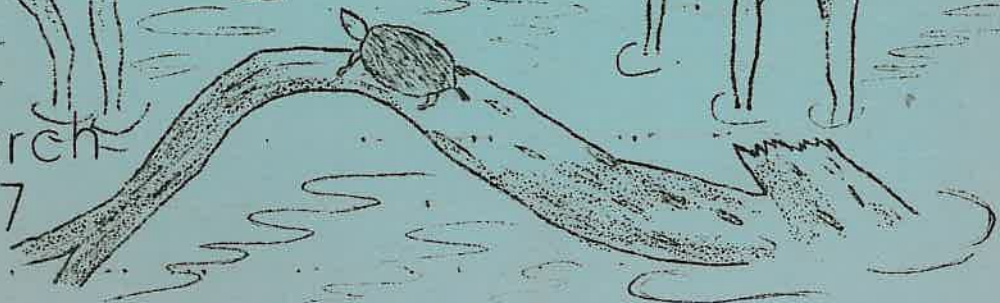


ARKANSAS HIGHWAYS

Vol. V
No. 3



March
1957



ARKANSAS

HIGHWAYS

A MONTHLY MAGAZINE FOR EMPLOYEES OF THE
ARKANSAS STATE HIGHWAY COMMISSION

VOL. V

MARCH, 1957

No. 3

STATE HIGHWAY COMMISSION

Glenn F. Wallace, Chairman

Cecil S. Lynch
Raymond F. Orr

James H. Crain
Harry W. Parkin

Herbert Eldridge, Director
W. Ward Goodman, Chief Engineer

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RETIREMENT BOARD MEETS

On January 10 the Board of Trustees of the State Highway Employees Retirement System held one of the most important meetings since its inception according to V. E. Scott, Chairman.

The adoption of policies that had not been considered before by the Board prior to the January date, signaled a forward step in the prosecution of retirement administration.

Of strong interest to members of the System was the adoption of a policy fixing the effective date for annuity payments. Annuity payments shall become effective on the date of application for retirement, or the last date of employment, whichever is the latter. In the event the retirement age is attained after the date of application for retirement the date on which retirement age is attained will be substituted for the application date.

Of lesser importance to the members, and one it is hoped few will have occasion to avail themselves of, is the policy pertaining to the responsibility for the payment of medical examination fees incident to disability retirement cases. It was resolved that the payment of all previous charges for such services be ratified and that all future charges be authorized for payment from the Retirement System Fund, in an amount not to exceed \$10.00.

Other policies were of an internal nature relative to mechanics of Administration of the System.

Mr. Scott called attention to members of the Board that on January 1 there was a balance in the System Fund in excess of \$327,000. The Board instructed that \$300,000 be expended for the purchase of bonds. This was accomplished on January 18 when \$328,000 par value U. S. Treasury $2\frac{1}{2}$ percent bonds were acquired for \$298,480.

The System now owns \$2,203,000 of U. S. Treasury Bonds which were bought for \$2,097,631.57 or a discount of \$105,368.43 which will be collected at maturity. The Board also reports that the annual interest earnings on investments is \$54,600 and that on January 1, 1957 there were 51 members on retirement at an annual cost of \$42,035.16.

Included in the business of the day was ratification of 22 members who have been retired since May 1956. They are: Robert C. Mosby, W. E. Carter, C. B. Pendergraft, W. A. Upchurch, John W. Wise, Oscar L. Rogers, Harvey H. Norton, W. C. Warford, Leandrew A. Wingo, John E. Morgan, W. P. Vanderburg, Bert M. Smith, John A. Wright, James R. Tucker, Louis O. Thompson, Wm. N. Nicholson, Claude C. Howell, Edward C. Linebarger, Inez T. Royston, Allen F. Murphy, Elmer R. Casey, and Joe M. Barry.

Election of officers resulted in the retention of Mr. Scott as Chairman of the Board, and Kelly Cornett, State Comptroller, as Vice-Chairman. This will be the sixth term that Mr. Scott has served as one of our three employee representatives.

THE NATIONAL HIGHWAY SYSTEM

From the Arkansas Engineer

by Clay Kenward

Civil Engineering student at the University of Arkansas and 1958 graduate. Reprinted by special permission.

After months of anxious effort on the part of Congressmen and good roads supporters from Maine to California, the National Highway Program has become a reality. "The Highway Act of 1956" was signed by the President on June 29, thus bringing to a happy climax a drama that had been unfolding for the last decade.

Under the impetus new law, the action can begin closing the gap between highway adequacy.

It has been estimated that in the last ten years, 50,000 miles of new roads have been built, but during that period the new automobiles produced, if parked bumper to bumper, would stretch for 200,000 miles. That trend can be reversed under the provisions of the liberal Federal Aid program just adopted. This program will not only benefit every person in the United States, but its favorable effect on the nation's economy has already been felt.

The Construction Program

The new law authorizes completion within 13 years of the National System of Interstate and Defense Highways, a super-

highway network that is destined to become the backbone of America's 3.3 million mile road system. About 28,000 miles of the Interstate System will be four lanes wide. These highways will be built to high engineering standards for comfort, speed and safety. When completed they will comprise 1½ per cent of the nation's total road mileage but will carry up to 35 per cent of the total traffic.

The project will cost an estimated \$27 billion. Of this sum, the Federal Government will contribute \$24.825 billion; the balance will be contributed by the states on a 90-10 matching formula. In public lands states, the Federal Government will contribute up to 95 per cent of the cost.

In order to make the above table more clearly defined, take Arkansas as an example. During the year 1957, Arkansas will receive approximately \$12.4 million from the Regular Federal Aid System, if the state will match that amount on a 50-50 basis. From the new Interstate System, Arkansas will receive approximately \$19 million if the state contributes approximately 1½ million. These figures show how the new 90-10 formula is applied. Therefore, in the year 1957, funds amounting to \$45.3 million will be spent in our state in the construction of new highways and in the improvement of old ones.

We Must Find Engineers

Many obstacles stand in the way of the NEW SYSTEM, but probably the most baffling is the country's shortage of highway engineers.

How serious is this bottleneck? A few months ago, a Highway Research Board study determined that 4,000 more engineers would be employed by the state highway departments right now, if they were available, to handle the current work load. In addition, another 4,000 engineers will be needed by the state highway departments for each \$1 billion worth of new work. Each figure, alone, represents the whole corps of graduate civil engineers who will come out of American universities and colleges this spring.

