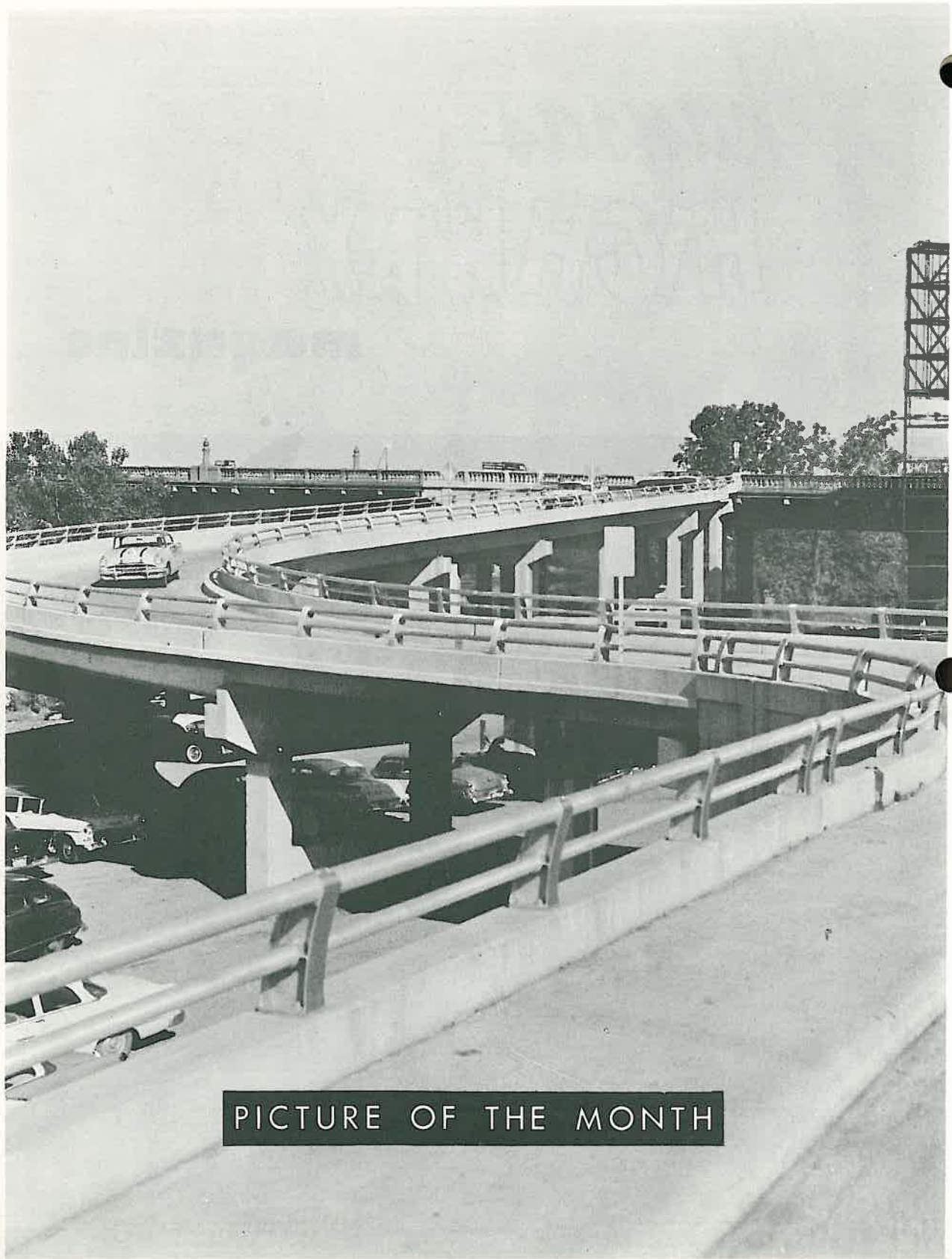


Arkansas

HIGHWAY

magazine





PICTURE OF THE MONTH

Arkansas Highways

NOVEMBER 1958

Vol. VI No. 1

Issued monthly for and by the employees of the Arkansas State Highway Commission as a medium of departmental news and other information.

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W. Ward Goodman



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Martha L. Adams - editor

Billie R. Hatcher - vari-typist - artwork

Department photographer - Johnnie Gray

This issue of the magazine marks the beginning of a new era of its publication. It is an indication of progress that is being made in all phases of the Department's activity.

It is our sincere hope that the services of the magazine will be improved as are the highway services to the people.

Your continued cooperation toward continued improvement of services is solicited.

Yours sincerely,



PICTURE OF THE MONTH (opposite page): Looking east towards the ramp which leads west off the Broadway Bridge onto La Harpe Boulevard and State Highway 10. The ramp was opened July 31.



COVER: Our cover photograph shows the incomplete super structure at Lehi, Arkansas, consisting of I-beam spans which will be part of the Lehi Interchange. It is located on Interstate 40 and State Highway 147, and is part of the huge Interstate Highway System construction program now in progress across the nation.

Highways 1965



The long-suffering U. S. motorist, frustrated victim of the traffic jam, is due for a break pretty soon. He nearly got it last year, until a controversy over taxes upset Congressional plans for a greatly expanded Federal-aid highway construction program.

But it's bound to come; and when it does, we'll see more driving comfort, convenience, and safety built into the major roads and streets than ever before in our history.

For the next decade we can expect the countryside to be liberally dotted with those annoying signs which say: "Detour," and "Slow - Construction Ahead," and "Single Lane - Men Working."

But this annoyance we can easily tolerate. Because by 1965 it will have produced a highway network which will begin to put the word "pleasure" back into our automobile vocabulary.

To get the right perspective on the years just ahead, it's necessary to look back over our shoulders for a moment. The American people called the motor vehicle a "pleasure car" early in the century, because it was truly a pleasure in those days to take the family on long trips, and on Sunday drives to the mountains and beaches. "Touring" was a rewarding venture.

