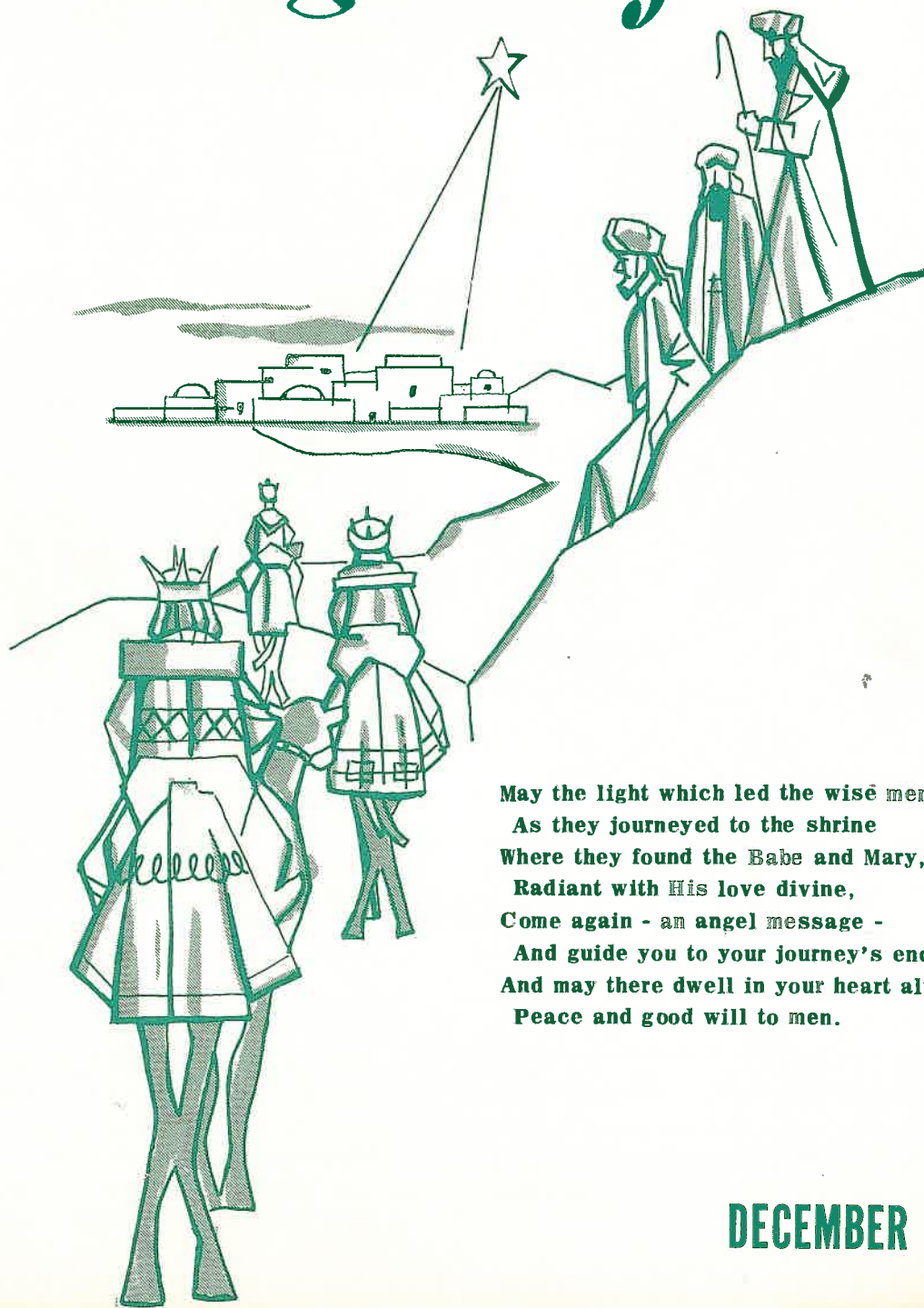


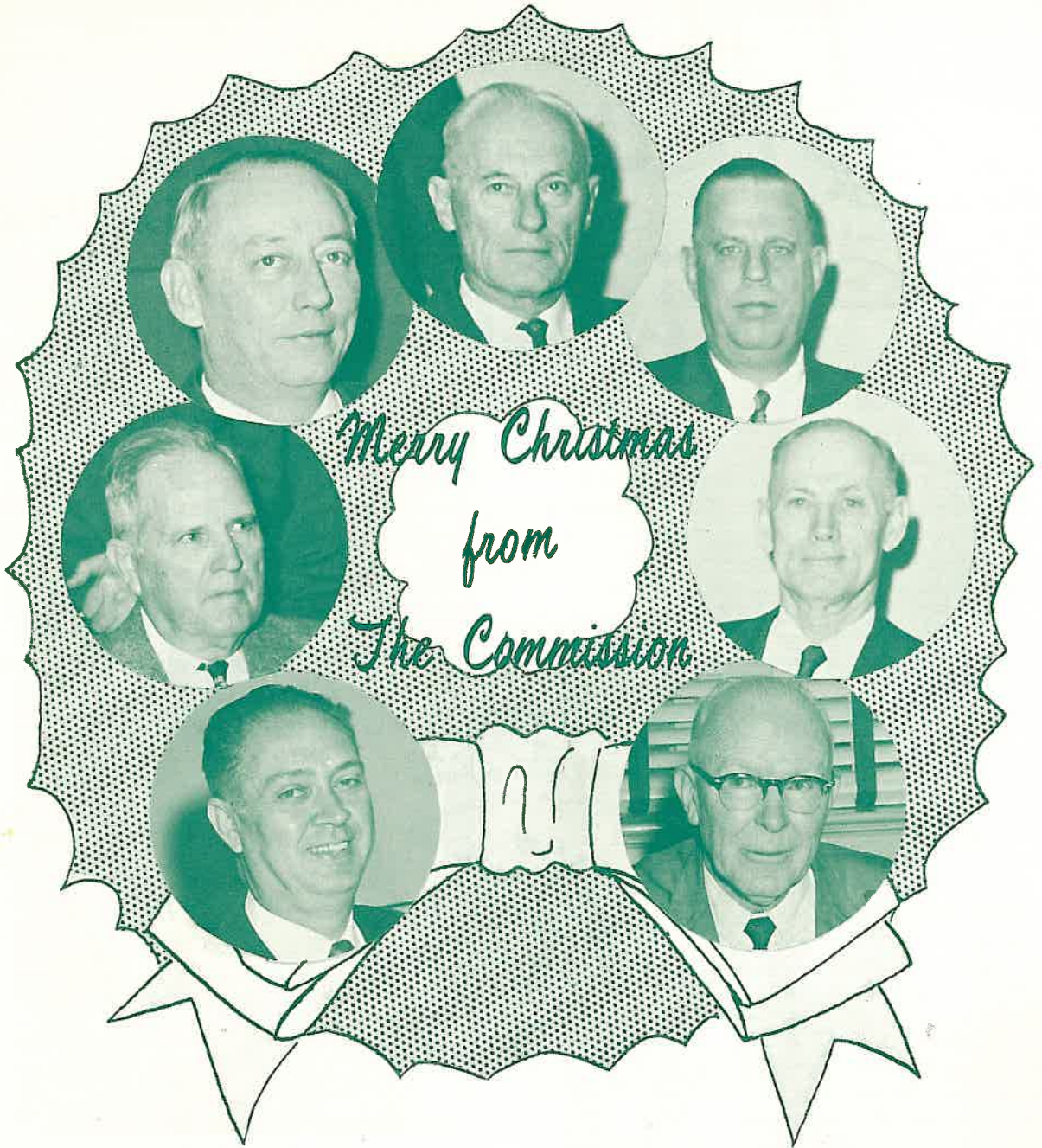
Arkansas Highways

MAGAZINE



May the light which led the wise men
As they journeyed to the shrine
Where they found the Babe and Mary,
Radiant with His love divine,
Come again - an angel message -
And guide you to your journey's end -
And may there dwell in your heart always
Peace and good will to men.

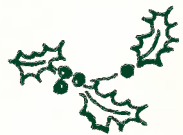
DECEMBER 1959



*Merry Christmas
from
The Commission*



Greetings



Mrs. Oliver and I extend to each of you and your families our very best wishes for a Happy Holiday Season.

We had the rare privilege this year of visiting the birthplace of our Lord, Jesus Christ, in Bethlehem.

This, together with having spent the past two Christmases in a non-Christian Moslem country, we are happy to be back with you and our many friends in Arkansas on our Lord's birthday.

F. R. Oliver

Highway Maintenance

by Gerald Sisk, Assistant Engineer
Maintenance Division

Highway Maintenance is the function of repairing, replacing, reclaiming, restoring, preserving and keeping each type of roadway, structure and facility as nearly as possible in its original condition as constructed. This function can be divided into two main classes as follows:

1. **GENERAL MAINTENANCE** - includes the usual or routine work required to keep each type of roadway in a satisfactory usable condition and can usually be done on schedule in normal daylight working hours.

2. **SPECIAL OR EMERGENCY MAINTENANCE**- includes the unusual or extraordinary repairs, replacement or reconstruction of any type of roadway, structure or facility caused by conditions; such as, floods and washouts; storms; tornadoes and cyclones; freezing; slides; settlement; accidents. These conditions require immediate attention any time they occur, either day or night, and workers on the job around the clock, as long as the emergency exists.

The Maintenance Division in Arkansas employs between 2,000 and 2,100 people from supervisory to laborer classification and most of them are in contact with the public every day, thereby making each a goodwill representative for the Highway Department. Good public relations are a MUST in this Division and our employees are trained to move traffic over the highways in a courteous and efficient manner.

The maintenance budget for the current fiscal year is in excess of \$12,000,000.00 which includes the operation of the 10 Districts, Henderson Ferry, the Sign and Center Stripe Section, the Heavy Bridge Maintenance Crews and the Central Warehouse and Shops, and the purchase of all road equipment for all Divisions of the Department. The State Highway System comprises 11,023.18 miles which includes the following types of surface: Portland Cement Concrete - 715.53 miles; Brick - 1.38 miles; Bituminous Concrete - 1,795.99 miles, Bituminous Surface - 5,846.31 miles; Gravel Surface - 2,553.10 miles; Graded - 74.10 miles and Unimproved - 36.77 miles.

