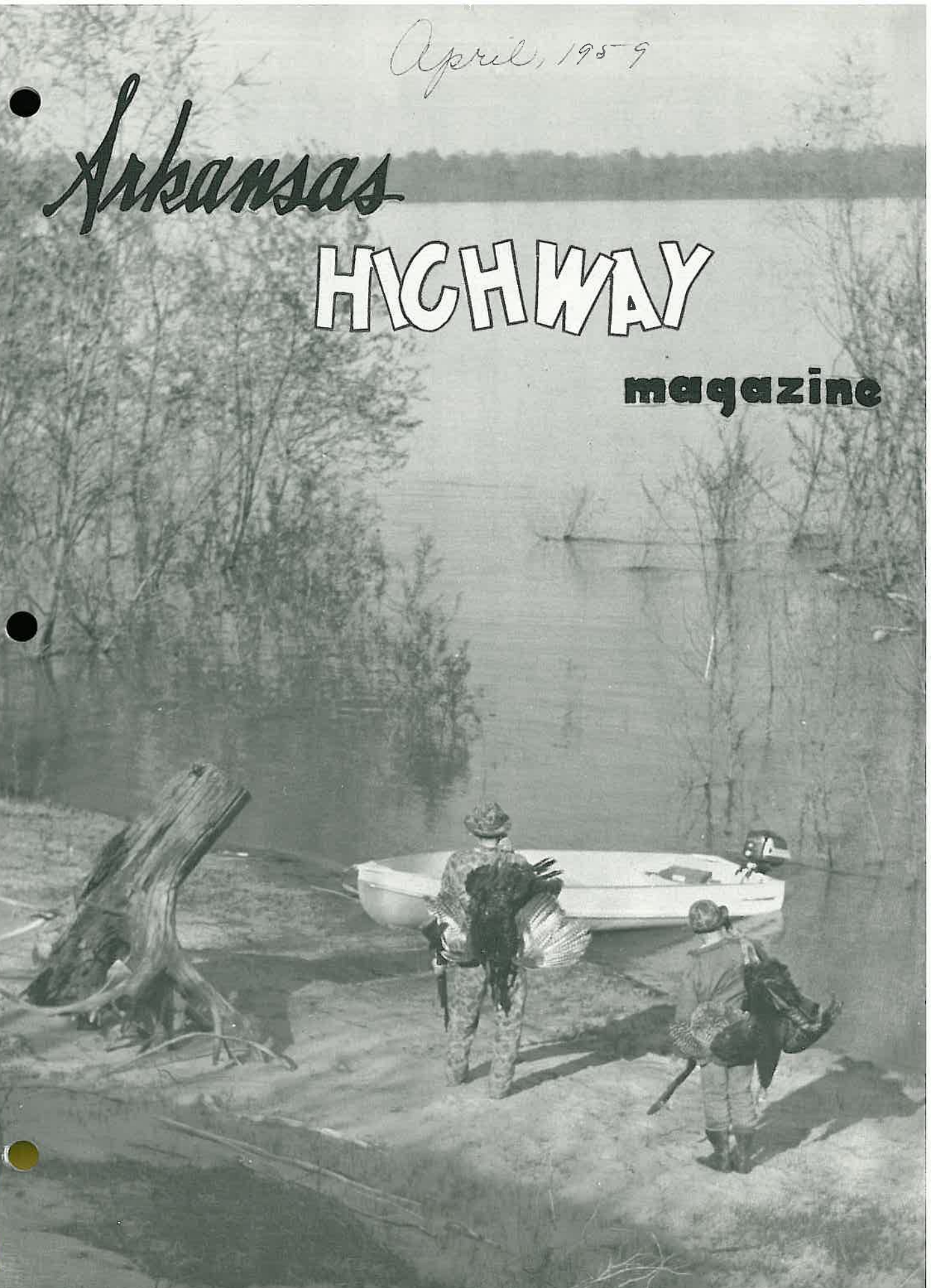


April, 1959

Arkansas

HIGHWAY

magazine



PICTURE OF THE MONTH



Vol. VIII

APRIL 1959

No. 4

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

Commission Chairman - *Lawrence Blackwell*
Vice-Chairman - *Harry W. Parkin*

Members
James H. Crain
Glenn F. Wallace
Arnil Taylor

Acting Director of Highways

R. B. Winfrey

Chief Engineer

Ward Goodman

PICTURE OF THE MONTH: Little Rock is a blazing riot of springtime blossom colors. Most profuse at this time is the dogwood tree, pictured above with a pretty girl, adding to its beauty.

COVER PICTURE: The kill made, two hunters proudly carry their bronze-colored wild turkeys from the dense forest on the Arkansas side of the Mississippi River in Lee County. Wild turkey season opens in April with one week allowed to hunt with bow and arrows. After a two-week interval, another week of hunting is held with guns being used.



Prepared and edited in the Personnel Division

Martha L. Adams - editor, vari-typist

Billie R. Hatcher - vari-typist, artwork

Johnnie M. Gray - Highway Department photographer

CONTROLLED ACCESS

FENCING ON FREEWAYS

In the past fencing along our highways was essentially a problem for abutting landowners. In those rural areas where it was unlawful for owners to permit their livestock to range at large, if he owned any livestock, it behooved him to provide fencing along his boundaries to so enclose his livestock that he will not become involved in litigation because his livestock has wandered either onto the lands of other landholders or upon the public ways adjacent to the owners land. In other rural areas where stock is permitted lawfully to roam at large, nothing much was done in the way of fencing by landowners other than to enclose lands devoted to field crops which required protection from the deprivations of wandering livestock.

Both of these situations pertain to rural areas but they cover the vast bulk of fencing along our present highways. In urban areas it has always been a hit or miss patchwork or individual preferences - in residential areas some homeowners prefer to enclose the play areas of their children and pets, in commercial areas fences are almost never seen unless rarely as ornamentation or to enclose a storage area, although in industrial areas plant boundaries are frequently enclosed with high chain link fencing to bar trespass by persons or vehicles.

Road users travelling these older highways were aware of the random function of such occasional fencing and of the probability of frequent intrusion by pedestrians, vehicles or livestock. This awareness was modified to some extent in more recent years as livestock enclosure laws became more widespread.

But today, along our rapidly extending controlled access highways, a new driver attitude is induced which demands a new look at the place fencing fills in the complete controlled access facility. Controlled access highway operation, wherein drivers move at high speeds with a valid expectation of complete protection from all forms of roadside interference, makes fencing a more definite responsibility of the highway departments. Thus fencing should be provided wherever there is potential hazard through encroachment. If a fence is needed and the proper type is not provided and maintained by the abutting landowner, it may be necessary for the highway department to provide and maintain it. All sections of a controlled access road not necessarily require fencing but, wherever the safety of freeway operation requires it, fencing should be considered as an essential part of the total highway facility.

