks slowing down to a stop. All large vehicles should be required to have a horn on the back end which would sound automatically when brakes were applied at speeds in excess of 35 miles an hour. At slower speeds this precaution would not be needed and this simple method would alert a driver when vehicle ahead slowed down or stopped.

Rural Roads

The problem here is to develop a system of county roads without excessive dust in dry weather. Many counties do not have the services of an engineer and work is performed under men of more or less practical experience. There should be a close liaison between these men and the technical staff of the Highway Department.

The primary solution to the rural roads problem is the judicious use of local materials. Any material purchased from a commercial producer and shipped in will be so costly the surfacing of all rural roads will be delayed many years.

However, the blending of soils and stabilization by use of an added binder require the services of an experienced technician. In many cases, the application of sound engineering practice in this field is woefully lacking. All our highway departments should initiate training programs and technical service for men in charge of county roads so they may plan a road program on a more efficient basis.

On Paying

It is time we become realistic about the taxes for streets, highways, and county roads. First, any diversion of revenues collected for this purpose should be stopped at the national, state, and local level. With the imperative need of funds for this purpose there is no justification for taxing highway users for support of any governmental expenses other than highway, streets, and rural roads.

Any tax must be practical. We can spend years discussing various theories of taxation, however, all studies seem to lead to the common conclusion that the principle beneficiaries of highways, streets and country roads are property and the communities. Any attempt to figure an equitable assessment against property and communities to raise funds for construction of highways becomes so complicated it assures its failure as a tax plan. I do propose to offer a tax plan where-

by property and communities are taxes for a large portion of the funds needed for streets and roads leaving fuel tax funds for highway construction.

Let us glance at the various theories proposed in the field of highway taxation.

Added-Expenditure Theory. With this the motor vehicle user would be held responsible for all expenditures made since the advent of the automobile. It ignores the fact that large sums are spent to preserve communities, that highways

and roads are primarily beneficial to the land. This taxation would place an unfair burden on motor vehicle users and for this reason it is unsound.

Theory of Differential Benefits. Highway benefit studies show that in final incident most benefits accrue to the land or community. The many imponderables and complexity of the problems encountered in figuring benefits over wide areas make this plan unsound for highway taxation but it should be used for taxing streets and rural roads.

PROPOSED TAXATION AND RESPONSIBILITY FIELDS

TAX FIELDS

<u>FEDERAL</u>	<u>STATE</u>	<u>CITY</u>	<u>COUNTY</u>
Gross ton-mile	Motor fuel	General property	General property
Motor fuel	License	Incremental property	Incremental property
		License	

RESPONSIBILITY FIELDS

<u>HIGHWAYS</u>	<u>STREETS</u>	<u>COUNTY ROADS</u>
Federal funds on those highways in the Federal Aid System.	Federal funds only on those streets which are a part of the Federal Aid System.	Smaller portion of Federal funds allocated for this purpose.
State funds.	State funds only on those streets which are a part of the Highway System.	Less turn back from the State funds.
	City funds for major portion of all street work.	A greater dependence on local property tax.

Theory of Relative and Predominant Use. This plan is the division of highway service into categories of land service: local and neighborhood and through-traffic. This theory differs from differential benefits only in that it is more complex and for this reason is of no practical use.

Theory of Differential Cost. This theory is based on the easily understood fact that heavier vehicles require more expensive roads and bridges. This method of tax by license of all trucks and busses is being used in every state and is sound up to a certain point. However, it does not take into account the difference in the use of trucks by some owners as compared to hours used by other owners of the same capacity trucks. In the following, I propose an equitable method of taxation for trucks.

Gross Ton-Mile Theory. This plan has much merit but it is difficult for states to collect because of trucks traveling through several states. The Federal Government can collect this type of tax in much the same manner as that of income tax if legislation on this has sufficient teeth to make any attempt to defraud very risky. It has been the Federal Government's policy to subsidize new forms on transportation until these industries become established. On this basis, trucking industries cannot object to a federal gross ton-mile tax in addition to license and gasoline tax.

The trucking industry is not entitled to subsidization by automobile owners and the only equitable way of collecting from the trucker for his use of our highways is by the federal gross ton-mile tax.