The low type asphalt, or bituminous surface, roads must be sealed every three or four years and we do approximately 1,000 miles every year. This operation consists of an application of bituminous material covered with mineral aggregate on the existing pavement to waterproof it and provide a wearing surface. Last year over 8,000,000 gallons of asphalt were purchased for maintenance or enough to apply a single surface treatment on

approximately 2,100 miles of pavement, which would require about 340,000 tons of mineral aggregate for cover material. Only about one-half of this asphalt was used in surface treatments, the balance being used in making premix, tack coat and for special maintenance.

The Sign and Center Stripe Division operates from a central office in Little Rock and maintains a complete sign shop where signs for the entire state are made. Last year they made approximately 36,000 signs about 20,000 of which were installed by sign trucks from Little Rock and 16,000 were issued to the 10 Districts and other Departments. Vandalism accounts for the destruction of more signs than any other cause. About 9,000 highway signs were ruined last year by being used for target practice. These signs were installed at an approximate average cost of \$8.30 each, so it is easy to see that they are very expensive targets.



The Center Stripe crews used 63,060 gallons of white and 54,010 gallons of yellow traffic paint on 7,672 miles of pavement. The white paint is used to stripe the centerline on two lane pavements, and for lane lines on multiple lane pavements. The lane or center stripe line are painted in 15-foot segments with 25-foot gaps on rural roads and the gap is reduced in length in urban sections, due to the slower speeds for urban traffic.

When new roads are completed, the Sign and Center Stripe Section is called upon to prepare them for traffic, as well as to take care of this operation on existing highways. We think they are doing an excellent job.

The Permit Section, which is located in the

Little Rock Office, is also a part of the Maintenance Division. They issue vehicle and utility permits for the entire state. Last year 10,161 vehicle permits were issued for which \$111,353.76 was collected in fees. Permit requests are handled by mail, phone and teletype in a very efficient manner.



Signs of the times: The roadsigs shown on the preceding page and at left show the abuse dealt out by vandals and motorists. Above, the sub-division maintenance office at Springdale.

"Scotty" Leaves After 25 Years With AHD



V. E. Scott, administrative assistant, leaves the Highway Department December 31, after 25 years of service. It was almost a year ago that the decision to retire was made.

