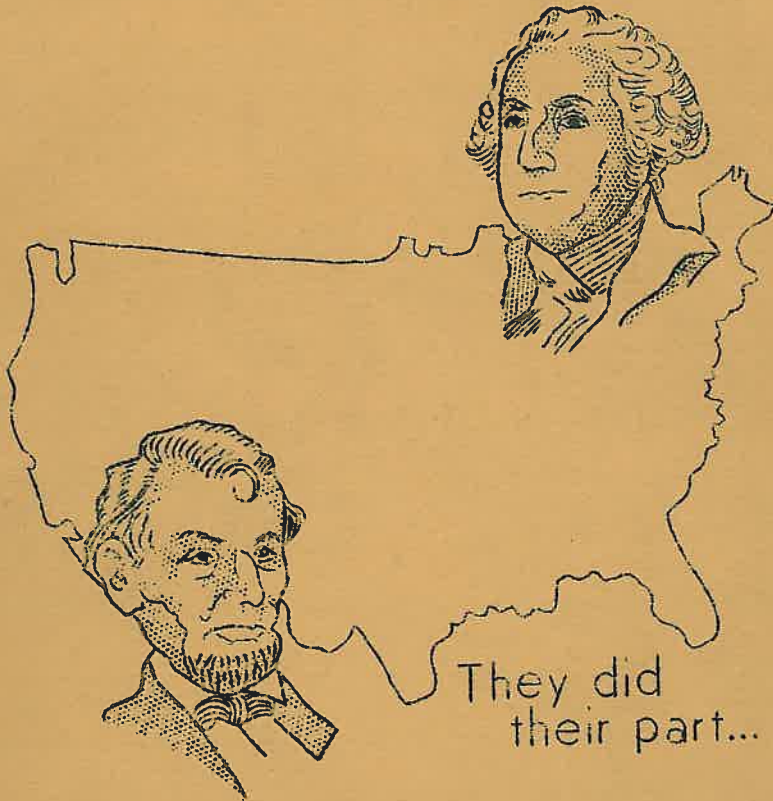


# ARKANSAS HIGHWAYS

Volume 6

Number 2



They did  
their part...

FEBRUARY 1958

# ARKANSAS HIGHWAYS

A Monthly Magazine for Employees of The  
Arkansas State Highway Commission

Vol. 6

February 1958

No. 2

## STATE HIGHWAY COMMISSION

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Herbert Eldridge, Director  
W. Ward Goodman, Chief Engineer

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## GROUP INSURANCE

During the summer of 1955, the Director of Highways appointed a committee to investigate the possibility of a group insurance plan for Highway employees. As a first step, the committee wrote several of the larger insurance companies which handle group insurance plans, requesting that they prepare a model set of specifications for the Highway employees. Practically all insurance companies assisted in developing specifications suitable for the Highway employees.

The members of the committee could devote only limited time to the program, and there was delay in securing a contract.

To determine the number of employees interested in group hospitalization and life insurance, a questionnaire was prepared and given to all employees in May, 1957. Eighty-nine per cent of the employees indicated that they would like to have group life and hospitalization insurance with payroll deductions.

The State Insurance Commissioner approved specifications for a group plan on October 11, 1957. On October 23, the Highway Commission issued Minute Order 2295 approving the specifications and authorizing the Director to advertise and receive bids for a group contract, and appoint a Group Insurance Committee. The Committee members are: R. B. Winfrey, Chairman; J. R. Henderson, C. Don Hayes, C. A. Shumaker, and Fred T. Leebrick.

As a result of advertising for bids, 70 companies requested copies of the specifications, and 12 companies had submitted bids by the date the bids were to be opened, November 25, 1957.

A comparison of two existing group hospitalization plans with the proposed plan was made. The proposed plan offered more daily room benefits, hospital extras, out-patient emergency treatment, larger surgical schedule, plus life insurance, all at a rate very near the existing plans. The proposed plan provided 31 days hospital benefits for each entry with no maximum days per year. Fifteen dollars unscheduled diagnostic service twice a year, provides for continuance of the insurance after retirement, premium payments to be made by payroll deduction, payment of benefits to the hospital or to the employee. After considering the above facts, the Insurance Committee recommended that the First Pyramid Life Insurance Company of America, home offices in Little Rock, be awarded the contract effective December 5, 1957.

Enrollment started December 19, with the Central Office in Little Rock and progressed to Divisions 2 and 6 by January 2, with 666 employees accepting the program and only 88 rejecting the plan with 119 not making a response. Enrollment is anticipated to be complete by the end of January.

Although the Group Program has been explained in Administrative Circular 57-53, and by the representatives of the First Pyramid Life Insurance Company, any employee may obtain additional information about the Group Insurance Program from his supervisor. In the event he cannot answer his question, he may contact Howard Johnson in the Accounting Department of the Highway Building, who has been selected by your Committee to act as Executive Secretary.

# FAIRNESS

Fred C. Tanner  
Personnel Director

It is not always easy to be fair when judging a person and in viewing his mistakes, but fairness is one of the cardinal rules of good leadership regardless of the capacity in which you serve. Thus, we have often been told that we should allow for conditions and circumstances which may account for whatever annoys us in a person's behavior.

This is a good rule because we have had occasion to be thankful for someone else's fairness in judging us and in taking the proper perspective on the mistakes we made.

We want to be fair and in fact, if our conduct depended on our good intentions alone, exemplary behavior would be as common among us as it actually should be at all times.

So many things constantly interfere with our desire to be fair however, that there is where the trouble comes in. When you have every right to be annoyed with someone, it takes a lot of self-control to pull yourself into an objective frame of mind and view the man in the proper perspective. You can do it, however, and it isn't the most difficult part of being fair, either.

When you have it "in" for someone - perhaps because he just rubs you the wrong way, or because his work or attitude leaves something to be desired, then a really formidable barrier to fairness exists. Dealing fairly with such a person is extremely difficult because you resent him. The fairness rule in such a case

should not be disregarded, for applied to yourself, unfair treatment isn't any easier to take just because someone resents you.