Since highway fencing entails an appreciable cost for initial erection and proper upkeep, it should be provided only where there are definite and measureable warranting conditions. Fencing only to show right-of-way limits does not constitute a warrant. The basic warrant for fencing a freeway is safety of traffic movement - no more and no less than that! To this end the American Association of State Highway Officials has established general policy items for fencing warrants on freeways as follows:

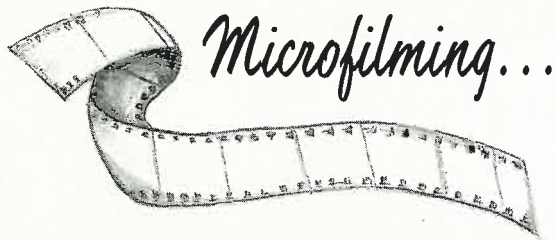
1. To keep animals off the highways.
2. To keep children or pedestrians off the highway.
3. To prevent vehicles and people from entering or leaving the highway at unauthorized places.

Thus, in states where stock is permitted by law to roam at large the state will find it necessary to construct stock fences along a freeway in grazing areas.

In many cases the need for immediate fencing will be obvious and the proper type of fence should be provided before the highway is opened. In many cases it will be difficult to determine the need in advance of construction. In such instances of questionable warrant, the erection of fences may be deferred until the need can be properly appraised, perhaps after opening the highway to traffic. Cost advantages accrue, of course, in the deferral of fencing until a sizeable contract can be set up for fencing only, probably over several sections of highway constructed as separate projects.

The lowest cost type of fence suitable to the specific purpose should be provided, with consideration given to the probable extent and type of maintenance costs as well as initial costs. Depending upon the specific or paramount need, AASHO suggests the general application of the following types of fence, either separately or in combination.

1. Multistrand wire, barbed or smooth, for controlling livestock.
2. Woven wire: for controlling small livestock and, in residential areas, for controlling pedestrians and pets.
3. Chain link, usually 4 to 6 feet high, for controlling pedestrians in highly developed areas, such as those containing multiple dwelling units industrial establishments, business districts, parks, sports areas, schools, or other institutional buildings.
4. Fences 7 to 10 feet high, for limited special areas where there are exceptional hazards.
5. Miscellaneous types such as stone, rail, board screen hedge, ect., as applicable in special cases only.



The old pictures of highway construction as compared to present day methods we used last month were found in an old folder which was about to be microfilmed. The idea for the Picture of The Month was not unique. Microfilming is.

Programmed last year in the Highway Department, the necessary equipment, including the 16mm camera and reader arrived in September. Shortly after, Mrs. Verna Daes, experienced in the field of microfilming, got the huge task under way. A huge task because it involves the filming of field notes, plans, and other pertinent data accumulated by the department for the past 42 years. To realize the enormity of the job is to see the hundreds of four and five-drawer metal filing cabinets, housed in the three-storied vault, all of which are filled with material to be put on film.

It is believed that the first practical application of microphotography was in 1870 during the Franco-German War when Paris was besieged. Microscopic reproductions of dispatches were sent from the beleaguered city by carrier pigeons. With the passing of time other men, usually scholars working on extensive research projects, sought inexpensive and rapid methods of copying manuscripts. Modifications of existing cameras and experimental models, usually of a flat-bed type, were in limited use during the earlier decade of this century. It was a New York bank employee, George McCarthy, who, in the 1920s, conceived and invented a rotary drum-type camera for reproducing quickly large quantities of checks and other bank records. The patent rights were purchased by the Eastman Kodak Company which after extensive development produced a new machine under the name of Recordak, with Mr. McCarthy as president of the company. Until the advent of World War II this type of equipment had its largest use among the banks.

Then almost overnight the public, in all walks of life, were initiated into some of the mysteries of microfilming through the vast use of V-mail, which was probably the largest wartime employment of this new medium of reproduction. Then followed stories of the use of microfilm to reproduce, in miniature, the thousands of blueprints necessary for repairing of damaged naval vessels at Pearl Harbor. As an aftermath of the war, federal and state agencies, as well as industrial firms, turned to microfilming as a means of reducing the bulk of large accumulations of records. The use of atomic weapons has further pointed up the urgency of duplicating and safely storing those records essential to carrying on daily transactions, be they of a governmental or business nature.

Mrs. Daes, who is in the Personnel Division recently moved her equipment to the vault where she will have convenient access to the work. If it were just a matter of filming, the job would be more simple but there are certain preliminaries that are necessary to make the program a success. And this is somewhat time consuming. Since Mrs. Daes is a "one man" crew, (some firms employ as many as five persons on such a program) the job will take longer to complete. The first step in undertaking the work is the careful inspection of records to be filmed and the detailed appraisal of the condition of the records. The appraisal should include such information as the quantity, age, size, condition, color, use of paper fasteners and similar details. With such information at hand it can be determined first of all whether or not it is feasible to microfilm that particular group of records. Indexing is highly important. The microfilm is indexed so that the records can be quickly located when the reference is made. Pinpointing the document location on a roll of film is accomplished by exposing code index marks directly onto the film as documents are photographed. These short black lines fall between the images on the film. They appear as continuous lines when the film is advanced in a reader.



Verna Daes

Document locations are determined by line positions as coded from 0 to 99 by the dial setting during the microfilming run. An indexing scale, matching the dial numbers, is mounted on the reader screen. The film when viewed in motion on a reader, indicates the indexed section by the changing position of the lines on the film. The code lines are permanently associated with the documents they identify.

The matter of film storage is given the utmost attention in considering any microfilming project since the film itself consists of a base which is

subject to reaction from heat and humidity. A film storage cabinet is approximately the size of a standard filing cabinet. It consists of ten drawers, each of which holds 107 rolls of film. One drawer alone represents the contents of 13 four-drawer regular cabinets, and when the film storage cabinet is completely filled it represents 130 regular cabinets! The amount of space saved by microfilming varies to a degree but is approximately 98 per cent. For instance, Mrs. Daes has completed photographing all old personnel records, which are on 42 rolls of film. This is the equivalent to over six filing cabinets.

The microfilmer camera is capable of photographing around 65 documents per minute by hand feeding (which is how most of the department's work will be done as care must be taken due to the age and condition of the old records) however, the filmer has an automatic filmer which photographs 200 documents per minute.

It is believed that the oldest document in existence to be photographed among the records is a letter pertaining to Project No. 2, dated January 3, 1917. The project was the old Cantonment Road in North Little Rock, which led to what was then Camp Pike. It was sent to H. R. Thompson, commission member, from William B. Owen, chairman of the commission at that time and a member since 1914.

When the bulk of the material in the vault is filmed the hardest part will be over, then it will be just a matter of routine for Mrs. Daes to keep the camera busy for the current work in the department.

The advent of microfilming with its many advantages, is still one more accomplishment for the Highway Department in keeping abreast of modern work methods which help to make our road building program a success.

