

ARKANSAS HIGHWAYS

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ARKANSAS HIGHWAYS

A Monthly Magazine For Employees Of The
Arkansas State Highway Commission

Vol 5

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About this Issue - - - -

A note from the Editor: The front section of this issue of Arkansas Highways Magazine is devoted almost entirely to an article by Mr. E. G. Hampton on the Riverfront Drive. Due to its length it was necessary to condense the article but we feel sure that our readers will get a clear picture of the complete history of the Drive. Our thanks to Mr. Hampton and to Mr. H. R. Lucas who sent us the paper.

ART OF COMPROMISE

It is really silly the way otherwise sensible married couples bicker and quarrel over trifles that could easily be settled by a compromise. Let me tell you of a few situations my wife and I disposed of in this highly civilized manner.

My wife wanted a new dress and I needed a new suit. Our budget that month could provide for one of these items so we compromised. My wife bought a new suit.

One day last summer I had made plans to play golf but my wife felt that I should do some yard work. This one was easy. I puttered around in the garden.

My wife wanted to go out for dinner. I preferred to eat at home. So we went to a restaurant that advertised home cooking.

Then there was the time I wanted to stay at home and watch a fight on television while my wife was all set to take in a show. We settled this very simply. First we had a fight and then we went to the show.

The one situation in which no compromise is possible is when my wife says she wants the car for the day. That's when I put my foot down...and start walking.

AROUND THE BUILDING

Our Director, Mr. Eldridge, and Mr. Thrasher attended a ground-breaking ceremony on March 15 on East Markham Street and in a way the event was a step nearer toward the construction of the new expressway. The ground-breaking was for the erection of a new building to replace one which was demolished to make way for the clover leaf access to connect the expressway and the Third Bridge! Progress is being made!

A public meeting was held on April 10 at 7:30 P. M. in the Benton Court House for a discussion in regard to Interchange locations west of Benton and to the location of the Interchange from the Pulaski County line to Junction 88 or the Interchange near Lonsdale. Those attending the meeting were: Herbert Eldridge, Cecil S. Lynch, C. A. Shumaker, George Fry, Kent Brown, L. P. Carlson, W. R. Thrasher, H. R. Lucas, George Howell, and J. L. Vanderburg, Bureau of Public Roads.

A film which has won national acclaim was shown in the Commission Room in the Little Rock offices on March 22 and 26.

The showing of the film was sponsored by the Statistics and Analyses Division and is the first of its kind used extensively for studying the relationship between Freeway Design and Traffic Operation. It is being widely distributed for its educational value to Highway and Planning Personnel.

Made by the California Highway Department, the 40-minute technicolor sound

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RIVERFRONT DRIVE

by E. H. Hampton
Assistant Construction Engineer

The Riverfront Drive, currently being planned and constructed on a section of State Highway 10, within the City of Little Rock, is believed to be a unique project. Certainly it is unique among the projects of the Arkansas State Highway Commission. Whether "unique" is a complimentary or uncomplimentary term, when used in this specific connection, is a matter of personal opinion. For those who held to the uncomplimentary opinion, however, it may be well to note the fact that the project now is in the "disgruntled" stage. In case the expression is not fully clear, the "disgruntled" stage and the construction period are coincidental. If you do not agree with that statement, just recall the last time you had a room in the house papered.

One feature of this project is the fact that this project is the first one of its kind to be undertaken in Arkansas. This feature has some general recognition though that recognition as such may be on the subconscious side. As evidence, consider the well-supported move to name this project the "La Harpe Drive." The reader will recall that Jean Baptiste Bernard de la Harpe, a French explorer in 1722 reached the territory of the Arkansas River now in part occupied by the City of Little Rock. He is credited with naming "Big Rock" and "Little Rock". Many think it fitting that the first highway project of its particular kind be named for the man who created the

name Little Rock. At its meeting on February 11, 1957, the Little Rock City Council officially named the Riverfront Drive "La Harpe Boulevard".

NEED

During World War 11, highway and street improvements necessarily were held to the minimum. In some measure because of the increased number of motor vehicles of all categories which began to use highways and streets following the close of the war, the inadequacy of streets in Little Rock and vicinity was a matter of common realization and concern. Since streets in Little Rock and North Little Rock are used by Federal and state Highways, the Arkansas State Highway Commission and Federal Bureau of Public Roads had joint interest with the Cities of Pulaski County in solving the traffic problem.

LOCHNER REPORT

Consequently, these several agencies joined together and, as their first step, employed the consulting firm of H.W. Lochner & Company, Chicago, Illinois, to prepare recommendations for the solution of the transportation difficulties of Little Rock and North Little Rock. On January 15, 1948, the recommended plan, commonly identified "The Lochner Plan", was submitted to the Highway Commission. A substantial part of that report was concerned with city problems, as opposed to

combined City-State problems. Other parts of the report were concerned with the transit system and with parking space, both being connected with our subject only indirectly.

Following receipt of the Lochner Report, the projects therein recommended remained in the discussion stage until 1952. Tentative agreements then were entered between the city of Little Rock, the Bureau of Public Roads, and the State Highway Commission looking toward the construction of the initial program recommended by the Lochner Report, namely, the river-front improvement between Cumberland Street and Gaines Street, together with the westwardly extension to Cross Street. Formal agreements consisting of a project agreement between Bureau and State on June 25, 1953, and an agreement between State and City on the same date.

The Lochner Report carried a bridge use analysis including the determination that Broadway Bridge carried in 1947, 24,000 vehicles per day, and Main Street Bridge carried 18,000 vehicles per day, for the total of 42,000 vehicles per day. That report estimated for 1970, 33,500 vehicles per day over Broadway Bridge and 25,500 vehicles per day over the Main Street Bridge, for the total of 69,000 vehicles per day. Assuming satisfactory approach conditions, the two bridges theoretically are capable of handling 72,000 vehicles per day. On the basis of these figures, a third bridge then appeared unneeded until 1970 or later.

Predictions and progress have not coincided. Progress has overtaken us. In 1952, the traffic count on Broadway Bridge was 38,000 vehicles per day, and on Main

Street Bridge, 36,000 vehicles per day... 2000 vehicles per day more than the theoretical capacity!

Plans for the Third Bridge are being prepared and the beginning of construction is contemplated for the near future. It also is contemplated that a connection from the east end of Riverfront Drive at Cumberland to the interchange at the south end of the Third Bridge will be constructed in due time.