The solution then is in the resentment itself. Admit to yourself that you resent a person and clarify the reasons for such an attitude. Trying to analyze and understand it will help you to keep it separate from any other sentiments that are caused by his personality or behavior; it will help you to be fair in your judgment of his conduct of his strength and weaknesses.

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## A MAN'S MEASUREMENT

submitted by Bea Davis

A man's no bigger than the way  
He treats his fellow man!  
This standard has his measure been  
Since time itself began!  
He's measured not by titles or creed  
High-sounding though they be  
Nor by the gold that's put aside;  
Nor by his sanctity!  
He's measured not by social rank,  
When character's the test.

Nor by his earthly pomp or show,  
Displaying wealth possessed!  
He's measured by his justice right,  
His fairness at his play,  
His squareness in all dealings made,  
His honest, upright way.  
These are his measures, ever near  
To serve him they can;  
For no man's bigger than the way  
He treats his fellow man.

- Anon.



# DRIVERS SHOULD WATCH GLASSES

Drivers have been warned that glasses have a dangerous effect on vision. That is, if they have been emptied several times by the driver.

That warning comes from the National Safety Council, which says the throttle and the bottle are big factors in the holiday traffic toll.

Social drinkers, because of the stepped up festivity that prevails during any holiday, present a greater traffic hazard than at any other time of the year, the Council said.

In a special study of 501 fatal accidents which occurred during a Christmas season and killed 609 persons, the Council found drinking drivers were involved in 55 per cent of the accidents. At other times of the year they are involved in about 30 per cent.

Men were driving 94 per cent of the accidents studied. In 90 per cent only one person was killed. Almost four out of five were men, and these were mostly the drivers.

The most common type of accident was collision between two or more cars. Next in order were non-collision, pedestrian, and fixed object collisions.

The most common driver action contributing to fatal accidents was driving on the wrong side or in the center of the road. Failure to observe a signal or stop sign was second. Mechanical failure or tire blowouts were mentioned in only four of the accidents studied.

In launching its annual Christmas safety campaign, the Council said the nation may have a safer and happier holi-

day this year if drivers will exert a little extra care and caution. The traffic trend is encouraging. During the first nine months of 1957 traffic deaths dropped 3 per cent from the same period for the previous year - a saving of 800 lives.

If this rate of improvement had been maintained the rest of the year more than 1,000 lives could have been saved. Unfortunately it didn't. In fact the accident rate and fatalities took a sharp incline. The National Safety Council had set 130 for the 30-hour period at Christmas and the traffic death toll was 225. The traffic fatalities for a one-day New Year holiday soared to a record high of 157 at this writing with more trickling in. This figure far surpassed the figure predicted by the safety officials.

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The response to the urgent appeal for blood donors for John Strom during his recent illness, was terrific, and on behalf of Mr. Strom, Fred Tanner, and in fact, all of Mr. Strom's good friends in Arkansas Highway Department, a very big Thanks! Those who donated were: P. E. Schenke, Bureau of Public Roads; C. Parker, and J. Barnes, Central Shops; and John Hall and Frank Battisto, who are in Bridge Design. Those who offered to donate but were not needed were Joe Stinson, Jim Guffey, L. Yeager, and L. Cross, all of the Central Shops in Jacksonville.

We are happy that John is on the road to recovery and hope that he will soon be able to return to his job.

# AROUND THE BUILDING

Mr. Eldridge was one of the speakers at the annual meeting of the "Committee of 100," in Texarkana, January 15. The group is comprised of businessmen of the Texarkana vicinity who are interested in acquiring new industry to the city. Mr. Eldridge spoke on the Highway Department and the Interstate Highway System. On January 23, the Commissioners of the Department and Mr. Eldridge, are invited to attend the celebration of the completion of 115, from Smithville to Imboden, which will be held at the Sloan-Hendrix School of Imboden. Mr. Eldridge will be off to Chicago, Illinois, January 30, to attend the special sub-committee meeting of the Highway Transport Committee of the Illinois Division of Highways.

The Red Cross will have an advanced course in First Aid for Instructors. This course is a review of the next text book on changes in skills and techniques, and an instructor will be available for this course on February 17 and 18. There are several qualified First Aid Instructors in the Districts and this course would be advantageous to them as well as to the Department. Those who are currently eligible or authorized for a refresher course are: George F. Ingle, Division 6; Ted C. N. Maryman, Division 3; J. Forrest Williams, District 5; Woodrow K. Wilson, Division 2; Alton T. Beard, M & T; Frank Caple, Equipment and Procurement; Charles A. Enrick, Division 2; Alton Farley, Division 9; Emerson I. Hammell, Division 4; Freese Kimmer, Division 5; Jess M. Rush, Division 10; Maxwell S. Smith, Division 7;

and Dennison F. Yates, Right-of-Way. The tentatively scheduled review is a 9-hour course to be held in Little Rock.

Fred Tanner, Director of Personnel, and Jimmy Zinn, Personnel Interviewer, were in Fayetteville December 17-19 to interview the January and June graduates in the College of Engineering, as potential engineers with our Department. They conferred with Bob Bissett, Assistant Dean of Engineering, and Jim Yarbrough, of Statistics and Analyses, who is teaching and working on his Master's degree. They stopped en route on the return trip to visit with the District 4 and Division 8 Offices, at Russellville.

The effects of the holidays are still felt somewhat, and a few of the memories linger on, even though it has been over a month since they were upon us. A few of the events which occurred were too late for the last issue. We held the annual carol-singing in the Little Rock Building on December 24. Frank Caple of Equipment and Procurement led the singing. Ferol Jones, accompanied by Jim Meredith at the organ, sang two selections, and the very talented Charlene McClain of Construction, played three numbers on the marimba. Several of the departments in the building held parties with refreshments. And for the benefit of you District and Division employees, the lobby held a lovely Christmas tree this year for the first time. Thanks to the employees who chipped in to buy the decorations for it, which can be used now from year to year.