Bohlinger Serves In Legislature

The Arkansas Legislature has adjourned as everyone knows, but it still lingers in the hearts of many. Not from the standpoint of any sentiment however. Some comments made when it was all over but the shouting (and in quite a few cases that was done loudly and clearly) ranged from "It was over at noon and I promptly collapsed" to a softly-spoken, quietly-desperate exclamation of "Rest. I *must* have rest." The person who uttered the latter had a rather disheveled appearance and glassy-eyed stare.

One person however, who had an excellent reason for rejoicing when it was over, yet said nothing except "thank heavens," was Neill Bohlinger, legal administrative assistant. Mr. Bohlinger took a leave of absence from the department to act as parliamentarian of the House, this is the sixth or eighth time he has served this office.

The word parliamentarian is closely kin to the words "parley" (to converse orally; mutual discourse) and "parable" (a comparison; a short nar-

ative from which a moral is drawn) and it is taken from the British Parliament, which first came into being after the renaissance period in the fifteenth century. Here in the United States Thomas Jefferson first wrote a book of rules patterned after the British Parliament and in 1843, a man by the name of Cushing brought out a book, "Cushing's Manual" which gave a set of rules for less formal meetings and this book was adopted throughout the country.

Shortly after the Civil War a man named Robert - a Carolinian who had served in the Union Army, returned to Carolina and addressed a meeting at which he took quite a bit of heckling by the crowd. He was surprised to find no parliamentary usage in the meeting so he compiled a book which is called "Robert's Rule of Order." The book is in workable order of parliamentary procedure and is still largely used to ascertain the will of the majority, in an orderly fashion. The rules of the House of Representatives have grown up over the years and become rather elaborate. The speaker, by reason of his manifold duties, is not able to keep rules before him at all times and for that reason the office of parliamentarian of the House was created. It is the parliamentarian's duty to listen to each stage of debate, the progress on any matter, and advise the speaker as to the proper ruling on any point of order, the course in which any legislation should be channeled, the number of votes required on any bill, resolution or motion.

The parliamentarian must have a thorough knowledge of law, which Mr. Bohlinger certainly has. Aside from acting as parliamentarian he has practiced law in Little Rock for many years, and has over eleven years of service with AHD as attorney and legal advisor.

The job of parliamentarian is a thankless one but one in which Mr. Bohlinger takes a fond interest, as he loves his native state of Arkansas, and cherishes the many warm friendships he has made with the men who make our laws.

ROBERT A. HOLLINGSWORTH

Robert A. Hollingsworth, an employee with the Highway Department since June, 1942, passed away at a Little Rock Hospital on April 13 after a lengthy illness.

Mr. Hollingsworth, a construction inspector in District 2, resided in Little Rock but lived most of his life at Sheridan. He was born at Bearden, Arkansas in 1901.

Respected by his co-workers, he was an experienced employee in all phases of construction. He shall be sadly missed.

Our sincere sympathies are extended to his family.

If there were more patient pedestrians, there would be fewer pedestrian patients.

If you think driving recklessly is funny, you'll die laughing.

We Feature ... A.G. Rives

Profile of a man! One of the most beloved "characters" in the Highway Department is A. G. Rives. And the term is not used loosely.

"Lanky", although youngish in years, is not young in service with the department. In a little more than three years he will be eligible for retirement after 35 years activity in almost every phase of engineering. He started his career with AHD on May 1, 1924 as rodman and is now district construction engineer at Camden.

Aurora, North Carolina can claim fame for being his birthplace in 1903, but as a very young child he moved with his family to Marianna where he attended elementary and high schools. He is one of four children born to the late Alva G. and Charles Eugenia Rives. His two sisters teach school at Marianna and his brother Ben, retired from government work, has a prosperous farm there.

He is unusually easy going until he has "had enough" and it is at this "enough" stage that he shows his annoyance by making terse comments in between furious puffs on his ever-present pipe. The more-often-seen side to his nature is his poker-faced wit which lures many an unsuspecting victim into a good chuckle minutes after the pun or dry quip has been spoken. He can tease unmercifully with such a straight face that his listener confusedly thinks "is he kidding me or not?" until he gets that twinkle in his eyes which gives him away. There's no particular significance to his nickname. It was given to him for what it is worth - he is tall, and when a younger man, was thin and "Lanky." It has stuck with him for many years.

Lanky has done practically everything connected with engineering - instrumentman, resident engineer, district maintenance superintendent, and engineer of Surveys. He was with an engineering firm in North Carolina for a time; worked for the U. S. Forestry Commission constructing forest roads, and as a lot of other people did around 1932 when the depression hit, he tried farming. This lasted about six months.

In early days he worked with E. P. Douglass, recently retired, and with E. N. Stevenson, presently division engineer for the Bureau of Public Roads at Nashville, Tennessee, as well as with James P. Gallagher and W. W. Zass, both deceased. It was his good fortune to be associated with many of the older engineers of the twenties - those who did engineering work by "ear" so to speak, without the help of aerial photography, county maps, and ect., their work being accomplished by intuition and experience gained through years of work in out of the way places. Mr. Rives was capable of reviewing and benefited by the associations with old railroad experts of location and construction.



"Lanky" Rives

With this background he entered the period of new methods - soil mechanism, aerial photography, management and other phases of engineering and became a master of them. His reputation as a "star locator" seems to be unsurpassed, and many examples of this title have been cited. During the Laney administration one of the most important jobs he did was the relocation of Highway 7, north of Dover. The 17-mile section between Dover and the Ozarks Forest boundary followed what was then thought to be the only feasible route through a mountain area which was steep and rugged. The existing road climbed almost impossible grades and there were five hairpin curves. The department used the Department of Agriculture aerial photographs on this location and Lanky personally investigated every possible route. When he turned in his survey note book he had eliminated the steep grades and hairpin curves and shortened the distance by four miles. In doing this he did not detract one iota from the scenic beauty of this route as it is acclaimed as one of the most beautiful in the state. Another difficult job was his proposed relocation of Highway 62, between Mountain Home and Salem. The route then and now, crosses Norfolk Lake at what is called Henderson Ferry. Lanky's relocation of a portion of this route would have passed near the community of Elizabeth to intersect the present road a few miles east of the ferry location. The work was done with great skill.

An incident which further attests to his humor happened when Lanky was district engineer at Hope. At this time he was short of competent motor patrol operators so he got on one of the machines himself and put one rough road in excellent condition. He stopped off at a country store to buy a coke and the proprietor said to him, "Thank the Lord that fellow Rives was made to hire you. He don't know a dern thing about

ading a road, but they finally caused him to git a man out here that does." Lanky finished his coke calmly and deliberately, then said, "Well, the poor fellow is sure trying mighty hard to *learn* how to maintain roads."

Lanky's family includes his wife Lena, whom he married in 1927 at Harrison, Arkansas, and their two sons, also employees of the department, A. G., Jr., and James, who recently married. The elder Riveses have resided in Camden since he was transferred back there in 1957 from Little Rock after having been engineer of Maintenance. Mrs. Rives is a devoted church worker in the Baptist Church where they are members, and she is known far and wide for her culinary abilities. Other than attending church affairs or affairs concerning the Highway Department, they live quietly, dedicating their lives to their sons, the church and Lanky's work. He carries loyalty far beyond the limits of his immediate family however, and includes all of the many, many friends he has over the state.