Since learning that our friend was leaving, many of us remarked the old building "just wouldn't be the same" anymore without Scotty.

To a lot of Highway people - some of us from 'way back to Commissioner Blackwood's time - Mr. Scott has been a sincere friend and always a true gentleman. In good times and in rough, when called on for help or advice or information, he gave to the best of his ability and experience.

So, while we feel a personal loss in not having him "handy" all the time, we know he is going to really enjoy his well earned vacation. Our best wishes, including some wonderful fishing, pleasant trips in the company of his lovely "Mrs." and many happy hours, go to our good friend Veron Scott.

Harold Bastian...

BRIDGE ASSISTANT



Harold Bastian, assistant head of Bridge Design, has not quite managed to lose his yankee accent even though he has been in Arkansas over 30 years, the number of years of service that he has with the Highway Department.

He came by the accent quite naturally, being a native of Groveland, Illinois, where he was born October 14, 1898, to Benhart and Jesse Bastian. The family, which also included four other children, moved to Highmore, South Dakota when Harold was a lad of seven. There he received his education, going on to the University of South Dakota to take his Bachelor's Degree in Civil Engineering. He later did post graduate work at the University of Illinois.

After a stint with the U. S. Infantry during World War I, Harold was associated with the State Engineer at Pierre, South Dakota; the Illinois Department of Public Works at Springfield; and the Tennessee Highway Commission.

While he was with the Tennessee Department, a good friend he had known in South Dakota advised him to seek employment in Arkansas as the Highway Department was beginning a fairly large construction program. He took the friend's advice and started his long career with AHD in April, 1928. Incidentally, the friend was Dr. Clark Dunn, past president of the National Society of Professional Engineers, and director of the Engineering Research, Oklahoma State University.

His first job with our Department was in Bridge Design, naturally, as a bridge engineer. This

first tenure lasted until 1931 when he resigned for the post graduate work at Illinois. In 1932 he returned and has been here since, steadily climbing the ladder in position and salary. He became assistant division head last July. He has specialized in design and construction of highway structures and facilities; building design, and miscellaneous work - and is considered to be one of the finest.

Harold's mother is deceased, but his father, a retired farm and livestock dealer, resides in Long Beach, California, as does one of his sisters. Another sister lives in Huron, South Dakota. One brother is an engineer with the Illinois Highway Department, and the other lives in Cherokee, Iowa.

Through mutual friends Harold met Miss Hazel Hale of Altus, Arkansas and they were married December 22, 1933 in Little Rock. Mrs. Bastian, who is loved by all who know her, prepared for teaching at State Teacher's College in Conway, after which she taught in the Altus schools. Teaching was only a stopgap however, for she is a retired civil service employee with 32 years of service with the Veteran's Administration in Little Rock. Her biggest aim in life now is making Harold happy which she does very successfully. She is an accomplished seamstress and whips up beautiful things for herself and some of her friends. She is a good cook and humors Harold by often preparing one of his favorite foods - southern fried chicken.

The Bastians entertain small groups for dinner occasionally, otherwise they live quietly. Just as many of the Highway Department personnel are, Harold is an outdoors man. He loves to fish and hunt - particularly ducks - and many of his associates share this enthusiasm with him. He enjoys watching television if a sporting event is being shown, or a musical program. His taste in music covers a wide range, even to some rock 'n roll - the milder form, that is - but he loves symphonies and concert music perhaps best of all. He has a workshop, of sorts, and likes to "putter around" with building or repairing things, and he does a fair amount of yard work and gardening.

At one time Harold took quite an active part in the American Legion, serving as drum major with the Drum and Bugle Corps which made the national conventions. He is a member of the Arkansas Society of Professional Engineers, and he and Mrs. Bastian are members of the Pulaski Heights Methodist Church.

One of the most unobtrusive men in the Department, he is not of a particularly humorous turn, yet he does have his moments. He treats others as he would have them treat him - in short - the Golden Rule. His co-workers and associates evidently believe in the rule also because they all treat him with the utmost respect and admiration.

HALF PER CENT HIKE ON SOCIAL SECURITY

Since 1956 Highway Department employees have been provided Old-Age and Survivor's Insurance coverage under the Social Security Law, by contributing a percentage of their wages. As of now, the tax is 2½ per cent of the first \$4800 salary, however, this will be raised 3 per cent of that amount on January 1, 1960. The tax paid in by the employee is equally matched with Highway Department funds. (Maximum total deduction for 1960 will be \$144.00.)

For the employees who are not familiar with the way Social Security works, or the benefits derived through retirement, disability, or death, the following is for your information.

1. Retirement at age 65, (women at 62). Wife also eligible if age 62 or over, or if she has a child in care entitled to benefits. Child under 18, or disabled child, over 18, who became disabled before eighteen years of age.

2. Disability benefits at and after age 50.

Wife of worker also eligible, if age 62 or over in event husband becomes disabled, or if she has a child in care entitled to benefits. Child under eighteen, or disabled child over 18 who became disabled before 18, also eligible.

3. Widow with children under 18.

4. Widow age 62 or if under 62, had entitled child in care.

5. Dependent parents (father 65 and/or mother 62).

6. Single lump-sum death payment.

Qualifications and eligibility for benefits are regulated by terms of employment and pay levels during the working calendar years.

Social Security is a kind of government sponsored security plan, to provide income in case earnings are cut off at some later time.

When you believe you are eligible for benefits, call at your Social Security district office or have some one call for you to get information about making your application. There is never an automatic adjustment or payment until after the application is submitted. When you reach 65, your disability insurance benefits are changed to old-age insurance benefits. One qualified for disability insurance benefits when you have become fully insured, after age 50, and have 20 quarters of coverage in 40 calendar quarters before the beginning of your disability.

It would be to one's advantage to stay abreast of the latest legislation pertaining to Social Security as Congress frequently increases or expands benefits providing broader coverage. Up-to-date pamphlets are free and available at any of the district offices of the administration. Post card forms are provided also for the purpose

of checking the status of your personal account. This should be done every three years.