# AROUND THE BUILDING

Statistics and Analyses Division has prepared a booklet titled, "Something About Interstate Highways in Arkansas." The purpose of the booklet is to answer some of the questions the people in the state are asking about the system. It has a glossary in the back for those unfamiliar with the general terms used in the book. Bill Moore of Statistics and Analyses, designed the cover for it. Another pamphlet, "The Travel Trade in Arkansas," has been printed recently also. The contents of it were compiled jointly by the Highway Department, Arkansas Publicity and Parks Commission, U. S. Bureau of Public Roads, and the University of Arkansas Industrial Research Center. It gives breakdowns on our source of receipts from local customers, and the travelers in the travel-serving firms such as eating establishments, lodging places and amusement places. The booklet also includes many other bits of information about employment, revenue from various sources, and attractions the travelers visited.

Dempsey M. Tomlinson, who was employed as an instrumentman in Construction for three months last year, has completed his engineering training at the University of Arkansas, so is now back with the Department as a full-fledged engineer. Dempsey attended Harding College, Searcy, and received his degree from the University. He will be employed in Construction in the Little Rock area. He is married and has two children. We are very happy to have him.

At a staff meeting in the Commission Room January 13, Division Heads were introduced to a group of men from the Bureau of Public Roads, who were here to learn the practices and procedures followed by the Highway Department in meeting Bureau of Public Roads regulations. F. P. Alexander is the Director of the Bureau's Program Examination Division. His staff members were: Grant Myer, J. N. O'Conner, Lionel Cook and Henry Albrecht.

The new members who were appointed to serve on the Employees Advisory Committee for a six month's period, January 1, to June 31, 1958, are as follows: W. H. Moore, Statistics and Analyses, Chairman; Betty Lane, Legal Division; and Jim Zinn, Personnel Division. The purpose of the Advisory Committee, is to hear any "beefs" the employees may have and refer any reasonable problem to Mr. Eldridge and the Commission. There have been many changes and improvements inaugurated in the past through this medium.

A fish story to end all fish stories: Two local fishermen - names which we'll not reveal, were having poor luck on Horn Lake. One suggested that the minnows be soaked in some whiskey...at the first cast the rod bent nearly double and it took the combined efforts of the two nimrods to reel in the prize. Then they discovered that the minnow had seized a 12 pound bass by the throat and was choking it,

A child may dare - so drive with care.

# DIVISION OF ROADWAY DESIGN

The success of Arkansas' road construction program revolves around the Division of Roadway Design.

The function of this Division is to assemble the necessary data and correlate it into a finished set of roadway construction plans. Information is channeled into Design from many departmental agencies. Chief among these is the Surveys, Statistics and Analyses, and Materials and Tests Divisions.

Roadway Design is under the able leadership of George Fry, Division Engineer, who has been with the Department for 32 years. He is assisted in his work by G. E. Williams, Assistant Division Engineer, and Pat Huddleston, Chief Draftsman, both of whom are veterans with the Department.

To facilitate the work program, the Division's thirty employees work in squads, averaging eight men to the squad. These squads work under the supervision and direction of Squad Leaders, R. B. Smith, Travis Orton, Fred Pulliam, and Glen Trammel, and their assistants, all of whom are licensed engineers.

The personnel is made up mostly of men who have spent many years with the Department. These draftsmen and designers

are well trained in their work, and having worked as a team for many years, are highly efficient. Forty-two per cent of them are registered engineers.

The one feminine touch found in this "man's world" is Miss Linda Clement, draftswoman. Linda has only been with Design a short time but has proved herself an efficient worker. The personnel of the Drafting Room consider Linda a<sup>nt</sup> born member of the family since her late father, F. B. Clement, began his engineering career here in 1935.

As has already been mentioned, many of the employees are veterans in the Department, and many have spent most of their working years in the Division. An employee may leave the department for a time but usually becomes homesick and returns at the first opportunity.

The service records of Roadway Design are as follows: George Fry, 32 years; R. B. Smith, 30 years; G. E. Williams and J. C. Hicks, 27 years; Fred Pulliam, 25 years; Travis Orton and Ralph Rogers, 27 years; Ray Garner, 22 years; and ten other employees average 11 years service. This is a record of which any organization should be proud.

## THE SHEPHERD

Retrospection: "For a thousand years in Thy sight are but as yesterday when it is past." Psalm 90:4.

You took a licking yesterday...They beat you good, I heard you say. Defeated you at your own game...and filled you

with chagrin and shame. But that was yesterday, my friend...The nightfall saw that era end...And at this dawn we all began, a brand-new life to scheme and plan, with help of God to live its hours...and meet new problems with new powers.

---Julien C. Hyer



# TWELVE COMMANDMENTS

In a talk last August to the National Society of Professional Engineers, Arthur L. Wiesenerger, former chief engineer and deputy secretary of the Pennsylvania Department of Highways, suggested the "Twelve Commandments" as an approach by which states may help to resolve the problem of obtaining highway engineers.

1. Fairplay. Reasonable and adequate salaries commensurate with the responsibilities involved.

2. Stimulation. Challenging work to test the skill, imagination and knowledge of the engineer.

3. Promotion. A promotional system based on merit, ability and ingenuity.

4. Protection. Protection against arbitrary and unwarranted dismissal.

5. Training Plans. In service training programs to enhance the engineers' knowledge, hence, advancement opportunities.

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## D. ALLEN MATHEWS

D. Allen Mathews, an employee in Division 6, North Little Rock, was fatally injured January 2, while at his job on Highway 5.

Mr. Mathews, 63, had almost 25 years of continuous service with the Department, having started in August, 1933. He held the position of mud-jack operator.

Our sincere and heartfelt sympathies are extended to his wife, Ruth, who survives him. He will be greatly missed by all his friends and co-workers in Arkansas Highway Department.

6. Regular Increases. Periodic salary increases based on performance, attitude, and aptitude.

7. Sick Leave. Sick leave and vacation accumulation.

8. Insurance. Health and life insurance benefits comparable with those of industry and the Federal Government.

9. Social Security. Unemployment compensation and Federal Social Security coverage added to retirement programs now in effect.

10. Recruitment. An aggressive, realistic and imaginative program which will bring to engineering students and other qualified candidates the true story of the challenge and opportunity presented in engineering jobs in State governments.

11. Recognition. Professional recognition based on rigid educational requirements.

12. Information. A vigorous and well-trained information service.

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## CHARLES P. JERNIGAN

Charles Pate Jernigan, 56, an employee in Equipment and Procurement, died in a Little Rock hospital January 18, after a short illness.