The engineering shortage goes back a long way. Only about 7½ percent of our college students choose any kind of engineering curriculum. Out of this annual total of some 22,000 engineering students who graduate, only about 4,000 are civil engineers. And only about 14 percent of these young men are going initially into highway work.

Generally speaking, the state highway departments were currently able to recruit less than one-third the number of graduates they are seeking. If the problem has been that awkward in the implementing of current road programs around the country, what will be the effect of the shortage on a road building program which moneywise, at least, could double within a few months?

The dilemma is not one for the state highway departments alone to solve. It is unlikely that contractors, materials suppliers and equipment manufacturers will let a bottleneck stand in the way of full production.

Highway leaders close to this problem are recommending that two activities be aggressively pushed:

1. That the highway departments boost salaries so they can compete with other industries for engineering graduates, so they can get more than 3 percent of the total. However, the salary scale has too long been an excuse for lack of effort. And it has been overplayed as an obstacle to recruitment. Young men are drawn by other incentives than money, as other industrial recruiters are proving daily.

2. That the highway departments step up recruitment drastically, as a full fledged activity, rather than as a secondary function of the personnel director. Highway departments can learn much from other industries. Many manufacturers retain recruiting experts whose knowledge of the "market" is specialized and whose techniques are born of resourcefulness in highly competitive business. It cost over \$2,000 to bring in an engineer on the average, but intelligent "scheming" can pare that cost considerably.

State highway departments recruitment efforts have been, in most cases, routine and uninspired.

"When it comes to recruiting, you people are pikers," an educator told state highway officials meeting in Boston recently.

To launch a highway engineering recruitment campaign commensurate with the need would require more money than many departments would spend, much imagination and zeal. If the highway industry lacks these, the engineering shortage will probably be "something to learn to live with" for a long time, so say the experts.

On The Other Hand...

In the meantime, and on the brighter side, some state highway departments are doing a remarkable job of utilizing their existing engineers. Such efforts have taken a number of forms. They include:

1. Developing a strong corps of technicians to take much of the routine engineering work load.

2. Moving engineers out of administrative positions and into jobs requiring engineering judgement.

3. Sharpening up the efficiency and productivity of staff engineers through in-service training programs.

4. Adopting modern engineering methods such as use of aerial photography to replace ground surveying and electronic computers to replace manual figuring.

5. "Farming out" preliminary engineering, design work, and preparation of construction plans to consultants. The pace at which the highway program progresses will probably depend upon the effectiveness of such techniques. As one industry representative put it last week:

"The ceiling on how many highways we get built next year, and the year after, will not be a shortage of materials or money, but of men. The lack of engineers will make it impossible for a number of states to take full advantage of the money they have waited so long to receive.

The Trouble in the Highway Departments

Highway departments to this time have been able to function to a large degree because the first crop of engineers recruited in the road program of the 1920's

are still in service. However, the age situation is becoming more critical and new blood must be injected at a faster rate. A few examples taken from recent studies serve to make the point:

1. In one state 15 out of the 24 men in the top three grades were over 60 years old. In the same state out of a total of 238 engineers in grade II, only 13 were under 40 years of age.

2. In another state over one third of the personnel employed in engineering work are over 60 years old and only 12 graduate engineers out of a total of 89 qualified engineers are under 45 years of age.

3. Another state has a total of 619 engineers in which one third are 50 years old. In the same state 182 employees are classified as junior engineers or instrument men. The average age of the 182 men is 40 and only 13 of them are college trained men.

4. In another case, one third of the entire engineering staff will be retired in 15 years and another one-fifth will follow in the next five years.

5. In one of the smaller states with only 71 engineers, 17 are now eligible for retirement and only six men are under forty.

These few examples present a pretty clear and vivid picture of a very large percentage of our nation's highway departments. Why these conditions? Possibly crooked politics, inadequate salaries, or a lack of advancement opportunities due to the so called "Old Heads" who sit in the key positions.

We're All Benefited

Here's how this great plan will make our country a better and safer place to live, not only on our highways, but in our homes as well.

The death toll on streets and highways last year reached 38,300 persons. More than 1.3 million others were injured, many of them permanently. In the first few months of this year the rate has been even higher. Americans have become very well acquainted with death by automobile accidents. The Automotive Safety Foundation has estimated that construction of the Interstate System alone will save 3,500 lives a year, over a 10 per cent reduction in this foolish waste of human lives.

The vast majority of Americans prefer to take their vacations by car. Within the last few years, the joy of motoring over the open road has been diminished by the fatigue associated with battling traffic jams, adjusting speed for a hundred dangerous conditions, and driving over rough and rutted roads. There is a future for touring America as new, shorter, safer routes are completed, opening up the far reaches of the country to the enjoyment of motorists everywhere.

In the largest cities, highway additions will be tied in with urban renewal and the new freeways will be located so as to bring new life to blemished slum areas and boost property values in the declining downtown business areas.

Whole new industrial sites will spring up along the strategic Interstate System, to provide ideal locations for light and

medium industries dependent upon highway transportation.

Vehicle operating costs, both to the motorist and to the trucker, will be reduced by the shorter routes, the super-highways with controlled access, and the elimination of much stop-and-go travel that is certain to result from the upcoming program.

Many of these benefits to the general public are intangible but others can be measured in dollars and cents, in time and most important, in human lives and happiness.

This article has been written to show the general public of Arkansas just what is being done to better our everyday living both in our homes and on the nation's highways.

DUNNO!

Professor: "You in the back of the room, what was the date of the signing of the Magna Charta?"

"I dunno."

"You don't, eh? Well, let's try something else. Who was Bonny Prince Charlie?"

"I dunno."

"Well, then, can you tell me what the Tennis Court Oath was?"

"I dunno."

"You don't! I assigned this stuff last Friday. What did you do last night?"

"I was out drinking beer with some of my friends."

"You were! What audacity to stand and confess a thing like that. How do you ever expect to pass this course?"

"Wal, I don't mister. You see, I just came in here to fix the radintor."

MAINTENANCE FORUM

A series of two conferences was held at the Highway Building in Little Rock on January 22 and 23 and January 29 and 30 for District Maintenance Supervisors, Division Maintenance Superintendents, Division Assistant Maintenance Superintendents, Division Equipment Supervisors, Job Superintendents, Bridge Foremen, Area Foremen, and others such as equipment operators and sub-foremen.

A. G. Rives, Maintenance Engineer, was in charge of the Forum. He, with Ward Goodman, Mr. Eldridge, and W. R. Thrasher gave opening speeches to the group.