AGREEMENTS

A three-way agreement, under which the Bureau became obligated to pay 50 percent of the right-of-way costs with the City also obligated to pay 50 percent of the right-of-way costs, was reached. For costs of construction, the division was 50 percent by the Bureau and 50 percent by the state.

The agreement between State and City included provisions that obligated the City to acquire the right-of-way, and deliver it to the State free of man-made obstructions, and obligated the State to furnish all engineering services both for right-of-way acquisition and for construction.

Tentative plans were prepared by the State against which the city's appraisal of right-of-way costs was a total of slightly less than \$2,000,000. To pay the city's part of right-of-way costs it was necessary to issue bonds. Accordingly, a proposed issue in the amount of \$975,000 was submitted to the voters in the general election of November 1952, and was favorably voted upon.

Plans more definite than those noted above became in order even before the

bond issue was voted upon. At a meeting on October 2, 1952, attended by representatives of city, Bureau, and State, arrangements were made to reconcile the differences of opinion then existing concerning the plans. As a result, plans were developed by the State which proved acceptable to the Bureau and to the City. These plans were not in detail, but remained the official basic layout until March 1954. A right-of-way survey was made in 1953 and appraisals of individual takings were completed.

DEVELOPMENT OF PLANS

In developing plans, it was obvious that the Lochner Plan could not be fully followed because of excessive right-of-way coats. That plan contemplated the ultimate removal of railroad tracks from the river bank, the taking of all of the Grady Manning Garage, and the occupancy of a substantial portion of Arkansas Power & Light Company transformer yard north of Garland and west of Arch. It ignored the existence of the river site plant of Big Rock Stone & Material Company, or its writers had reason to believe that this plant would be removed by its owners. It contemplated a substantial taking both north and south of Garland Avenue, from Gaines Street to North and Cross Streets.

The basic layout noted above placed both lanes south of Garland Avenue between Chester and Gaines Streets. The east-bound (south lane) began at Ringo Street, although right-of-way was provided for a future south lane between the North-Cross intersection and the Ringo-Garland intersection. The west-bound lane

terminated at the end of the existing Lincoln Avenue Viaduct and ran across the North-Cross and Ringo-Garland intersections from the noted location south of Garland. Between Gaines and Arch Streets, both lanes remained south of the north line of Garland Avenue and crossed Arch on an embankment some seven feet high.

Continuing eastwardly, the south lane passed beneath Broadway Bridge along the center line of Garland Avenue, the north lane passing beneath the adjacent bridge span immediately north of the pavement of Garland Avenue. Near Conway Street, alignment curved to the north forcing the occupancy of a substantial portion of Big Rock's river plant site by a relocated railway and by expressway right-of-way. This alignment was considered allowable at the time as Big Rock then planned to move its plant.

From this location, alignment was such as to involve only a small portion of Grady Manning Garage at its northeast corner. The north lane passed beneath Main Street Bridge under the north approach arch and the south lane under the south approach arch. This handling left room for only one railroad track beneath the bridge, just north of the north expressway lane.

No right-of-way difficulty was anticipated east of Main Street Bridge. Some difficulty did develop, however, in connection with the continued use of Bridge Street (the alley) between Scott and Cumberland Streets.

The basic layout showed two ramps for each bridge. All ramps have 20-foot roadways but are intended for one lane traffic only, passing being permissible only in

case of distress. The west ramp from Broadway Bridge joined the north lane of the expressway at Arch Street, to facilitate travel from Broadway Bridge to the west. A corner of A.P. & L. Company transformer yard and a substantial portion of the Niemeyer property were involved. To facilitate travel to the north, the east ramp to Broadway Bridge was planned to leave the north expressway lane in the vicinity of Conway Street. This handling allowable because of a previous agreement with Pulaski County that the county jail would be moved, at project expense, to a new site off the right-of-way. At that time, however, a new site had not been developed.

The west ramp from Main Street Bridge was planned to occupy the area to be vacated by demolition of the Lincoln Building which occupied the one-quarter block north of Bridge Street and west of Main Street. This ramp was planned for a total curvature of 270 degrees so that traffic could turn right from Main Street Bridge and proceed east on the south expressway lane beneath the bridge. Its purpose is to remove the left turn of large vehicles from the Main-Markham intersection. The east ramp to Main Street Bridge was planned to run from the intersection of Scott and Bridge Streets to a connection with the bridge south of the expressway lanes. This connection originally was about 200 feet north of Main-Markham intersection. It proved necessary to increase this distance by moving this connection about 230 feet further north. To attain best usage from this ramp, it will be necessary to integrate its traffic with traffic in the

right-hand lane (of the two north-bound lanes of the main bridge) by signal light synchronized with the signal light at Markham and Main. This same requirement exists at the east ramp to Broadway Bridge.

RIGHT-OF-WAY

Right-of-way difficulties, implicit in the above descriptions of the plan layout, also may justify the use of the term "unique". This project is believed unique largely because it has been possible to design, and as of now partly construct, an improvement which meets the demands of engineering criteria, and at the same time surmounts these right-of-way difficulties. For those unfamiliar with the territory through which this project passes, it is well to note the great number of different interests involved; the major interests are enjoyed by the City of Little Rock, Pulaski County, Missouri Pacific Railroad, Arkansas Power & Light Company, the Old State House, Grady Manning Garage, and Big Rock Stone & Material Company.

Acquisition of right-of-way by City negotiators began in March 1954. Sixty-seven parcels were shown on the original right-of-way map of which 13 parcels proved not to be needed. No property of the Missouri Pacific Railroad Company was included in the original list and it became necessary to include 3 railroad parcels east of Broadway. Also, in connection with the westerly extension of the project which is mentioned below, six additional parcels were acquired. All of this total of 63 parcels have been acquired by the City; cost of damage to one

parcel remains to be determined by the court. It should be noted that very few condemnation proceedings were necessary to acquire this right-of-way.

First demolition and clearing of the right-of-way was contracted in September of 1954. Contracts progressively were awarded for the continuation of this work during 1954, 1955, and 1956 until the last such work was put under contract on February 1, 1956, for removal of the old City Light Plant. Reconstruction at Grady Manning Garage is being done by the owner under a court order dated January 4, 1957. This work is of some interest since only the bottom floor of the garage is involved, the edge of necessary right-of-way passing underneath the overhanging second, third, fourth and fifth floors.