Mr. Jernigan was a member of the Immanuel Baptist Church. He was also a member of the Stuttgart Masonic Lodge, Scottish Rite of Fort Smith, and the Shrine of Pine Bluff.

Our deep and heartfelt sympathies are extended to his survivors who include his widow, Mrs. Alta Lucas Jernigan; his mother, Mrs. Cora Jernigan, Little Rock; a brother, Henry Flinn Jernigan, Little Rock, and a grandson.

# VACATION LEAVE

MINUTE ORDER 1353 pertaining to Employee Leave Policy is hereby cancelled and superseded by the following:

Employees of the Arkansas Highway Department as are defined eligible herein may take accrued vacation, sick and military leave as limited by the following general policies:

1. Eligibility for Leave. All regular employees of the Highway Department including those paid on an hourly basis shall be eligible for vacation leave after nine months continuous employment. Vacation leave will not apply to part time employees.
2. Accrual and Usage. Vacation Leave will be accrued on the basis of two weeks (10 working days) for each full year period. Computation of vacation leave will begin with employment and for record purposes accruals will be credited monthly.

Each eligible employee may have two weeks vacation leave each calendar year. If an employee desires to use vacation leave in increments of less than two weeks at a time, a total of ten working days per calendar year may be used.

It is the desire of the Commission that employees take a vacation each year. At the end of the calendar year unused vacation accruals will be lost except as herein provided.

Upon approval by the Director an employee may be permitted a vacation period of a maximum of 15 days provided that vacation leave for the employee over a two year period does not exceed 20 days.

The dates for vacation leave must be approved in advance by the employees' Division Head or District Engineer.

3. Payment for Vacation Accruals. Upon termination of an employee payment will be made for vacation accruals not to exceed 10 days.
4. Administration. Division Heads and District Engineers will be responsible for the administration of the vacation leave policies outlined herein but copies of vacation leave records shall be furnished to the Personnel Division for permanent file.



# SICK LEAVE

1. Eligibility for Sick Leave. Such employees of the Highway Department as have been defined eligible for vacation leave are also eligible for sick leave after three months continuous service. Sick leave is defined and shall be administered according to the following general policies.
2. Amount of Leave. Sick leave will accrue at the rate of one-half working day per calendar month of employment. Computation of sick leave will begin with the first full calendar month of employment or major portion thereof.
3. Sick leave may accrue from year to year with a maximum of 90 days. No payment will be made for accumulated sick leave upon termination of service.
4. Usage. Employees returned from sick leave of three working days or less will sign a certificate stating that absence was due to sickness. Any sick leave of more than three working days must be accompanied by a doctor's certificate or the entire leave will be deducted from vacation leave or the salary, as the case may be.

Sick leave used in excess of accrual will be charged against vacation leave until such leave is exhausted. Then the employee will be placed on leave without pay or on the disability provision of the retirement plan if applicable.

5. Administration. Division Heads and District Engineers will be responsible for administration of the sick leave policies outlined herein. Copies of all sick leave certificates will be furnished the Personnel Division for permanent record.

# MILITARY LEAVE

Military Leave is granted State employees under the provisions of Act 465 of 1949.

Employees are granted two weeks plus necessary travel time for military leave without loss of pay, and this shall be in addition to regular vacation time allowed such employees.

# CONTROLLED ACCESS VERSUS UNCONTROLLED ACCESS

Paramount among the many questions involved in creating a modern highway transportation network for John Q. Public is the thorny problem of access control on major arterial highways. Yet it is perhaps the most vital of all since its lack can render an ultra modern facility inadequate and obsolete the day it is opened to traffic. Certainly to the average highway engineer the essential quality, the indispensability, of controlled access and the stifling frustration of uncontrolled access are so apparent that it is accepted as basic in the design of modern highways.

## PUBLIC DEMANDS FACTUAL PROOF

However, the public does not have the informed and objective approach to highway design which is the professional asset of the highway engineer. On most problems John Q. Public can be reasoned with quite successfully as a road user but on this question of access control the highway engineer meets in the abutting land holder, particularly of commercial lands, a Janus-faced attitude, a bifocal viewpoint, of road user and of self-interested proprietorship in the adjacent real estate which cause conflict and confusion in his mind and render the usual generalizations on "safe, convenient, and orderly arterial traffic movement" insufficient to overcome his instinctive antagonism to the necessity of being barred from immediate and undisciplined access to the new highway. For this bloc of the public, the highway planner must have at his fingertips, specific and

factual answers to the adamant preconceptions the land holder has formed about this "invasion of his private rights." All too often the land holder can see the advantage of access control generally and even on other stretches of that same highway not too remote from his own property but can present a lengthy outline of arguments on its lack of propriety in his particular vicinity. Opinions, observations, even plain common sense do not provide convincing arguments to offset and overcome these preconceptions. Argument based upon conclusive factual evidence is required to do that!

## STUDIES OF FACTUAL BENEFITS UNDERWAY

Much study in recent years has been devoted to developing such evidence and this article introduces a short series which will offer summarizations of this evidence which you may perhaps find helpful when friends, knowing you to be a member of the Highway Department, attack you on the subject.

The following conclusions were drawn from a Massachusetts study of accident incidence and cost on comparable segments of (a) older roads with uncontrolled access and (b) modern controlled access roads carrying identical traffic loads. (All their arterial roads constructed in the past five years have control of access.)

The scientific study of highway hazard and accident causation in the State of Massachusetts has a history beginning in the early 1930's. In those early years one timeless fact was estab-



lished, namely, the most positive step in accident prevention is the removal of all possible physical hazards. This was accomplished through the years by widening highways, improving road surface, increasing radii and super-elevation of horizontal curves, increasing length of vertical curves for improved sight distance, constructing grade separations and center-divisional islands or medians (first narrow, then widened for vehicle protection in cross-overs, then altered to provide left-turn storage bays in advance of cross-overs), later the elimination of cross-overs or intersections and the construction of interchanges, the development of multiple travel lane expressways and the elimination of roadside activity conflicts through control of access. Along with these modifications in design, traffic signals, and the other traffic control devices were developed, in the nip and tuck battle for highway safety in an era of phenomenal automobile evolution and road use.