In the chart opposite, the tax fields are divided into four parts:

FEDERAL. The federal tax on gasoline should be raised 2 cents per gallon at once. This increase plus funds received from the gross ton-mile tax would provide a large part of all funds needed to bring our system of Federal Aid highways up to date. The apportionment and matching procedure should be adjusted in accordance with ability of the different states to meet the requirements of this system of highways. This is necessary if we are to have any uniformity in the Federal Aid System. We should use the number of vehicles in a state to determine that state's contribution; Federal Aid funds should then make up the difference between the state's part and total requirement. With a greatly increased Federal Aid fund available, the matching rates would change to a much higher rate. An apportionment of Federal Aid based on such a plan would discriminate against only those states not making an effort comparable to the others. A state so penalized could not, in all fairness, make an objection.

STATE. All the states should continue to depend on license fees

(continued on page 27)

AROUND THE BUILDING

Director Herbert Eldridge was guest speaker on the Engineer's Day Assembly Program at Polytechnic College in Russellville, March 16. The "Long Range Highway Program" held the theme of Mr. Eldridge's informative address, which was very enthusiastically received by the young engineering students.

* * * *

Y. W. Whelchel, Assistant Engineer, S & A Division, attended the Traffic Institute of Northwestern University March 8-19, for advanced training in traffic engineering. Mr. Whelchel successfully completed two courses: 1. Regulation and Control Devices, which included the application of traffic signals and systems, sign types and application, use of one-way systems, and similar techniques. 2. Traffic and Transportation Planning, which included methods for determining highway capacity, roadway functional design and traffic facilities, interrelationships between city and traffic planning, methods of developing a comprehensive traffic plan and elements to be included in such plans.

* * * *

A. G. Rives, State Maintenance Engineer, reports that a letter has been received from the Street Commissioners of Piggott complimenting District 10 on their highway maintenance and the excellent mud jack job completed recently.

J. R. Henderson, Federal Aid Engineer, spoke before the Student Chapter of ASCE at Fayetteville, March 12. Mr. Henderson gave an interesting talk on the opportunities available for young engineers with our Highway Department. An "orchid" letter was sent to our Director from the University expressing appreciation and approval of Mr. Henderson's enlightening talk and to extend an open invitation to Department staff members to visit them whenever convenient.

* * * *

A. E. Johnson, Chief Engineer and Dennison Yates, Personnel Director, visited the University's School of Engineering at Fayetteville, March 23-25. Mr. Johnson addressed the civil engineering students, painting a vivid verbal picture of the changing highway situation: what it is now and will be in the future, giving factual supporting data. This inspiring speech created great enthusiasm and interest among the students.

* * * *

We offer our congratulations to Gordon and Mary Ann Bemberg, who are the proud parents of a 7-pound 10-ounce son, Gary Malcolm, born at St. Vincents Hospital, Easter Sunday. Both Mary Ann and Gary are feeling fine and the father is getting along as well as could be expected, under the circumstances.

SERVICE PIN DESIGN CONTEST



\$25⁰⁰ Cash Award to the one whose design is selected as best suited for Service Lapel Pins to be given all Arkansas Highway Department employees who have been with the Department for five years or more.

\$15⁰⁰ Cash Award to the one whose Certificate of Merit is selected as best suited to accompany the Service Lapel Pins to be awarded and express the Arkansas Highway Department's appreciation for efficient and loyal service.

REGULATIONS

Contest entries will be judged by the Arkansas State Highway Commissioners.

All entries will be judged by number in order to avoid any discrimination.

CONTEST RULES

1. Only Arkansas Highway Department employees will be eligible to enter the contest.
2. Contestants may submit designs for either lapel pins, certificates of merit or both.
3. Designs must show lapel pins with 5 to 45 years' service in increments of 5 years.
4. Full description, size, and color scheme for the various pins and/or certificates of merit must accompany design sketches.