Lanky is a great shooting enthusiast and on trips he usually has his rifle or pistol in the car so that if the notion strikes him he can stop by the side of the road for a little target practice. Engineer of Surveys Kent Brown and Lanky used to hunt squirrels and quail together and from some of Mr. Brown's related incidences Lanky is somewhat of a sharpshooter.

The positions he has held and his seniority with the department indicate just how sharp he is - in more ways than one.

ENGINEERING ENROLLMENT DECLINES

According to the American Society for Engineering Education, enrollment in American engineering schools is on the decline, for the first time in seven years and despite the still critical demands for engineering talent. The 153 accredited engineering colleges had 2.9 per cent fewer students in the fall of 1957. And the freshman class that entered last fall was 11.6 per cent smaller than 1957, numbering 59,164 instead of 67,071. Declining enrollments have not yet affected the number of engineering graduates, 31,216 in 1957-1958, compared with 27,748 the previous year. But the numbers are far short of the record graduation class of eight years ago, when veterans of the second World War were finishing their delayed college careers. These figures come from the annual survey of students and degrees conducted by the society in cooperation with the U. S. Office of Education.

Engineering students are now less than 7.7 per cent of all American college students, compared to the nearly 8.5 per cent in 1957. Enrollment of second-year students is down 6 per cent from last year, and third year students are down 4 per cent. Only in the fourth and fifth-year categories does this year's enrollment total as large as last year's. Graduate study in engineering continues to increase sharply and enrollment is now at record

levels. In the fall of 1958, 27,456 students were enrolled in master's degree programs, an increase of 14.7 per cent compared to 1957, and 4,762 were studying for doctor's degrees, an increase of 14.3 per cent. In all, 1,396 women were studying for their bachelor's degrees in accredited engineering schools in the fall of 1958, less than 1 per cent of the total enrollment.

AHD BIENNIAL REPORT PRAISED

In the March issue of "American Roadbuilder" magazine, compliments are paid to our Highway Department on its recently issued Biennial Report. The article points out that this type of well written, excellently illustrated official publication will be of interest to any reader.

Statistics and Analyses can take most of the credit for those nice words as they are responsible for the 23rd Biennial Report which was published in January. The work involved in getting out the reports include all compilation of text, all designs, research upon top of research until it is in publishable form. This is time consuming and it takes the close cooperation of those working on it to make it the attractive and interesting booklet that it is.

Statistics and Analyses didn't miss a bet when the publication came out. We kinda' got the feeling that they want an award for it as they mailed a copy direct to the "Golden Milestone Award Committee of National Highway Users." The book is outstanding in every detail and they deserve one. We hope they get it.

An employee's greatest basic human needs will be met if he feels he is accepted as an individual in a plan that makes sense, and if, under competent leadership, he knows what his job is and why.

Other employee needs include being in a "situation that makes sense" fair treatment, particularly in being corrected for errors, respect, security, praise and satisfactory working conditions, and opportunity for self-development.

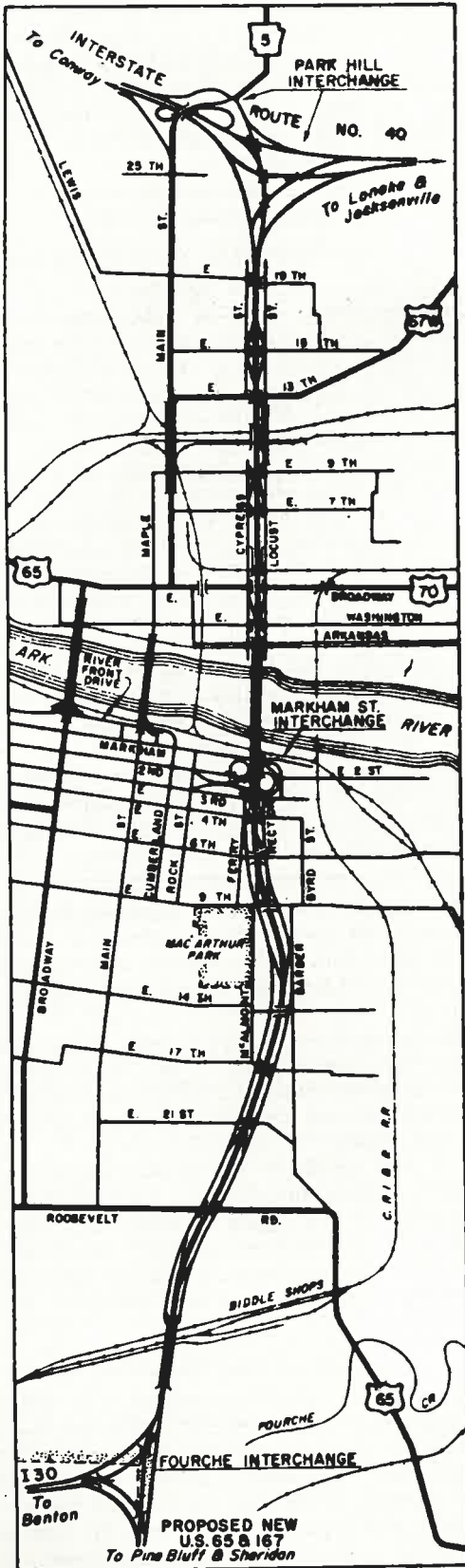
A bad situation is created where there is a disarray, confusion, lack of purpose, no sense of direction, and no goal to reach for. Here is the reason for a practical approach to claim prevention. Our claim prevention program must look good wherever we are working, not just on paper.

JOHN DENTON DEAL

John Denton Deal, an employee in Division 2, passed away February 27, while on his job in Ashley County.

Mr. Deal, 69, was a native of Fountain Hill and resided in Ashley County all his life. His employment began in 1929 and he had over 17 years of service with the department. Most of that time was spent as a truck driver.

Our sincere sympathies are extended to his family.