A well rounded program was presented, which included discussions by various Department heads and Maintenance workers on the activities in their departments. Included on the list of speakers were: G. E. Nunnally, District 1; Jess M. Rush, Division 10 and James Hamilton, District 2, who spoke on the precautions taken for the safety of Highway employees and the travelling public in Handling Traffic; O. A. Tinsley, District 2; Brewster Shalmy, District 2 and J. H. Sanders, Division 6; Fred Herring, Statistics and Analyses; Fred Tanner, Personnel; W. T. Jeter, District 3; A. M. Clark, Hope; T. H. Thompson, District 3; J. R. Henderson, Accounting; Otha Hewitt, Signs and Stripes; C. C. Wright, Traffic and Safety; Homer Hill, District 4; R. W. Batson, District 4; W. C. Wood, District 4; W. H. Cook, District 5; J. C. Perkins, Jr., Division 9; G. W. Allen, District 5; and C. Don Hayes, Equipment and Procurement. Mr. Eldridge gave the closing speeches of the forum.

TRAINING SCHOOL HELD

A Special Training School is being conducted in the Area Headquarters Maintenance building at thirty-second and Elm Streets with courses being offered in various fields of the Highway Department.

Dennison Yates, the liaison manager of the school, said that the school is now being held on a trial basis, but so far it has proved successful and is a great opportunity for those interested. The school building is equipped with laboratories and other features for students.

Courses being offered and the instructors teaching them are: Soils and Soils Testing; Concrete, Concrete Mix Design, Testing and Procedure; and Asphalt Mix, Design, Testing and Procedure, E. L. Wales; Use, Care, and Adjustment of Instruments, Guy Cobb; Surveying, Kent Brown; Roadway Plans, Drafting and Design, George Fry; Bridge Plans and Bridge Design, L. P. Carlson; Construction Stake-Out and Inspection, E. E. Mashburn, and Administrative Procedure under the supervision of J. R. Henderson.

Tentative plans now are that the classes will last about six weeks. There are five men from each district going to the school which started February 4. They are: Roy Burrows, Earl D. Clem, Ray H. Crouse, M. L. Darr, Ray Denton, Bennie B. Edwards, W. R. Friday, J. C. Harrison, R. W. Harrison, Joe C. Hayes, Jimmy D. Hilburn, Samuel J. Huckabee, Billy Hyde, Charles Jones, Floyd Lancaster, Robert R. Lilly, Bobby May, W. H. Moore, Jr., Billy Morgan, John Roberts, W. A. Schenke, Charles Schweizerhof, John Spurling, Glen Stewart, and W. P. Webb.

A LITTLE REHASHING

by W. L. Wright

Pine Bluff Const. Office

In 1956 our magazine, Arkansas Highways, published some articles that were particularly interesting and for the benefit of new employees and others, I would like to briefly review some of them.

The very first article in the January-February issue was "This Ole Car" by John Hume, S & A Division. He stated that traffic hazards kill and maim more people annually than any single disease. At the time of his writing the "Ole Car" had carried 38,426 to meet the Saints in 1955. The situation was even worse in 1956. At the close of the year there were over 40,000 men, women, and children who, as the poem said, "Aint Gonna Need this Car no Longer, They've been Taken to Meet the Saints." Our own state had a record of 483 casualties. Frightening, isn't it? And no wonder the question is asked, "What is the use of making it possible for people to live longer?"

"Good Rural Roads, A Vital Need in Our State," by Glenn F. Wallace, Highway Commissioner, was the second good article. Within a period of six years the third of our State Highway System which is unpaved and the many miles of worn out roads are slated to be repaired so that the requirements of today's needs will be met for the development of our state. With everyone doing his share he expects an increase in hard surfaced roads to possibly 500 miles annually. This will further the development of our state in agriculture, cattle, poultry and other pro-

ducts. In his own words, "Better roads mean more industrial-agricultural development and more development means more gasoline tax money for more roads.

"The Need for Good Concepts" by Mr. Eldridge, should be quoted from beginning to end. I wish everyone would read or re-read it. Our thoughts and ideas become our concepts which control our vision, desires and actions. If our concepts are broad enough to make us visualize correctly the duties, responsibilities and opportunities of a Highway Department that is dedicated to the real need of all the people of the state, we will most assuredly succeed. "We are making history, Let's make it praiseworthy history." Let's do a job in the Highway service which will make our people proud and we will be proud that we had a part in such service.

HANDLE WITH CARE

How should women employees be handled? Here are a few pointers:

1. Don't tell a woman she's being illogical. Even if they aren't as logical as men, they're sometimes one jump ahead in their thinking.

2. Praise women more than men. They expect praise in greater quantities than men and failure to comment favorably may be interpreted as disapproval.

3. Don't correct her too harshly. The sting of a rebuke is hard for her to take.

4. Don't yield to a woman's tears. Don't dismiss a tearful girl with: "Go wash your face, you'll feel better." Just reconcile yourself to the fact that the cause of a woman's tears is beyond your control anyway.

--Reader's Digest

AROUND THE BUILDING

Our Director, Mr. Eldridge was the principal speaker at the Wynne Rotary Club on January 24. A. G. Rives also attended the meeting with Mr. Eldridge. On February 8, Commissioner Cecil S. Lynch accompanied Mr. Eldridge to the annual Membership meeting of the Warren Chamber of Commerce.

* * * *

The Texas Highway Department will conduct its thirty-first Annual Highway Short Course February 19 through 21 at Texas A & M College, College Station, Texas. Attending from our Department will be: Fred C. Tanner, Personnel; William Barney McCright, Right-of-Way and Legal Division; John S. Harris, Jr., District Construction Engineer and W. R. Jeter, District Maintenance Supervisor.

Courses will be conducted in Maintenance Operations, Construction Operations, Pavement and Subgrading, Structures and Hydraulics, and Right-of-Way.

On March 1 and 2, the Arkansas State Highway Department will hold its annual Short Course in Fayetteville at the University of Arkansas, but more particulars on that in the next issue. If as many attend it this year as they did last year there will be many there.

* * * *

Our new telephone directory for the Little Rock, North Little Rock, and Jacksonville offices was made up recently and distributed. It's difficult to keep the directory current since there are changes being made almost daily in the department but Mr. Tanner did say that we would try to issue new ones more often.