### ACCESS CONTROL OUTSTANDING

All of these measures have played a part in preventing certain types of accidents but the control of access has been the one outstanding method in advancing highway safety.

This is not to say that access control is the final answer. Far from it! There are still factors causing accidents, even on controlled access highways, but the control of access on high traffic volume highways in Massachusetts and elsewhere, has shown more results than any other measure in curbing accident frequency and the resulting monetary benefits, particu-

larly in states where accident costs are reflected into the insurance rates.

### MASSACHUSETTS HAS THE PROOF

The Massachusetts study proves the benefit of access control when viewed either in terms of total collisions or in individual accident type groups. During 1955, the period of study, total collisions on the controlled access roads were only 23.8 per cent of those on uncontrolled access roads. Keep in mind that mileages and average traffic volumes in the two groups of roads studied were almost exactly comparable. All type groups also showed a reduction on the controlled access roads, the reduction in most groups being quite substantial.

### MASSACHUSETTS' FINDINGS

The conclusions of the report on the Massachusetts study are quoted below to give you the salient findings of the study.

1. The accident rates on non-access roads are low and are not far above the figure of 100 accidents per hundred million vehicle miles.
2. The accident rates on the uncontrolled access roads are consistently higher than those on the controlled access roads and amount in some cases to 4 or 5 times as much.
3. The number of persons killed varies greatly from year to year on both types of roads. It may be stated, however, that over a period of 4 years, (1952-1955) Massachusetts controlled access highways have experienced an average fatal accident rate which was 44 per cent of that on comparable uncontrolled access roads.

4. The accident costs per mile of highway increase with volume of traffic and there is a large saving in accident cost on controlled access roads.

5. The saving in cost of accidents per mile of highway on controlled access roads as compared with uncontrolled access roads is \$18,000 at 10,000 vehicles (Average Daily Traffic) and \$68,000 at 25,000 vehicles. It is thus apparent that there would be a saving in monetary costs of accidents of from 70 per cent to 80 per cent if a controlled access highway were to be constructed instead of an uncontrolled access road.

6. The provision of modern non-access highways serves primarily to facilitate the flow of traffic and to prevent many serious types of accidents and the suffering which they involve. It is also apparent from this study that the controlled access highway contributes substantially to a saving in monetary costs for the motorists using them, since many losses in automobile accidents are not covered by insurance.

## LETTERS FROM RETIREES

Editor's note: The following letters were received by Mr. Eldridge from two former employees who retired recently. Such a philosophical attitude as they have taken deserves mention.

Dear Sir:

Your letter of December 13, 1957 to hand, was expected and understood. This is not a lament, just another link in a life well spent. I wore out a railroad in Texas at 65. Then the State Police found out my age, setting me adrift from the Weight and Permit Station here. Now the

end of the road in another cycle of time has caught up with me, which brings to mind: age is a funny thing...cherished in a tree; and cheese, and furniture, and wine...most everything but me. This is a joke however, as I am proud of my age and my ability.

However, am very glad to have had a hand in these things...have seen the road work grow from that little old shack on 71 to this splendid place on 68 east, under Mr. Coe. Also to have been one of the wonderful bunch of men he is surrounded with. A clean efficient group, who works as a happy family. I would be unnatural not to feel a heartache in the parting of our business relations. Mr. Coe has been just and kind in our relationship.

Yours very truly

W. R. Stone

Springdale, Arkansas

Dear Mr. Eldridge:

May I take this means of thanking you for the very kind letter of December 13, 1957, in regard to my retirement.

It has been a pleasure to work for the Highway Department. I have been with this Department some 12 or 15 years, but I think the happiest and best years of my life have been the last four years under your administration. I sincerely believe you have a wonderful organization and it is my hope that it will continue.

Again, may I thank you for having had the opportunity to work for the Highway Department.

Very respectfully yours,

J. H. Baker

Pottsville, Arkansas





# The party line



## BRIDGE DESIGN

Virginia Tackett - Reporter

The Bridge Design Division's annual duck and coon dinner was one of the most pleasant evenings we have spent in a long time. There was an abundance of duck, furnished by the guns of Collie Carlson, Harold Bastian, and Larry Carlson, and cooked by Martha Carlson, Hazel Bastian, Anne Vinson, and Lillian Knott. There were four different and very good types of dressing, and of course the coons, roasted by Martha Carlson, attracted the most comment. The dinner was held in the Hostess Room of the Wonder Bakery, where the facilities for such an affair are ideal. A tour of the Bakery just before the meal was served was of interest to the guests. In addition to the families of Bridge Design personnel, we were very pleased to have with us Cecil Lynch, of Pine Bluff; Mr. and Mrs. Ward Goodman and son, Bill; C. Nitteberg of the Fort Worth Bureau of Public Roads office; and Mr. and Mrs. Anthony Leone and their children, Tony Jr., Mary, and Bobbie.

Friends of Adell and Bob Mattox were sorry to learn of the death of Adell's father, Emory Smith, who had been in the hospital for some time.

One of the nicest events of the new year is the return of Alice Joe to our Bridge Department. Alice left in 1952 and

has worked in San Francisco since that time for the Bechtel Corporation. Her home is in Altheimer and she took her degree in Civil Engineering at the University of Arkansas.

## ROADWAY DESIGN

Linda Clements - Reporter

Frank and Betty Hutchison were hosts to the following members of Bud Smith's squad for a buffet supper in December: Marvin and Thelma Bunch, Duane and Pat Reel, and John and Peggy Hicks. Everyone reported a wonderful time but expressed regrets that the entire squad was unable to make it.

The stork paid a visit to Duane and Pat Reel, January 15, leaving them with a 7 pound, 2 ounce baby girl by the name of Karen Diane. Congratulations!

Marvin Bunch, our "Mexican jumping bean," has transferred back to Roadway Design. Welcome home, Marvin.

John and Peggy Hicks entertained Peggy's sister and brother-in-law, Olivia and Paul Cates of Chicago, over the week end of January 11.