But traffic volumes multiplied by leaps and bounds, and driving became costly and hazardous. Due to growing congestion, especially in cities, even driving to work became a daily struggle. Accidents shot up and "touring" no longer rated as a universal American pleasure.

On the principal arteries where traffic concentrated, the villain of this sad story was the intersection. As early as 1940, Norman Bel Geddes called the intersection "obsolete"; that remarkable prophet was guilty only of understatement. Today on key rural and urban networks, the intersection has become a life-and-death gamble for the driver and a barrier to free movement.

A new road design evolved by the engineers eliminated the intersection. It was called many things - thruways, - whatever the name, it put across traffic, both automotive and railroad, either under or over the highway.

Yet in today out of a total of more than 3 million miles of public thoroughfares in the country, less than 3,000 miles offered the comfort, speed and safety of this modern expressway design, and that mileage was widely scattered.

The longest continuous stretch, the New York Thruway linking Manhattan and Buffalo, is now in everyday operation. That's about 550 miles. Then there are shorter sections here and there; freeways like those of Los Angeles, turnpikes like New Jersey's and Pennsylvania's, brief interludes of delightful motoring such as the lovely drive from Frederick to Hagerstown in Maryland.

All these modern facilities added together to date hasn't made a respectable dent in the tremendous backlog of U. S. roadway deficiencies which we had allowed to accumulate. But they did point the way to improvement, and show highways *could* be made economical, swift and safe.

Designing the intersection out of major arterials was a tremendous achievement. Soon it will be possible to drive from New York westward or south for more than 1,000 miles without encountering a single traffic signal or stop sign.

The modern road makes a lot of other contributions to better motoring, too. Lanes are wide enough, for example, to accommodate swift movement safely, and there are enough lanes in each direction to meet traffic requirements. No more irritating bumper-to-bumper lines building up on the two-lane road, behind a slow-moving vehicle, with occasional mad sprints trying to pass.

New expressways have gradual curves, and grades are cut down so that only the

heaviest vehicles even notice them. Pedestrians are restricted from the right-of-way, and of course movement in opposite directions is physically separated by median strips. Whenever possible, this separating strip is widened so that what you get is, in effect, two one-way highways.

In addition, promiscuous entrance and departure from the traveled roadway are not permitted on the facilities. Instead, you get on and off at designated points where special lanes are provided on which you either accelerate to highway speed or slow down for departure.

This is called "controlled access" by the highway engineer, and it not only protects investment in the road, but it also makes the highway enormously safer. On this kind of highway in 1955 fatality rates from accidents were ranging from two to five times lower than the rates of the old-style roads carrying comparable volumes of traffic.

By 1965 we will have several thousand miles of such expressway design built into our National System of Interstate highways, which is the key network of linking major cities of the country, and carries about a fifth of all vehicular traffic.

Moreover, improvement of the remaining mileage on that system will be in high gear. It is reasonable to believe that the public will have experienced in 10 years enough of the economy and pleasure inherent in these new roads to insist upon completing the program in a hurry.

It doesn't take a crystal ball to see, also that by 1965 we will be in a position to make these heroic improvements more rapidly than we can today. Almost certainly there will be a great deal of standardization in design and specifications on this network, especially for bridges and other structures, as a result of cooperative effort by state and federal engineers, under leadership of the U. S. Bureau of Public Roads. Lack of basic uniformity is a handicap today to rapid expansion of work.

(Continued next month)

Staff Meeting Held

by Edith Greene

Supervisory employees of Division 6 and other Highway Department officials met October 31, in the Maintenance Building headquarters in Little Rock for a staff meeting and luncheon.

The meeting got under way with George Ingle leading a discussion on Maintenance Inspection Reports followed by a round table discussion of two subjects: Weed and Brush Control with Chemicals, and Erosion Prevention and Control. Members of this panel were Paul Schenke, with the Bureau of Public Roads, Joe Goeppner, and Gus Paul.

Short talks were then made on the following: Fuel Reports by Billie Jones; Time Reports and Insurance by Marie Watson; Accounting by Edith Green; and Stock Room by Jesse Goins.

At this point the group adjourned the meeting temporarily for a delicious lunch of barbequed chicken with trimmings, provided by a caterer. (We are not saying how many chickens - excuse please - pieces of chicken Mr. Tinsley consumed.)

The afternoon session began with the showing of an interesting film entitled "Portrait of a Truck Driver" after which R. B. Winfrey, maintenance engineer, addressed the group on the subject of Safety in Maintenance. L. V. Witherspoon spoke on Highway Markings and Signs.

We were honored by our Director, Mr. Eldridge, who made a fine talk in which he praised the Commission very highly, and discussed some of the problems with which he and the Commission were confronted at times. He reviewed some of our progress we have made and complimented us on this type of meeting. He recommended more of them. We appreciate Mr. Eldridge taking time out from his busy schedule to attend the meeting.

Jake Clements, John Sanders, and H. R. Lucas also discussed some of the many phases of maintenance work.

Other guests were Ott Tinsley, C. Don Hayes, G. R. Sisk, Bert Rownd, and J. C. Cook.

Man Of The Month



District Engineer W. E. Hicks

Walter E. Hicks, whose personality is enigmatic to casual observers but who is considered ingenious, to those who know him well, holds the responsible position of District Engineer with the Arkansas State Highway Department.

Walter completed 34 years continuous service with AHD on June 16 of this year, a rather creditable accomplishment, considering the political "ins and outs" the Department experienced in past years.

Born in Magnolia in 1898, son of Mrs. Eunice Hicks and the late Edwin T. Hicks, he received his early education in Warren and was graduated from the University of Arkansas in 1924 with a Bachelor of Civil Engineering degree. He was married March 1, 1926 to the former Miss Blossom Russell of Harrison and has two daughters, Virginia Rose and Julie Anne.

He became associated with the Highway Department on June 16, 1924 as draftsman and since that time, has served in the capacities of draftsman, Instrumentman, resident engineer on bridge and road construction, assistant construction engineer and district engineer. He began his present

assignment in District 3, with headquarters at Camden, in 1955.