PROMISE YOURSELF (The Optimist Creed)

- To be so strong that nothing can disturb your peace of mind.
 - To talk health, happiness and prosperity to every person you meet.
 - To make all your friends feel that there is something in them.
 - To look at the sunny side of everything and make your optimism come true.
 - To think only of the best, to work only for the best and to expect only the best.
 - To be just as enthusiastic about the success of others as you are your own.
 - To forget the mistakes of the past and press on to the greater achievements of the future.
 - To wear a cheerful countenance at all times and give every living creature you meet a smile.
 - To give so much time to the improvement of yourself that you have no time to criticize others.
 - To be too large for worry, too noble for anger, too strong for fear, and too happy to permit the presence of trouble.
- Christian D. Larson

There's no skill in easy sailing when the skies are clear and blue.
There's no joy in merely doing things which anyone can do.
But there is some satisfaction that is mighty sweet to take
When you reach a destination that they said you'd never make!

-Typographic

If you must be blue, be a bright blue...

ISSUING PERMITS

by Louis Cone
Permit Section

The Permit Section of the Maintenance Division is a vital niche in the Highway Department System. Permits must be issued from this section for the movement of overloading and/or oversize vehicles or loads, and also for the installation of utility lines such as pole or pipe lines on State Right-of-Way.

The Special Permits are issued for movement of vehicles and loads on State Highways when such movement is beyond the limits as prescribed by law.

The Highway Department is authorized to issue or withhold such permits at its sole discretion, but its action in withholding the permit must be based on the condition and state of repair of the highway involved, the ability of said highway to carry the overweight or oversize vehicle, or upon danger to the traveling public and to prescribe conditions of operation of such vehicles.

The Legislature, in setting forth certain statutory limits of size and weight of loads for vehicles operated over highways, obviously did not intend for the Arkansas Highway Department to allow, by permit, the indiscriminate movement of any and all vehicles or loads over the highways; therefore, first consideration is given to the safety and convenience of the general public and the protection of the highways.

The Legislature has authorized the Arkansas Revenue Department Collectors to issue permits for movement of vehicles

and/or loads not over 12 feet wide and with gross weight of not over 56,000 pounds on load carrying axels, provided movement is not outside the State Highway Department Maintenance Division in which the Collector's office is located.

The Highway Commission has authorized the State Police to issue permits for over-length house trailers only, and the enforcement of the laws governing vehicles over state highways is in the hands of the Arkansas State Police.

Permit fees for vehicle permits for the last 6 months of 1956 are as follows:

Highway Department.....	\$50,282.00
State Police Department....	\$13,563.00
Revenue Department.....	\$15,812.00
Total for 6 months.....	\$79,657.00

Utility Line Permits.

Permits are required for installation of utility lines on highway right-of-way so that the location and manner of installation is controlled to prevent damage to right-of-way, and obstruction to drainage or maintenance operations, so that the site of installations become a matter of record and to protect the Department from claims and expense should it become necessary that such lines be relocated or removed due to improvement or reconstruction of the highway. Copies of these permits are issued to the applicant, one to the District Engineer, and one for the Permit Section to keep on file.

Employees are assigned to see that all provisions are carried out.

JEST FOR FUN *by Jimmy Zinn*

END OF A CONVERSATION

Did I tell you about my grandchildren?"

"No, and I appreciate it."

STAND OFF

Report of the clubwoman's speech about the record of population in our town. "It seems that our population has not increased at all during the past ten years. Every time a baby is born, someone leaves town."

FROM FORREST CITY?

"Who made her dress?"

"I'm not sure, but I think it was the police."

FORESIGHT

"Jimmie, are you eating candy or chewing gum?" asked the teacher.

"Neither," replied Jimmie, "I'm soak-a prune to eat at recess."

CONFUSING, ISN'T IT?

"Gentlemen: In reply to your advertisement for an organist and music teacher, either lady or gentleman: Having been both for years, I offer my services."

WELL DONE

FOR SALE: Baker's business, good trade, large oven; owner has been in it for 17 years.

SATISFIED

"If you are naughty, Peter, you won't go to Heaven."

"Well, last week I went to the circus, and yesterday I went to the movies. I can't expect to go everywhere."

THE ROMANCE LANGUAGES

She was a gorgeous girl,

He was a loving male.

He praised her shape in English,

French, Italian, and Braille.

The host brought an eager young man across the room to introduce him to a buxom young thing in a strapless gown.

"Miss Bulger, I'd like to present Mr. Jones. Mr. Jones is a bridge engineer, and he has a question to ask you."

BY ALL MEANS

"I love you, William," said Nellie, but if I marry you I'll have to resign from my job."

"But, Darling," protested William, "Couldn't we keep it a secret?"

"Suppose we have a baby?"

"Oh, well," conceded William, "of course we'd tell the baby."

STRAIGHT FROM THE PRODUCER

Customer: "Are those eggs strictly fresh?"

Grocer (to clerk): "Feel those eggs, George, and see if they are cool enough to sell yet."

OH NO!!

Guest, finally saying good night: "Hope I haven't kept you up too late."

"Oh, not at all," replied the polite host. "We would have been getting up soon, anyway."

HOW TRUE

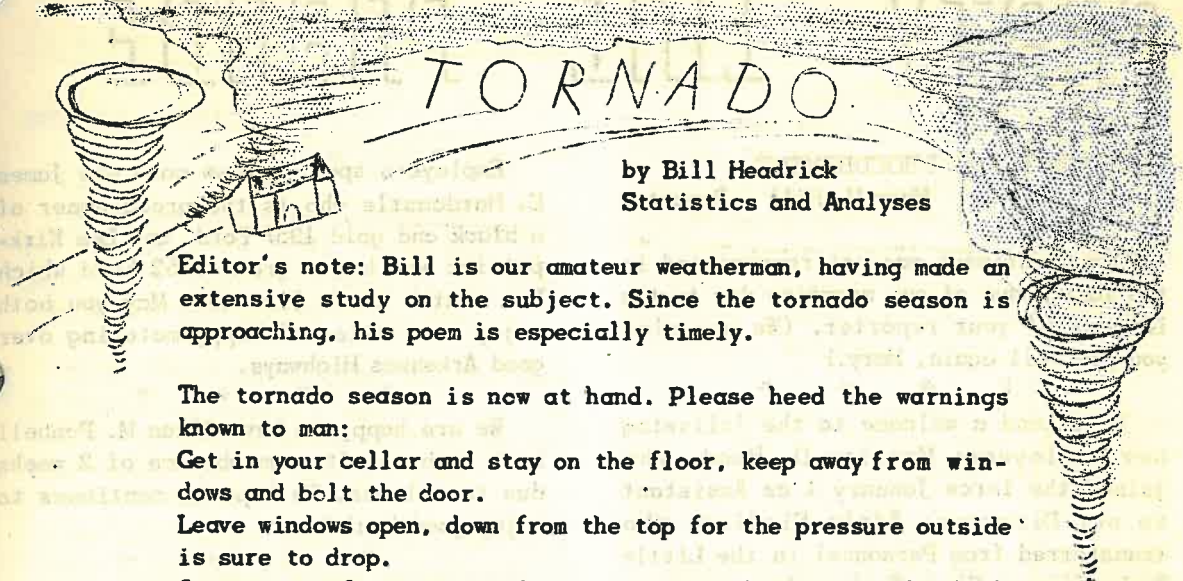
The guy who drives fast past a school is usually the kind who was slow going through one.