Vealless Hudspeth left January 31, to take a job with the Colorado State Highway Department, as a traffic engineer. We miss him, but wish him lots of luck.

*The partyline*

EQUIPMENT AND PROCUREMENT

Mary M. Hill - Reporter

Martin V. Jackson, Watchman in the Equipment and Procurement Division, received his 5-year Service Pin and Certificate of Merit on January 20. Our congratulations, Mr. Jackson.

Martha C. Pearle enjoyed a visit with her brother Joe Pettey, from Kansas City, Missouri, the week end of January 18.

Mrs. Clyde D. Holmes spent the week end of January 18, in Poplar Bluff, Missouri, visiting her sister, Mrs. Frank Otto, and family.

Maurice D. Head, Assistant Director of Equipment and Procurement, entered the hospital for a tonsillectomy on January, 22. We hope you will be feeling much better soon, Maurice.

C. W. Colvert, mechanic in the Light Equipment Shop, had the misfortune to lose the end of a finger in an accident in the shop recently.

James T. "Red" Shaw received his 35-year Service Pin and Certificate of Merit at the meeting of the Commission on January 22. That is quite an impressive number of years, Red, and our Congratulations to you.

If boys want the short cut to success they should take the hard road - there is nobody else on it.

We extend our sincere sympathies to the family of Charles P. Jernigan, auditor in the Equipment and Procurement Division, who passed away on Saturday, January 18, at a local hospital after a brief illness.

ACCOUNTING

Leslie and Bivens - Reporters

Congratulations to Betsy and Joe Morrison on the arrival of a 6 pound, 15 ounce boy, born December 28. The little one is named Joseph Brian.

Leta Leslie enjoyed a week end trip to Temple, Texas, to visit with her sister and family, January 18.

We miss Frank Phillips who is convalescing at home after an operation and hope he will be back soon.

The Accounting Division is sorry to lose Ed Orsini, who transferred to the Right-of-Way Division to serve as Right-of-Way Accountant. We wish him good luck in his new job.

A potluck luncheon was given in honor of Lee Wagner and David Hamilton, who celebrated their "29th" birthday on January 23. Special guests were Mrs. Leebrick, Mrs. Hamilton, and Mrs. Wagner.

Cooperation would solve many problems. For instance, freckles would make a nice coat of tan if they would just work together.



*The party line*

PERSONNEL DIVISION

Hazel Hicks - Reporter

Our best wishes for a very speedy recovery are extended to Charles Thirion's little daughter, Celia, who is to have a heart operation soon. Good luck, Celia.

John Ball's wife is progressing nicely from an injury sustained recently. She was admitted to the Jacksonville Hospital but at this time has been released.

Birdie Wright celebrated her birthday January 13. The girls in Personnel presented her with a small gift. Have a lot more of 'em, Birdie.

The office helped Jimmy Zinn to celebrate his birthday with a luncheon at Hank's Dog House, on January 31. We all had a fine time, and he received a carton of cigs from all of us.

Probably by this time everyone knows that your reporter took the plunge as mentioned in the last issue. The wedding took place in Greenville, Mississippi, on December 22, with my two children, Nancy and Sonny present. Recently all of us drove to Osage, Oklahoma, to visit my husband, Randle's, parents, Mr. and Mrs. Francis Hicks. We also took Sonny down to Shreveport on January 14, to get a check-up. Am very happy to report that he is progressing nicely and the most encouraging words are that the results of his polio attack which affected his leg, will not be noticed at an adult age.

Therese Peyer's little daughter, Cathy Jo, had a rather severe case of the chicken pox recently. We're happy to report that she has recovered.

Billie Ruth Moore's little pekinese, "Achu" is getting well after a serious illness, which required hospitalization. Not only was Billie Ruth concerned, but all of us were for the little pup.

DISTRICT 2

Division 2      Ouida Grimes      Pine Bluff

Mr. and Mrs. Elmer Blasengame of Star City are the proud parents of a 7 pound, 4 ounce son born December 17, at the Davis Hospital in Pine Bluff. Our best wishes to the happy couple.

Mr. and Mrs. Garland Vick of Star City spent the holidays with their daughter-in-law, Mrs. Verl Vick and children of Midwest City, Oklahoma.

Rose Lynn Pierce, daughter of Mr. and Mrs. James Pierce, has been in the Davis Hospital twice since Christmas. We are happy to report that she is feeling fine at this time.

Charles Morgan, son of Mr. and Mrs. Elmer Morgan, is home after spending three years in Germany. He is going to the University of Arkansas in February to continue his studies in engineering. He kept up with his studies by taking correspondence courses while he was in the Army. Good luck, Charles.

*The partyline*

Division 2, con't.

We celebrated Brewster Shalmy's birthday January 16, with coffee and cake. We hope you have many, many more.

We are happy to report that Mrs. Floyd Walker is doing fine after an operation.

Russell Gaddy, Hershul Harwell and Lee Cox are in the picture making business - their hobby. Hershul has even bought a new camera. "Blondie" Goins got a new movie camera, projector and screen for Christmas. "Blondie" is absent from work at this time. Hope you are soon able to be back on the job soon, as we miss you.

Hershul Harwell has enjoyed helping with the inventory in Camden and also in North Little Rock.

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### DISTRICT 3

Division 3 Olive Jackson Hope

Mr. Miles D. Downs, "Pop" as he is known to all the employees, retired from the Highway Department January 1. "Pop", who was employed as Night Watchman, had been with the Department almost eleven years. We wish him a long and happy retirement.

Among the proud grandparents are Rowland and Opal Greeson, whose daughter and husband, Mr. and Mrs. Jimmie Rowe, Arkadelphia, have a 6 pound, 8 ounce, son, Dennie Wayne, who made his arrival on January 2. Elva D. and Bertha Lee Fedd,

whose daughter and husband, Mr. and Mrs. Halbert Jones, Fouke, have a 7 pound son, James Halbert, born January 20.

The February issue of Coronet magazine shows several pages of pictures of the all-night prom that Prescott gives its graduating class each year. In most of these pictures was Margie Clark, daughter of Ardell and Nellie Clark, who graduated from Prescott High School last year. Congratulations, Margie.