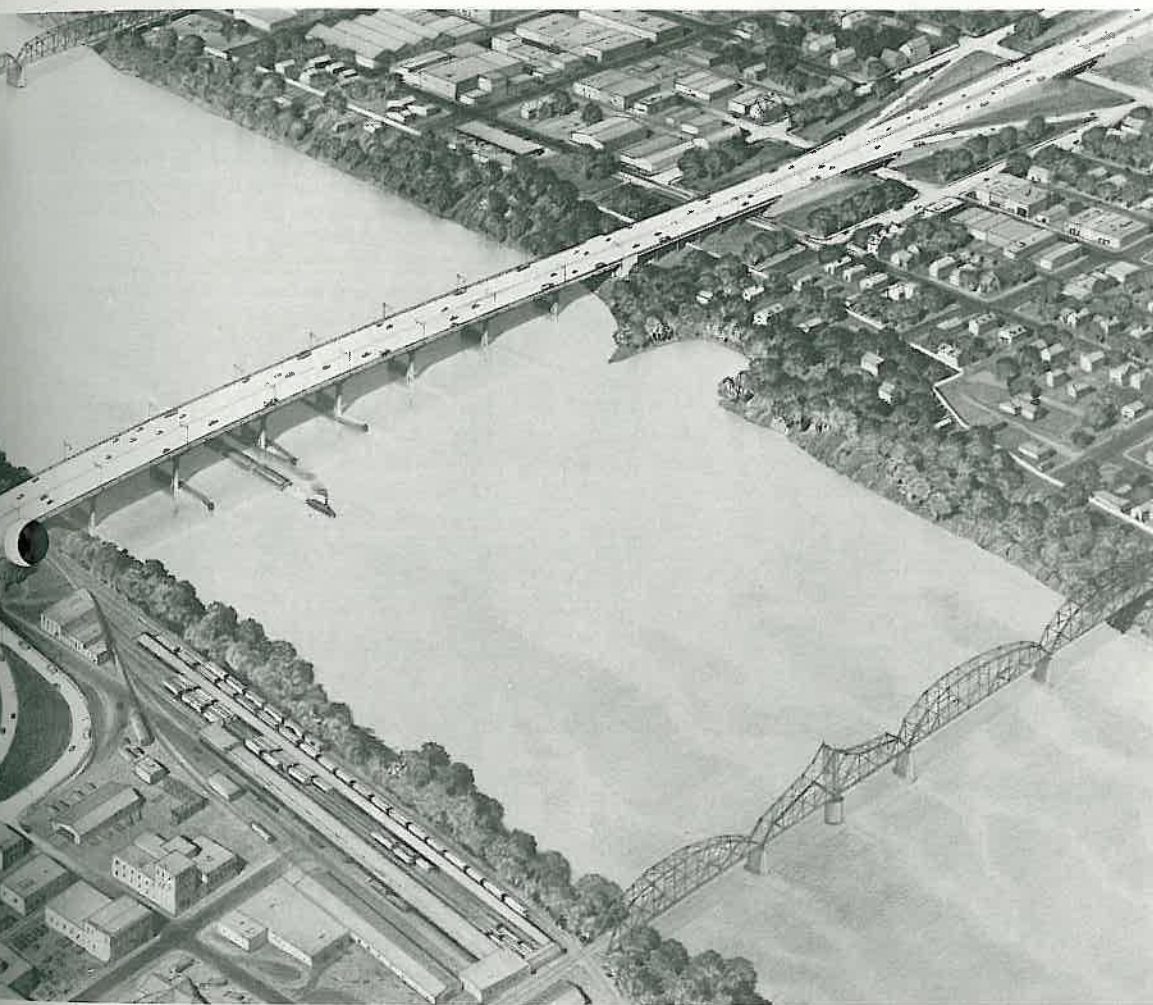
Design No. 1

Little Rock - North Little



From the Main Street bridge one can easily see the progress being made on the construction of the third bridge. The giant white piers loom ghost-like out of the water giving an almost sinister appearance. It's surprising also to see the main bridge ends on Markham street in Little Rock, and in North Little Rock. To the layman it would create a dilemma as to its functional purpose as it resembles only a huge concrete block with no outward appearance of being anything but that.

Rock Expressway Arkansas River Bridge



When the expressway and third bridge are completed, Little Rock and North Little Rock will be able to vie with other cities of comparable size, and larger, that have modern traffic facilities. It goes without saying that they will speed the traveler through the cities with a minimum of time to the very weary Greater Little Rockians who commute across the river, they shall be able to set the clock up by quite a few minutes for extra "shut eye" as that much time will be saved. A

welcome end will come to the interminable waiting in an endless stream of cars which has been a headache for the city fathers as well as the commuters.

Shown in Design No. 1 is the proposed route of the expressway from Park Hill. Design No. 2 is the third bridge and interchanges. Ward Goodman, chief engineer, stated that the bridge will be completed sometime in 1962, long before the expressway and interchanges.



AROUND THE BUILDING

An Appreciation Dinner in honor of Highway Commissioner Arnil Taylor was given by the Harrison Chamber of Commerce on April 22, at Hotel Seville in Harrison. Mr. Winfrey was among the many dignitaries who attended.

Acting Director R. B. Winfrey went to Chicago on April 14 to sign bonds to help finance the construction of the Mississippi River Bridge near Helena. Work orders authorizing the construction were issued April 9 by the Highway Department. Mr. Winfrey was in Chicago two days.

Chief Engineer Ward Goodman opened the meeting at Helena City Hall on April 1, when representatives of several agencies and firms met for a pre-construction conference on the Helena Bridge. Mr. Goodman stated that "this is a quasi project. It is not a State Project, nor a Federal project nor a Housing and Home project alone. It has taken the efforts and work of many agencies cooperating. Every step has been worthwhile. Each agency will have to give a little in their ordinary procedures in order that there be no conflict with procedures of another agency." Others attending and the agency they represented were: Elmer D. Cain and W. H. Marak, Housing and Home Finance Administration; T. J. Cambern and C. E. Draper, with the Howard, Needles, Tammen and Bergendorf Engineering Firm; E. M. Johnson and J. D. Monette, R. W. Peebles, and W. E. Holmes, Mississippi Highway Department; Wayne A. Stone, E. Jackson Smith, Simmons National Bank of Pine Bluff; John W. Courter, Anthony Leone, and P. E. Schenke, Bureau of Public Roads; and J. E. Hawkins, U. S. Corps of Engineers. Those attending from AHD were S. H. Daggett, F. T. Leebrick, C. A. Shumaker, S. M. Newman, John S. Crouse, E. E. Hurley and W. C. Johnston.

Mr. Goodman's other engagements in March were the Morrilton Rotary Club where he spoke on "Effects of Recent Legislation on Arkansas Highway Department" and the same date he spoke before the Roads Committee. On March 25 Mr. Goodman was guest speaker at the Fort Smith Chamber of Commerce Executive Board. His topic was the Fort Smith Interstate Spur.

Neill Bohlinger represented the Highway Department at a meeting given by the "Keep Arkansas Green" Association at Hotel Marion on April 10.

Fred Tanner, personnel director, and Bill Hays, were in Fayetteville from April 6-10, interviewing the University of Arkansas civil engineering graduates for possible futures with the department. Mr. Tanner said that quite a number showed keen interest in the many advantages that our Highway Department has to offer.



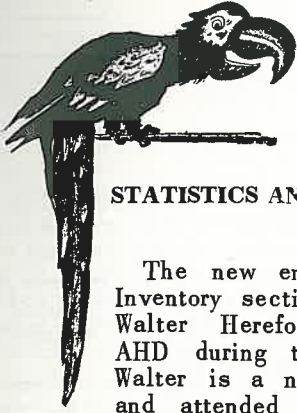
W. C. Johnston, Office Engineer

Several changes of key personnel were made in the department and announced by Acting Director R. B. Winfrey on April 9.