Walter, it is believed, was resident engineer on more bridge jobs than any other man now with the Department. During 1929-30 he was in charge of supervising construction on 19 bridges being built on Highway 16 between Fayetteville and St. Paul. The road was also under construction, rendering the stretch of highway impassable most of the time.

On a command inspection by car with a "Main Office Character", Walter was unable to stop at any bridge site due to mud... if he stopped he would never get rolling again. At every bridge he was asked "do you have an inspector on this job?" The answer was always "yes." Finally the question was asked "how do you know?"

Walter, as always, was ready... "All my men wear neckties," he replied. He had bought several dozen black oilcloth bow ties and distributed them among his crew, thus at a distance of a hundred or more feet he was able to identify his men from those working for the contractor.

This narrative, while more or less facetious, is indicative of Walter's character. He considers every problem to a conclusion and can usually come up with an answer.

Walter is highly regarded by AHD employees. He is never too busy to listen and consider a grievance, even those that appear frivolous. When possible he gives an "offender" a second chance to prove his worth. Fairness in all things is highly important to him, in fact is essential.

His hobbies are football (from the grandstand or an easy chair in front of the TV) and reading, and he enjoys having friends in for dinner or conversational visiting. He is a registered professional engineer and a member of the Arkansas Society of Professional Engineers, is a member of the Camden Lion's Club and is affiliated with the Methodist Church.

In final analyses, enigma or ingenious, be that as it may, all must agree that Walter has, and is, doing a fine job as one of the key personnel in the Highway Department.



AROUND THE BUILDING

Our Director, Mr. Eldridge, and E. L. Wales, engineer of Materials and Tests, attended the AASHO Highway Transport Subcommittee meeting in Starved Rock Park, Illinois on October 14 and 15. While there they combined that meeting with the opening of the AASHO Test Road and Test Road Advisory Committee.

The Department is losing Joe Goepfner, the landscape design and maintenance technician, who rendered his resignation October 27. Joe accepted an offer as Arkansas Technical Sales Representative in Agricultural Chemicals, for Allied Chemical Corporation.

Joe stated in his resignation that "the association with the personnel of the Highway Department has been both satisfying and emotionally strengthening, and I take with me fond memories of the thoughtfulness, kindness, and consideration of all with whom I have worked during my employment."

We all wish Joe the very best of luck in the future.

Fred Tanner and Bill Hays drove up to Fayetteville November 10, to interview the 1959 graduates in civil engineering, for possible employment with the Department. Mr. Tanner stated that the students reacted favorably to the advantages the Department has to offer and he has applications from five of the students thus far.

Those interviewed were as follows: Bill Driggers, Nashville; Clay Peeler, Russellville; James McGrew, Mellwood; Bill Hurt, Little Rock; Shelby Henderson, DeWitt; Bob Pitts, Clarksville; Jack Coleman, Fort Smith; Charles Mitchell, Helena; Clay Kenward, Jonesboro; Curtis Pangle, Yellville; J. B. Cone, jr., Parkdale.

Don Brady, Augusta; Robert Townsend, Conway; Kenneth Tyler, Benton; Orson Jewell, Royal; Stanford Stanley, Des Arc; Bill Mulhollen, Corning; Jim Brannhn, Greenbrier; Conrad Battreal, Malvern; and Curt Shaddox, Western Grove.

Office Engineer Eugene Nelson was given a surprise luncheon by his staff at Lido Inn on September 11, honoring him on his birthday which was September 13.

The event was quite festive with a lovely centerpiece and birthday cake. He was presented with a gift. Those attending besides his staff were Mrs. Nelson, Ferol Jones, and Joyce Spencer.



Mr. and Mrs. Nelson

Controlled Access versus Uncontrolled Access

The Mississippi study continues with a comparison of two urban arterial routes in the southern part of Jackson, across town from the two routes discussed last month, covering the same period of time, the three calendar years 1955-56-57.

This second comparison covers two similar sections of roughly parallel routes in the rapidly developing southwest quadrant of Jackson, running from the west corporate limits eastward for slightly more than 1½ miles to north-south arterial streets. They are similar in some ways to the two northern routes considered last month, dissimilar in others, which will be pointed out in the overall comparison next month.

Lynch Street is newly built, smooth surfaced, and without access control. It traverses a rather flat terrain in a suburban mixed residential, business and industrial area, and carries an annual average traffic load of 5,560 vehicles per day, 10 per cent being commercial. It has good design geometry for the "Major Street" type of urban arterial highway, having four 10-foot traffic lanes without a median and two 7½-foot parking lanes, 16 intersections (2 signalized), 37 commercial and many residential driveways. The speed limit is 30mph but the prevailing speed is 35.4 mph. Travel during the three years of study totaled 9,378,799 vehicle miles and the accidents fall into the following categories:

All accidents	78
Property damage accidents	59
Injury accidents	18
Persons injured	33
Fatal accidents	1
Persons killed	1
Accident rate per 100MVM	832
Injury rate per 100MVM	352
Fatality rate per 100MVM	10.7

U. S. No. 80, the parallel route, lies less than a mile to the south of Lynch Street, which terminates at a junction with U. S. No. 80 about a mile west of the city limits.

