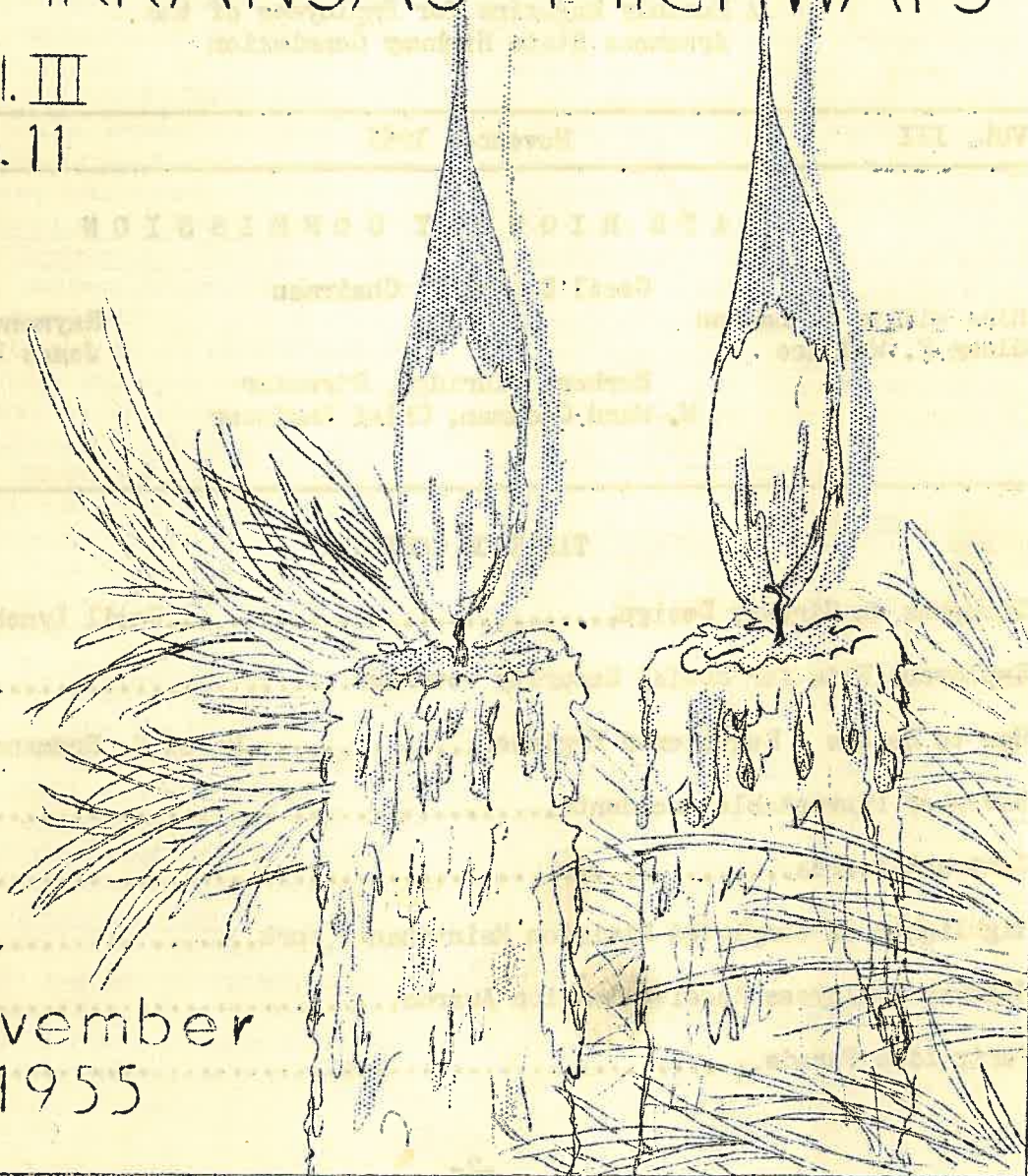


ARKANSAS HIGHWAYS

Vol. III

No. 11



November
1955

ARKANSAS HIGHWAYS

A Monthly Magazine for Employees of the
Arkansas State Highway Commission

VOL. III

November 1955

NO. 11

STATE HIGHWAY COMMISSION

Cecil S. Lynch, Chairman

Miss Willie A. Lawson
Glenn F. Wallace

Raymond F. Orr
James H. Crain

Herbert Eldridge, Director
W. Ward Goodman, Chief Engineer

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OCTOBER PREVENTABLE ACCIDENTS

Division 1 - Total 2

- 10/27/55. while driving piling down for bridge, piece of follow block broke off and struck him on the head.
10/28/55. automobile accident but no one was injured.

Division 2 - Total 1

- 10/10/55. worker injured the index finger of his right hand while taking the pot loose from truck.

→ Division 3 - Total - None ←

Division 4 - Total 2

- 10/12/55. automobile accident, no injuries received.
10/20/55. foreign object pierced left eye ball while employee was putting a transmission in truck.