MOVING OF THE COUNTY JAIL

The most conspicuous clearing operation, and the one to attract most public attention, was the moving of the Pulaski County Jail. As stated above, Pulaski County had agreed that the jail could be moved, at project expense, provided an acceptable location could be found. The great weight of this building...4,000 tons, heaviest single building ever proposed to be moved...strictly limited areas to which the building could be moved. The development of a suitable site was intimately associated with determination of final alignments between Broadway and Main Street Bridges. A new site finally was developed some 200 feet east of Broadway Bridge and 115 feet north of Garland Avenue. This new site was approximately 320 feet from the original jail located at the end of Conway Street.

During the move, the jail was lowered seven feet, and rotated about 83 degrees to face slightly south of due east. The County's architects had estimated the cost of a new jail to be on the order of \$600,000.00. Cost of the relocation, the major item of which was \$164,300 for the moving itself, totaled \$230,000.

COURT DECISION-NEW PLANS

A court decision ruled that space must be provided between Conway Street and Main Street, and beneath Main Street Bridge, for two railroad tracks. Prior to that decision, it was contemplated that space for one track only would be necessary. Also, ownership of Big Rock Stone and Material Company changed; the new owner decided to continue use of its river-site plant for the same production operations as heretofore. Thus a substantial area, once thought available for right-of-way, actually became non-available.

Because of other lesser considerations as well as the two major considerations noted above, it was obvious that a new layout would have to be developed from Gaines Street eastward. That new layout developed during the remainder of 1954 and the first few months of 1955, substantially fixed alignments and tentative grades between Gaines and Cumberland Streets. As this is written, formal plans are being prepared for the east ramp to Broadway Bridge, the west ramp from Main Street Bridge, and the expressway itself between Broadway and Cumberland. In connection with construction plans, there have been developed improvements in alignment of the east ramp to Broadway Bridge, and in alignment of the access

road between Broadway and Spring Streets. Otherwise, this new layout has proved workable. Its main difference from the original layout, and the reasons therefore are discernible in the various item descriptions that follow.

In order to leave Garland Avenue as a service road at the rear of Robinson Auditorium, expressway lanes were shifted to the north so that the east-bound lane will pass beneath the first span of Broadway Bridge north of the pavement on Garland Avenue; the west-bound lane will pass beneath the adjacent span to the north. A drop-off from the east-bound lane to Garland has been constructed. Also, a new service road has been constructed from Arch Street to Garland as a further service to the Auditorium. This new service road presently is being used for two-way traffic. Ultimately, it and Garland between Broadway and Conway will be one-way eastward.

ARCH STREET OVERPASS

An overpass crossing Arch Street was designed and has been constructed. Because of restricted right-of-way, the overpass made necessary the construction of some 740 feet of retaining wall. This construction is well justified by the ends attained. Encroachment upon A. P. & L. Company transformer yard has been avoided; an access to areas north of the expressway, at separated grades, has been provided; and realignment of the west ramp from Broadway Bridge became possible, thus effecting a substantial saving in the taking from the Niemeyer property.

The purpose of the access road is to provide vehicular access to the relocated

county jail, to areas which logically can be developed for parking space, and to Big Rock Stone and Material Company for a consequential portion of its traffic. This access road will leave Arch Street north of the Overpass, pass beneath the west ramp from Broadway Bridge and Broadway Bridge itself, run between the relocated jail and the east ramp to Broadway Bridge, thence between the Drive and Missouri Pacific Railroad to the Big Rock Plant.

TIGHT SPOT

Alignment is parallel to Garland Avenue to reach one of the three "tightest" right-of-way spots on the entire Drive; namely, the strip of ground between the rear of the Old State House and the concrete mixer building of the Big Rock Stone and Material Company. The other two "tightest" spots are at the north side of Grady Manning Garage and beneath Main Street Bridge. Restrictions at these three points had the controlling effect upon alignment from Conway Street almost to Scott Street.

It was necessary to provide space for two railroad tracks and at the same time leave enough area for the continuation of Big Rock's operation. Damage cost and remodeling cost of removing any of the Grady Manning Garage, south of the north row of building columns, were considered prohibitive. It was necessary to keep the expressway far enough to the north, opposite the old State House, to leave sufficient room for a rear access to this historic building. The restriction of the middle pier between the two south approach arches, at Main Street Bridge, was

so positioned that it was physically impossible to run two expressway lanes and two railroad tracks beneath the approach arches.

Meeting the restrictive conditions of railroad curvature and clearance standards, and design criteria for the expressway, resulted in the making of some 10 or 12 "paper" locations between Conway and Scott. The locations finally selected were checked by a railroad survey and by three Department surveys; the last Department survey, made last December and currently being used as a basis for formal plans, proved that all requirements have been met. Enough complications were overcome at each of three "tightest" spots to justify some description of the work-out at each. They are described in the order in which their complications were solved.

Consider Main Street Bridge. Location of one or both railroad tracks beneath the main arch, immediately north of existing tracks, would have had to be near the mid-point of the arch in order to obtain needed vertical clearance above tracks, and at the same time hold tracks at their present elevation. Flood threat precluded any lowering of tracks. Such relocation would have resulted in a prohibitive encroachment upon the Big Rock site, and an undesirable encroachment upon the City parking area east of the bridge. Further, such relocation would have necessitated expensive trestle work to carry tracks against flood danger. Any remodeling of the main arch, obviously, was out of the question.

An examination of the existing bridge did reveal, however, the possibility of

reconstructing the two south approach arches without effect upon the main structure. Further study revealed the physical feasibility of locating two railroad tracks on the north side of a new approach pier, with the two expressway lanes on its south side; it showed that this could be accomplished by the construction of two I-beam spans between the existing south approach abutment and the pier north of existing railroad tracks, the two spans of course, being joined above the new pier. Accordingly, in May 1954, the City initiated action which resulted in remodeling of the involved portion of Main Street Bridge as a right-of-way necessity.

At the second spot, the north wall of the Grady Manning garage, supported by cantilever construction, extends past the south line of Water Street a distance of 4 feet. Minimum right-of-way requirements placed the south right-of-way line 3 feet south of that property line, at the northeast corner of the garage. This right-of-way line is immediately below the north line of the column capitals, north line of building columns.