You are credited with one quarter of coverage for each calendar quarter. For example: Starting with January 1, a three month period through March 31 is one quarter; April 1 through June 30, a second quarter; July 1 through September 30, a third quarter; and October 1 through December 31 is the fourth quarter. You may get credit for any one of these quarters in most kinds of employment if during the quarter you have been paid \$50 or more in wages. Your wages as income are entered on your individual record by the Social Security Administration. This record of your earnings will be used to determine your eligibility for benefits and the amount you will receive.

The minimum employment time required to become fully insured is six quarters of coverage and you will never need more than 40 quarters. A fully insured status, however, affects only your eligibility for benefits, not the amount of benefits which is determined by your average monthly earnings during employment time.

It is very important that your Social Security Account number and your name be the same in all instances of employment so that you will be fully and properly credited on your account at Social Security Headquarters.

CHARLES A. EMRICK

Charles A. Emrick, engineering assistant in Maintenance Division of the Little Rock Central Offices, was fatally stricken with a heart attack at his home on November 22. He was 53.

Mr. Emrick started with the Highway Department in 1936 as an inspector in Maintenance where he remained for almost two years until termination. He returned in 1946. He had almost fifteen years of service with the Department.

Our sincere sympathies are extended to his family.

ERNEST EUGENE MASHBURN, JR.

Ernest E. Mashburn, Jr., a resident engineer in District 2, died suddenly at his home in Carlisle on November 30, after suffering a heart attack. He was a native of Eureka Springs.

Mr. Mashburn was employed by the Department for almost 18 years in the Construction and Roadway Divisions. Our sympathies to his family.

CONTROLLED ACCESS

EMINENT DOMAIN VERSUS POLICE POWER

In our last issue article, the comparison of the areas of function of the power of eminent domain and the police power led to the point where it could be stated that the rules of law are clear and seldom at issue in cases rising out of planning and regulation of access to expressway and freeways. Consequently, the issue is joined and the argument is concerned with the facts of the case. The determination of the weight of the factual evidence then provide the basis for the decision in the case.

Not always do the courts find a similar determination on the weight of the same evidence. An interesting case (Iowa State Highway Commission vs. Smith) on appeal to the Iowa Supreme Court in 1957 reveals just such conflict of opinion.

The defendants, Smith and others, owned property along U. S. numbered routes Nos. 6 and 65 at the intersection of two major city streets in the city of Des Moines. On the northwest corner of the intersection, they owned a cafe, a garage, and a service station with a 216-foot frontage which for years had unrestricted access to all of its facilities. The businesses catered primarily to heavy truck traffic. On the southwest corner of the intersection they owned residential property in which they lived. In June, 1955, the Smiths were approached by the Highway Commission in regard to widening Hubbell Avenue, one of the city arteries, which carries the U. S. numbered routes north from the intersection. The other city street, Euclid Avenue carries the U. S. numbered routes west from the intersection. The representative of the Highway Commission stated that Hubbell Avenue was to be widened two feet on each side north from the intersection but made no mention of access, driveways, or dividing strips (medians) and a contract was executed. The Highway Commission made no claim to any purchase of access rights. The defendant stipulated that he received no notice of any actions of the Commission or the City of Des Moines and was never consulted about the location of driveways. He testified that:

(a) Prior to the Commission action he could cross directly from his residence to his business, a matter of 500 to 600 feet, but subsequent to their action he must travel a mile and a quarter from residence to business and return.

(b) Prior to the Commission action trucks and other vehicles could enter his property from either direction at any point along the entire frontage, but subsequent to their action only westbound U. S. highway traffic would enter through two 34-foot

entranceways, while eastbound traffic must proceed past the station to Forty-Second Street, make a U-turn and drive back to enter the property.

The defendants postulated their case on the following argument:

1. The Iowa legislature by statute has specifically outlined the authority and method of obtaining controlled access facilities.

a. The State Highway Commission has only those powers conferred by the statute. (Citing 2 cases.)

b. Right of access is a property right.

2. The Iowa constitution provides that existing rights of access cannot be taken without just compensation being paid therefor. (Citing Constitution, Iowa Code, and 12 case reports.)

3. Vested rights of access cannot be taken without just compensation being paid therefor. (Citing 6 cases.)

4. A substantial impairment or interference with existing access in connection with highway improvements is a "taking" under the power of eminent domain and not mere "regulation" under police power. (Citing 3 cases.)

The plaintiff State Highway Commission argued three points:

1. The question is not whether the abutting owners of property suffer injury or depreciation in value thereof, but whether or not the ordinance designating the places where the highway may be entered or left was in the exercise of the police power of the state.

2. The regulation of the use and enjoyment of property in the interest of public safety and welfare, without depriving the owner of possession, use, or ownership is an exercise of the police power of the state and not a taking of property requiring compensation or damages. (Citing 9 cases.)

3. The declaration by the state legislature of its policy and regulations in the exercise of the police power of the state are not subject to review, by the courts. (Citing Iowa Code, Corpus Juris Secundum and 9 cases.)

Both the plaintiff and the defendant appealed those portions of the trial courts judgment adverse to their argument.

(Continued next month when the Supreme Court opinions, which are particularly pertinent and interesting, will be given.)

The way blood flows in them these days, it's easy to see why they're called traffic arteries.



NEWS BITS....

Director F. R. Oliver was elected vice president of the Southeastern Association of State Highway Officials (SASHO) when the organization held their eighteenth annual convention November 22-25 at Miami, Florida. As vice president of SASHO, Mr. Oliver will be chairman of the Administrative Committee for 1960. In 1961, Mr. Oliver will become president and host to the convention when it will be held in Little Rock.

The Miami convention was attended by many of our key personnel and their wives. Chief Engineer Ward Goodman was on the nominating committee and also participated as a member of an Administrative School, which was part of the program. J. R. Henderson, engineer of Planning and Research, discussed "Traffic Engineering Services to Towns and Cities in Arkansas."

On December 16 Ward Goodman spoke to the Little Rock branch of the American Society of Civil Engineers at a dinner meeting held at Granoff's Restaurant. His subject was "Freeway and Interstate Driving."

L. P. Carlson, bridge engineer, who also represented the Highway Department at the SASHO Convention in Miami Beach the last week in November was elected Secretary for the Committee on Bridge Design and Construction. At the next meeting of the SASHO in Biloxi in 1960 he will be moved up to Chairman of the Bridge Committee and will have the responsibility of making arrangements and program plans for the 1961 meeting which will be held in Little Rock.