→ Division 5 - Total - None ←

Division 6 - Total 2

- 10/6/55. injured ankle by the weeds while carrying bridge lumber.
10/24/55. worker slipped from top of mixer, scraping shin on the edge of the mixer.

Division 7 - Total 1

- 10/26/55. automobile accident.

Division 8 - Total 1

- 10/20/55. employee received deep bruises on his body, sprained ankles, and a deep cut on right ankle when both rear wheels of the loaded truck he was driving came off, causing it to overturn.

Division 9 - Total 2

- 10/6/55. while driving in hard rain, the truck left road and overturned; bruises and shock.
10/7/55. while removing bridge forms, one fell on foot fracturing a toe on his right foot.

Division 10 - Total 2

- 10/14/55. received severe laceration on left foot when blade slipped while cutting right-of-way.
10/21/55. while unloading bridge timber he dropped plank, breaking big toe.

Jacksonville - Total 2

- 10/20/55. while using center punch on piece of iron the end of the center punch broke off and a piece of steel flew into left wrist.
10/21/55. caught second finger of left hand between buffer and guard while using buffing machine.

Little Rock - Total 1

- 10/6/55. finger nail torn from second finger of left hand while attempting to stop a film reel.

*Congratulations
on the reduction
of accidents
Keep up the
good work
Stay
Safety-Conscious*

THOUGHTS ON HIGHWAY DESIGN

by Cecil S. Lynch, Chairman
Arkansas Highway Commission

|| This article was written especially for the Arkansas Professional Engineer and was printed in the October issue of that magazine ||

Much is heard about the rapid increase in the number of cars and trucks on the roads and then we are told that the number of miles of highway are increasing only slowly, if at all. It is doubtful if the number of miles of highway need be increased now as routes are available to take people to within a reasonable distance of wherever any great number of people want to go. There is, however, a great demand for more carrying capacity on many of the existing highways. There is also great need for greater safety on the highways.

The solution of these problems lies with all of the people, but the burden lies heaviest on the engineers. It is they who must make the final determination in all these problems except increased safety on our highways and even in that field they have great and continuing responsibilities.

Engineers cannot make highway designs that will prevent all accidents. A small percentage of accidents are due to equipment failure over which the engineer has no control. A much higher percentage is due to speed of vehicles and the inability of many drivers to properly appreciate the relationship of time, speed, and distance...both as to their own car and to cars sharing the road with them. Many accidents are caused by lack

of courtesy on the part of drivers. The engineer cannot cure these defects. Many accidents are caused by lack of constant attention to what is ahead or behind. Given sufficient funds, design and construction can do a lot to reduce the danger from the latter hazard. Perhaps the greatest possibility along this line derives from allowing traffic in one direction only on certain lanes. This is possible only by isolating traffic in all other directions from it. Such designs not only cut down accident hazards but at the same time, accomplish a must in the highway system—greater traffic capacity. It will still be possible to be discourteous, but the driver will have to strive harder to be discourteous.

Funds for building new highways are altogether too meager. There have been many contributing factors in causing the highway program to be no farther advanced than it now is and there is a reasonable alibi for these deficiencies. To the casual observer many of our highway locations appear based on surveys consisting of widening cow paths. The author is not unmindful of the fact that most of this selection was over the protest of engineers. Old roads quickly disappear when they are replaced by improved roads, but the careful observer can see relics of old roads leading off from improved

roads for which the State has spent literally millions of dollars. Many of the roads still had pavement and bridges with a lot of useful life left in them when abandoned. Starting from almost any location on an improved road these relics can be seen within a few miles. Had all this money gone into a carefully planned system to meet today's conditions, the highway program would be advanced far beyond its present state.

Conditioning Factors

There are reasons for all of these things. Speed of traffic has increased to a point where curves that gave no trouble when the maximum speed was 25 miles per hour have become death traps at 50 miles, are sure death at 80 miles except for the occasional person who seems to have a charmed existence. Trucks, truck loads, and truck speeds have increased to such dimensions that pavements which were adequate only a few years ago are now worthless.

Many of the highways of the State have inadequate rights-of-way. They were procured at a time when property values were low as compared to the new value of property as now developed along the highway. The cost of additional space at the time of the original procurement would have been small. However, with the development that has come due in a large measure to the development of the highway there are a great many places where the procurement cost of additional right-of-way is such that it is much more economical to build a new highway on a new location. The desire of the people along the highway to build as close to

the right-of-way line as possible, because they feel that nearness gives them a better competitive location, aggravates this situation materially.

The waste herein cited analyzes down to two things...lack of finances at the time the original roads were built, and lack of foresight as to what the future had in store for the highway system. Both of these items present problems for the engineer. Unfortunately, many of these wastes will continue because traffic bottlenecks are continually developing which demand quick relief and cannot await the development and building of completed plans. Stop-gap improvements are demanded, for traffic must be kept rolling and lives must be saved, but expenditures for this type of work should be kept at a minimum consistent with meeting the above-mentioned requirements.