All floors of the garage are constructed with interior ramps so that each floor has two elevations. In order to meet vertical clearance requirements above the south portion of the right-of-way, it will be necessary to remove the first floor of the garage, at both of its elevations, below the floor slab of the second floor. In effect, the south portion of the right-of-way will "Tunnel" beneath the second floor. After discussion with the garage company management, an architect was retained by the garage

company to investigate the allowability of removing this portion of the first floor and leaving the upper floors for undisturbed use. Rather than having the cut line of the first floor on a curve, it was decided more feasible to leave the remodeled building "squared up". On November 23, 1954, it was agreed with the owner's architect that the cutline should parallel the north wall and run along the north edge of column capitals.

Accordingly, the City proposed to acquire the north three feet of this property, below the elevations of the second floor. Surprisingly, the matter of this taking was brought into court, and the amount of damages, as noted above, still is not settled. However, plans for remodeling were completed about October 1, 1956, and the work of remodeling presently is under way.

The third "tightest" spot lies to the north of the Old State House Property. Property sold to the State as a location for what is now the Old State House, is a square 300 feet on each side, its north side being the south line of Water Street. This property line is about $14\frac{1}{2}$ feet north of the rear wing of the Old State House. It is only some two feet north of the caretaker's building. For the benefit of those unfamiliar with the old streets in the City of Little Rock, it is noted that the extension of Water Street, west of Conway Street, now is called by its new name, Garland Avenue.

Because of rough terrain, Water Street never has actually been used along the north side of the Old State House property. An irregular area in the street, in places some 30 feet wide, has been oc-

cupied by the Arkansas Commemorative Commission, custodial agency for the Old State House. It was the City's belief, however, that the area north of the deeded property indeed is a street, that the Commemorative Commission could not acquire it by adverse possession, and that the City is within its rights in including this area within the right-of-way for the Drive.

In order that reasonably definite information would be available to the Commemorative Commission, the approximate location of the proposed retaining wall, necessary between Conway and Ashley Streets, was surveyed and marked in September 1954...a letter explaining the proposed construction, and detailing the reasons for the proposed locations, was addressed to the Commemorative Commission. On October 22, 1954, a conference with the Commemorative Commission was attended by representatives of the City and representatives of the Department. During this conference, some members of the Commission expressed apprehension as to damage to the building which, in their opinion, would result from construction and from vibrations caused by traffic. As a result of this attitude, the City Department joined in the hiring of consulting engineers to take borings, recommend types of construction for the various elements, and report upon the possibility of damage to the building.

Copies of the consultant engineers' report, which was favorable to the construction of the project, were distributed to all concerned parties in January, 1955. This matter then became dormant until the latter part of 1956

when the Commemorative Commission obtained, in Pulaski Chancery Court, a temporary injunction to preclude any construction work on the area under question. A hearing was held in December of 1956. On January 23, 1957, the Court dissolved the temporary injunction, dismissed the suit to make the injunction permanent, and issued an opinion that the area in question indeed is a part of Water Street. An appeal to the Supreme Court was taken. Thus continues one of the long-drawn-out controversies in connection with right-of-way acquisition.

Lastly, with respect to locations, at a conference on December 28, 1954, the city proposed a westwardly extension of the Drive to a point on Lincoln Avenue in

front of the Missouri Pacific Hospital, about 250 feet west of the existing viaduct above Missouri Pacific tracks. This extension was agreed to by the Department on January 17, 1955, and was approved by the Bureau of Public Roads on March 17, 1955. Plans for this westwardly extension provide for use of the existing viaduct by the north (west-bound) lane only. The south (east-bound) lane, instead of beginning at Ringo Street, will begin at the west end of the project on Lincoln Avenue and pass over a new viaduct to run eastward parallel to the north lane.

(Thanks to LeRoy Beckett and Vealless Hudspeth for their help and ideas on this article. Map sketches by Mr. Beckett.Ed.)

RIVERFRONT



AROUND THE BUILDING (continued)

film showed the movement of traffic along Freeways with different traffic volumes under various physical conditions and was seen and enjoyed by a number of employees in the Little Rock offices.

Four employees were honored in a ceremony commemorating 25 and 30 years of service with the Highway Department March 27 in the Commission Hearing Room at Little Rock.

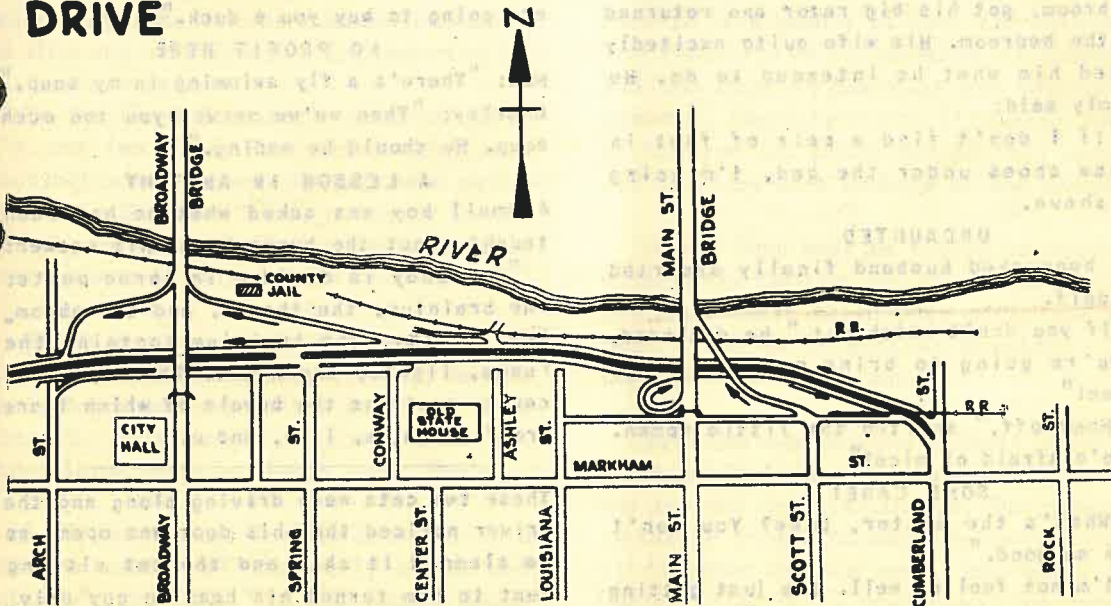
The Highway Commission paid tribute to the employees by presenting them with their Service Pins and Certificates of Merit. Highway Commissioner, Chairman Glenn F. Wallace, told the group of well-wishers who had gathered for the event, "As

Commissioners we do not always have such pleasant jobs to perform as we do today. It is a privilege to honor four employees who have given very valuable service to the Highway Department." After a brief sketch on each of the recipients, read by our Director, Herbert Eldridge, Mr. Wallace made the presentations.