An engineering program for new engineers is being prepared by Director Oliver. The plan would entice more graduate engineers from the University of Arkansas and acquaint them with all phases of engineering. Mr. Oliver tentatively has in mind a job rotation system which would give the young men three months training in six divisions of engineering: Construction, Maintenance, Bridge Design, Location, Materials and Tests, and Roadway Design.

Mr. Oliver said that he would appoint a chairman and committee to head and organize the program. We will have more details of the set-up when it is completed and publish it in the January issue.

At a recent meeting, the Associated Investors, Inc. amended their Articles of Incorporation to allow for more shareholders. When this group of highway employees interested in the stock market incorporated around 18 months ago they felt a limit of 15 members would be a good workable-sized group. The first year and a half has proved to be both profitable and educational and now that the membership is more informed as to the workings of the market and has gained a feeling of confidence in the group's sound judgment as evidenced by above-average returns, it feels that a larger group would offer a wider scope for the corporation's activities.

Membership, at \$10 per month per voting share, are available and anyone who is interested in joining is invited to talk it over with the president, Reid Beckel of the Bridge Design Division.



Director Oliver donned white uniform to try a little experimenting of his own when he stopped by the Engineering Experiment Station at the University of Arkansas. With Mr. Oliver are: J. R. Henderson, engineer of Planning and Research; J. R. "Bob" Bissett, associate director of the station; and M. N. Graue, manager of a sand and gravel mix firm in Fayetteville.

Fred C. Tanner, director of Personnel, and Veral Pinkerton, bridge engineer, who were in Fayetteville for three days in November recruiting and interviewing graduate engineers for possible futures with the Department, said that out of the twelve scheduled to graduate in January, there is a possibility that we may get six or seven.



Jim Matthews who has just finished his second post-graduate correspondence course with International Correspondence Schools, *Selected Units, Professional Engineer, Civil Engineering Division*, received a letter of commendation from the school remarking on the excellence of his work and requesting permission to feature his experience in a future issue of *Ambition*, student and graduate paper. Jim is a senior designer in Bridge Design.



Courtesy Gene Prescott, Gazette

Shown above are the newly-elected officers of the Arkansas Society of Professional Engineers. at a meeting held November 27 at Hotel Marion. J. T. Pendergrass, assistant chief engineer, and second from left, is president-elect. Others are: Sanford M. Wilbourn, secretary; Allen Curry, vice president; and Robert Oates, president.

YELLOW LIGHT MEANS "CAUTION"

The green light turned to yellow when the car was about a length from the white line. The driver, instead of bearing down on the brake, gave reign to an impulse and pressed the accelerator. He was nearly across the intersection when the light turned red and he mentally pocketed his saving of time and trouble. But he had hardly begun to savor his sharp little victory when he became aware of a policeman, glaring at him from the

corner. The policeman majestically motioned him to pull up to the curb.

The few minutes ticked off by the policeman's doom-like pace to the halted car gave the driver time to absorb the shock of detection, reject the notion of guilt and compose a little oration of injured innocence. He was reciting this ingenious defense plea almost before the policeman reached his side. But the handsome young man in uniform seemed not to hear. His only words (interrupting the oration in midphrase) were to ask politely for driver's license and car registration.

The driver noticed with mingled shame and rage that his hand shook as he reached for these documents. He felt three pairs of eyes (his wife's, his son's and the policeman's) focused on him in his humiliation. His aggressive aplomb ebbed away and a sense of exposed guilt crept over him.

In an instant he saw himself taken to court, fined and his offense inscribed upon his so far pristine license. Here was all the panic of awakening.

As the policeman solemnly studied the papers the silence became so oppressive that the driver resumed his recital, now with a note of penitence. If he had actually done wrong it would be a lesson to him, he intoned humbly. Still seeming not to hear, the policeman stepped away (again in midphrase) to check the license plates. When he returned, the deflated driver, too, was finally silent like a convicted prisoner in the dock waiting to hear his penalty.

At last the policeman spoke. In measured words, with the patience of a teacher correcting an erring child, he proclaimed that a safe driver doesn't increase speed at an intersection but reduces it and so is always able to stop if a light turns yellow while he is approaching it. Otherwise, he added sternly, one is liable to wake up in a hospital, or at least in a traffic court. Then with a graceful flick of the wrist, he returned the licenses to the driver and walked away before the man could gasp a word of thanks.

In the considerable time that has passed since this incident, which occurred during an otherwise halcyon vacation, the driver, more cautious and chastened, has thought many times of that monitory policeman whenever the green light turns yellow. It seems that it was more effective in helping to make the highways more pleasant and safer than a ticket or an angry dressing-down would have been.

It is almost THAT TIME again. Accounting Division will mail your W-2 Form soon for income tax purposes. Is your present address the same as our records show? If not, it may delay your statement, and possible refund.

FOR SALE: One 1958 Mo-ped in A-1 condition. Will pass state inspection. Contact Dorothy Switzer, 104, Highway Building. Ext. 208.



CHRISTMAS FACTS AND FANCIES

Many of the ancient traditions and customs observed at the most joyous of all seasons, have been willed to us through the ages by the peoples of many lands, including the tribes of Northern Europe and the ancient Druids, the English and early American colonists.

The primitive Druids gave us the popular custom of kissing under the mistletoe. The mistletoe, which means, "all heal," was believed to have magic qualities - the power to protect its possessor from witchcraft, heal disease, neutralize poisons, and bestow fertility on humans and animals. If a young couple sealed their betrothal with a kiss under the mistletoe, they would receive wonderful blessings and much good luck for the rest of their lives. This custom has lived for over 2,000 years and continues to live today with much merry conjecture as to who will get "caught" under the mistletoe at Christmas.

The holiday season consists mainly of Christmas and the New Year and their respective eves. However, throughout the whole octave of the season, there exists a festive spirit which cannot be dispelled. This cheery atmosphere comes from the Medieval English who celebrated Christmas not for four days, but for twelve. These "Twelve Days of Christmas" were signaled by the lighting of the Yule Log. As the log was drawn into the hall of the lord, the people of the manor would gather round and sing joyful carols. The log would then be lit and the fire kept burning for twelve days. At the end of the twelfth day, it would be extinguished and a remnant of the fire kept for the following year when it would be used to kindle a new log. Thus we find the true symbolism of the Yule Log and the reason why Christmas is often referred to as "Yuletide."