5. Ideas for lapel pins will be acceptable without a sketch, providing the directions are clearly and comprehensively described.
6. Full name, Department, and address must be attached to entry for easy removal.
7. All designs must be submitted by letter to the Editor, "Arkansas Highways" Magazine.
8. All contest entries must be submitted or mailed before midnight, July 15th, 1954.

Party Line Parade

— HEADQUARTERS —

ADMINISTRATIVE DIVISION

Betty Lane - Reporter

Spring Fever - I guess every man catches it sooner or later. W. R. Thrasher and V. E. Scott have been taking the prescribed medicine for it.....Fishing, of course! We couldn't find out how many fish were caught or how many got away, but we understand that "some" were caught and, naturally, the biggest ones got away.

* * * *

We offer our apologies to Margie Shirley who has been employed in Mr. Scott's office long enough now to be a "full fledged" member of the Highway Department. Belated welcome greetings, Margie -- we are happy to have you with us.

* * * *

Several of our girls have enjoyed having lunch with Mary Ann Bemberg at Granoff's Restaurant lately. Mary Ann looks wonderful and is feeling fine.

* * * *

We were all glad to see Martha Hudgens, former secretary to our General Counselor, when she visited us recently. Martha brought her new daughter, Kathy Lea who is now 6 week's old. Martha's pride and joy really is a doll.

BRIDGE DESIGN DIVISION

Norma Monroe - Reporter

Congratulations and many happy returns to Mr. and Mrs. Bert Rownd who will celebrate their wedding anniversary April 5.

* * * *

Our congratulations also go to Mr. and Mrs. A. J. Bonner who will celebrate their 37th wedding anniversary on April 14. We offer you our wishes for many more happily married years together.

* * * *

Many happy returns of the day to Billy Stiles, who will be celebrating her birthday April 20.

* * * *

The personnel of our Division and their families enjoyed another "fish fry" March 12 in Boyle Park. Mrs. Herbert Eldridge was our very special guest for the occasion. We were glad to have Mr. and Mrs. John Strom with us too, as they have been missing most of our fish fries. Bob Mattox handled the entertainment and did a splendid job. Need we mention?? that everyone had a good time -- as usual!

* * * *

KEEP YOUR

SAFETY RECORD CLEAN!!

Wait until the light turns green!

Party Line Parade

PERSONNEL DEPARTMENT

Hazel Norman - Reporter

Congratulations to our new bride, Mary Maxine "Mickey" Taylor who became Mrs. Robert Stout March 5. They are residing at 3018½ West 11, and will be happy to have their friends call on them.

* * * *

We are glad to welcome Nena Brook to our office. Nena became a member of the Highway Department February 17 and in case some of you haven't met her, she is that lucious blond with the ever-lovin' smile.

* * * *

A great day at the races! Birdie Wright, our P B X operator tells us that her horse started second and finished first.

* * * *

William Stephens, our building custodian, had an enjoyable surprise when his son, Bill, Jr., arrived from overseas for a visit. Bill has been stationed in France with the Marines, however, his dad reports that he is being transferred to the Navy and as a consequent his furlough was cut short leaving him only a portion of his original leave time.

* * * *

We are glad to report Hazel Norman is back on the job after several days absence because of

illness. Her sister, Delia Mann and friend, Ruby Baker, both of Monroe, Louisiana, came up to look after her during her illness.

REPRODUCTION

Billie McHughes - Reporter

The new Ozalid White printing machine is now in operation. This machine turns out more prints in 2 hours than the old one did in 8 hours. It is very interesting to watch the machine in operation. The operator can send the prints out of either the front or back, as desired. The prints will also stack themselves in order. No more stopping to sort when the job is finished. When you bring your tracings in for printing, there is only a short wait. The operator has sent 202 prints through in 30 minutes and reports that the machine is a pleasure to operate.

* * * *

Billie McHughes' baby son "Pat" dropped in for a visit shortly before closing time one Friday. His rosy cheeks and sweet smile won everyone's heart.

* * * *

The personnel of our offices are very proud of the new paint job. The walls are light blue, a color which not only gives the illusion of more light but is certainly easy on the eyes.