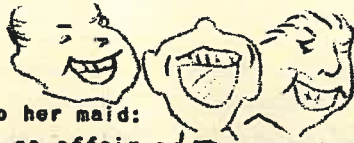
Those who received the awards were: J. C. Webb, District 3, 30 years; Charles E. Hooker, Surveys, 25 years; James F. Hamilton, Division 1, 25 years, and H. B. Matthews, Construction, 25 years.

Our Congratulations to these men for their loyal and faithful service to the Department. They are greatly deserving of the awards.

DRIVE



JEST FOR FUN



by Jimmy Zinn
SHORT AND SWEET

The engineer's wife confided to her maid:
"I think my husband is having an affair
with his stenographer."

The maid was appalled. "I don't believe
it. You're only saying that to make
me jealous."

QUIET, PLEASE

"Bew," said the prosecutor, "tell the
jury why you shot your husband with a bow
and arrow. And remember, you have sworn
to tell the whole truth."

"I didn't want to wake the children,"
replied the defendant.

SUSPENCE

The regular 5 o'clock "home comer" had
arrived at home in mid-afternoon, let
himself in at the front door...walked to
their bedroom and found his wife reclin-
ing on the bed. He continued on to the
bathroom, got his big razor and returned
to the bedroom. His wife quite excitedly
asked him what he intended to do. He
calmly said:

"If I don't find a pair of feet in
those shoes under the bed, I'm going
to shave."

UNDAUNTED

The henpecked husband finally asserted
himself.

"If you don't watch out," he declared,
"you're going to bring out the beast
in me!"

"Hmmmffff," snorted the little woman.
"Who's afraid of mice?"

SOME CASE!

"What's the matter, Luke? You don't
look so good."

"I'm not feeling well. I'm just getting
over a slight case of whiskey."

The reporter returned from an interview.

"Well," said the editor, "what did our
candidate have to say?"

"Nothing."

"Keep it down to a column."

The Maintenance men had been admonished
to meet situations with the best logic at
their command. An elderly native collarer,
the crew foreman on the thoroughfare
to demand:

"What are you and the department going
to do about that overgrown pond in front
of my house where the road's supposed
to be?"

"Oh, that," replied the foreman. "Well
the contractors held a special meeting
last night, Joe, and it's all settled. We
are going to buy you a duck."

NO PROFIT HERE

Mac: "There's a fly swimming in my soup."

Charley: "Then we've served you too much
soup. He should be wading."

A LESSON IN ANATOMY

A small boy was asked what he had been
taught about the human body. His answer:

"Our body is divided in three parts:
the brainium, the thorax, and the abdom-
inal cavity. The brainium contains the
lungs, lights, and heart. The abdominal
cavity contains the bowels of which there
are five: A, e, l, o, and u."

These two cats were driving along and the
driver noticed that his door was open, so
he slammed it shut and the cat sitting
next to him turned his head to guy driv-
ing and said, "Crazy man...who got in?"



the partyline



Statistics and Analysis
Headrick and Hume **Reporters**

We welcome a couple of newcomers to the Traffic section: J. C. Hubbard, Forrest City, and William A. Birdsong, Little Rock. We hope you will be very happy on your new jobs.

* * * * *

The following is a report received from Donald S. Berry, Professor of Transportation Engineering at Purdue University, Lafayette, Indiana.

"I am pleased to report that Billy Kay Cooper, who is on leave from the Arkansas State Highway Department, has been doing very fine work as a graduate Student in Highway and Traffic Engineering at Purdue University.

In the first Semester he received three A's, and two B's in his course which is a distinguished record. He has been doing fine this Semester also, not only in the usual course work, but also in making oral reports on projects assigned to him."

* * * * *

Buddy Lewter spent the week end of April 10 on Lake Ouachita, fishing, natch. Buddy hopes to have better luck next time since he only caught 12 large bass and three large crappie. Tough luck, Buddy.

* * * * *

J. N. Moorehead, Traffic Section, is a charter member of the newly organized Antique Motor Club. His 1928 Mormon Sedan is in good driving condition. Jim is also

taking the Standard Red Cross Course being conducted at Cammack Village.

Mrs. Lena Rhodes had the winning ticket for the Musical Teddy, an office raffle for a baby gift.

* * * * *

Hurry! Hurry! Get 'em while they're hot! Hot dogs! Cold drinks! The Civil Defence Benefit Carnival will be held Friday, May 3, after 5 P. M. and everyone is invited. There will be games, free shows on the midway, music, dancing, and Mr. Zuko, the magician, as Master of Ceremonies. Bill Headrick, a member of this very vital and necessary program, will be sure to have plenty of food for everyone. The carnival will be held at Cammack Village Park at McKinley and Greenwood Streets, three-quarters of a mile north of Highway 10. Scout troops will assist the Civil Defence members at the stands.

* * * * *

Harold Dunn must be trying to catch up with Eddie Cantor, as he and Mrs. Dunn now have their third baby girl. She was born April 14 at Baptist Hospital. Our congratulations to them.

* * * * *

Ruth Cantley enjoyed a short vacation recently in Dallas, Texas, visiting with her son and daughter-in-law. She returned to Little Rock with many stories and tales of disaster she had seen, and heard the Dallas folks tell, concerning the recent tornado which hit their town.

EQUIPMENT AND PROCUREMENT

Mary M. Hill - Reporter

We are happy to welcome JoAnn Eads back. Jo is working in the Procurement Division. She was formerly JoAnn Simpson.

* * * *

We have had several employees on the sick list recently. T. C. Ellis suffered a bad cut on his hand on March 26. Cecil Lacey, Allen Pannell and Oscar T. Davis have been ill, but we are happy to report that Mr. Lacey and Mr. Davis are back with us again. We hope that Mr. Pannell will be back before long.