E. F. Nelson, office engineer since 1956, returned to Right of Way Division where he assumed the duties of director. Prior to his appointment of office engineer Mr. Nelson was for five years with Right of Way acting as engineer and division head. Mr. Nelson attended schools in Kansas City and attended Arkansas Law School. He is a registered professional engineer and has 25 years service with the Department.

W. R. Thrasher has been named chief counsel for the Legal section. Mr. Thrasher has been with the department since 1953 when he became general counsel and then chief counsel in the director's office. In 1957 he became director of Right of Way. He has a B.A. Degree from the University of Arkansas and an L.L.B. from Harvard University.

W. C. Johnston, a veteran of 17 years with the department, was made office engineer to replace Nelson. Mr. Johnston first began with AHD back in 1927 as chief draftsman in Plans and Surveys. During the war he held various high level engineering positions and prior to returning to the department in 1957 he was assistant chief engineer at Camden Ordnance Corporation. He is a registered professional engineer and holds a B. S. Degree from the University of Oklahoma.



Through The Grapevine

STATISTICS AND ANALYSES

Mary Ann Crow

The new employee in the Road Inventory section of our division is Walter Hereford who worked for AHD during the summer of 1954. Walter is a native Little Rockian, and attended Hendrix College and the University of Arkansas where he received his B. A. degree in mathematics in January of this year. We're happy to have Walter with us.

Another new Road Inventory employee is Jimmy Williams, formerly the S&A messenger boy. Jimmy is now doing a great deal of field work and we miss seeing him hurrying through our office.

Ruth Cantley, who thoroughly enjoys traveling, will be in San Antonio on April 24, to attend the Soroptomist Club Convention. Ruth will be there three days.

Mayo White's son Larry, accidentally suffered a gun wound a few weeks ago and was hospitalized at St. Vincent's Infirmary. Larry had a hard time for several days but is now getting along very well.

Mrs. Fred Herring underwent surgery last month and is now convalescing at her home. We also heard that M. L. "Pappy" Baird, who retired last summer, was hospitalized during March. We send our best get-well wishes to both of them.

Barbara Rider has resigned from clerical work and has taken up the role of housewife. We all miss Barbara very much around the division. Barbara has also been helping care for her mother-in-law, Mrs. Cecil Rider who has been quite ill.

Buddy and June Lewter are acquiring quite a few new things. First it was a new baby and now they have a handsome 1959 white Chevrolet. The Lewter heir is growing fast as evidenced by his picture below.



A friend with Charles Douglas Lewter



Hardy Winburn, Jr.

BRIDGE DESIGN

One of the new officers presented to the Little Rock Engineers Club at the March meeting was Hardy Winburn, Jr., who was elected secretary. The Bridge Design Division has quite a record for furnishing officers and committeemen to serve in this organization, which speaks well for the ability and civic responsibility to be found in our staff.

Mr. and Mrs. Gilbert Wynn have announced the engagement of their daughter, Mary Nell, to Veral Pinkerton, a designer in our division. They will be married in the Baptist Church in Nashville on April 19 and after a wedding trip will be at home here in Little Rock. Congratulations to Veral on his pretty bride and to the bride herself for having recognized the fact that a superior engineer makes a superior husband.

We were sorry to learn that John Hall was to leave us to take up the practice of civil engineering privately, because he has always had a great deal to do with the pleasant atmosphere in our office. Before John left he presented the division with a handsome copy of the St. James version of the scriptures which is referred to quite frequently in our non-bridge designing activities.

Physically speaking, it has been a rough month. There has been the normal complement of colds and flu and in addition, Ben Hogan and Lem Tull were scalded by hot coffee recently during a particularly lively coffee break; then three designers have had wisdom teeth pulled in the past weeks, with the promise of more to come out before it's done with.

Through The Grapevine

RIGHT OF WAY

Nancy Conrad

On March 30, 1959, an agreement was drawn up - very legally of course - for a Snooker Tournament, which has become a blistering battle between Right of Way and Legal Division. The participants in the contest are Bill Donham and Les Evitts for Right of Way, and Dowell Anders and Bill Demmer, Legal. The evidence of the winners and losers is displayed by two smiling faces and two very long faces. The tournament, played each Monday through Friday, at twelve o'clock, noon, is held at "Red's Snooker Parlor" on Seventh Street. It is agreed that the tournament is to last for sixty games and, according to the agreement, the losers shall pay to the winners at the rate of ten cents per game, the difference between the games won by the winners and the losers. The outcome should be ininteresting.

On March 16 Pud and Les Evitts had a 7 pound, 13 ounce boy. His name: John Leslie Evitts, III. Congratulations to the very happy couple. Guess "Ruby" will take a back seat. (Ruby is their dog who often gets in print.)

We welcome James E. Giles into the Accounting Section, succeeding Bill Hoggard as junior accountant. James attended San Bernadino Valley College in California and also took an International Accountants Course. While in college he played steel guitar in the college orchestra at the Arrowhead Club in San Bernadino. Other interests are fishing, hunting, and horseback riding. James is quite a traveler also, having been in every state west of the Mississippi.

A new employee in the Appraisal section is William Henry Williams, from Bismark, Arkansas. He attended schools there and received an Associate of Science Degree from Arkansas Tech, and a Bachelor of Science Degree from University of Arkansas. For the past three years he has been assistant county agriculture extension agent in Polk County. We are happy to have him with us.

Robert J. Redmond

Our sincere sympathies are extended to the family of Robert James Redmond, draftsman in our division, who passed away April 6, after having been ill a month with a heart ailment. Robert had been an employee since April, 1954 but due to his health, had not worked the full time. He shall be missed by his co-workers in Right of Way.

ROADWAY DESIGN

Potter, Lee, Haydon and Hicks

On April 4, the Roadway Design had a family fishing trip and picnic at Lake Ouachita. Everyone had been contributing each payday for the past four or five months to defray expenses - so what happens? Only 27 persons showed, including

the wives and children. But those who did go had a nice time. There were drinks and food left over to take back home. The fishing wasn't too good. John Adams and Brooks Nichols caught the best looking string as far as the size but the quantity was small. Everyone got plenty of fresh air and sunshine on the first outing this spring.

Joe Hicks is adding a family room onto his home. This makes the second room he has added in the past three years...understand it is going to be nice when completed.

Frank M. Lemon of Orton's squad, started with the department five years ago this month which entitles him to a Service Pin, which he received. Congratulations.

Miss Melinda Byrd, age four and one-half years old, was touring the enlarged drafting room the other day. She was escorted by her grandfather, George Fry. The little lady appeared to accept everyone and everything she saw as being fine with her.

Bob Narrell and Ray Garner left for the lake recently for a two-day fishing trip. They reported lots of boating but only a string of 24 bass and crappie.

Wakefield Village now has a "Reel" family. Pat, Karen, Denise and Duane Reel recently moved to 18 Westminister Drive.