With partial access control it runs through a business and industrial area and some rather flat terrain traversed by Lynch Street. Daily traffic averages 10,000 vehicles per day annually, 11 per cent of it commercial. It too, has four 10-foot traffic lanes but opposing vehicular flow is separated by a 20-foot median and parking space is available on 10-foot outer shoulders. A little less than half of the section under study is served by frontage roads on each side of the highway. There are only three street intersections (2 signalized) but 6 crossovers between frontage roads, no residential driveways, 9 commercial driveways, and three crossovers in the section without frontage roads. The speed limit is 45 MPH but the prevailing speed is only 40.5 mph. Vehicle miles of travel during the three years of study totaled 17,533,520 and the accident data is grouped as follows:

All accidents	136
Property damage accidents	108
Injury accidents	27
Persons injured	50
Fatal accidents	1
Persons killed	1
Accident rate per 100 MVM	775
Injury rate per 100 MVM	285
Fatality rate per 100 MVM	5.7

The types of accidents summarized above for the two sections under comparison are:

	U. S. No. 80	Lynch Street
Rear end or side swipe, same direction	38	23
Head-on or side swipe, opposite direction	6	16
Angle collision	84	28
Collision with pedestrian.	0	5
Other collision	8	6
Non collision	0	0
All Accidents	136	78

Lynch Street recently built to modern design standards, thus far shows abnormally high accident, injury and fatality rates as

compared to BPR 1949-55 average rates for similar suburban facilities. The contrast is shown as follows:

Rate Per 100 MVM	Lynch Street 1955-57	BPR 1949-55
Accident	832	481
Injury	352	393
Fatal	10.7	5.1

As Mississippi comments:..."this experience on a newly built street of this type is surprising to say the least." And "It is not possible to account for this difference on this basis of known physical and engineering features." During the three years, the annual rates indicate the wide fluctuations in statistically inadequate data:

Rate Per 100 MVM	1955	1956	1957
Accident	792	656	1029
Injury	396	156	441
Fatality	—	31.2	—

Annual Travel 2,777,000-3,201,000-3,401,000

Additional study during the next few years undoubtedly will modify these rates which are at present distorted by the low total travel volume during the period of study. The accident frequency is highest at intersections, being 77% of all accidents; and concentrated at the two signalized intersections, where 47% of the total intersection accidents occurred - the other 53% being spread over nine unsignalized intersections.

U. S. No. 80, with almost double the travel volume during the study period, shows a fairly normal accident pattern for a facility of its type with partial access control in suburban areas. The fatality rate of 5.7 per 100 MVM compares favorably with the BPR rate, 1949-55, of 5.5 per 100 MVM. The injury rate of 285 per 100 MVM is rather high against the BPR rate, 157/100 MVM, but, within the normal range which the average serves. However, the accident rate is very high in the BPR rate comparison, 775/100 MVM as against 367/100 MVM. This extreme rate may possibly be associated with the low running speed due to slowdowns, slow starting headways, and marginal interference. Even more than on Lynch Street the accident frequency is far higher at intersections,

92% of all accidents occurring there, and concentrated at the two signalized intersections, 78% of the total intersection accidents.

In this comparison we meet again the problem of statistical inadequacy. Conclusions drawn on the basis of the data to date would be premature. The only sound inference available up to this point is that partial access control does not promise much in the way of really satisfactory safeguards for road users in suburban areas.

(Next month, an overall comparison of the Mississippi study)



THE NEXT MAGAZINE WILL BE THE CHRISTMAS ISSUE - PLEASE SEND YOUR NEWS BY THE DEADLINE DATE.

Let us hope that when the world peace pattern is finally cut out, there will be no scraps left.

After you've heard two eye witness accounts of an auto accident, you begin to wonder about history.



Stop Those Hiccoughs!

Anyone will be glad to admit that he knows nothing about beagling, or the Chinese stock market, or ballistics, but there is not a man alive who does not claim to know how to cure hiccoughs. The funny thing is that the hiccoughs are never cured until they get darned good and ready.

The most modest and unassuming man in the world becomes an arrogant know-it-all in the presence of hiccoughs - in somebody else.

"Don't be silly," he says, patronizingly, "Just put your head under your arm, hold a glass of water against the back of your neck, and count to five hundred by fives without taking a breath. It never fails."

Then, when it has failed, he blames you. "It's absolutely sure-fire if you only follow my directions," he says. He also implies darkly that what is ailing you is not just merely hiccoughs. "My method can't be expected to cure drunkenness, you know," he says.

To date, I have been advised to perform the following feats to cure hiccoughs:

Bend the body backward until the head touches the floor, and whistle in reverse.

Place the head in a pail of water and inhale twelve times deeply.

Drink a glass of milk from the right hand with the right arm twisted around the neck until the milk enters the mouth from the left side.

Hop, with the feet together, up and down a flight of steps ten times, screaming loudly at each hop.

Roll down a long, inclined lawn, snatching a mouthful of grass up each time the face is downward.

I have tried them all, with resultant torn ligaments, incipient drowning, lock-jaw and arsenic poisoning, but each time at the finish of the act, and a few seconds of waiting while my mentor says, triumphantly: "See! What did I tell you?" That one, big hiccough always breaks the tension, indicating that the whole performance has been a ghastly flop.

My latest fiasco came as a result of reading the prescription of a Boston Doctor, and almost resulted in my being put away as an irresponsible person. "All that the sufferer has to do," wrote the doctor, "is to blow up an ordinary paper bag, as if to explode it and then hold it over the mouth and nose tightly, breathing in and out of the bag instead of in and out of the open air."

This, according to the doctor, creates an excess of carbon monoxide gas in the bag, which is breathed over and over again, acting on the nervous center of the brain and curing the hiccoughs.

Being alone in the room at the time, I blew the bag up and held it tightly over my face, including not only my mouth and nose, but my eyes as well, like a gas-mask. I subjected myself to this treatment for possibly three minutes, walking around the room at the same time to keep from getting bored.

When I removed the bag I found myself the object of the silent but terrified scrutiny of my wife, who had entered the room without my knowing it, and who had already motioned for corroborating witnesses from the next room, two of whom were standing in the doorway, transfixed.

My explanation that I was curing the hiccoughs did not go very big, as what I had obviously been doing was walking around the room alone with a paper bag over my head. This is *not* a good sign. Incidentally, I still have my hiccoughs.

Through The Grapevine

BRIDGE DESIGN

Virginia Tackett

There has been a run of bad luck in Bridge Design this fall...poor fishing and hunting, disappointing football games, and flu listed in the order of their nuisance value. However, the fishing is being worked on, the Razorbacks are making a comeback, and the flu victims, though pale, are back on the job.