* * * *

Bonnie Collins became the bride of Robert G. Hill in a beautiful candlelight ceremony at The Highway Baptist Church at 7:30 p.m. March 23. After the ceremony a reception was held in the church. The couple then left for New Orleans where they spent their honeymoon.

* * * *

Frank Pratt, Shop Foreman, spent the weekend of March 23 in Memphis.

* * * *

Mrs. John Harris, Jr., of Pine Bluff, visited Adele Fiedler and daughter, Sandra, the weekend of April 6, at Adele's home in Austin.

* * * *

Taking inventory in this Division recently were G. W. Stanford, E. N. Orsini, Asa Duncan, Leo Causey, Billy Hoggard, R. E. Bell, Howard McDaniel, W. C. Beck, L. E. Harper, J. H. Burns, Hurshel Harwell, Jr., Marvin Robinson, Henry Kirchoff, Carl Hillis, and W. W. Yancey.

Mr. and Mrs. Joe Bonnell, and Charlie, Mr. and Mrs. Bob Hill and Patsy Navens had a fish fry on the night of April 13. Everyone had a wonderful time and there was fish to spare.

* * * *

James Hammond is the proud owner of a beautiful new gray Plymouth. We wish you many miles of happy motoring in your new car, Mr. Hammond.

* * * *

We are happy to hear that Mr. and Mrs. R. A. Short are moving into their new home at 3317 West Markham, in Little Rock.

* * * *

Mrs. Walter Scarborough, wife of our Coffee Shop operator, suffered a stroke April 15. We wish her a speedy recovery.

* * * *

We are sorry to report that Mr. C. W. Colvert's mother, Mrs. Lewis Colvert of Cullendale, Arkansas, is seriously ill. She is in need of blood and the family will be glad to specify type and any other information necessary to donors.

* * * *

We extend our sincere sympathy to Mrs. J. W. Hollingsworth in the loss of her mother, Mrs. Dora A. Wilson, who passed away Friday, March 22, 1957.

PLANS DIVISION

John Hicks Reporter

Donny Orton was home recently visiting parents, Travis and Wilma Orton. Donny is studying Radio and Electronics at the Naval Training School in San Diego and is a very busy and interested sailor.

The partyline

Peggy, your scribe's wife, was called to Leslie by the illness of her father, J. A. Bratton, who was suffering an attack of pneumonia. He is greatly improved at this writing.

* * * *

We are glad that Wilburn (Bill) Sneed is feeling up to par again. Bill was off several days because of illness, but reported back to work April 17.

* * * *

Frank and Betty Hutchison and their son, Phil, drove their new "buggy" to Pine Bluff over the week end recently for a visit with Betty's sister and brother-in-law.

* * * *

Ralph Stiefvater spent the week-end of April 13 in Pittsburg, Kansas visiting with friends.

* * * *

Spring has truly arrived! Several of our employees have been fishing but it seems they "ain't talking." Duane Reel is clearing his newly acquired plantation of brush wolves and Indians. Your scribe is finishing the remodeling of his house and touching up the lawn for summer. Marvin Bunch is also engaged in improving his house and lawn.

* * * *

Sidney Lee spent the week-end of April 6 visiting his father, Sidney Lee, Sr. at Fort Smith.

* * * *

Several of our employees attended the Arkansas Engineers and Associates banquet which was held March 29. They all said they had a wonderful time.

John Hicks who reports the news in the Roadway Plans section is an author (though he's too modest to admit it) and has had several articles published recently. John had three or four of his writings published in 1956 and so far he seems to be getting off to a good start this year. "The Ritual of Soapmaking" was printed in the magazine section of the Arkansas Democrat March 31, and a warm, nostalgic bit of reminiscing about his "Grandmother's Kitchen" which is the title of the article, appears in the April issue of Mother's Home Life, a national magazine. One article that John wrote entitled, "Lost," was written under a pseudonym of "The Old Ozarkian." Continued good luck to you, John, in your profitable avocation...Editor

ADMINISTRATIVE OFFICE

Sallie Alexander - Reporter

V. E. Scott, our Administrative Assistant, entertained your reporter with a lovely birthday luncheon April 2, at the Lido Inn. Guests were: Pat Denson Joyce Spencer, Ferol Jones, Betty Lane, Dorothy Switzer, Helen Hackett and our Director, Mr. Eldridge. (Sallie, we hope you have many, many, more happy birthdays and also the very best of luck on your new job. Sallie is leaving us soon to go to the state of Washington, where she will attend an Airline School for eight weeks. From there she may be sent any place, she said, but we hope it's near enough for you to come back to see us. You're gonna' be missed...Editor)

The Partyline

RIGHT OF WAY AND LEGAL DIVISIONS Beverly Hart - Reporter

The Right-of-way Division boasts two new employees. A new stenographer in the person of Carolyn James and a new assistant Right-of-Way Agent, Gip Robertson, Jr., whom many of you will remember, as he worked with us before serving two years in the Army.

* * * *

We miss our two former stenographers, Josephine Jurgerson and Jeanette Kuhn, who left us April 1, to tend their children and child-to-be, respectively. Jo, having spent one and one half weeks in the hospital shortly after her termination here, is home now and doing fine. Jeanette tells us the baby should be here by the time you read this.

* * * *

A. W. Hardy has been elected President of District 14 Council of the American Society of Civil Engineers. Congratulations, Pop!

* * * *

The Legal Division is glad to welcome Bill Demmer, Attorney, to the office. Bill joined us March 20 and we hope he'll be happy with his new job.

IBM DIVISION

Nadine Trantham - Reporter

Rita Hardcastle will be leaving us April 30 to keep house and care for her 18-month-old son. We will miss Rita very much and have enjoyed working with her while she was here.

Roy Shelby and James Willard have completed a special school at I. B. M. We want to compliment them on the good grades they both brought back.

* * * *

Gladys Plunket's daughter, Sue, who is attending the University of Arkansas, is one of three girls who has been nominated as a Sophomore Counsler in the F. H. A. House (Sue's dorm) for next year. We're very proud of Sue, as this puts her in the run-off for Freshman of the year. Good luck to her and we hope she is selected.