AD-WISE

The muscle man has told us that it takes 13 muscles to form a frown and only 2 to smile. Why strain yourself?

Let's relax, and smile.





TORNADO

by Bill Headrick
Statistics and Analyses

Editor's note: Bill is our amateur weatherman, having made an extensive study on the subject. Since the tornado season is approaching, his poem is especially timely.

The tornado season is now at hand. Please heed the warnings known to man:

Get in your cellar and stay on the floor, keep away from windows and bolt the door.

Leave windows open, down from the top for the pressure outside is sure to drop.

A mammatus formation and a warm, moist breeze, with black clouds boiling like a swarm of bees.

The lightning flashing and striking the ground, and you know there is danger as the wind turns around.

The wind is gusty as the storm draws near, and the tell-tale roar you will very soon hear.

This cumulonimbus, with majestic head, is concealed from earth by a stratus bed.

The black scud-clouds are forward bent, giving warning of the storm's great intent.

When this cumulonimbus darkens the sky, find a shelter and don't ask why.

When the clouds are overhead and it's dark as night, the dropping barometer registers its might.

The wind is furious as the storm draws near, and a rumbling roar grinds on your ear.

Keep calm in your shelter until the storm is by, for this is a **TORNADO** that's ripped from the sky.

Take plenty of time before you leave cover, and take a good look, there could be another.

When safe you should leave your shelter and try, to place your belongings where it's safe and dry.

Please help those who have lost, whomever they be, for the same thing could happen to you or me.

PARTY LINE PARADE

EQUIPMENT AND PROCUREMENT Mary M. Hill - Reporter

Our department was not represented in the last issue of our magazine due to the illness of your reporter. (We are glad you are well again, Mary.)

* * * *

We extend a welcome to the following new employees: Maurice D. Head, who joined the force January 1 as Assistant to our Director; Adele Fiedler, who transferred from Personnel in the Little Rock offices; Elsie Taylor who came to us February 1, temporarily; Carl W. Colvert, and J. L. Barnes. We are very happy to have you all with us.

* * * *

Sally Schadt, our switchboard operator, was delighted to have her grandparents, Mr. and Mrs. Lloyd Hawk, and her mother and father, Mr. and Mrs. Melvin Blocker of Allentown, Pennsylvania, as visitors the week end of January 31, They were enroute to Florida.

* * * *

Our congratulations to Bonnie Collins in the Procurement Office, who is sporting a great big sparkler on the third finger...left hand. The lucky guy is Bob Hill from Indianola, Iowa.

* * * *

Birthday Greetings to Mr. C. Don Hayes who is celebrating his 39th (???) birthday again February 16. May you have many, many, more of them.

Employees sporting new cars are James E. Hardcastle who is the proud owner of a black and gold 1957 Ford, and Lem Kirkpatrick who has a green 1952 Ford which Lem states seems like new. May you both enjoy many miles of happy motoring over good Arkansas Highways.

* * * *

We are happy to have Allen M. Pannell back with us after an absence of 2 weeks due to illness. We hope he continues to enjoy good health.

* * * *

Our Congratulations to Mr. and Mrs. William T. Jones on the arrival of a new baby girl, Ruth Ellen. The little one weighed 8 pounds, 6 ounces and she was born in University Hospital. Much luck, health and happiness to them.

* * * *

Mrs. H. W. Pittman returned from Norfolk, Virginia after a 2-week vacation with her daughter and husband, Mr. and Mrs. R. M. McCray, and Ralph, Jr.

* * * *

Service Pins and Certificates of Merit were presented by Mr. Hayes to J. G. Meredith, Jr., for 5 years of service, and J. H. "Rube" Roberson, 15 years.

* * * *

We extend our sincere sympathies to the W. K. Heard family in the loss of W. K.'s brother, J. A. Heard of Little Rock on January 14, and his sister also, Mrs. Mary Goodwin of Route 6 in North Little Rock.

Party - Line Parade

ROADWAY DESIGN

John Hicks - Reporter

John and Betty Maddox are the proud parents of a baby girl, Diana Sue, born January 23. Congratulations to the happy couple and good health to the baby.

* * * *

R. B. "Bud" Smith spent several days in Jonesboro recently "engineering" the removal of a tree which fell during the "big freeze" on his mother's home.

* * * *

We are sorry about Frank Lemon's father suffering a stroke recently. He is greatly improved at this writing, and we hope he continues to improve.

* * * *

Wilburn Sneed, who has been on a leave of absence because of illness returned to work January 15. We are all glad to have Bill back with us.

* * * *

We notice that Chester Siesicki is sporting a good-looking new Pontiac Station Wagon. Mrs. Siesicki is visiting her parents in Conway so he's having to enjoy it all by himself.

* * * *

Travis (T. O.) Orton spent a day on the lake at Hot Springs fishing. He says he had good luck and guess we'll have to take his word for it.

* * * *

We welcome Jimmy Boswell into our midst, also Renhart Nelson, a part-time employee who is attending Little Rock Junior College. We hope they will both be happy with us.

Our one and only "lady draftsman," Frances Ann Robey and Quintin B. Welch of Green Forest were married January 11 at the Wesley Methodist Church in Springdale. The young couple will make their home in Fayetteville where they are attending the University. They have our very best wishes for a long and happy future.

* * * *

John and Betty Maddox with children, Keith, and Baby Dianna, recently spent a week with Betty's parents, Mr. and Mrs. Kay McCain of Jonesboro.

* * * *

Frank Hutchison was lucky in suggesting a new name for the Arkansas Engineer's Club recently. The winning name was "Arkansas Engineers and Associates." The "booty" was two tickets to the club's banquet which will be held on March 29. Congratulations, Frank.