Accurate Forecast

The key to affecting the saving mentioned above lies first in an accurate forecast some years into the future of the traffic conditions to be met at the end of that time. Such estimates in the past have, on the whole, been grossly inadequate. Dreams have not been big enough. It is not too uncommon to find a 20-year traffic estimate materializing in 5 years. Engineers must raise their sights. It is far better to plan for too big a demand than to plan inadequately because in only a few more years additional growth of travel will make the big plans fit, whereas the little plans do not lend themselves to stretching. Maybe a factor of safety of three should be applied to these forecasts.

Having determined the conditions to be met in future years, the question arises as to how much planning, and to what detail plans should be made now. If it is to be a new route, the ordinary location procedure is sufficient up to approach of the time when some part of the project is to be activated. If the project is to be an eventual 2-lane facility, the planning is comparatively simple. If it is to be a multilane facility, the first planning becomes much more complicated and more necessary. Such a facility will, in all probability, become a controlled access highway with no grade crossings and the admission of no vehicles to the travel lanes except through acceleration lanes.

Rights-of-Way

The important feature planning of such facility is the preservation of sufficient right-of-way at the outset to meet conditions of the final development. This must be done at the outset as otherwise increased right-of-way costs will block the project and more investment will be lost. Right-of-way boundaries cannot be set up by rule of thumb. They must be sufficiently wide to take in the tops of cuts and the bottom of fills. In most cases this calls for varying widths of right-of-way, possibly as little as 150 feet in extreme conditions and possibly as high as 600 feet at the other extreme for a multilane facility.

For a single-lane primary road the rule of thumb width of right-of-way is 120 feet and for secondary roads the rule of thumb width is 80 feet. Taking into account the necessity of occasional additional widths to include cuts and

fills, time and energy should be expended to determine the exact right-of-way requirements even on two-lane roads before right-of-way is acquired. Right-of-way costs are always increased if it is necessary to make a second call.

To adequately provide for right-of-way it seems a minimum requirement would be a complete strip map of the entire project as it is to be when fully developed. The plans should show location of the through lanes and the layout in sufficient detail to determine the right-of-way requirements for all access roads and all grade separations. They should also establish grade lines for all the facilities. The establishment of grade lines is necessary to find exact right-of-way requirements because of cuts and fills. The procurement of sufficient right-of-way at the start of the development is of prime importance for it will not be available later at a reasonable cost.

These specifications boil down to complete plans less structural details. In all probability, each of these facilities will be developed piecemeal. Traffic demands may be fully met at time of first construction and funds may not be immediately available for the entire project. Both are ample reasons for delay. However the general plans for the entire project must be worked out in sufficient detail at the inception of the project and conscientiously followed as the parts are built to produce a workable unit on final completion and avoid expensive changes in that portion of work already built.

No man can build a piece of a structure to fit the assembly unless he has a definite picture of the completed product.

SOCIAL SECURITY

In the future, all Highway Department employees will be covered by the Social Security Act as a result of the recent referendum election. The exact date when our Social Security coverage will go into effect is not known at the time of this writing, but your supervisor will let you know as soon as the decision is official.

There were 1,466 Retirement System members eligible to cast a ballot in the election and out of that total 1,028 were in favor of Social Security coverage. There were 215 members against Social Security in the Department and an additional 223 votes counted against the coverage by virtue of failure to vote. The percentages worked out by the Judges show the overwhelming majority favoring Social Security. For—79.2% Against—29.8%

Dennison Yates, Director of Personnel, acted as Referee of the election and he wishes to thank all of the people who so graciously helped with the work entailed in carrying on and consummating this referendum election...and there was a great deal of work involved. We offer our congratulations to Mr. Yates for his successful endeavors to keep the entire election proceedings on as unbiased a plane as possible.

The Judges did a wonderful job and deserve the highest praise for their efforts and cooperation in counting the votes and maintaining their secrecy. C.A. Shumaker acted as chairman for the Judges and the members adding their coordinated efforts were: Walter E. Carter, Jimmy Zinn, Betty Lane, J. R. Henderson, and J. H. "Jake" Knott.

CONTRACT AWARDS

Clay County. U.S. 62, Corning-Piggott, 1.893 miles and 2 RC & SS I-Beam bridges to S. M. Dixon, Warren.*

Cleveland County. U.S. 79, Fordyce-Pine Bluff, 2.849 miles and 2 RC & SS I-Beam bridges to Linwood Smith, Lake Village.*

Crittenden County. Marion-Turrell Road, U.S. 61, 12.916 miles and 3 RC Slab Span Bridges to D. B. Hill, Little Rock.*

Desha County. Pendleton-Arkansas River Levee Road, Highway 1, 2.714 miles to Linwood Smith, Lake Village.*

Howard & Hempstead Counties. Highway 24 Nashville-McCaskill Road, 11.655 miles and 2 RC bridges to R. H. Davis, Stamps.

Jefferson County. 11.46 miles in Pine Bluff area, Highways 15, U.S. 65C, U.S. 65, & U.S. 79 to Tecon Paving Company, Dallas, Texas.