BRIDGE DESIGN DIVISION

Virginia Tackett - Reporter

We are happy to be able to report that Fred Funda, Bridge Designer in this Division, is making splendid progress in his recovery from his recent illness. He has been home from the hospital for little over a week now, regaining his strength, and has expressed his appreciation for all of the good wishes sent him by his friends.

* * * *

Doc and Etta Bonner celebrated their fortieth wedding anniversary Sunday, April 14, as guests of their son Jack, for dinner at the Smorgasbord in Hot Springs. They drove over early in the day in Jack's new Chevrolet station wagon and spent the day sight-seeing. Many, Many happy returns of the day.

A nickel can go a long way these days. You can carry one for several weeks before you find anything it will buy.

The partyline

PERSONNEL DIVISION

Hazel Norman - Reporter

We wish to welcome Beverly Brady to our office. Beverly hails from Woodruff County and she and husband Don have two children, Michael and Kevin. Don is a student engineer with Max Mehlburger, Consulting Engineer.

* * * *

Lucille Sowell must be quite proud of her son, Jimmy. He made her a step table in Industrial Arts class and won third place in the State "School Fair" which was held at Conway last week.

* * * *

Sibble Cox' daughter "Puddin" has been on the ailing list recently. She has had measles, along with pneumonia. We are happy to report that she is doing fine now and will soon be back in school.

* * * *

Luther Squires, our building Superintendent, fell from the cliff on the Old Highway building grounds and "busted" his kneecap recently. Luther must be so proud his newly adopted, four-month-old son that he can't even see where he is going. Congratulations to Mr. and Mrs. Squires.

* * * *

April seems to be the month of Birthdays around the Personnel Office. Martha, Sarah and Lucille have all had birthdays this month. They were all s'prised with gifts, too.

* * * *

Jack Roland is still off due to an injury received in a collision March 1. We hope he will be able to return soon.

Frank Lewis, our nighttime elevator operator, must have had too much vacation for he has been on the ailing list. Also, we wish to remember Jeff Holland again in this issue. Jeff's finger is still sore but not as much as it was this time last month, he said.

Materials And Tests

Rodgers And Steele - Reporter

Two of our men are celebrating their birthday this month. H. W. Schneider and H. T. Hollensworth. Happy Birthday!

* * * *

The Materials and Tests employed two new men since our last news broadcast: Doyle Havens, Conway and Fred O. Griffin, Sheridan. Welcome to the laboratory.

* * * *

E. W. Wales and Hilda are spending their vacation again this year in Fort Myers, Florida Deep sea fishing. We know we will hear some tall fish stories when Mr. Wales returns.

* * * *

Mrs. Roark, the wife of G. W. Roark, our Chief Chemist is recuperating nicely since having some dental work done. We are glad she is improving.

* * * *

Maureen and husband are a two-car family now. Getting in the class with some of the others.

* * * *

Irwin Roller, husband of Frances, returned recently from a three weeks bakers school in Dallas. Irwin is connected with Colonial Bakery.

the partyline

ACCOUNTING DIVISION

Leslie and Bivens, Reporters

Joe Schamer, Johnny Beavers, Lee Wagner, and Sam Foster were absent for about a week due to illness. We're glad to have them back. We're also happy to welcome Wally Blackstone back after a long illness.

* * * *

Margaret and John Allen spent the weekend in Hughes visiting with Mr. Allen's mother and father.

* * * *

The Accounting Division enjoyed a potluck of delicious food on April 18.

* * * *

Margaret and John Allen are the proud grandparents of a baby boy, born in Germany on April 23. Congratulations, All!

* * * *

Olen Randle's son and family from Fort Smith were in town for the Lumberman's Convention recently.

* * * *

Aleene Boysen's sister-in-law and family from Portland were Easter weekend guests of the Boysens. Wally Blackstone's son and family from Texas A. and M. spent the Easter holidays visiting with their parents and friends.

DISTRICT 1

Headquarters Kathryn Booher Jonesboro

Our office is running at high speed and we don't have much news as nothing happens around here but hard work but here are a couple of items....

Visitors recently from the Little Rock office were: A. G. Rives, Gerald Sisk, Harry Wright, Lee Wagner, and Bob Johnston. Come back soon.

* * * *

We welcome James C. Cobb, who was transferred to our District Headquarters from District 1 Construction Division. Mr. Cobb is Construction Inspector.

* * * *

We regret to report the death of Mr. C. H. Kelly, who passed away on March 23, in St. Vincent's Hospital in Little Rock, after undergoing surgery. Mr. Kelly was employed as Construction Inspector in our District. He will be greatly missed and we extend our deepest sympathies to his wife and family.

CONSTRUCTION OFFICE

District 2 Ralph Hass Rison

Dewey and Betty Hamilton are the proud parents of a baby girl, Belinda Gayle, who was born March 23. The little one weighed in at 8 pounds, 3 ounces. Congratulations to the happy couple.

* * * *

The two new bridges across the Saline River on route 79 near Kingsland are nearing completion.



REPORTER'S
DEADLINE
MAY 16

The partyline

DISTRICT 2

Division 2 Ouida Grimes Pine Bluff

Congratulations, Mr. Robert Warren, on having such a famous daughter. Mrs. Mary Alice Bookhard, Woman's Editor of the Jackson, Mississippi Clarion Ledger is Mr. Warren's daughter, and he is justly proud of her achievements. She has had two nice articles written about her in two different papers, one of the articles being a full page story about her.

* * * *

Congratulations to Dorothy and Charles Tucker, who are the proud parents of a baby son, Steven Ray. He was born on March 22 and tipped the scales at 7 pounds, 8 1/2 ounces.

* * * *

Mrs. Inez T. Royston is really taking advantage of her retirement. She is catching up on her resting and visiting, and enjoying every minute of it. She has used her farewell gift from the Highway Employees of the Division to dress herself up for spring. We are looking forward to a visit from her soon.

* * * *

We are glad to have J. L. "Blondie" Goins back at work after being off a few days due to illness. He has had a rich man's disease; the gout. We are also glad to have Joe Savage back on the job after being ill.

* * * *

Betty Wayne Cockrell, daughter of Mr. and Mrs. James Cockrell, is valedictorian of the graduating class of Wilmar High School. Congratulations to you, Betty.

Congratulations to Mr. and Mrs. Willard P. Johnson who are the very proud grandparents (for the first time) of a fine grandson. The little one was born to Mr. and Mrs. Jackie Sims of Monticello on April 8 and weighed 7 pounds, 8 ounces. His name is Mark Stephan.