* * * *

Frank and his wife, Betty, with their son, Phil, went to Russellville on February 6 to visit Frank's mother, who fell and broke her arm. Frank returned the next day but Betty and Phil remained with Mrs. Hutchison who is reported to be improving.

* * * *

Sidney Lee spent Saturday, February 9, at Booneville visiting with a friend who is a patient at the sanitarium.

* * * *

We are very sorry to report the death of Fletcher Clement, a former employee of the Plans Division, on January 26 in Morocco where he was employed by the U. S. Engineers. We extend our deepest sympathies to his family.

Party Line Parade

ADMINISTRATIVE DIVISION

Sallie Alexander - Reporter

The girls in Mr. Scott's office entertained him with a birthday luncheon at Lido Inn February 1. Guests included Pat Denson, Dorothy Switzer, Herbert Eldridge, Sallie Alexander, Joyce Spencer, Betty Lane, Helen Hackett, and Ferol Jones.

* * * *

Lido Inn was again the scene of a birthday luncheon honoring Dorothy Switzer and Joyce Spencer, whose birthdays were February 19 and 20, respectively. The luncheon was given by Mr. Scott and Mr. Eldridge. Guests were Pat Denson, Sallie Alexander, Betty Lane, Helen Hackett, and Dorothy's husband, Drummond.

PERSONNEL DIVISION

Hazel Norman - Reporter

Several employees in our Division have been ill recently; Mrs. Walters, Sarah Neel, Martha Adams and Hazel Norman. We are happy to have them all back with us and they seem to be feeling fine.

* * * *

The office force wished "MANY Happy Returns of the Day" to Jimmy Zinn, Sibble Cox and Eleanor Huie recently. Jimmy and Eleanor had birthdays in January and Sibble celebrated in February. They were surprised with gifts, cake and coffee.

* * * *

Sibble Louise Cox is our newest addition to our Personnel staff and we welcome her most heartily. She came to us in January. Sibby is an outdoor gal...loves

to fish and one of her hobbies is dabbles in flowers and other plants. She is quite an authority on the subject so we take our "plant problems" to her.

ACCOUNTING DIVISION

Leslie and Bivens - Reporters

There has been quite a bit of sickness in the Accounting Division during the rainy days. Wally Blackstone has been absent because of flu. Frank Phillips, Sam Foster, Virginia Jones, and Betsy Morrison have also been ill. We are happy to report that they are all feeling much better now.

* * * *

Aleene Boysen recently went to Monticello to attend the graduation of her sister-in-law at Monticello A & M College.

* * * *

Joe Schamer's wife, Margaret, flew home from Houston after a vacation recently. She became ice-bound, much to the delight of her father, since she stayed longer than she had planned.

* * * *

A surprise potluck was held in our office on February 21 for Lola Buck and Leta Leslie who had birthdays, and for Fred Younts who is leaving us. Many, many more happy birthdays to Lola and Leta. We will miss Fred and wish him good luck.

* * * *

We extend our deepest sympathies to G. W. Stanford, Irene Hawkins, and Olin Randle on the loss of their mothers, Mrs. R. B. Stanford, Mrs. Lizzie Olinger, and Mrs. Fanny Gilliland.

Party Line Parade

STATISTICS AND ANALYSES

Headrick & Hume - Reporters

Daisy Conley reports that her daughter and son-in-law, Mr. and Mrs. Bill Milligan, and their children will move from Dallas, Texas to Little Rock soon. We know Daisy will be glad to have them so near.

* * * *

Robbie Parker and his family moved into their new apartment the week of St. Valentine's, and appropriately enough, their address is South Valentine.

* * * *

The week end of February 8 was spent by most of our employees touring the various new housing developments and other points of interest including the new water works reservoir on Big Maumelle, the AMF Bicycle factory on Sixty-Fifth Street, and the Air Force Base. Nice...

* * * *

Doyle Watson from Melbourne has joined the ranks of the S and A Division. He's presently working in the Traffic Section alternating from field to office. Welcome Doyle, and we all hope you enjoy your new job.

* * * *

Lee Gibbons is sticking close to the office these days...each time the phone rings Lee looks up expectantly thinking that perhaps it's THAT time. He and his wife are expecting a bundle from heaven.

* * * *

We extend a hearty welcome to Bettye Wishard, who is a cartographer in our office.

CONSTRUCTION

Doris Hodge - Reporter

In a quiet ceremony January 18 at Greenville, Mississippi, Freddie Ann Campbell became the bride of Charles Attwood, a Junior at the University of Arkansas School of Medicine. They are at home at 6420 Hawthorne Road. Congratulations and Best Wishes, Freddie Ann and Charlie, and may you have many, many wonderful years together.

* * * *

We welcome David Ogden to the Final Estimate Section, and hope he will be very happy with us.

* * * *

We recently had a short but happy visit from W. E. "Pappy" Carter. We were all glad to see him, and he reports that he is taking life easy in Springdale. We hope he comes back soon.

* * * *

Your reporter is saying goodbye to the Highway Department so this will be my last reporting assignment. I will assume the duties of secretary for the legal firm of Digby and Tanner, in North Little Rock. (We are sorry to see you leave, Doris, but we wish you lots of luck on your new job.)

* * * *

Charlene McClain (Mrs.) joined our office February 11 and we are happy to have you with us, Charlene. We hope you'll like us as much as we already like you. (Lucy Dishongh reported the item above and we hope she will be sending us the poop in their Department from now on.)

Party Line Parade

MATERIALS AND TESTS

Maureen Rodgers - Reporter

Happy Birthday to the following who are celebrating this month: George Allen, Maureen Rodgers, A. Bearde, Henry Dreher, and Carter Howard.

* * * *

G. W. Roark, Chief Chemist, was on the sick list recently. We are glad he is able to be back with us. Odell Ballard is convalescing at his home in Benton after having been in an automobile accident recently. We hope he continues to improve.

* * * *

Julia Steele and her husband celebrated their first wedding anniversary February 15. Congratulations to a very nice couple.

* * * *

We were sorry to lose two men from the Asphalt Lab. recently. Don Liles and Melvin Raborn have returned to Teacher's College to get the remaining number of credit hours necessary for degrees in Mathematics. Good luck, boys.

* * * *

Garland C. Clemons resigned February 4 to accept another position. He lived at Bearden. Good luck, Garland.

* * * *

Clifford Raborn, one of our Inspectors, mashed his thumb while working with steel but is doing better. He didn't miss work.