Lincoln & Jefferson Counties. U.S. 65, Grady-Pine Bluff Road, 6.439 miles and remodeling 2 RC bridges to Reynolds and Williams, Little Rock.*

Mississippi County. Highways 77 and 18S Manila-Monette Road, 6.310 miles and 2 RC bridges to D. F. Jones Co., Little Rock.* U.S. 61, Osceola-Blytheville Road, 13.300 miles to Ben M. Hogan & Co., Little Rock.*

Poinsett County. Highway 14, Newport-Harrisburg Road, 0.163 miles & 3 RC Slab Span bridges to S. M. Dixon, Warren.

Polk County. Oklahoma Line-Acorn Road, U.S. 270, 15.664 miles to McGeorge Contracting Co., Inc., Pine Bluff.*

Sharp County. Evening Shade-Ash Flat, Highway 11, 390 feet of widening 1 bridge with 3 RC Arch Spans and 2 RC Deck Girder Spans to J. W. Walker, Lonoke.*

*Subject to concurrence of B.P.R.

HOW TO BECOME A REGISTERED ENGINEER

by Hazel S. Erdmann

Magazine Editor

Would you like to become a registered professional engineer? If so, then you will want to check yourself to find out whether or not your qualifications meet the requirements. If you are unable to qualify at this time, perhaps you can meet the requirements as an engineer-in-training and through this means attain your ultimate goal.

In Act 202 of 1925, a State Board of Registration for Professional Engineers was created consisting of five members appointed by the Governor. It is under the supervision of this Board that applications are screened for qualifications, the applicant interviewed, examinations given, and recommendations made for the issuance of certificates of registration. All communications should be addressed to the Secretary, Box 175, P. H. Station, Little Rock, Arkansas.

The first step to be taken is to apply to the Secretary of the Board for application forms. If there is any question in your mind concerning your qualifications you should consult with the Secretary or some member of the Board before filing your application. Examinations are held semiannually in April and October and properly prepared applications must be in the hands of the Secretary at least 60 days before the examination dates.

According to the general rules of the Board, you, as an applicant, are presumed to be qualified to apply for registration if you possess a knowledge of mathematics

the physical sciences, and the principles of engineering gained by education and experience. Each case is determined on its merits and your experience record must be given in detail in order for the Board to determine the character of the work you have performed and the degree of your responsibilities.

QUALIFICATIONS

You may make application to be registered as an engineer with either of the following qualifications:

1. If you are a graduate of an approved engineering curriculum of 4 years from a school or college approved by the Board and have had 4 years' experience in engineering work of a type satisfactory to the Board. The Board, at its discretion, may consider satisfactory graduate study in engineering equal to 1 years' experience. The status of graduates from schools of engineering other than those accredited by the Engineers' Council for Professional Development will be determined by the Board.

2. If you have had 8 years' experience in engineering work of a type satisfactory to the Board. Your experience must have been gained subsequent to your eighteenth birthday and have required the exercise of original thought and independent responsibility. For example: (a) In the field, your experience will begin to count when you have reached a position of responsibility equal to that of transitman.

(b) In the shop or laboratory, your experience will begin to count only after apprenticeship, inspectorship, or other subordinate positions unless the work done specifically shows originality of design and you have had responsibility in the subordinate position. (c) In the office or drafting room, your experience will begin to count when you cease to do work requiring only mechanical dexterity and start performing actual designing.

(d) If you have taught engineering, your experience as a teacher began to count when you became a full-time instructor in an engineering school of recognized standing, and each year of teaching will be considered equivalent to 1 year of engineering practice.

You may make application to be registered as an engineer-in-training if you are a graduate of an approved engineering curriculum of 4 years from a school or college approved by the Board; or, if you have had 4 years' experience in engineering work of a type satisfactory to the Board.

Should your application be rejected for any cause, you will be so notified and at the same time invited to submit additional evidence which may entitle you to have your case reconsidered.

EXAMINATIONS

Examinations are required by law. They may be oral, written, or both. Written examinations are required for original registration except in exceptional cases and are given in two sections. The first section consists of an examination in the accepted fundamentals of engineering and is given to all applicants. The second

section is a specialized examination in the particular branch of engineering you select which, in your case, would most likely be in Highway Engineering. The following weighted factors are used:

Education, engineering experience,
testimony of references, and other
reliable sources of information....50%
Examinations: First Day.....25%
Second Day.....25%

After examination, your final rating must be at least 70 percent. However, you are not disqualified if you fail to make the required rating, and you will be allowed to take future examinations without paying an additional fee.

The original application for registration must be accompanied by a remittance of \$15 which will be used to cover the cost of processing the application. Upon notification that you have successfully passed the examination and have been certified for registration, an additional fee of \$10 is required in order for a certificate to be issued authorizing you to practice as a Professional Engineer. This amount will constitute payment of your license for the remainder of the year, unless otherwise stipulated by the Board. There is an annual renewal fee for all certificates which becomes due and payable the first of January of each year for the ensuing year.

Perhaps you are qualified to make application to become a registered professional engineer. If so, don't delay writing the Secretary of the Board for your application forms. Do it today. Your failure to acquire your Certificate may be keeping you from the position you desire and feel you can handle efficiently.