Also back on the job is Frank Neighbors who spent a couple of weeks at Fort Knox. All he picked up there was a little education, namely, Methods of Instruction, which information he plans to use on hapless reservists at the weekly drills.

According to the engineers who took advantage of Arkansas Foundry's annual tour of their fabricating plant. It was a very educational afternoon. So educational in fact, that those men who had ridden over in John Hall's car wondered, when he didn't show up for the trip back to the department, if he had become enmeshed in some of the reinforcing material. Turned out that he was still touring, avid for details of structural steel and reinforcing bars.

November is John's birthday and wedding anniversary month. Congratulations to John and Flo. Although it's hard to see how he finds the time, what with job, home and three youngsters to keep him busy, as well as dad's club and church work, we have learned that John is an active and enthusiastic Gideon - giving time every Saturday to the organization's work, and going out into the state when he is needed.

Doc and Etta Bonner had a pleasant week end in Helena visiting Mrs. Bonner's sister and her husband, Mr. and Mrs. S. J. Bunch.

We are all in this department glad to hear that Survey's Adele Fiedler is doing well in St. Anthony's Hospital in Morrilton, and we hope it isn't long before she will be

back on the third floor keeping us all in better spirits.

Mr. and Mrs. W. E. Pinkerton, parents of Veral Pinkerton, were his guests on a trip through the Southwest. They drove to Amarillo and Lubbock, Texas, visiting relatives and seeing a little bit of Texas. Then as the high point of their trip they toured Carlsbad Cavern and found it as fabulous as they had heard it was. Though the whole trip only took a week, Veral reports that they never felt rushed and had a wonderful time.

MATERIALS AND TESTS

Julia Halliburton

Some of our men who are planning on deer hunting when the season opens are: Henry A. Dreher, Regal Cotton, and R. C. Turney. Good Luck.

Sick list: Raymond Lynch, Conway, is with us again after spending a week in the hospital; Mrs. B. F. Strange, Fort Smith, is recuperating at home after being hospitalized; and Doug Turney, son of Georgia and R. C. Turney, is back at school after a tonsilectomy.

New Arrival: It's a boy! To Grady and Jean Putnam, at El Dorado Hospital November 2, weighing 8 pounds. Candy and cigars were passed out by Grady. Congratulations!

Roy R. Rosin and family have bought a new home in Kingwood and are moving the latter part of November.

Our sympathies to G. W. Roark whose sister, Mrs. Brough, passed away recently.

RIGHT OF WAY

Rose Bivens

Les Evitts, assistant Right-of-Way agent, and Bill Demmer, attorney in Legal Division, have their order in to the stork. They are going to get the new 1959 models. Congratulations to both. Les seems to be much happier these days since Ruby, (his dog) is home from the hospital.

Through The Grapevine

EQUIPMENT AND PROCUREMENT

Mary M. Hill

International Brotherhood of Magicians, Ring 29, of which Frank Caple is a member, entertained Edgar Bergan with an informal party on September 28, while Mr. Bergan was in Little Rock for the Livestock Show. Mr. Caple, who is also a member of International Brotherhood of Ventriloquism, tells us that Mr. Bergan gave them a lot of pointers on business and demonstrated the technique that has made him the nation's top ventriloquist.

Karen Van Nostrand, daughter of Colleen Van Nostrand, suffered second degree burns when she fell on the floor furnace while at church, but has recovered we're happy to report.

Bob Landfair is now a firm believer in stopping at all stop signs. The car in which he was riding October 19, failed to stop at Second and Cumberland, hit another car - and Bob was black and blue for a week as a result of the bruises he received. To add insult to injury, he missed the performance of The Four Freshmen at Robinson Auditorium which was their destination at the time. J. T. "Red" Shaw recently returned to work after being an accident victim also. He was off four weeks however, and sustained a broken knee cap in the mishap which occurred on Highway 67-W, September 19. Joe Stinson, mechanic in Central Shops, is in a Little Rock hospital and we wish him a speedy recovery.

C. Don Hayes presented 10-year Service Pins and Certificates of Merit to A. G. Jackson and M. L. Price on October 24.

Howard E. Head

We extend our sincere sympathies to the family of Howard E. Head who passed away October 26, in a Little Rock hospital. Mr. Head was a brother of Maurice D. Head in the Equipment Office.

ACCOUNTING

Margaret Wallace

Harold Young from Morrilton is a new employee in our section. Welcome, Harold.

Helen "Cookie" McCook is back at work after a recent operation. We all missed her.

Peggy Eldred made her first visit home to Memphis since she started to work for the Department last February. She said she was very glad to see the old home town and hopes to go again soon.

Allene Boysen enjoyed visits from Mrs. Lee Lindsay and daughter, Tiny Turner of Portland, Arkansas recently. They all had a wonderful time at the Arkansas-Ole Miss game. Margaret Allen certainly enjoyed the from her son and his family from Houston, Texas, and her mother and father-in-law, Mr. and Mrs. J. E. Allen from Hughes, Arkansas.

On their return from Italy, where they were studying music on Fulbright Scholarships, Mr. and Mrs. Peter Harrower visited Lola Buck, as did Mrs. Harrower's mother, Mrs. Wallace Callaway.

Marriage fever set in around our division. Cupid found two new "victims" recently. Maxine Weaver and Charlie Peters were married in Little Rock on the same date that Tony Yandell and Carolyn Lewis were married at Havana, October 11. Our office honored the two couples with a luncheon and presented them with gifts. We extend our very best wishes to the couples.

STATISTICS AND ANALYSES

Mary Ann Crow

Robbie and Mary Ann Parker moved into their new home in Meadowcliff on October 23, and are overjoyed to get settled again. The Henry Mercers also moved recently. Their new address is 2112 West Seventh.

Welcome to Billy Whiteside, who transferred from purchasing on October 1, and to

Through The Grapevine

Mignon Besancon who is our new typist. Bea Davis and her three machines have been moved into the library and we miss her in the front office.