Party Line Parade

STATISTICS AND ANALYSES

Bill Headrick - Reporter

Jane Huff's son, Bill, who is attending the University of Arkansas, is one of 7 boys to receive the honor of a bid to the Blue Key Club, a National Honor Fraternity. Jane was in Fort Worth recently visiting with her mother who has been ill.

* * * *

Our Division is planning an office party and outing to be held April 3 on Little Maumelle Creek $1\frac{1}{2}$ miles west of Ferndale on the Paron Road. We are looking forward to a big turn-out and our friends are all invited to join us.

* * * *

Howard Schmeiding reports that if he misses one payment on his refrigerator and two payments on his washing machine he can make a down payment on a T. V. Howard can always "go you one better" for any story you may tell, so don't try to out-do him - our advice.

* * * *

As a birthday gift to his wife, M. L. Beckett LET her take a week end trip to Texas to visit her parents while he stayed home and kept the three young Beckett's. He reports that he had no trouble at all and they didn't even cry for their mother since he took such excellent care of them.

Bea Davis visited relatives in Dyesburg, Tennessee, over the March 21 week end.

* * * *

We are proud to announce that we have a new female cartographer, Mary Ann Bell, in our department. Mary Ann is a former employee of the Southwestern Bell Telephone Company but has been busy taking care of two young ones for the past 3 years.

* * * *

We are happy with John R. Hume over the honor bestowed upon his niece, Ann Hardcastle. Ann was one of 9 girls to receive this year's D. A. R. Good Citizenship Awards which were presented on a television program February 22. Ann is a senior at Mount St. Mary's Academy and her award was a medal for being outstanding in leadership, service, honor and patriotism.

* * * *

The Crippled Children's Hospital recently requested 6 pints of blood from the AHD personnel and the following employees from our Division volunteered donations: Mary Ann Bell, Jane Huff, Kathryn Gardner and Barbara Taylor.

We are proud of these girls. Such devotion to community service and public welfare reflects credit upon our Division. These girls have established an example that should be emulated by all.

Party Line Parade

MATERIALS AND TESTS

Julia Mae Halliburton - Reporter

Congratulations and many happy returns to the following who are celebrating birthdays this month: Frances Roller, James D. Taylor and James L. Owens.

* * * *

We are happy to welcome as our co-workers the following materials inspectors: William J. Wano, Jr. of Little Rock and Joseph Irwin of Fort Smith.

* * * *

Mr. and Mrs. G. W. Roark and family motored to Ft. Smith for the week end recently.

* * * *

Mr. and Mrs. E. L. Wales are vacationing in Ft. Meyers, Florida, again this year. We understand it's a wonderful place for inland water fishing. We hope they are having the same "good" luck as last year.

DISTRICT I

WYNNE

Mildred Stacy - Reporter

Approximately 75 employees were present to hear V. E. Scott speak on the Retirement System. We were glad to have A.G. Rives attend the meeting which was a huge success from everyone's viewpoint.

* * * *

We are happy to welcome Maxine English to our office. Maxine was transferred from the Construction Division and the office of Resident Engineer Max Oldham.

* * * *

Charles Kelly attended the First Aid Instructor's Course in Little Rock and is making plans to conduct first aid courses in the District.

* * * *

Best wishes for a speedy recovery to Lee Marlar, patrol operator at Tupelo, who injured his back while on the job recently. Hope to see you back at work soon, Lee.

"ARKANSAS HIGHWAYS" REPORTERS

HEADQUARTERS

Stuart Pattillo	Betty Lane
Lucille Schmidt	Nancy Snapp
Julia Halliburton	Zelda Riggs
Marilyn McKinney	Jack Keilch
Billie McHughes	Helen McCook
Mary McLane Hill	Irma Jetton
Margie Fincher	Cecil Byrns
Norma Monroe	Hazel Norman

F.C. Bogart
Myrtle Miles
Bill Headrick

DISTRICTS

1-Mildred Stacy
2-Inez Royston
3-Olive Jackson

4-Faye Carter
5-Mary Lee McCown
6-Edith Greene
7-Sula Barnham
8-Mary A. Poteet
9-Shirley Morton
-Louise Day
-Bernese Davidson
10-Lottie Brown

Party Line Parade

DISTRICT 2 PINE BLUFF

Inez Royston - Reporter

John H. Westbrook, our mud-jack foreman in District 2 for a number of years, died February 20 during the night. We offer our sincere sympathies to Mrs. Westbrook.