HIGHLIGHTS OF COMPLETED

January 1, 19

TYPE OF WORK	DIVISION 1		DIVISION 2		DIVISION 3		DIVISION 4		DIVISION 5	
ROADWAY	Miles		Miles		Miles		Miles		Miles	
Pavement Resurfaced							0.84			2.36
Widened & Resurfaced				0.70						
New Pavement	9.96		6.89				18.52		18.74	
Gravel Resurfaced	46.40		35.60		28.78		47.43		119.51	
Sealing	37.26		105.82		180.61		124.57			
Dust Palliative	1.05		17.79		5.97					
TOTAL ROADWAY MILEAGE	94.67		166.80		215.36		191.36		210.61	
BRIDGES	No.	Linear Feet	No.	Linear Feet	No.	Linear Feet	No.	Linear Feet	No.	Line Feet
Replaced by Culverts			2	51	4	130				
Old Bridges Redecked										
Concrete	1	198	7	295	3	156				
Asphalt							2	239	3	4
Timber			2	120						
Widened & Redecked										
Concrete	2	290	1	42	13	1,218			1	
Asphalt										
Timber										
New Bridges										
Precast Concrete	3	186	4	247	8	796			8	6
Steel			4	356						
Timber	1	58			2	97			1	
Multiple Pipe										
TOTAL BRIDGING	7	732	14	1,060	26	2,267	2	239	13	1,1

DIVISION MAINTENANCE WORK

5—October 31, 1955

DIVISION 6		DIVISION 7		DIVISION 8		DIVISION 9		DIVISION 10		TOTAL	
Miles		Miles		Miles		Miles		Miles		Miles	
		15.48		14.23						32.91	
11.47				1.70				11.15		0.70	
.15				8.60		4.00		74.01		78.43	
41.90		127.97		105.40		175.52		46.01		363.97	
		19.12						2.40		1,064.57	
102.52		162.57		129.93		179.52		133.57		46.33	
										1,586.91	
No.	Linear Feet	No.	Linear Feet	No.	Linear Feet	No.	Linear Feet	No.	Linear Feet	No.	Linear Feet
		2	65							8	246
20	2,313					10	985			37	3,947
2	50	3	446							5	685
		1	30	3	166					11	858
	441					4	287	1	40	25	2,339
				3	184			2	124	5	308
1	112	7	664	1	30	1	20	3	204	36	2,906
		1	24			1	100			1	24
2	94	2	76	2	60					5	456
		5	142							10	405
										5	142
28	3,010	19	1,382	9	440	16	1,392	6	368	140	12,070

HIGHWAY EMPLOYEES HONORED

The Highway Commission honored 51 employees with Service Pins and Certificates of Merit, November 9, for having served the Highway Department loyally and faithfully for a quarter-century or more. In a ceremony in the Commission Hearing Room at Little Rock, Cecil S. Lynch, Chairman of the Commission, presented the awards to each employee as Herbert Eldridge, Director of Highways, called the name and gave a short thumb-nail sketch of the Highway career of the employee.

People in almost every phase of Highway operation were included in the group of 25- to 35-year employees receiving this honor. They were brought to Little Rock from practically every section of the State; and an air of festivity, good will, and well-deserved pride was readily apparent in the demeanor of the donors, the recipients, and the onlookers.

The only woman to receive this award was Mrs. Inez T. Royston, our reporter from District 2, who has served 31 years in the same District office in Pine Bluff. Mrs. Royston was presented an orchid from her fellow workers in appreciation of her service and helpfulness at all times.

Mr. Lynch pulled a surprise package out of the bag for the occasion when he presented Miss Willie Lawson, Commission Member, with a lovely white stole which he had knitted himself. After expressing appreciation of the gift, Miss Willie's quick wit devised the delightful comment: "I have always wanted a hand-knit white stole, but I never expected to receive one from such a high-powered executive with a pipe in his mouth."

The 35-year people receiving an award were N. J. Carter and Walter E. Carter. In the 30-year group were: Elmer R. Casey, James A. Flippin, George L. Fry, Jessie L. Goins, William S. Hall, C. Don Hayes, Fred J. Herring, Walter E. Hicks, Harvey H. Norton, Mrs. Royston, James T. Shaw, Otey A. Tinsley and E. L. Wales. Those receiving a 25-year award were: George W. Allen, Harold F. Bastian, F. C. Fogart, Glenn Cotham, Q. C. Crews, John F. Danner, Ocean G. Diffie, J. R. Henderson, John C. Hicks, Elmer E. Hurley, John H. Knott, A. M. Lessenberry, John W. Marshall, E. E. Mashburn, C. M. Matthews, L. A. McCain, Numa Mitchell, W. H. Moore, Elmer Morgan, C. R. Narramore, Russell M. Newson, James L. Owens, A. G. Rives, W. C. Ross, C. A. Shumaker, R. B. Smith, James E. Spencer, G. W. Stanford, J. E. Teasdale, Louis O. Thompson, Webster F. Turner, Joe C. Webb, Edwin A. Williams, Gerald E. Williams, Harry M. Wright, and Edward Young.