As the people of Medieval England gathered to salute the Yule Log, the sprightly carol "Deck the Hall with boughs of holly..." a must carol, were literally true. The use of holly as a Christmas decoration in those days was quite popular and has remained a symbol of joy and merriment for centuries. And, in days gone by, unmarried women fastened a sprig of holly to their beds at Christmas-time to protect them from the "evil one" during the coming year.

One of the most popular activities and one few of us would miss, is the visiting of friends and relatives on New Year's Day. We owe this custom to the early Dutch settlers of New Amsterdam. On that day, a young Dutch maiden would wear her best jeweled cap and her most delicately pleated ruff, and, seated in the front room among her family treasures, await the coming of those youths socially eligible to become her husband. No doubt she served them refreshments and of course, there must have been much toasting to welcome in the New Year. This quaint custom has been modified somewhat. Today, the suitors have all disappeared, and, in their stead, friends and relatives assemble in warm celebration of the holiday festivities.

But regardless of what age or in what land, Christmas has always been a time of family reunion and feasting. In the time of Elizabeth I, a Christmas dinner often lasted as long as nine hours, with further snacks of oysters and pheasant served throughout the evening. A main dish of such a banquet was a peacock brought in on a golden platter, its crested head erect and its tail gracefully outspread. As a companion there might have been a steaming boar's head, with a bright red apple set between its sharp, gleaming teeth.

In merrie old England of Good Queen Bess, Christmas dinner was never complete without plum pudding. The origin of this dessert is lost in history but popular legend explains it this way: Once an English king went hunting on Christmas Eve. He soon became lost when a blizzard blocked the paths of the forest. One of the hunters, the cook, very quickly found himself charged with the task of preparing Christmas dinner from whatever food could be found. He literally threw everything into the pot - the remains of a stag chopped into fine bits, flour, a few dried plums, some birds' eggs, ale, brandy, sugar and meat from some wild game. Soon, to his surprise, he had a delicious, hot "pudding" and to this day, true plum puddings have all of these ingredients which our quick-witted hunter put into his cooking pot.

Mince Meat pie is another favorite dinner treat with an interesting beginning. It was originally devised by the puritans as a religious offering and served with a tiny figure of the Christ child in the center. The earliest known recipe dates from the reign of James I in the early 17th century.

We get our custom of inviting friends and relatives in for cocktails during the holiday season, from the old English practice of "wassailing." In Elizabethan times, no celebration was complete without the wassail bowl filled to the brim with hot pungent ale - a cheery invitation to all to come in and help celebrate the Yule.

Christmas today means many things for Americans. It is not only Santa Claus and mistletoe, plum pudding and "togetherness," but a whole heritage of festive traditions and age-old customs which have blended so well with the American scene. When we say "Merry Christmas," it is indeed so, because it is the true gift of friendship from many ages and lands.



Around The Departments

CHIEF ENGINEER

Leontee Connelly

Ward Goodman, our chief engineer, accompanied by his wife, motored to Miami Beach, Florida to attend the annual convention of the Southeastern Association of State Highway Officials, which convened on November 22-25. While there, he made an address to the Administrative Committee on "The Training of Management by the Several States."

The Chief Engineer's Office had a birthday party December 3, celebrating the birthdays of Virginia Deckard, Jean Ashford, Jim Boen, Bob Andrews, and George Peevy. Cake and coffee were served.

Jack Keilch's wife won two turkeys at the opening of a new store in the Broadmoor Shopping Center on University Avenue. Maybe Jack will have us out to his house for a turkey dinner. H'mm?

MATERIALS AND TESTS

Julia Mae Halliburton

Price and Ela Roark, are the proud parents of a baby girl, Sally Wade, who made her arrival November 12, weighing 7 pounds. Price is the son of G. W. Roark, one of our engineers.

D. W. Tucker of Hardy resigned to enter college. This will be his second term at Jonesboro.

Several are taking vacations this month, including: H. A. Dreher, H. Medlock, J. D. Earnhart, Melvo J. Pledger, and R. M. Newsom who, with his father, will drive to Lakeland, Florida to spend the Christmas holidays with his brother and family.

R. C. Turney, wife, Georgette, and son Doug, are leaving by plane on December 16 for New York where they will board another plane which will take them to Willebrook, Belgium. They are scheduled to arrive on December 17, and will return January 17. Georgette's parents and sister live there.

Joe and Bonnie Magness attended the SMU game at Dallas.

Our sympathies go to Harold Sneed in the loss of his sister-in-law, and her husband, and their daughter who were all fatally injured in an automobile accident Nevada.

Modern man is one who drives a mortgaged car over a Bond-Financed Highway, on credit card gas.

BRIDGE DESIGN

Virginia Tackett

There has been a lot of hunting going on among the sportsmen in the Bridge Design Division, but with little result. Bill Price has had the best luck...at a deer camp in Johnson County he killed a 130 pound, four-point buck, and he and his two bird dogs have had fair luck with birds the past two week ends. Curt Mahla reports that the most he got out of his deer hunting near Sheridan was a great deal of pleasure in being out in the open. This far along in the season, duck hunting has been pretty bad. Harold Bastian and L. P. Carlson didn't get a shot on a recent hunting trip to the Cache River.

The Thanksgiving holiday was particularly nice for those foresighted people who had saved up a day or so annual leave. The Cartwrights, Bob and Willette, took their daughters up to Russellville to visit both sets of grandparents. Harold and Hazel Bastian spent Thanksgiving in Dallas with her niece and family, and others just took a good long weekend. The Carlsons found Florida a delightful place to spend Thanksgiving, and Martha Carlson stocked up on palmetto fronds which she planned to use in a Christmas arrangement for a flower arranging exhibition sponsored by the Federation of Garden Clubs. While visiting the Bok Tower in Florida she was impressed with its beauty and built her arrangement around that theme...bamboo for organ pipes, and palmetto with other dried material all gilded, and using bells as a focal point. The finished arrangement was quite striking and impressive.

Not so happy on Thanksgiving was Alice Joe who is having a rather lengthy bout with pleurisy. At the beginning of this second week in December she is still finding it painful and exhausting, but we hope she will be back before this goes to press.