Ruth Cantley went to Wichita Falls, Texas the week end of October 18, to attend the Soroptomist Convention. Razorback fan, Bill Smith and family drove to College Station, Texas for the Arkansas-Texas A & M game on November 1. He picked a good one...to see Arkansas win their first game of the season.

Mrs. Cecil Rider has been seriously ill these past weeks and had to undergo major surgery on October 14. Opal was dismissed from the hospital and then had to return on October 28. We hope that by the time everyone reads this issue she will be at home again and getting along much better.

DATA PROCESSING CENTER

Frances Jones

Welcome to Joyce Red, our new key punch operator and also to Gail Thearl in the Computer Center. Hope they are as happy to be with us as we are to have them with us.

The luck of the Irish - that's our Erma Jetton who won a hundred smackeroos on the Ole Miss-University of Arkansas game.

Gladys Plunkett's daughter Sue, was home from the university bringing along a guest the week end of the Ole Miss-Arkansas game. Gladys and family really enjoyed having them.

CANDID COMMENT

Since it's impossible to drive a power lawnmower from the back seat, many a wife does it from the porch.

Two ducks walking; one says to the other, "Oh quit trying to walk like a woman wearing slacks."

PERSONNEL

Sue Barnes

All good things have to end. Hazel Hicks, a favorite with many in the Little Rock offices, left the Highway Department October 31, after over six years. The following day she and her family headed for Long Beach, California, which will be their new home for the next four years at least. Needless to say, we will miss her. Haz made many friends during her stay with the Department, and they join all of us in Personnel in wishing the Hicks family much good fortune and happiness in the future.



Hazel Hicks

One woman to another: "My husband is absolutely no good at fixing anything, so everything in our house works."

When it comes to knowledre of our family tree, some of us are stumped.

Through The Grapevine

Personnel (con't.)



Billie Hatcher

Mr. and Mrs. Thomas Hatcher made a very handsome couple when they took their marriage vows in the Pulaski Heights Methodist Church on October 10. The wedding was truly a lovely affair, reception and all. Mrs. Hatcher is our little blonde, Billie Ruth, who does the art work on the magazine so capably. She and "Bubba" are living at the River View Apartments on Cantrell and happy as lovebirds, which is as it should be. We hope they will always be....A pre-nuptial luncheon was given for Billie Ruth at Lido Inn October 7, by some of the personnel in the building. She was presented a gift of silver and a corsage.

Walter and Sarah Neel drove over to Memphis the week end of November 1, to visit their son and family, Mr. and Mrs. W. B. Neel, Jr.

Sibble Cox's son, Bob, and his family, have moved to Amsterdam, New York, which leaves Sibble mighty sad indeed. Bob went up first to find a house for him and his family. Sibble drove daughter-in-law, Wava, and granddaughter, Teresa, to Memphis October 26, to catch a plane to join Bob.

Verna and Ivan Daes, (Verna does micro-filming) have had out-of-town company recently. Ivan's mother and father, the Reverend and Mrs. A. R. Daes from Austin, Indiana, and Verna's sister and brother-in-law, Mr. and Mrs. Arno Christopher from Nashville, Illinois, were visitors in October.

The Building and Ground crew took a course in Job Communications Problems in the Commission Room in October.

The course consisted of two hours for four nights. Those receiving certificates of completion were: G. W. Deter, J. R. Hohnback, Arnold Weese, Charles C. Thirion, Ralph G. Post, John N. Ball, William J. Glover, Lucy R. Rhoades, Rhoda M. Bentliff, Erodie Lee Quiller, Rosie Burks, Hazel McKim, Maudie C. Spann, Roy R. Roark. Ken G. Lewis, with the Department of Education was instructor.

DIVISION 2

Ouida Grimes

We are all very proud of Pat Shalmy, son of Mr. and Mrs. Brewster Shalmy. Pat is president of the Pine Bluff High School Student Council, and left for Student Council Officers Convention at Jacksonville, Florida on October 21. Keep up the good work, Pat.

Pretty Martha Graves, daughter of Mr. and Mrs. Horace Handley, was crowned "Miss Drew County of 1959" recently. So congratulations, Martha, and to your proud mom and pop.

The Monroe House family are a talented bunch. The couple and their three daughters, LaOna, Eddie, and Dixie, were top winners

Through The Grapevine

Division 2 (cont.)

in the Drew County talent show. The show is a new feature in the annual fair. They also entered the state competition in Little Rock September 30, but we haven't heard the outcome of this. Hope they win it.

Selma Chavis and her family have moved into a beautiful new brick home at 3102 Lilac Street, in the new Meadow Land addition.

Most of approximately 36 men in our group reported they have had excellent luck squirrel hunting since the season opened.

Our best wishes to the newly-weds, Mr. and Mrs. Johnnie Fox, who were married October 4, 1958 in Monticello. Mrs. Fox was the former Miss Mosella Shelby.

DIVISION 3

Olive Jackson

Fred Leebrick, J. R. Henderson, and G. W. Stanford were visitors in our division recently.

Squirrel hunters down our way were: Eldridge Lee, A. E. Jones, J. B. Lee, Cleveland Skinner, Elmer Horne, O. B. Foster, E. D. Fedd, and G. H. Jones.

Edna Lewallen returned from Dallas recently bursting with pride over her new grandson, Russell Edward Stephens, who arrived September 24. Her daughter and son-in-law, Carolyn and Bob Stephens, Dallas, are the beaming parents. Another new baby is the granddaughter of Ardell and Nellie Clark, Linda Deniece Bolls, who arrived October 1, in Little Rock. Parents are Sue and Arlen Bolls. Congratulations!

Those on the sick list recently were: Clyde Tullis, who was hospitalized in Texarkana; R. B. Barton; and Hosea L. Myrick, who is in the Nashville Hospital. We hope they all are able to return to work in good health soon.

We are glad to have Virgil Adams Surber,

Ashdown, with us in our division. Virgil began employment October 16.