* * * *

We were glad to see Lester and Joe Rabb of Monticello, former AHD employees in Drew County, who recently returned home after being discharged from the Armed Forces. Both Lester and Joe served for 18 months in Germany.

* * * *

Our congratulations to Joe and Violet Burch of Monticello, proud parents of a 7-pound 15-ounce baby girl, Violet Cleo, born February 23.

* * * *

We are happy to report that Mrs. N. M. Mitchell, wife of our maintenance foreman, has recovered from a serious operation and is now at home with her family.

* * * *

Our best wishes to Mrs. P. E. Brooks, grandmother of James W., who has been hospitalized for serious injuries received recently. Mrs. Brooks was attacked by a tenant who went berserk and struck her several times with a heavy piece of wood. Her husband was also struck before the tenant was brought under control.

We offer congratulations in a GREAT BIG WAY to James Cockrell of our District-wide crew. James won \$111. in the Silver Harvest Day drawing at Monticello. James, may we touch you for luck, please?

* * * *

Joe Tice, bridge superintendent, was happy to have his son, Corporal David Tice home for a short visit recently from Camp Chaffee, David looks hale and hearty, so Army life must surely agree with him.

* * * *

J. L. (Blondy) Goins, District equipment supervisor, and his wife, enjoyed a fishing trip at Silver Lake recently. The Goins' are both avid fishermen and, as usual, the "catch" was good.

* * * *

Mrs. Elory Kirkland of Texas, daughter of Joe Savage, sailed from New York March 8 to join her husband, who is stationed in Germany with the Air Force.

* * * *

Joe C. Hayes has been promoted from heavy truck driver to mud-jack foreman. We wish you the best of luck in your new job, Joe.

* * * *

Woodrow K. Wilson reports that he and his crew are progressing nicely with the graveling operations. They will be ready to start sealing operations just as soon as the weather permits.

Party Line Parade

DISTRICT 3 HOPE
Olive Jackson - Reporter

We join Sid Flowers, maintenance foreman of Hempstead County, in welcoming home his son, Wayne, who has served 2 years with the U. S. Marines and stationed at Barsto, California. Wayne is a former Highway Department employee.

* * * *

Charles I. Davis, son-in-law of our new carpenter P. C. Holt, has returned to his base at Allentown, Rhode Island, after serving several years in Cuba with the U. S. Navy. Charles is looking forward to a furlough soon when he will join his family in Nashville.

* * * *

Mr. and Mrs. Lee Huskey of Blevins announced the marriage of their daughter, Carole Lavonne, to B. W. Hash, son of Mrs. G. W. Hash of Stephens, on February 20. The marriage ceremony was performed in Bruce Memorial Church in Blevins. We offer our congratulations to the young couple with best wishes for a very happy future together.

* * * *

The office personnel is very proud of the redecorating which has been done throughout our District headquarters. Improvements are also being made to the exterior of the building as well as the grounds.

We are glad to report William C. Irvin, watchman, is back on the job again after being ill with a case of the mumps.

* * * *

We are happy to welcome the following new employees to this District: P.C. Holt, Nashville; Elmer Dowdle, DeQueen; Charles Kitchens, Louis Stanley, Monroe Franklin, and Grady Crank, Garland City; Thadeus Jones, Fouke, and Carol Brunett, Texarkana.

DISTRICT 4 FT. SMITH
Faye Carter - Reporter

Mary Snoddy, stock clerk, and Pfc. Zedric Pratt of the U. S. Marines, were married March 1 in the First Presbyterian Church at Van Buren. After the reception the young couple went to New Orleans for their honeymoon. Our warmest congratulations to Mary and Zedric with wishes for every happiness.

* * * *

Our deepest sympathies are extended to Eugene Symonds and his family in the loss of his father, who passed away on February 24.

* * * *

We are happy to welcome Harland Bethel, new bridge crew member and Damon Ragon, in the parts department. We also spread the welcome mat to W. H. Conner, former AHD member from Sebastian County.