DATA PROCESSING CENTER

Lana Holland

Joyce Fryer returned recently from her vacation and said that she had a wonderful time being a housewife.

Wade Graham is a new employee in our division. Welcome, and glad to have you with us, Wade!

One of our employees - James Willard - is leaving us we regret to report. James, who started with the Department in October, 1953, is going to work January 1, at the Arkansas Rehabilitation Center. Good Luck James. We'll miss you.

James, and Tony Yandell, of our division, have just returned from being in the hospital. Both are fine now.

Erma Jetton and husband Robert, had as their guests over the Thanksgiving holidays, their son Lane, and wife, Jenny, and Erma's mother. They spent the time at their cabin on Lake Conway and had an enjoyable time.

Sue Plunkett, daughter of Gladys Plunkett, stopped by to see us while she was at home for Thanksgiving.

Another new employee that we are glad to have is Billie Jean Oholendt, who came to work with us recently.

Our sympathies to Roy Shelby, whose aunt passed away. Roy attended the funeral in Clarksville, Texas.

ATTENTION, SUPERVISORS!

Please help our Personnel Staff to close out the "Sick Leave" records for 1959 by sending in all your outstanding sick leave slips as early as possible.

ACCOUNTING

Jimmy Shores

Four of the girls in our division are going to meet one night a week to form a bowling league. They are Margie Wallace, Peggy Eldred, Peggy Keedy, and Jimmy Shores.

Margaret Allen and husband, John, went to visit their son John, and family in Houston for the Thanksgiving holidays. Alene Boysen and family visited relatives in Hamburg.

Fred Leebrick and wife, Penny, attended the SASHO convention in Florida. On their return trip they stopped in Houston, Texas long enough to attend a wedding ceremony for friends of Penny's. They had a very enjoyable trip.

Carl Morris was hospitalized for a few days when he had to undergo surgery. He is fine now and back with us.

Helen McCook visited relatives in St. Louis on vacation. She also visited all the department stores while there and walked her legs off, she says.

The big day is approaching for Peggy Eldred and her fiance, Gerald Yielding. Lee Wagner says it's not too late to "join the Navy." However, if he doesn't need the advice, he offers his sympathies.

PERSONNEL

Sarah Neel

Carma Dunn spent the Thanksgiving holidays in Bradford visiting her parents. Ruth Foll accompanied her roommate, Carolyn Stauber, to her home in Carlisle for Thanksgiving. Sarah Neel, Sibble Cox, Verna Daes, and Betty Ray spent the Day of Thanks with relatives out of town.

Bill Hays spent the remainder of his vacation roaming around and visiting friends in eastern Texas and Mexico.

Jackie Wallace has been sick with a cold but glad to report that she is much better and back on the job.

Jimmy Zinn has been trying to find out if he has a green thumb. He spent Thanksgiving digging in the dirt getting ready to plant winter grass and flower bulbs.

We all miss Sue Barnes who resigned November 15. We honored Sue on her last day with us, with a luncheon at Surf 'N Sirloin and presented her with a gift. Sue has written that she likes her new job at the Arsenal.

RIGHT OF WAY

Betty Grimes

Christmas came early at Bidy Holiman's home, at least for her husband Raymond. Bidy hadn't the heart to hide hip boots, insulated underwear and a case of shotgun shells right in the middle of duck season. She even took a weeks vacation because he wanted to take her hunting.

Gip Robertson spent two days duck hunting and got his limit both days; but Glendol Jackson and George Foster are wearing their shirts with the tails cut off. They each spent several days at deer camp; and although they didn't bag a buck they reported the woods were beautiful and they had a wonderful time.

Les Evitts has resigned to take a position with the First Pyramid Life Insurance Company. A luncheon given in his honor was attended by 36 members of the Division. A gift was presented to Les and a corsage to his wife, Pud. We will all miss Les and his ready wit. His leaving has reduced the number of charter members in the Snooker League to one, Dowell Anders.

When asked for comment, Les related a sad tale of how he had slaved over a moth-eaten pool table each noon hour for two years, only to have it replaced with a bran-spankin' new one two days before his departure. Anders and Luton say that a certain Seventh Street pool parlor won't have "atmosphere" without Les heckling them.

The new face in the Accounting Section is that of Charles W. Walther. Charles is a graduate of Little Rock schools and is attending Arkansas Law School at night.



Mrs. Minnie A. Little, a young girl of 87, is visiting her son, W. Dwight Little, assistant division head in Right of Way, who resides in Jacksonville. Mrs. Little makes her home in Percy, Illinois.

DISTRICT 2

Ouida Grimes

Congratulations are in order for two couples who have new additions to their families. Mr. and Mrs. Collins B. Wall are the proud parents of an 8 pound baby girl. Mr. and Mrs. Muril Carter have a bouncing 8 pound baby boy.

Betty Doss, daughter of Mr. and Mrs. Barney Doss, was elected football queen at the Watson Chapel High School. Congrats, Betty.

We are happy to have kept John S. Harris, Brewster Shalmy, and Bill Wood in our District. We were sorry to have lost Mr. and Mrs. H. R. Lucas and O. A. Tinsley, who were transferred to other districts, but our best wishes go with them.

We hear that our men had good luck on the hunting front during the first deer season. How about it, fellas?

Welcome to W. L. Wright, who transferred from the Construction Division to our Maintenance Office. He is replacing this reporter, who in turn, is replacing Violet Tatum who resigned.

We send our best get-well wishes to J. G. "Blondie" Goins and hope he is up and back with us soon.

All of us in District 2 send our deepest sympathies to Mrs. Charles Emrick and family. We had learned to love and respect Mr. Emrick during the four years he spent with us. Also our sincere sympathies to Dewey Hicks and family of Lake Village, in the loss of his mother, Mrs. Doug Hicks, who passed away in October.

A stenographer defined a wolf as a modern dry cleaner. He works fast and leaves no ring.

DISTRICT 3

Olive Jackson

This office was very glad to have as a visitor recently, our Director of Highways, F. R. Oliver.

Floyd Pharris, Sr., our equipment supervisor, and Clovis G. Tittle, mechanic, attended a service clinic in Little Rock at the Voss-Hutton-Barbee Company on November 17. They reported the meeting was very beneficial and the luncheon at Hank's, served by Hank in person, was enjoyed by everyone.