Employees with 5 to 20 years of service will receive their awards at honor ceremonies in the various Divisions of the Department in Little Rock and throughout the State. Some of the Divisions plan on dinners and evening parties to celebrate the occasion of the presentation.

Those people who will have completed an additional 5 years of service in December will be given an award during that month. After the initial presentation, monthly awards will be made as employees complete any full 5-year increment of service.

Our congratulations to each person receiving an award; we honor you for wearing your Highway Service Pin with pride.

Party Line Parade

HEADQUARTERS

CONSTRUCTION DIVISION

Doris Hodge - Reporter

Congratulations and best wishes to E. E. Mashburn and H. B. "Fat" Matthews who celebrated birthdays during the month of October. Many happy returns to you both. Your reporter also celebrated a birthday on October 25.

* * * *

Joyce, Gene, and Debby Ashcraft spent an enjoyable weekend in Glenwood recently with Joyce's parents, Mr. and Mrs. W. O. Fuller. Gene went squirrel hunting while there, but reported the squirrels weren't playing his game. There will be other days, Gene, and we are hoping you will "catch" your limit at that time.

* * * *

Our hearty congratulations to Betty Allen and Van Bratton who were married on October 23 in the Pulaski Heights Baptist Church. Van works with Gayle Gunn, one of our Resident Engineers, and Betty will continue working with us. After a short honeymoon trip the couple will be at home in Sheridan. We wish them a long and prosperous life together.

* * * *

Your reporter and husband, Charles, had an exciting Sunday in West Memphis recently watching a 1956 Mainline Ford take first place in the annual 300-Mile Grand National Championship Stock Car Races. The races are held at the Memphis-Arkansas Speedway.

STATISTICS AND ANALYSES

Headrick and Hume - Reporters

A big crowd turned out for the office picnic held at Boyle Park November 8. The weather was clear and crisp and all 90 present had a gay old time. Leroy Beckett was at the end of the chow line when the chili ran out so he ate his hot dog without chili but enjoyed it anyway. We promise next time, Leroy, to have plenty of chili for you...and perhaps there will even be "seconds."

* * * *

All the girls in this Department, and those in Personnel, recently had lunch with Margaret McCord in her new home. Everyone seemed to enjoy the leisurely hour just chatting and having fun.

* * * *

We extend our deep and heartfelt sympathies to Mr. and Mrs. C. P. Rider and family in the loss of her father, W. A. Erwin, who passed away at his home in Lynn on November 9.

* * * *

Vealless Hudspeth, Traffic Engineer in S & A, attended the I T E convention in Pittsburgh, Pennsylvania, October 24-28. He and Jim Yarbrough, S & A employee now attending the Yale University's Traffic Engineering School, held a pleasant reunion while he was there.

* * * *

We are all glad to have Harold Bell back with us after an absence of 2 years.

Party Line Parade

EQUIPMENT AND PROCUREMENT

Mary M. Hill - Reporter

The employees in the Procurement Office, Jacksonville, celebrated with a picnic at Boyle Park on Saturday, October 8. Mr. and Mrs. C. Don Hayes were there for the party, as were former employees of the office. Twins Ricki and Vicki, son and daughter of Mr. and Mrs. Bernie Cox, shared "twin billing" at the event, and from "rave notices" they are cute as can be. Bingo was played and the lucky winners were Mrs. Lem Kirkpatrick, Mr. and Mrs. Ralph Henson, A. J. Dunham, and Mrs. Carey Potter. There was lots of good food and everyone had a marvelous time.

* * * *

Mrs. Clyde Holmes and her daughter, Mary Lee, enjoyed a pleasant week end October 29 in Fort Worth and Dallas.

* * * *

Mr. and Mrs. Frank E. Fleming had an enjoyable trip when they visited in Tulsa and St. Louis on Frank's vacation. They traveled during the most beautiful time of the year, October 17, through 31.

* * * *

Others vacationing during the month of October were Matthew W. Skelton, Cecil W. Lacey, M. L. Price, and O. E. Wagner. They reported to have loafed and caught up on some work at home. Sounds like a wonderful way to spend a vacation.

* * * *

We extend a hearty welcome to Watson Yancey, a new employee in the Central Stores. Glad to have you aboard Watson. We hope your stay will be a pleasant one.

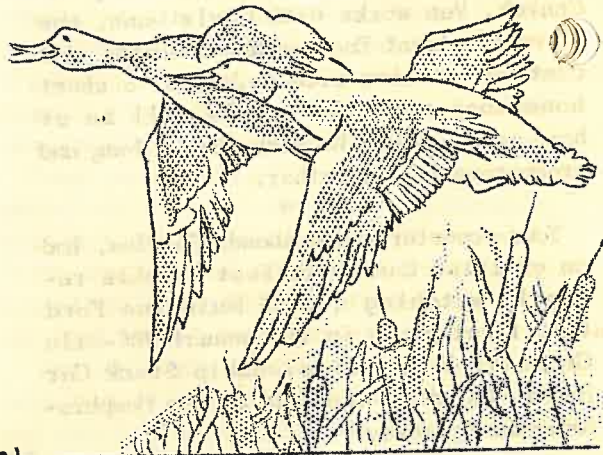
Our versatile Frank Caple, whose hobby is being a magician, put on a show at the Scott High School on October 28. Frank produced rabbits, gold fish, eggs, and various other objects from out of "nowhere" to prove to his audience that the hand is quicker than the eye. Frank is Secretary to the Magicians Club in Little Rock.