DIVISION 4 -

Pat Baber

Johnny Alexander is an "old" married man at the age of 19! He was married to Miss Carolyn Lankford in September. They spent their honeymoon in Hot Springs and are now living in Fort Smith. Johnny is our new painter; replacing Willie McGinthia, who left us this summer to fulfill his life-long ambition as an illustrator for a printing company in Joplin, Missouri. Best wishes to the young couple, and good luck to Willie.

This is banner news! John Danner, our equipment supervisor, took his first vacation in 32 years! Really a postman's holiday, however, as he drove 1900 miles to Pensacola, Florida and back along the Gulf Coast and through New Orleans, in one week. He didn't even stop to fish! But he has the spot picked out for his next vacation. He and his wife enjoyed the scenery, the fresh fruit, but the weather was rather cold.

We extend our sincere sympathies to the wife and family of Artie Woody, who passed away on October 28. He had been with us since September of 1952, as a truck driver.

ARKANSAS HIGHWAY DEPARTMENT WINS "OSCAR"

The Highway Department employees in Pulaski County deserve a feather in their caps for their contributions during the Red Feather campaign. They not only met, but almost doubled the quota assigned to them by the Pulaski County Community Chest for 1959.

The goal was \$1,000 and the amount contributed was \$1,616.45. Because of these contributions, the Highway Department has received a "Red Feather Oscar" as an award for their outstanding response to this worthy cause.

Through The Grapevine

DIVISION 5

A. L. Moser

Vacationers recently in our office were Jim Carter; and Mr. and Mrs. Homer Moser, who visited in Texas.

Visitors in our office were: Ronald B. Keene, Internal auditor from Little Rock; Asa Duncan, equipment checker out of Central Shops at Jacksonville; and Bill Baugh, assistant maintenance superintendent out of W. R. Winfree's office in Little Rock. Hurry Back!

Champion fisherman (this is open to challenge) Clyde Nast, heavy equipment mechanic, within the past two weeks has caught a 13 1/4 pound; and two four pounds, 3 ounces, jack salmon. Can anyone top this one?

E. H. McClure, construction foreman in the division, and his family, recently moved into their new home at Eighteenth and College.

Joella McMillan, daughter of Mrs. Sally McMillan, division stenographer, was married to A/3c William P. Huddleston in Central Avenue Methodist Church on October 4, at 8 P. M. Following a honeymoon trip to Florida, they will make their home in Gulfport, Mississippi.

O. D. Syfert, Jr. was called to Effingham, Illinois recently because of the serious illness of his father, O. D. Syfert, Sr. His father is recovering nicely. Erwin Kimmer, son of Freese Kimmer, bookkeeper in our division, underwent a tonsillectomy, but has recovered and returned to school.

DIVISION 7

Sula Burnham

David Lee, former assistant stock clerk until he resigned to accept a position in Houston, Texas, was by the office a few days ago and said he was very happy in his new work. Some work! He was, at the time, with an attractive girl and driving her new

Oldsmobile, so we would say that was work to enjoy...Billy Jack Evans replaced David and Margaret Ann Jones has been added to our office personnel also.

Fishermen recently: Your reporter and family spent the week end at their camp house at Little Bay...a wonderful time and the bass were really striking. Harlan caught eight in about an hour, weighing 24 pounds, 3 ounces...largest one weight 4 pounds, 9 ounces. All you fishermen come and join us some week end - but not all at one time, please. Jimmie and Tom Gilbert caught the fish one week end...Jimmie said variety was the spice of life and they had it. They strung bream, crappie, bass and catfish.

Travelers; Max (Smitty) Smith and Billy Evans spent a week end in Little Rock and reported a wonderful time, so they decided to go again to see Arkansas-Ole Miss. A Smitty prediction was 7 to 14 favor of Ole Miss. (He didn't miss it far)

The J. W. Joneses motored up to Chicago to visit their daughter, Mrs. J. W. Riley and family. Johnnie said he was real proud of the roads in Arkansas...they measured up to any he traveled.

W. T. Jeter and Joe Goepfner attended a Roadside Development Association meeting in Columbus, Ohio. Mr. Jeter talked with a former payroll clerk, Mildred Silcox, who is associated with the Ohio State Highway Department. Mildred said she missed being home where things were a bit slower...Carolyn Barnett, district steno, plans to tour the beautiful Ozarks with son, Eddie, in November.

June Ivy had a family birthday dinner for son, Steve, October 21. Steve had real fun blowing out three candles on his birthday cake.

A certain resident engineer has promised a Barbeque when the weather got cool...Well, it's real nice and cool right now - in fact, just perfect for one of those famous feeds.

The District Office looks very nice with their new concrete parkway.

Through The Grapevine

Division 7 (con't.)

Those receiving Service Awards and Certificates of Merit in Division 7 recently were: George Dewey Moore, 20 years; John Wright Helms, 10 years; Billy Ray Bethea, Charles Conine, John Thomas Stowe, Iley Richard Whisenhunt, Horace Jewel Green, Fred Dunn, Johnnie Jones, Samuel Howard, Russell Hopper, and Hubert McMahan, 5 years.

A PERSONNEL PARABLE

"One night in ancient times, three horsemen were riding across a desert. As they crossed the dry bed of a river, out of the darkness a voice called "Halt!" They obeyed. The voice ordered them to dismount; pick up four loaves of bread that were hidden behind a rock, put the bread in their saddle bags and remount.

The voice then said, "you have done as I commanded. Tomorrow at sun-up you will be both glad and sorry." Mystified, the horsemen rode on. As the night fled by they started to nibble on the bread - just out of curiosity.

When the sun rose, they reached in their saddle bags and found that a miracle had happened. What remained of the bread had been transformed into gold. They then remembered the warning voice. They were both glad and sorry - glad they had saved some, and sorry they had not saved more... and this is the story of SICK LEAVE.

"Is your husband broadminded?"

"Yes, the cad! That's all he seems to think about."

In a gay and carefree mood, a man telephoned a friend at 2 a.m. "I do hope I haven't disturbed you," he said cheerily.