Franklin S. Page and Miss Wanda Faye Biddle, of Rosston, were married on December 26, in Greenville, Mississippi. They will make their home in Prescott. We wish them much luck and happiness.

We are happy to report that John Gray has recently returned to work after being ill with pneumonia for about two weeks.

Patsy and Jack Holder of Prescott, are the proud parents of a daughter, Rebecca Elaine Holder, who was born December 18, at Prescott. She weighed 6 pounds, 12 ounces. Congratulations.

Sam Huckabee, our Stock Clerk, went on a deer hunt December 19, and instead of killing a deer, killed a wolf. At least this is Sam's story. Sam was hunting in the Proving Ground area.

Arvin Edgar Jones, who is with the Bridge Crew, was glad to be released from the National Guard in Little Rock and be back on the job.



# The party line

We extend our sincere sympathies to B. C. Lewis, whose brother, John Lewis passed away January 20, at his home.

(We are sorry we omitted the item Olive sent us for the last issue about the retirement of Sam Doss, which became effective December 31.)

## DISTRICT 3

Division 7      Sula Burnham      Reporter

We enjoyed having G. W. Stanford, Ed Orsini, Billy Hoggard, Sam Huckabee, Hershel Harwell, and Asa Duncan the second week in January, taking inventory. Mr. Leebrick paid us a visit the later part of the week. All of you come back soon...the coffee breaks were enjoyable.

David Lee, Jr. is all smiles this week. He was deferred from the army for a year, so now he can assist Pine Bluff, (Division 2) with their stock inventory, starting January 27.

Mr. and Mrs. Walter Hicks, Mr. and Mrs. A. G. Rives, Mr. and Mrs. W. T. Jeter, and Mr. and Mrs. Jelly Well attended the Contractor's Association banquet January 15, at Hotel Marion. All reported having a wonderful time, and are looking forward for the annual event next year.

The man who pokes fun at a woman trying to drive through a 10-foot garage door usually sobers up when he tries to thread a needle.

Your reporter and husband, Harlan, celebrated their wedding anniversary January 24, with a dinner party at Hotel Camden. Pink champagne and delicious sea food (New Orleans style) were served to the following guests: Mr. and Mrs. Beryl Anthony; Mr. and Mrs. Jimmie Hayes, of El Dorado, Mr. and Mrs. Lucien Goodwin and Mr. and Mrs. Kenneth Dunn of Hampton; Tom and Jimmie Gilbert, Maxwell "Smitty" Smith, June Ivy, David and Bobbie Cowan of the District and Division offices. Am glad we didn't have to report to work the following day. (Congrats, Sula, and may you and Harlan celebrate many more...ed.)

## DISTRICT 2

Construction      Ralph Hass      Benton

As usual we do not have many items to report but the one we do have certainly deserves notice. J. I. Lookadoo, our Resident Engineer, was married on December 24, to Mrs. Lottie Van Valkenburg, of Warren. They are at home at 321 River Street, in Benton. Congratulations to the happy couple.

## WET PAINT

The sign should suffice  
As effective deterrent,  
If we could be sure  
That the warning was current

And now having settled  
The question at issue,  
The turpentine please,  
And some cleansing tissue.

Burge Buzzelle

*The party line*

DISTRICT 5

Headquarters Shirley Morton Harrison

James B. Caviness and wife, Oweta, are the proud parents of a new baby boy, Michael David, born December 3, and he weighed 10 pounds, 7 ounces! Congratulations to the family, which includes another son and daughter, Allan and Linda.

G. W. Allen, Resident Engineer, is ill and unable to be at work. Walter was a patient in the Yellville Hospital for several days but is now convalescing at his home. Our "get well wishes" are sent to him with the hope he will soon be back on the job.

John D. Murray, Construction Inspector, received his 10-year Service Pin and Certificate of Merit in January. Our Congratulations, Johnny!

Johnny Beavers and Ed Orsini, from the Accounting Division, met with the District Office personnel and Resident Engineers in January to discuss Construction payroll procedures. We enjoyed meeting with them and appreciate their services.

Congratulations to the following Maintenance employees who received their Service Pins and Certificates of Merit in January: Division 5, Batesville: Tillman D. Williams, 15 years; Division 9, Harrison: Jeff Davis and Alton Farley, 20 years; Fayette Robinson, 15 years; John Parker, 10 years; and James Godfrey, Olen Fendley and Silvester Mathis, 5 years.

Curtis Gardner, Division 9 employee, was in Russellville for a week to help with their inventory.

The ladies of the Fishback P. T. A. in Springdale, sent a note of thanks to the Department for painting school signs on the highway at Springdale. We are always happy to receive such correspondence and are very proud of our efficient sign crew. Speaking of signs brings to mind Paul Byrom and Tom Phillips, who are busy as bees putting up signs over the Division. Keep up the good work boys!

James Hawkins, Motor Patrol Operator, and Gladys Shaddox, Springdale Office, are both off from work because of illness. Get well soon.

DISTRICT 4

Division 8

Russellville

Our Division Maintenance Superintendent, R. E. Batson, and Mrs. Batson, vacationed in New Orleans during the pre-holiday season. One of the highlights of their trip was a steamboat ride on the Mississippi River.

Tom Fiser, one of our crew leaders, and Mrs. Fiser, spent their holidays in Dallas and Fort Worth, with their son and daughter, and their families.

"Leck" Owens has recently been dismissed from the hospital and is able to be up, but unable to return to work at this time.



## The Partyline

We were happy to have Fred T. Leebrick who is Director of Accounting, and Joe Schamer, as visitors in our office recently. Come back, Gentlemen.

J. Henry Baker, night watchman, was the first employee in our Division to retire under Minute Order 2082. The personnel of the office and shop presented Mr. Baker with a gift. We all miss him and wish him much luck.

We extend our sympathies to the Sidney Parks family. Sid's mother recently passed away, and the next day Mrs. Parks' father was fatally injured in an automobile accident.

### MATERIALS AND TESTS

Julia Mae Steele - Reporter

We welcome Ernest W. Binam back to our department after an absence of several months. Glad to have you, Ernest.