* * * *

On the injured list for October were P. L. Harris with an injury to his left hand, and Cecil A. Jones with a small piece of steel in his left wrist. We are sorry to hear of the accidents and hope the injuries are healed by now.

* * * *

We are all happy to have Walter E. Ripberger back on the job in the Heavy Equipment Shop after an absence of 6 weeks. Walter was in the Jacksonville Hospital where he underwent major surgery. We offer our best wishes for his continued improvement and good health.



Party Line Parade

PERSONNEL DIVISION

Hazel Norman - Reporter

Your reporter failed to get in any news for the last issue of our magazine, so we take this opportunity to extend a hearty welcome to the following new employees who recently joined our office force: Therese Peyer, who started to work on October 3; Martha Adams on November 1; and Eunice Weaver on November 14. We hope they will be very happy on their new jobs.

* * * *

Sarah Neel enjoyed a delightful 2-week vacation staying at home and entertaining her daughter, son-in-law, and grandchildren from Puerto Rico.

* * * *

W. F. Lewis, one of our night watchmen, enjoyed his vacation hunting deer. He claims that he killed a deer but we have yet to see it. Why doesn't he prove by bringing us a nice steak, huh?

* * * *

Jean and Harry Redwine motored to Indiana on their vacation to spend the Thanksgiving holidays with Harry's brother, after Jean recuperated from a week's illness. Jean, you had us worried for a while. We're all glad you're feeling fit once again.

* * * *

Your reporter has finally settled down after getting a new Buick and to help get some mileage on it, she and Jackie Wallace drove down to Monroe, Louisiana, to visit her sister, Delia Mann. We got back in fine shape and really had a wonderful time.

Also sporting a new car is our P. B. X. operator, Birdie Wright. She tells us that there is no comparison to her new Pontiac Catalina and the other car she had. She and a party drove up to Fayetteville to break it in.

PURCHASING OFFICE

Mildred Sanderson - Reporter

Congratulations and best wishes to Jim Meredith who celebrated his birthday recently. He was happily surprised when the office force presented him with a big birthday cake. Many happy returns of the day to our boss and may he have many, many more "Happy Birthdays."

* * * *

For the few who may not have been informed about our expectant father, I would like to announce that John and Sue Plegge are expecting a visit from the stork about March 12. John is already "boning" up on information that every well-informed new papa should know when their first bundle of joy arrives. No kidding, John, we are all very happy for you and Sue.

* * * *

The evening of September 28 was a good time for a dinner party, so the members of our office and their guests gathered at the home of Martha and Jim Meredith. "Chef" Meredith served wonderful steaks cooked to perfection on his back-yard barbeque pit. A round of applause also goes to Martha for the delectable trimmings. Our charming hostess and host provided a most delightful evening for us.

Party Line Parade

DISTRICT 1

Headquarters Kathryn Booher Jonesboro

Mr. and Mrs. J. C. Perkins reported they had a wonderful time on their trip to the SASHO convention in Charleston, West Virginia. They are grateful to have had the opportunity to attend, and Mr. Perkins came back with a lot of new ideas and helpful suggestions.

* * * *

On Thursday night November 3, District 1 and Division 10 office personnel all got together for a wonderful party and fish fry at Paragould. The food was delicious and we had plenty of fish with all the trimmings. Our group is a sociable one and we enjoy these little gatherings with our fellow workers and families.

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Our hearty congratulations and best wishes to J. C. Perkins, our District Engineer, who celebrated his birthday on October 25. Many happy returns, Mr. Perkins, and may you have many more.

* * * *

We were delighted to welcome Mr. Rives Mr. Stanford, Mr. Carter, Mr. Baugh and others out of the Little Rock office who visited us recently.

DISTRICT 2

Division 2 Ouida Grimes Pine Bluff

Mrs. Inez T. Royston enjoyed a wonderful vacation with her sister in El Paso, Texas, October 17 through the 28th. She reported she had breakfast around 9 a.m. every day, and a nap in the afternoons.

Dorothy Tucker and her husband are the proud owners of a beautiful, brand new 1956 Dodge. We're glad for you, Dorothy.

* * * *

We wish to extend our sympathies to Mrs. Carl L. Murray and children, in the loss of husband and father, Carl L. Murray, who passed away October 19. Mr. Murray, who was 63, was Night Watchman for Division 2 and had worked for the Highway Department over 12 years.

* * * *

Charles Gaddy spent a pleasant, if somewhat expensive, vacation in the Northern part of the State. He took some gorgeous colored pictures but spent nearly all his money having the slides developed and buying a projector, he says.