* * * *

A belated "Happy Birthday" to Woodrow Wilson, whose birthday was April 9. Hope you have 46 more happy ones!

* * * *

A number of Highway Employees in Division 2 have sons and daughters who are eagerly awaiting Graduation Day, which will be around the middle of May. Congratulations to Annette, daughter of Mr. and Mrs. Bob Farmer; to Eddie, daughter of Mr. and Mrs. Monroe House; to Mary Jane, daughter of Mr. and Mrs. Walter Perry, to Keith and Kelvin, twin sons of Mr. and Mrs. Woodrow Wilson; to Mike, son of Mr. and Mrs. Brewster Shalmy.

DISTRICT 3

Division 3 Olive Jackson Hope

We are very proud of one of our employees, Sam Huckabee, who, we understand made next to the highest grade at the Materials and Tests Training School in Little Rock.

* * * *

Lula and Loyd Haynie had as their Easter guests, their son and daughter-in-law, Bob and Ida Rae Haynie, and little grand-daughter, Lois Carol, of Fayetteville, where Bob is a student at the University of Arkansas.

The partyline

We are sorry to report that Eldredge Lee, one of our Pile Driver Operators, had the misfortune of losing his left hand while operating a pile driver on Highway 41 near Ashdown, on April 9. Eldredge was rushed to the Ashdown Hospital but has now been transferred to the Memorial Hospital in Hope. We all wish him a very speedy recovery.

* * * *

This office enjoyed a very nice visit with Uncle Charlie Helderbaun of Little Rock on April 9 and 10.

* * * *

We are very happy to have Mack Hicks back on the job. Mack returned to work March 25 after having been off several weeks due to surgery.

* * * *

Congratulations to Betty Jo and Ray Farris who are the proud parents of a little Daughter, Teresa Ann, who arrived on March 23.

* * * *

During the month of March, the following employees received their Service Pins and Certificates of Merit: Edgar Andrews, 15 years; Hoyitt Archer and Roy L. Bonds, 10 years; and Neil Buchanan and William C. Irvin, 5 years. Congratulations!

* * * *

W. C. Beck assisted in taking Inventory at the Central Shop in Jacksonville during the first week of April.

* * * *

April 17 marks your reporters twenty-fourth anniversary with the Arkansas Highway Department. (Congratulations! Hope we can match your record some day!)

Hurshel Taylor, and Mrs. Taylor have just returned from a nice visit with their daughter and her husband, Mr. and Mrs. Howard Martin, who make their home in Memphis, Tennessee.

* * * *

We wish to welcome the following new employees in this Division who have recently started to work: Alton Self, Clarence Edward Whitten, Obie Berry Foster, Wiley Rushing, Otho Hammett Green, and Jerry Brooks Lee.

* * * *

We are sorry to report that Louie H. Dillard is in the Government Hospital in Little Rock. As Louie will probably be there for several weeks, he would enjoy receiving cards from his friends.

* * * *

We extend our sincere sympathy to Arthur Clark in the loss of his sister, Mrs. Joe Burkette, who passed away March 20, in Las Vegas, Nevada.

DISTRICT 3

Division 7

Sula Burnham

Camden

A. G. Rives paid us a surprise visit Friday. It was a pleasure having you, Mr. Rives, even though your visit was short. Drop in again soon.

* * * *

Mr. and Mrs. T. H. Thompson spent the week end in Baton Rouge, Louisiana recently. Mr. Thompson said they had a wonderful trip and he reports that the Arkansas Highways proved superior to any of the others covered over his 800 mile trip. Orchids to us!

The partyline

David Lawrence Lee, Jr. is attending Special Training School in Little Rock. Hurry and complete your course, David, as we are all lonesome since you left.

* * * *

We are very glad to have Carl Tutt join our family in Division 7. Carl is in the Stock Room holding down David's job.

* * * *

Jewel Prince spent a week's vacation at Bragg Lake. Jewel reported fair luck at fishing, but no evidence was shown!

* * * *

Mr. and Mrs. Hugh Anderson spent the last week in March in Orlando, Florida visiting their daughter and family, Mr. and Mrs. Lincoln Benton. They spent the night en route at Palatka, with Hugh's brother, Jack. It wasn't all SUNSHINE there. (Florida Chamber of Commerce, take note.) Rained every day in fact, and the weather was cool. The fresh oranges he plucked from the trees were delicious!

* * * *

Don Hayes is "all smiles" since he was on a turkey hunt at Bill Lonsdale's camp near Fordyce April 10. He killed a huge gobbler weighing 24 pounds! How about a turkey dinner, Mr. Hayes?

* * * *

We extend our sincere and heartfelt sympathies to Mr. and Mrs. R. H. Laney and their family in the loss of their son-in-law, L. S. Woodriff, and also to the family of Burrell Gresham whose sister and brother-in-law, Mr. and Mrs. Gilbert Gordon, were killed in an auto accident. May God bring comfort to all who are bereaved by their passing.

DISTRICT 5
Division 9 Shirley Morton Harrison

Homer Mathis has retired from the Highway Department after several years of service. We wish him lots of good luck and a long and happy retirement.

* * * *

Minnie Shinn recently entertained some guests from Iowa in her lovely farm home, and Mr. and Mrs. E. E. Hurley's son, Pat, was home visiting from the University for the Easter holidays.

* * * *

John E. Smith, Jr., Gilbert Jenks, Dell Kendall, and Garlen Bowling are attending Special Training School in Little Rock.

* * * *

We wish a speedy recovery to the wives of Dick Hinchman, John Burlsworth and Neal Taylor, who have all been ill.

* * * *

Congratulations to the following who received their Certificates and Pins recently: Guy Brasel, 15 years; Robert Lee Crabtree, 10 years; Hale Haden and Iris Lee, 5 years, and Raymond Cantrell in District 5 Construction, 5 years.

* * * *

Congratulations to C. G. Williams who is sporting a beautiful new Plymouth!

* * * *

The Jim Caviness family has moved into their new home on Lewis Street and Jim is busy building a first class workshop.

* * * *

We extend our deepest sympathies to Edris Hulsey and her family in the loss of their sister and daughter.

BULLETIN
SPRING HAS
ARRIVED IN →

ARKANSAS
the
LAND OF
OPPORTUNITIES