"Oh, no, the friend replied, "that's quite all right. I had to get up to answer the telephone anyway."

IN MEMORIAM

Artie Wade Woody

Artie Wade Woody, an employee in Division 4, Fort Smith, passed away October 28, as a result of injuries received while on his job October 23.

Mr. Woody was a truck driver, a position he had held since his employment September 2, 1952. He was a native of LaVaca, and was 41 years old.

Our deep and heartfelt sympathies are extended to his family. His immediate survivors include his wife and three children.

Robert Richey Donham

Robert Richey Donham, engineering aide in Materials and Tests Division until his retirement in July, 1958, passed away October 20, in St. Vincent's Infirmary.

Bob had been in failing health for some time and his retirement was due to disability. He was 36 years old.

He began his career with the Department in July 1946, and made many friends during his years of service.

We extend our deepest sympathies to his family. Survivors include his wife, Georgia Lou, and two sons, Robert Richey, Jr., and Douglas Carrol.

Mrs. Ezra Langston

Mrs. Langston, mother of Bill Langston, of our division, passed away on October 30. We extend our deepest sympathy to the family.

Lou Zettia Grimes

Mrs. Lou Zettia Grimes of Koontz, Texas, mother of Harlan Grimes, passed away September 24. Our deepest sympathies to the family.

This and That

Smile!

It takes 69 muscles of the face to make a frown and only 15 to make a smile! It costs nothing, but creates much. It happens in a flash, and the memory of it lasts. It brings happiness to others, fosters goodwill. It is the countersign of friends. It cannot be bought, begged, borrowed or stolen. It is no earthly good to anyone until it is given away. A smile goes a long way, but it usually comes back.

ATTENTION! EMPLOYEES!

Employees who do not take their earned vacation by December 31, 1958, will lose any remaining days that were accrued, but not taken, during the year 1958. Refer to Minute Order No. 2359.

TOE HOLD

In the dark of the night two safebreakers entered a bank. One approached the safe, sat down on the floor, took off his shoes and socks and started to turn the dial of the safe with his toes.

"What's the matter?" said his pal. "Let's open this thing and get out of here."

"Naw, it'll take only a minute longer, and we'll drive them fingerprint experts nuts."

Business is what, when you don't have any, you go out of.

THE WINK OF AN EYE

For years the safety specialists have been telling us, with good reason, that the split second when we're not looking is too often the fatal moment when the highway accidents happen. Regularly, as each major holiday week end looms for the nation's motorists, we hear from National Safety Council again that death can happen in the "wink of an eye."

When you are behind the wheel, there is no substitute for constant alertness. Safe driving calls for unflinching concentration. And concentration, let's face it, is work.

If you think driving ought to be fun, that your car is a mobile living room for social chitchat and lots of head turning, or a kind of traveling play pen, you'd better stay off today's crowded highways. You belong there only if you make driving a deadly serious business, and remember that death can strike in that fifth of a second when nature makes your eyes blink.

The office of J. T. Pendergrass, assistant chief engineer, checks the expense accounts for the employees. On October 22, 1958, they came across the following and sent it on to us: "Meals and Lodgings, Hope, Arkansas - 'Cain't Court,' \$7.73. (Cain't Court should have been Cain's Court)."

It's pretty obvious why this issue of the magazine is late this month. The change-over on our method of reproducing, the new equipment with which we had to familiarize ourselves, plus various other reasons, would naturally cause some delay, but we're sorry it's this long. We'll catch up next month.



THIS'LL KILL 'YA by Jimmy Zinn

Roomie: "I thought you were going to visit that blonde in her apartment tonight."

Mate: "I did."

Roomie: "How come you're home so early?"

Mate: "Well, we sat a while and chatted, were getting real acquainted and suddenly she turned out the lights. I can take a hint, so I came home."

A twelve-year-old girl had become so absorbed in adventure tales and tabloids she was forgetting to put her room in order to the exasperation of her mother. One afternoon however, mother returned to find daughter's room spic and span. "How wonderful," she observed. "What gives here?"

"Well, mother, I've realized how important housework really can be." "I read in the paper where two ladies got six months in jail - just for keeping a disorderly house."

When unexpected guests arrived at lunch time, Mrs. Brown whispered, "Johnny, run to the corner store and get three avocados, but be sure to pinch them first."

The eight-year-old returned in five minutes flat, grinning triumphantly. "Look, Mom, I pinched a whole bag full."

We do not need to change the work week as much as we do some of the weak work.

Stell swept into the office with a mink coat draped casually over her arm. "But dearie," asked Mable, "how did you ever get such a gorgeous mink?" I have been struggling for years to get one."
"Honey, replied Stell, "you mustn't struggleever."

Small boy to father: "Here's my report card and one of yours I found in the attic."

After a gay night out with the boys, Charles suddenly realized that the morning of a new day had dawned. After some considered hesitation, he hurriedly telephoned his wife and shouted to her, "Honey, don't you pay a cent of that ransom, I have escaped."

Upon returning to her 6th grade class one day, a teacher found the children sitting quietly at their desks. Since this was unusual, she asked them for an explanation.

Rather hesitantly, a girl said, "Well, you told us that if you ever left the room and came back to find everybody sitting perfectly still, you'd drop dead."

"Was your friend shocked over the death of his wife?"

"Shocked?" "He was electrocuted."

Two business partners went fishing in a small rowboat, and suddenly a storm blew up. The boat capsized, and one of the men began to swim; his partner foundered and sputtered helplessly. He was sinking!

"Say, Harry," the swimmer said to the sinking man, "can you float alone?"

"My gosh," cried the sinking man, "I'm drowning and he talks about business."

The doctors report that it's all right to drink like a fish - if you drink what a fish drinks.

Traffic Officer: "As soon as I saw you coming around the curve, I said to myself, forty-five at least."

Woman driver: "Well you're way off. It's this hat that makes me look so old."

Bars are something which, if you go into too many of, you are apt to come out of, singing a few of, maybe land behind some of.