Frank Hutchison, Bud and Ruth Smith, and Pat and Jane Witherspoon wet their lines in Ouachita one week end. At least Pat and Bud have fish in the refrigerator.

Arlo Waggoner spent a week end with his parents in Amity in early April.

Marvin Bunch and your scribe, John Hicks, spent one warm week end getting acquainted with rakes, hoes, and other lawn and garden implements.

PURCHASING

Jon Shaw

We invite everyone to come and see us in our new quarters located on the fourth floor of the Administration Building. The fourth floor is not new to us as we were here not too long ago but in a different location.

The Merediths (Jim, Martha and Conley) have moved into a new home at 4100 Idlewild Avenue, Lakewood. We wish them much happiness in their new place.

John and Sue Plegge spent the week end of April 11 in Crossett visiting friends and reported a wonderful time.

Due to the heavy work load and our recent move we were unable to send our news in for the past two months and so we would like to welcome belatedly, Linda Vassaur, who started working with us February 16.

Roger Gray, son of Willene Gray, has finished

Through The Grapevine

his basic training at Lackland Air Force Base, San Antonio, Texas and after spending a 10-day leave at home is now stationed at Davis Monthan Base at Tucson, Arizona.

Hilda Shirley has been enjoying the warm weather with several fishing trips. She spent the week end of April 11 with family and friends in Humphrey, Clarendon, and Stuttgart. Incidentally, anyone interested in obtaining new pictures of John Plegge, contact Hilda as she is now acting president of the "John Plegge Fan Club." (The line forms to the right girls. -Ed)

Your reporter's birthday on April 8 was celebrated by being guest at a Mexican dinner at Brownings - compliments of the office force. Another cause for celebration is my upcoming resignation on July 1, for the best of reasons! We are expecting a future playmate for our five-year-old-daughter Toni.

ACCOUNTING

Margaret Wallace

Welcome to Jimmy Shores from Mabelvale and Rayma Fisher from Beebe. These girls are replacing Carolyn Hart and Virginia Jones who retired to keep house. We wish them each the best of everything and lots of luck in the future even though we shall miss them very much.

A potluck was given in Virginia's honor on April 9, when she was also presented with a "going away" gift of three pieces of milk glass. Carolyn's gift was mentioned last month.

PERSONNEL DIVISION

Sue Barnes

All good things must end they say, and they did for Jackie Wallace and Sibble Cox. Jackie reluctantly returned to work on March 23 after having a wonderful two weeks down in Florida. Slept 'til noon every day and lolled on the beach all afternoon, which was evident from the tan she had...Sibble Cox and family returned from the snows of Amsterdam, New York, on April 2, after spending two weeks there with son Robert Cox, Jr., and his family. Some side trips to Canada, Niagara Falls and the ski trails were made while they were there.

Sarah Neel and husband Walter, are very happy over getting settled in their new home on Tyler Street in Oak Forest. It was a task to move after having accumulated so many things in the twenty-two years in their former home.

Verna and Ivan Daes with son Ricky, spent the Easter holidays with her sister and family, Mr. and Mrs. Arno Christopher in Nashville, Illinois. Betty Ray went to Lake Village with her roommate Linda Jarboe, over the Easter week end.

Jim Zinn has had a constant stream of applicants recently, as it is that time of the year when they start pouring in.

We were all glad to see Fred Herring when he stopped by our office for a brief visit recently.

A high spot for Marty Adams was when Hazel Hicks called her long-distance from Long Beach, California, April 4, to wish her a happy birthday. They talked for 35 minutes and she told her to tell all her old friends in the department hello. Other birthdays were Sarah's on April 1, and Billie Ruth's on April 11.

John Ball of the Buildings and Grounds crew, and his family have moved into their new home in Jacksonville. Congratulations, John.

Arnold Weese has been off for a week due to a bout with flu. Hope he is able to return soon...

Norman Smith's little daughter had an accident when she fell and cut her head, but she is getting along nicely now.

DIVISION 2 - PINE BLUFF

Ouida Grimes

On April 10 several employees of our division gathered on the Saline River near Rison to enjoy another barbecue given by the bridge crew and members of the maintenance crew in Cleveland County. The barbecued pork and goat were accompanied by all the trimmings and was delish! During the evening bridge and canasta were played. Blondie Goins won high score playing bridge and John Hollis was high scorer in canasta. Bob Jarboe and Virgil Green won consolation prizes.

Congratulations to the following on new arrivals: Mr. and Mrs. Wayne Burch, an 8 pound boy; Mr. and Mrs. Thomas Guthrie, a 7 pound 8 ounce girl; and Mr. and Mrs. Walter Perry, a 9 pound baby girl. Selma Chavis is the proud grandmother of a 9 pound, 13 ounce grandson.

We enjoyed very much having Jim Hwan Kim visit in our division. We learned a lot about the family customs and dress of Korea. Very interesting.

DIVISION 3 - HOPE

Olive Jackson

Our Miller County crew has been very busy getting moved to their new location which is about four miles south of Texarkana on Highway 71.

Otha Ira Black had a very narrow escape recently when his left hand was caught in a loader. Fortunately no bones were broken but his hand and arm were badly injured making it necessary for him to stay in the hospital ten days. He is convalescing at his home and we hope he will soon be able to be back on the job.

Jean and W. C. Beck are the very proud parents

Through The Grapevine

Division 3 (con't.)

of a little girl who arrived March 6. Her name is Janice Merle.

Collis J. Crawford received his 15-year Service Pin and Certificate of Merit in March. Congratulations, Collis.

Margie Clark, daughter of Ardell and Nellie Clark, has been elected president of the Arkansas Student Education Association. Margie was chosen for this office at the ASEA convention in Little Rock in March. Her duties will include attending the three weeks national convention for presidents of the organization at Kansas University this summer, as well as presiding at the ASEA meetings and serving as chairman of the executive committee.

Get well wishes are extended to George Woosley who is back in the hospital at Prescott and who had surgery on April 6.

Clovis and Nettie Tittle are the proud grandparents of a little granddaughter, Shaye Elizabeth, who made her arrival on March 8, in Verona, Italy. She is the daughter of Sergeant and Mrs. John Guidos.

We are happy to report that Pete Collums, who has been in the hospital for about a week, is now recuperating at his home.

We extend our deepest sympathies to Mack Hicks in the loss of his sister, Mrs. Lola Hicks Powell, March 26, in Fort Worth, Texas.

DIVISION 4 - FORT SMITH

Peggy Baber

John Danner, our equipment supervisor who had been with the Highway Department some 32 years retired on March 31. We had a nice farewell party for Mr. Danner and presented him with a new shotgun as we didn't want to see him idle. Mr. Danner, we miss you! Fred McLaughlin, who has been with the department for 17 years, replaces Mr. Danner as our new supervisor and we are very glad to welcome him.

We also extend best wishes and farewells to Mike Garner, foreman for Logan County, who is retiring on April 15. Mr. Garner has been with us since June of 1943.