* * * *

Junior Goins spent his week's vacation hunting....a car and game. How about it Junior, have any luck?

KNOW! YOUR CAPACITY!



Party Line Parade

DISTRICT 3

Division 3 Olive Jackson Hope

Carlisle Crews, our area foreman of Sevier and Little River Counties, was one of the employees who received a 25-year Service Pin and Certificate at the meeting in Little Rock, November 9. Our congratulations to you, Carlisle.

* * * *

A/IC Kenneth Stovall returned recently from a 2-week military leave with the Air Force Reserve Unit at Shreveport.

* * * *

Congratulations to Carolyn Lewallen, daughter of our Payroll Clerk Edna Lewallen who was a District winner in the State-wide contest of the Arkansas State Music Teacher's Association October 29. The contest was held at Henderson State Teachers College in Arkadelphia. We know you are proud of her, Edna.

* * * *

Mr. and Mrs. A. T. Jones, Sr., A. T. Jones, Jr., and Muzette Daugherty, have returned from Phoenix, Arizona, and the Grand Canyon, where they spent a 2-week vacation visiting relatives and friends. They reported to have had a grand time.

* * * *

We are sorry to report that F. J. Honea is in the hospital at Nashville suffering from strep throat. We extend our get-well-quick wishes, with the hope that his recovery will be a speedy one.

Mr. and Mrs. Lee Huskey attended the Arkansas-Rice football game in Houston on November 5 and enjoyed it very much.

DISTRICT 4

Division 4 Faye Carter Fort Smith

Our hearty congratulations to the Bill Biggs' who are the proud parents of a bouncing baby boy born on September 29 at a Russellville hospital. Little Pat Ray weighed in at a hefty 6 pounds 3 ounces. Mother and son are just fine and they tell me that papa is doing much better now, thank you.

* * * *

It is with great sorrow that we report the death of Mr. Monte Srygley, our Night Watchman, who passed away October 7. Mr. Srygley was a kind and considerate man and will be missed by all of his friends. We offer our deep and sincere sympathies to the bereaved family.

* * * *

W. N. Denson is a happy man these days because his two sons, Bert and Paul, are home from the Navy after serving their country in the Pacific for the past 4 years. You have a right to be happy, Mr. Denson.

REPORTERS ———

*December magazine
will be distributed
before Christmas.
All Party-Line
news must be in
before the 12th.*

Party Line Parade

DISTRICT 5

Division Shirley Morton Harrison

Forrest Williams has taken over a new job as asphalt man, and a busy one he is indeed. It is quite a sight to see Forrest "take off" on one of his numerous trips throughout the District with paraphernalie...scales and a huge bucket in one hand, and a device resembling a tripod in the other. This tripod is a little thing Paul Byrom dreamed up to hold the bucket for weighing chatt, asphalt, e-t-c. Paul comes up with some very good ideas now and then.

* * * *

The opening of deer season found several employees in our District who took to the stands. We hope they get their bucks and will remember those of us who didn't get to make it. Hillman Watkins, Henderson Ferry Supervisor, went duck hunting and reports that his party killed 53 in 2 hours! Sounds like a lot of dead ducks and good hunting I'd say.

* * * *

Congratulations to the Cocks' who are the proud owners of a bran-new Oldsmobile. They tried it out recently when they made a week-end visit to Pine Bluff. We are all happy for them.

* * * *

Those who were honored in Little Rock this month by receiving Service Pins were C. M. Matthews, E. E. Hurley, J. A. "Gus" Flippin, Charlie Narramore, and Harvey Norton. They are wearing their beautiful pins very proudly. Our heartiest congratulations to all you fellows!

Bertha Wagley reported that she spent a restful and quiet week end at home and was reluctant to return to work come Monday morning.

* * * *

We take this opportunity to welcome Edris Hulsey who recently moved to Harrison. We hope he will be very happy in his new home.

* * * *

Ruth and J. C. Perkins, Jr. and son, Dickie, recently enjoyed a visit with Ruth's relatives in Oklahoma. "Perk" really looked sharp in the 10-gallon hat which his father gave him to wear on his vacation. A real dude! Hi yuh' pardner!

* * * *

J. R. Tucker and his wife also enjoyed a fall vacation recently when they spent 2 weeks visiting relatives and friends in Texas, Oklahoma, and Iowa. J. R. reported that they really had a marvelous trip.

* * * *

W. B. "Bill" Hawkins has another fine grandson, of whom he is very proud. We hope he will be as good looking as "Old Grandad" and may the little one have a long and happy life.

* * * *

We have had several visitors in our District recently including Gerald Sisk, G. W. Stanford, Fred Herring, and W. R. Thrasher from Little Rock, and Bernard Bice of Division 5, Batesville. Even though their visits are usually brief we enjoy having them and our welcome mat is always out so we hope that they will stop by to see us often.



DECEMBER 1 IS

S-D DAY-----

LET'S MAKE

EVERY DAY

SAFE-DRIVING DAY

BE COURTEOUS

DECEMBER 12

2-D DAY

1st MARR

EVERY DAY

2nd-DIVING DAY

BE COURTEOUS