Party Line Parade

DISTRICT 5 BATESVILLE

Mary Lee McCown - Reporter

We offer our congratulations to Tom Davis and his bride, the former Doris Owen of Newport. The new Mr. and Mrs. were married March 26 at Swifton. Tom is a member of our bridge crew.

* * * *

A. L. Jones, mechanic, lost a finger recently while working on a patrol. We were sorry to hear of this misfortune, A. L., and we extend our very best wishes to you.

* * * *

Many happy returns of the day to Bess Rowland and Bert Mathis who both celebrated March birthdays.

* * * *

Our office floor is now covered with a new plastic-asbestos tile. We are all very proud of the new innovation. Everyone is invited to come see us and admire! Please.

* * * *

We are happy to report three of the precast slab bridges on Highway 69 have been completed.

DISTRICT 6 NORTH LITTLE ROCK

Edith Greene - Reporter

We are sorry there was no news from District 5 for this issue of the magazine. Help your reporter gather the news from your District. Deadline for May issue is April 26.

DISTRICT 7

CAMDEN

Sula Burnham - Reporter

We are sorry to report that Job Superintendent John Best, suffered a painful injury recently. He dropped a heavy tool chest breaking his right foot. Our best wishes to you, John.

* * * *

Congratulations to Walter and Blossom Hicks who celebrated their wedding anniversary in March.

* * * *

We are glad to announce that Lonnie Lansdale of Dallas County is back on the job after a successful mastoid operation.

* * * *

Get well quick wishes to R. C. Gordon who fell off of a lumber stack, fracturing two ribs. We hope to see you back on the job soon, R. C.

* * * *

Maxwell Shelton went on a ha-ride recently and fell off the wagon - no damage done, however.

* * * *

Happy birthday to Mildred Silcox who celebrated her birthday March 25 - with the help of the office force, of course!!

* * * *

Herbert Gebler has been transferred from the Bridge Department to painter at the District shop. Good luck in your new job, Herbert.

Party Line Parade

DISTRICT 8

RUSSELLVILLE

Mary Alice Poteet - Reporter

We are sorry to report that Mrs. Monroe Hull will be confined to the hospital for the next 6 weeks, due to a dislocated disc. Our very best wishes to you, Mrs. Hull.

* * * *

We are happy to spread the welcome mat for the following new employees: Jim Bearden, Dewey Davis, and Truman Hill. All three are Russellville men.

SAFETY PAYS

It's a man-sized job on this old earth to get on your own and prove your worth.....But it's tougher still to have a mishap, and face the world with a handicap..... It takes constant care and a mind alert to stay on the job and avoid being hurt.....A beautiful epitaph can't be read, by the man it's written for, after he's dead..... The age-old plea, "I wish that I had...." is no relief when you're hurt and sad.....and dream of an eye that once could see, or think of a limb that used to be..... It's worth far more, as the days go by, to give safety a break and honestly try.....To avoid the Cost of Careless Ways, and Prove to the World That SAFETY PAYS!!

--Minnesota Highway Safety News

DISTRICT 9

HARRISON

Shirley Morton - Reporter

Mr. and Mrs. W. H. Cook have a very special person as a guest in their home for a few weeks. This wonderful personage is their 3-year-old nephew, Randy Hankins, whose father is in the Little Rock Veteran's Hospital recuperating from an operation.

* * * *

Get well quick wishes to Louise Day, bookkeeper at Springdale and our reporter from that office, who has been confined to the hospital in Fayetteville due to an accidental fall in her home. We all hope that Louise will soon be well enough to be back on the job.

* * * *

J. R. Tucker and Alton Farley report that the First Aid Instructor's Course, which was conducted in Little Rock, was a decided success, at least, as far as they were concerned

* * * *

Horace Dees and family paid a 2-week visit to the W. B. Hawkins' recently. During his stay, Horace enjoyed a successful day fishing on Lake Norfolk and for proof came home with two 5- and 6-pound bass.

* * * *

Mr. and Mrs. W. H. Porter spent a week end recently visiting with relatives in Tulsa.