* * * *

Bill Wood's wife is recovering nicely after an operation in Gray's Clinic, and Bob Donham's wife is also at home convalescing after a tonsilectomy.

DISTRICT 1

Headquarters Kathryn Booher Jonesboro

We are sorry to report that it was necessary for C. H. Kelley to undergo surgery the week of February 11 at St. Vincents Hospital. We wish for him a very speedy recovery.

* * * *

Our men are all happy with their new State cars received in January, and we don't blame them for they are very pretty.

* * * *

We enjoyed having visitors from the Little Rock office during the past weeks. They were: A. G. Rives, E. E. Mashburn, Harry Wright, G. W. Stanford and A. W. Johnson. We hope they will come back to see us soon.

* * * *

A meeting of all the Resident Engineers in District 1 was held in Mr. Perkin's office in Jonesboro February 8. The meeting was held for the purpose of discussing future plans in construction work and the training program for the men under the supervision of the Resident Engineers. Also discussed were the plans for the meeting of Resident Engineers, Instrument men and Inspectors which will be held in Little Rock at a later date. All who attended received benefit from the meeting. At the noon hour the group enjoyed lunch at the West Park Restaurant.

* * * *

J. C. Perkins, Sr. and G. E. Nunnally, along with others from our District, attended the series of two conferences at the Highway Building in Little Rock for

Party Line Parade

Maintenance personnel on January 22 and 23 and January 29 and 30. Mr. Nunnally spoke on the first day of each series. The subject of his speech was "Handling Traffic," and we understand that he did a very good job.

DISTRICT 2

Construction W. L. Wright Pine Bluff

Jimmy Hilburn is now attending school for the engineering aides sponsored by the In-Training Program of the Highway Department. He studied engineering in college and we know he will do well. Johnny Albritton is making plans to be in the next session.

* * * *

W. A. Coker has been selected to attend the Highway Engineers Short Course at the University of Arkansas March 1. We know he will enjoy the meeting and seeing again the campus of his Alma Mater.

* * * *

We wish to thank the District 2 Division for their kindness and consideration in supplying our needs. We especially thank Mr. Lucus, District Engineer, for securing a brand new Station Wagon for us in February. And by the way, this reporter enjoyed registering the first 59 miles on it driving from Jacksonville...and does a new car ever smell good! We know Charles Bland is enjoying his beautiful new 1957 Buick. Congratulations, Charles.

* * * *

Our Construction Division will soon start work on the Wrightsville Negro Boys Industrial School road.

DISTRICT 2

Division 2 Ouida Grimes Pine Bluff

Several of our employees attended the Maintenance meetings in Little Rock. They were: Brewster Shalmy, O. A. Tinsley, Joe Tice, Woodrow Wilson, Albert Jackson, J. L. Goins, Elmer Morgan, Robert Kirkland, Robert Jarboe, Virgil Green, Bill Yearian, Elbert Martin, Joe Hayes, Claude Smiley, John Hughes, Garland Vick, William O'Briant, N. M. Mitchell, John Hollis, Joe Savage, Robert Warren, and Charles Emrick. They all enjoyed the meetings because they not only learned a lot but had the privilege of meeting many other State employees. Some of them stayed and attended the wrestling matches that night.

* * * *

Van Dyke Chavis, Jr., son of Selma Chavis, and Miss Myrtle Ann Godfrey of Dumas were married February 1 at 6:30 P. M. in the Chapel of the First Baptist Church of Dumas. After a short wedding trip the couple is at home in Pine Bluff. We wish them much happiness.

* * * *

Hurshel Harwell helped take inventory in Division 6. He had a new name pinned on him while he was there...Pistol Packin' Papa.

* * * *

Junior Goins helped with the inventory in Camden and reported that he really enjoyed it.

* * * *

Mrs. Joe Tice has been ill with flu and spent several days in Davis Hospital. We wish her a speedy convalescence.

Party Line Parade

G. W. Stanford, Asa Duncan, Ed Orsini, Bill Hoggard, Leo Causey, and Dick Gladdin from Little Rock and David Lee from Camden spent a week with us recently taking inventory. The office personnel and their wives enjoyed a dinner with them at the Hob Nob on Thursday night.

* * * *

Horace Morgan, son of Elmer Morgan, left Washington February 11 for Korea. His wife, Martha, and little daughters are living in Pine Bluff while he is gone. And Charles Morgan, another son, is in England now with 10 more months to serve. He's counting the days to return home and go to college. We're proud of them too, Elmer, just as you are.

* * * *

We welcome Violet Tatum to our District and Division. Violet is our new District bookkeeper.

* * * *

We are sorry to report that Floyd Walker's wife is a patient at St. Vincent's Infirmary in Little Rock. We hope she is well again very soon.

* * * *

Joe Hayes is one of the men attending the Training School which is being held in Little Rock. Good luck, Joe.

* * * *

Robert Jarboe has moved into his new area headquarters building at Lake Village, and is very proud of it. We have started working on the one at Rison.

* * * *

We extend our deep and heartfelt sympathies to Donald Lewis and his family in the loss of his father recently.

DISTRICT 2

Division 6 Edith Green No. Little Rock

The Superintendent of Division 6 takes this opportunity to thank the Department for making it possible to attend the meeting of the Maintenance Forum held in January. Also we wish to congratulate Mr. Rives and others who had part in planning the program, which presented us with such information and the interesting sessions. The annual affairs are getting better each year.

* * * *

Approximately 85 employees from three counties, Grant, Saline, and Pulaski have completed 15 hours of their First Aid Classes. There seems to be much interest and all are looking forward to receiving their Standard First Aid Cards. George Ingle of our Division is the instructor. George and his family have moved into their new home at 122 Farmere in North Little Rock. We hope they will be happy but we know it was hard to leave their friends in Hazen.

DISTRICT 3

Division 3 Olive Jackson Hope

Employees from this Division who attended the series of conferences in Little Rock in January, reported the conferences to be very informative and beneficial.

* * * *

We are happy to report that Mack Hicks has been dismissed from Memorial Hospital after having undergone surgery February 5. We wish him a speedy recovery.

Party Line Parade

Murfreesboro's Ponder quadruplets were 5 years old January 14. Dickey, Danny, Dewey and Donna are the children of Mr. and Mrs. Leonard Ponder of Murfreesboro. "Pappy" Ponder is one of our employees in Pike County.

* * * *

This division was visited recently by A. G. Rives, who was here February 5 and 6. We enjoyed his visit and hope he comes again soon.