E. L. Wales attended the AASHO meeting in Washington the first of January.

H. Hays Medlock of Plummerville, sprained his ankle while working in the field. His ankle is improving slowly.

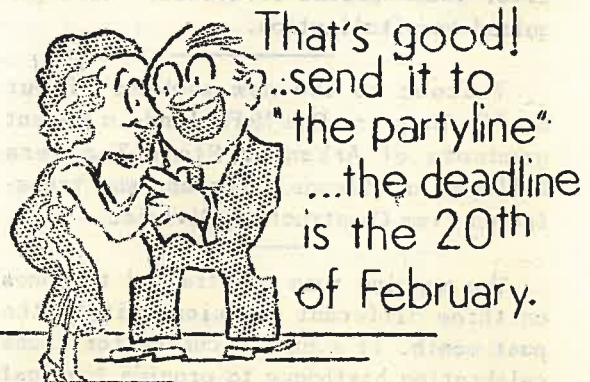
Regel Cotton and Odell Ballard were injured recently when they were in an accident at Benton. Cotton suffered a broken leg, three fractured ribs, and a nose injury. Ballard was not injured seriously. Cotton is recuperating at his home in Sheridan.

Albert Richardson received his 15-year Service Pin and Certificate of Merit January 28, and Grady Putnam received his 5-year Pin. Congratulations, fellows.

Congratulations to newly-weds, Melvo Pledger, Engineering Aide in our department, and Miss Helen Ledford of Mountain View. They were married January 24, in the Mountain View Church of Christ. While Melvo is working in town they are living at 1411 West Fourth Street.

Mrs. Joe Magness is improving after being in the Baptist Hospital for several days. Rufus Steele, your reporter's hubby, was also in the hospital for several days, but is fine now.

John Story's sister-in-law was fatally injured in an auto accident in California recently, and his brother was seriously injured but is now out of the hospital. Our sincere sympathies are extended to the family.



*The partyline*

## STATISTICS AND ANALYSES

Headrick and Hume - Reporters

A farewell party for Veales Hudspeth was held in the traffic section room on Friday, January 31, which was Veales' last day with the Highway Department. Although Veales had been working in Roadway Plans for several months, he had worked for years in Statistics and Analyses and his friends here wished to give him a send-off. Cokes and cookies were served and some "affectionate" bon voyage greeting cards were presented to Veales. We all wish him the best of luck on his new job with the Colorado Highway Department.

Mr. Herring is gradually being relieved of his household duties as Mrs. Herring is recovering from her broken ankle, we're happy to report.

Everyone is glad to see Barbara Rider and Ardella Griffin back at their desks after their recent illnesses, which required hospitalization.

Welcome to two new members of our staff. They are Don McFarland, a recent graduate of Arkansas State Teachers College, and Claude Robinson, who transferred from Construction Division.

The mapping room was treated to cokes on three different occasions within the past month. It's an old custom for those celebrating birthdays to provide the rest of the staff with refreshments. Those ob-

erving the passage of another year were: Henry Mercer, January 21; LeRoy Beckett, January 25; and Mary Ann Brummett, on February 5. Happy B.D.

A 10-hour course in Human Relation Techniques was taught by K. G. Lewis, In-Service Conference Training Leader at the State Department of Education, the week of February 2-7 in the Commission Room. The first in a possible series of such courses, it was attended by the personnel of the Buildings and Grounds maintenance crew and Norman Smith, supervisor of that department.

There are sixteen phases in the Human Relation Techniques and they are available to any organization personnel. If any of the Districts or Division are interested in having the courses taught, they may contact Mr. Lewis who will set the date and conduct the classes. There is no charge for the course.

A course for supervisors of the Little Rock office is tentatively planned for the first week in March, and since Mr. Lewis will only teach from fifteen to twenty persons in a class, other classes can be given in the future if enough interest is shown. A recognition card is issued jointly by the Highway Department and the Education Department to trainees who successfully complete the course.

Mr. Lewis has been associated with the State Department of Education since 1938 and has worked in cooperation with AHD previously on an in-service training program. At that time W. W. Mitchell was Highway Director.





## JEST FOR FUN

by Jimmy Ziron



The doctor's phone rang and when he answered it a man's voice spoke urgently, "Please come quickly, doctor, my little boy just swallowed my fountain pen."

"Of course, I'll be right there," replied the doctor hastily. "But in the meantime, what are you doing?"

"Oh, I'm getting along," was the answer, "I'm using a pencil."

Then there's the one about the man crossing the street who was almost hit by a car with a woman driver. The car is loaded with about a dozen kids of varying size. "Hey lady," shouts the man, leaping back just in time, "don't you know when to stop?"

And the lady, glancing at the car-full replies, "They ain't all mine."

"Let me see your driver's license, miss."

"Oh I'm sorry, officer, the judge said I wasn't to have one again."

An office worker said recently that he was going into the meat packing business. Jokingly he said, "Yep, I'm going to start packing all this bull that's shot over a morning cup of coffee."

There was the man who always called a spade a spade. Yeah - until he stumbled over one in the dark.

Some old-fashioned mothers who can remember their husband's first kiss now have daughters who can't remember their first husbands.

It was one of those nasty autumn days and as a pretty girl entered the crowded car he quickly rose to his feet.

"Oh no, you mustn't give up your seat I insist," said the delectable dish.

"You may insist all you please, miss," he replied, "I'm getting off here."

A kind-hearted gentleman saw a little boy trying so hard to reach a doorbell. He stepped up and pushed the button for him, then said, "What now, my little man?"

"Run like crazy," said the little squirt, "that's what I'm gonna do."

Gossips have been catalogued in three different types: the vest-button type - always popping off; the vacuum cleaner type - always picking up dirt; the liniment type - always rubbing it in.

Texas Tycoon: "Gimme a ticket."

Airport Agent: "Where to?"

T. T.: "Anywhere, son! I'm in a hurry, I've got business all over."

Deacon: "Do you think it's possible for a man to make a fool of himself without knowing it?"

Pastor: "Not if he has a wife."

Stout waitress: "In the bus this afternoon three men jumped up and offered me their seats."

Slim waitress: "Did you take them?"

No matter what kind of a card a man may be, no queen will be satisfied with the deal unless he has plenty of jack.