DIVISION 5 - BATESVILLE

A. L. Moser

Bernard Bice, Division 5 maintenance superintendent, was passing out cigars this month! Another son, Terry Edward Bice, was born March 10. Congratulations.

Ed Orsini paid us a short visit on March 9; Asa Duncan was a visitor the next day.

Freece Kimmer, bookkeeper in our division, had minor surgery on his leg March 17. He was back on

the job after a few days confinement. Ernest Cuzzart was able to return to work on March 23, after being disabled for a month from a back injury. Others on the sick list last month and confined to the hospital were E. W. Young, J. C. Thompson, Norman McElrath, and Wayne Pigg.

Gordie Hicks, mechanic, moved into his new brick home on Highway 106 in March.

Billie Hinkle from Stone County, has been having pretty good luck recently at Lock No. 3 on White River. He lost no time in showing off two catfish weighing 25 pounds, which he caught. (Who can blame him?)

DIVISION 9 - HARRISON

Edris Hulsey

Spring is here and the fishing fever is really running high. Paul Byrom and John Burlsworth had the worst fever however, we didn't hear any fish stories. What's the matter, fellas' - lost your touch? C. G. Williams is giving instructions on fishing. Maybe you two are eligible to apply for the lessons.

Certificates of Merit and Service Pins were awarded to J. D. Bishop, who has 15 years of service, and to Andy Ross and Ray Duffy with 10 years. Congratulations.

A belated "Welcome" to Billy Wilson and Russell Bureson. Hope you enjoy working for AHD.

A sure sign of spring - slides on the Jasper Mountain, a regular spring "bugaboo." Sure does keep busy the crews of Ed Hudson and C. G. Williams.

A meeting of all foremen was held March 30 in the office of J. C. Perkins, Jr., to discuss maintenance of shoulders and road approaches and field reports.

Preparations are being made for construction of area headquarters buildings at Gentry and Marshall. Sites have already been acquired. Ertie Lawrence's crew just completed the construction of a new building at Henderson Ferry. They are going to be a busy gang.

Curtis Gardner is an enthused but busy young man these days. He and Claudette have started building a new home in the McCoy Addition. Beware, Curt! We are looking for a barbecue to celebrate the opening.

C. A. Shumaker, Bill Baugh, Asa Duncan and G. W. Stanford were visitors this month. Mr. Winfrey also was by for a short visit. We enjoyed having them.

J. M. Tate, area foreman from Marion County, reports many compliments from the citizens of Yellville on the completion of the two bridges there.

A true friend is one who thinks you're a good egg even when you're busted,



THIS'LL KILL 'YA

by Jimmy Zinn

A lady was bitten by a mad dog and was advised to make a will because there was the possibility of rabies. She wrote furiously for two hours.

"It looks like an unusually long will," her lawyer said. "Will?" "Who's writing a will?" she snapped. "That's a list of people I'm going to bite."

An engineer fell in love with an actress and decided to marry her. For the sake of prudence he employed a detective agency to prepare a character report on her. The operative's report read:

"This lady has an excellent reputation; her past is without a blemish; she has a circle of impeccable friends. The only breath of scandal is that she's been going around with an engineer of doubtful character.

"Sam, you've been drinking for many, many years. Why don't you give it up?"

"What? And give up something I've got \$50,000 invested in?"

The great big beautiful car drew up to the curb where the cute little office girl was waiting for the bus. A man stuck his head out and said, "Hello, I'm driving south."

"How wonderful," said the young lady. "Bring me an orange."

A workman was perched on top of a ladder cleaning the clock in the city building and a Nosey Joe called up to him: "Something wrong with the clock?"

"No, I'm near-sighted."

A custom's officer, while examining a tourist's baggage, discovered a bottle of whiskey. "I thought you told me there were only night clothes in that suitcase?"

"Right," replied the tourist. "That's my nightcap."

Father: "Get up Joe. When Abraham Lincoln was your age, do you know what he was doing?"

Joe: "No, I don't, but I know what he was doing when he was your age."

Customer in restaurant... "Waiter, these veal chops don't look so tender to me."

Waiter... "Sir, I used to be a butcher, and I can tell you that less than a month ago those chops were chasing a cow."

Customer... "Yes, but not after milk."

"Papa, what is the person who brings you in contact with the spirit world called?"

"A bartender, my boy."

"Now is there any man in the audience who would let his wife be slandered and say nothing? If so, please stand up."

A meek little man rose to his feet.

"Do you mean," roared the speaker, "that you'd let your wife be slandered and do nothing about it?"

"Oh pardon me, ...I thought you said slaughtered."

"Mandy, why do you call your child Opium?"
Cause he's the product of a wild poppy."

Lady Godiva, we are told, was the greatest gambler in the world...she put her all on a horse. She didn't win, however...but she showed!

Two old ladies were enjoying the music in the park: "I think this is a minuet from Mignon," said one.

"I thought it was a waltz from Faust," said the other.

The first lady went over to what she thought was the announcing program.

"We're both wrong," she said when she got back. "It's a Refrain from Spitting,"

Father: "Daughter, that young man who walks you around the park certainly doesn't look very well polished."

Daughter: "Well, I'll have to admit he's a little rough around the hedges."

"To me, said one, "he is a pain in the neck."

"Funny," said the other, "I have a much lower opinion of him."

A man died and left \$100 each to an Englishman, Irishman and a Scotsman, on condition that they each put \$10 dollars in his coffin.

The Englishman dropped in his \$10 and the Irishman did likewise. Then along came the Scotsman, who put in the coffin a check for \$30 and took out the \$20.

"If you had your life to live over," the prominent octogenarian was asked by reporters, "do you think you'd make the same mistakes again?"

"Certainly would," said the old man, smiling reminiscently, "but I'd sure start a whole lot sooner."

"Come on, come on, let's get going, hurry," screamed the wife from the back seat.

The husband replied, "You've been driving from back there all day. I've got my end across...now, let's see what you can do with yours."

Circus Manager: "You're pretty small to be a wild animal trainer."

Applicant: "Say, that's the secret of my success; they're waiting for me to grow a little larger."

A woman stepped off the penny scales and turned to her husband. He eyed her appraisingly and asked: "Well what's the verdict?" A little overweight, eh?"

"Oh, no," replied the little woman, "but according to that height table printed on the front, I should be about six inches taller."

Serious Young Man: "Do you enjoy Kipling?"
Giddy Girl: "I don't know...how do you kipple?"

The throat specialist gazed in fascination at his new patient. He had seen massive women before, but none her equal. He studied her face, broad and calm, her ample bosom, her large soft brown eyes...then he murmured absent-mindedly: "Open your mouth, please. Now say "Moo."

John: "Please, Mary, run to me darling."

Mary: "No, John, I'll walk."

Announcer: "Be sure to tune in tomorrow to learn whether Mary runs or walks to her John."

Whatever trouble Adam had,
No man in days of yore
Could say when Adam told a joke:
"I've hears that one before."