* * * *

Sam Huckabee, one of our office employees, is attending the 4-week school for Materials and Tests being conducted in Little Rock. Good luck, Sam.

* * * *

We extend our deepest sympathy to G. W. Stanford in the loss of his mother, Mrs. R. B. Stanford, who passed away in Little Rock January 23. Mrs. Stanford was a former resident of Hope and was dearly loved by everyone who knew her.

DISTRICT 4

Division 4 Ft. Smith

Belated congratulations to Mr. and Mrs. R. N. Parker, who are the parents of a son, born last November 28. Since this is their first child, they are both especially proud.

* * * *

Our janitor has a new grandson of whom he is very proud. Mr. and Mrs. Odell McAfee are the parents of the 7 pound boy, born January 31 at Crawford County Memorial Hospital. Otis says he looks just like his grandfather.

E. D. Clem is attending the 5 weeks of schooling being held at LRJC in Little Rock. We all wish him luck.

* * * *

Faye Carter, one of our former bookkeepers, dropped by to see us last week while she was in town visiting, and asked us to say hello to all her friends. Faye is in Kansas now, but will be glad to come back to Arkansas as soon as possible.

* * * *

Mr. and Mrs. Harvie Johnson increased their family as of January 14. They have a son, Harvie Johnnie Johnson, Jr. Congratulations to the Johnsons.

* * * *

Mr. Sanders and his crew did a fine job on our new building connecting the blacksmith shop to the main shop. It is to be used to overhaul the larger equipment and the mechanics are all grateful. (It's good to get your news again as we have missed it. Who's the reporter?)

Give us a blow by
blow account of
the events in
your department

by

march 18



Party Line Parade

DISTRICT 5

Division 5 Mary Lee McCown Batesville

G. W. Allen who was Division Maintenance Superintendent of Division 5, has been transferred to Construction as a Resident Engineer on the Buffalo River job. He and Mrs. Allen are now living in Batesville.

* * * *

Other changes in our personnel have also been made. Bernice Bice has been promoted to Maintenance Superintendent to replace Mr. Allen, and John Young has replaced Mr. Bice as Division Assistant Maintenance Supervisor. George McElmurry has been assigned to the duties of Bridge Foreman. He was formerly the Job Superintendent. George and Mrs. McElmurry and their two sons have moved to Batesville from Leslie. Good luck to all of them.

* * * *

We are glad to have W. R. Bolin and Jettre James back with us after being off due to injuries sustained on their jobs.

* * * *

Zelma Nast, wife of Clyde Nast, mechanic in our Division shop, had good luck and bad luck recently on a fishing outing. She caught a beauty of a Rainbow Trout in White River below Lock and Dam No. 1. Weighed 2 pounds, plus. Had to throw it back as it's not the season for trout. Nearly broke her heart.

* * * *

We hope Thurlo Owens, one of our employees in Fulton County, will be back with us soon and fully recovered from a recent illness at his home.

Birthday Greetings to all of the following employees who celebrated birthdays in February: Ernest Cuzzort, Edward Farra, Bobby Hubbard, Sidney Langford, Sally McMillan, Melvie Reding and Harold Thompson. Hope you celebrate many more.

DISTRICT 5

Division 9 Shirley Morton Harrison

Forrest Williams has started his First Aid classes. They are given from 1:00 to 5:00 P. M. each day and will continue through the last of February. The men are very enthusiastic over the way the classes are taught by Forrest, saying they are well planned and interesting.

* * * *

We are happy to have W. H. Cook and J. C. Perkins, Jr. back with us after their recent illnesses.

* * * *

Bertha Wagley was incapacitated at her home for a few days after suffering injuries in a fall on icy walks when we had the freeze. We are happy her injuries weren't too serious.

* * * *

Congratulations to Mr. and Mrs. Ellis Stewart, who are the proud parents of a baby girl.

* * * *

We have a new Resident Engineer in our District who is none other than G. W. Allen, former Division Maintenance Superintendent at Batesville. Walter is in charge of the Buffalo River Bridge project and has his office headquarters in Yellville, Arkansas.

Party Line Parade

Ray Crouse, Bennie Edwards, Glen Stewart, Floyd Lancaster, and Bobby May, Construction employees, are in Little Rock this month attending the Training School on Elm Street.

* * * *

During the month of February the following employees received their Service Pins and Certificates of Merit: Ward Kendall, 20 years; Wright Horton, and Carman Trammell, 10 years; and Everett Arnold, 5 years. Congratulations, fellows.

* * * *

Mr. and Mrs. C. M. Matthews recently spent a week end in Hot Springs visiting with their daughter and family. Mrs. Matthews is feeling "fit as a fiddle" since her operation in Little Rock.

CHARLES S. POWERS

Charles Stacey Powers, 54, passed away February 11 in a Hot Springs hospital after suffering a heart attack.

Mr. Powers, who had a Five Year Service Pin, was re-employed by the Department on August 1, 1955 as a Construction Inspector in District 2.

A resident of Hot Springs for 6 years, Mr. Powers was a member of the First Baptist Church at Dumas, Texas, and Lodge 1009, F&AM at Dumas.

Our sincere sympathies are extended to his family. Survivors are his wife, two sons, Charles Keith and Tommy Powers, and a daughter, Miss Glenda Sue Powers, all of Hot Springs, six brothers and seven sisters. Funeral arrangements were by Gross Mortuary.

WHO SAY SAFETY IS NEW?

One hundred and fifty-three years ago a famous American president, instructing the leader of an expedition said:

"To your discretion, therefore, must be left the degree of danger you may risk, and the point at which you decline, only saying, we wish you to err on the side of your safety, and to bring back your party safe, even if it be with less information.

The president was Thomas Jefferson. The expedition leader was Captain Meriwether Lewis. The event was the beginning of the remarkable Lewis and Clark expedition which extended over more than three years and covered thousands of miles of unexplored country from St. Louis, Missouri, to the mouth of the Columbia River in the Pacific Northwest.

There was only a handful of men in the expedition...a total of 31. But Captains Lewis and Clark observed the safety admonitions of President Jefferson so well that only one life was lost and that was by sickness and not by accident.

Careful job planning and execution 150 years ago paid off just like it does today, even in the face of unusual hazards.

-Public Utilities Newsletter,
-Northwestern Bell Telephone Co.

Happiness is not a destination, but a method of travel.

Parting Thought: William Allen White, the famed editor, once said, "I have no fear of tomorrow because I have seen yesterday ...and I love today.

668-0398