Party Line Parade

Disaster struck Clell Deakins recently when his home was completely destroyed by fire. His fellow workers got together and made up a contribution in hopes it would help a little towards a new start and express our sympathy.

* * * *

J. C. Perkins, Jr., attended the Engineer's "Social" at Little Rock in February, after which he and his wife and son, Dickie, spent the week end in Pine Bluff with relatives. HEAR YE! HEAR YE! The Perkins' are the proud owners of a new DeSoto. It looks Super!

* * * *

Our "Arkansas Highways" magazine is definitely a "hit" in this District. (Editor's note: Thanks for those kind words, ma'am!

* * * *

We are glad to have Jim Gallager back at work. Jim received a few broken ribs in a recent accident.

* * * *

John Burlsworth's son, Leon, has enlisted in the Navy and is taking his basic training at San Diego.

* * * *

Rex Villines was happy to have his mother, of Washington, D. C., in his home for an extended visit with he and his family recently.

* * * *

We are happy to welcome Willis Cantrell, Thurman Snelgroes and Troy Pruitt to our Highway family.

DISTRICT 10

PARAGOULD

Lottie Brown - Reporter

Letha Ramsey was happy to have her son home from the University for a visit before reporting for a 4-year tour of duty with the Naval Air Cadets. Our best wishes go with you, Guy.

* * * *

We were glad to have Bill Baugh, Joe J. Schamer, and F. C. Bogart, from Little Rock, visit our office this past month.

ANY NEWS??

There are any number of events happening in the lives of our AHD employees, or some member of their families, which are never mentioned in "Arkansas Highways." For this, we are sorry because we would like to have all the news of all the people. However, we cannot print news which we never receive.

Help your reporter gather news in your District or Division. Your friends and co-workers would like an opportunity to share your joys and sorrows, to be happy or sad with you, as the case may be. Give them that chance to prove their friendship and interest in your well-being by relating your news.

Your District or Division reporter will appreciate a note from you giving your news or the news concerning any of your co-workers.

that Art Linkletter was right when he said, "People are Funny."

Take for example the man who owned 7 acres adjacent to the existing highway. The new right-of-way took most of his buildings and to make sure we had to buy him out he sold all but the right-of-way.

When I was growing up, the local dwarf was a negro whom we called Prince George. A favorite joke among the youngsters was, "Say, did you hear that Prince George is suing the City?" and the gag line in answer to the inevitable "Why?" was "Because the city built their sidewalks too close to the seat of his pants." On the much-talked-about Van Buren-Alma Road we had a parallel case that went to Circuit Court. A stone building was under construction when the right-of-way was condemned. There were footings in place and portions of the two side walls and front wall had been built to heights varying from 3 to 20 feet. The owner constructor was advised of the change in right-of-way and he finished the building as started including a porch which is approximately 6 inches back of the right-of-way. The appraisers allowed a reasonable amount for the reconstruction of the portions in place at the time of taking, \$783, while the owner asked \$3,750. The jury gave the owner \$2,400. Sometimes I wonder why Prince George didn't file suit. Don't you?

and gasoline tax. Any attempt on the part of the state to assess incremental taxes against property should be so difficult to establish equity that such a tax would be unsound. Any state making less than average contributions to highway funds would soon find itself on the little end of the horn and citizens of such states would be quick to correct such deficiency.

CITY. In local city government we can and should assess taxes against property for street needs. A general tax on all property and additional incremental tax against that property which receives extra benefits from the streets.

COUNTY. In local county government we can and should assess a millage tax against all property and an additional incremental tax against that property which receives extra benefits from state highways and county roads. Thus, the counties would forego gasoline refunds from the state but derive the benefit of incremental taxation from the highways benefiting property within the county.

The responsibility fields shown on the Proposed Taxation chart are largely self-explanatory and the suggestion contrary to the general trend is in financing county roads.

In conclusion, it is my belief the program herein outlined will enable us to Plan and Pay for the Safe and Adequate Highways we need.

MAKE
COURTESY

YOUR
CODE
OF THE
ROAD

DOES YOUR DRIVING MEASURE UP
???