John W. Graham and Mrs. Graham, while traveling on Highway 67, just out of Hope on Thanksgiving, were hit by a car which pulled onto the highway in front of their car. Mrs. Graham was painfully injured and the car badly damaged.

Honors and activities never cease for Margie Clark, daughter of Ardell and Nellie Clark. Margie is one of the three finalists for queen of the Petit Jean, Harding College yearbook. Also, Margie, who is a member of the A Capella Chorus at Harding, was on a fall tour from November 27, to December 7, which took her to Oklahoma, Colorado, New Mexico and Texas.

Shelby and Wanda Yanie of Little Rock, are the proud parents of a little girl, Pamela June, who arrived November 26 at Prescott. Lula and Loyd Haynie are the proud grandparents.

We are happy to report that the following employees who were hospitalized recently are convalescing at their homes: Louis Jones, critically injured in an automobile accident, and Arthur Clark, who was very ill with pneumonia. R. O. Winten is recovering from a back injury which he received while cutting brush on right-of-way in Sevier County.

Roy Bullard made a recent trip to Los Angeles for a short visit with his son. He was accompanied home by his little 8-year-old grandson, Dooley Bullard, who will spend the winter with his grandparents.

Dorothy Frances Whitten, daughter of Newburn and Louise Whitten, became the bride of John Webb Walthall of Garland, Texas, on Thanksgiving Day. The ceremony was performed by Reverend Ernest Whitten of Arkadelphia, brother of the bride, at the First Baptist Church. The couple are now making their home in Tyler, Texas.

Some of the lucky deer hunters in this district who bagged a deer were Arvin Jones and Albert Hodges.

A MERRY CHRISTMAS AND HAPPY NEW YEAR TO EVERYONE!

DISTRICT 4

Jo Vail, our bookkeeper, and Peggy Baber, our payroll clerk are retiring to resume housekeeping. We welcome the two taking their places: Carolyn Anderkin, payroll clerk, and Kay Capehart, bookkeeper.

R. A. Gray, one of our job superintendents, went bird hunting. He reports he bagged his limit before noon. We are looking forward to another dinner Bob.

At this time we would like to assume a serious manner and wish all of you a VERY MERRY CHRISTMAS and a HAPPY NEW YEAR from all of us here in District 4. See you again in January, 1960!!

The sensible man works hard, enjoys each day the best he can, saves a little, plays a little, and when the books are balanced at the end of life, you will find to his credit a record of a lot of good deeds well done and some enjoyment.

DISTRICT 5

A. L. Moser

Employees who took winter vacations recently were: Homer Moser, Raymond Engles, W. W. James, E. G. Hicks, Bill Newman and M. Hughes.

Lee Tharp underwent surgery in St. Vincent's Infirmary in November. Lee is at home recuperating. Lester McGinnis had a heart attack on November 3, but is improving nicely at his home after a short stay in the hospital. Ross Hughes was in the clinic for a few days but is working now. C. A. Qualls was on sick leave this month but is back at work again.



Robert Lawson Johnson, mechanic in District 5, is shown with the 800 pound elk he killed on the Middlefork River in Idaho in October.



Clyde Nast is holding the huge 26 and 3/4 pound yellow catfish that was mentioned in the last issue. Clyde caught another weighing 17 pounds. They were caught at Lock and Dam No. 1 at Batesville.

Visitors recently were Bert Rownd and Charles Emerick from the Maintenance Division in Little Rock; C. M. Matthews, who was here while enroute to his new job in District 1 at Wynne; A. G. Rives, Surveys, and Bill Baugh, from Maintenance Division, Little Rock, and Ed Orsini, Chester Fetcher, and Clark Moseley, who were with us for a week making an audit. Glad to have had all of you.

Division 5 (cont.)

George C. Cavaness, our new district engineer, joined us and we are all very happy to have him in our organization. He and his wife and two children live at 455 South 22nd Street.

The following men went deer hunting during the month of November: Coy Frazier, who killed a spike buck; B. D. Anderson, a 5-pointer; Lynn Stroud, 3-pointer; D. Martin, 4-pointer; and those who went but had no luck were Jitter James, V. C. Nast, C. E. Pectol, U. E. Tomlinson, E. H. Cuzzort, M. O. Steward, Howard Smith, Nel Scribner, Ralph Montgomery, Henry Anderson, Ullis Jesson, Herman Hurley, Tom Vines, Carl Hames, Deb Reynolds, Van Clinton and Homer Campbell.

D. D. Syfert and family spent the Thanksgiving holidays with his mother in Illinois.

Welcome to Mary Haney who joined our office staff November 16.

We extend our sympathies to U. E. Tomlinson whose mother passed away in November.

DISTRICT 8

Netha Brown

Our District Engineer, W. F. Turner, and Mrs. Turner, with Mr. and Mrs. C. M. Matthews of Wynne, attended the SASHO convention at Miami Beach, Florida. While down there, Mrs. Turner flew to Nassau with friends. They mixed business with pleasure and had a wonderful time.

Plans are being made to close the old District 4 office here in Russellville on December 15. Mr. Turner and his secretary, Verna Hopper, will move over with us on that date and it will be nice to have our Highway Department family together again.

Two of our employees, Joe Hall, area foreman at Clinton, and James Phillips, mechanic in the district shop, are patients at the Veteran's Hospital in Little Rock. Everyone wishes them a fast recovery and we hope they will be home for Christmas.

J. P. Clayton and George Cavaness, formerly of our district, visited our gas station recently. Hope next time they come our way they find time to come in the office and say hello.

Everyone here in District 8 extends CHRISTMAS GREETINGS to each employee and their families, of the Arkansas Highway Department.

DISTRICT 9

Hulsey and Morton

We are very happy to have H. R. Lucas as our new district engineer, and extend to him a most hearty welcome. Mr. and Mrs. Lucas are residing in the Milburn Apartments on North Cherry Street.

Hillman Watkins and family have moved into their new home on North Lucille Street. It is a beautiful place and we know that Hillman is justly proud of it.

The new home of Mr. and Mrs. Gary Godfrey, south of Harrison on Highway 7, was the scene of a surprise housewarming party November 28. Gary is resident engineer in Harrison and the party was well attended by construction employees who presented the family with a large plate glass mirror and other gifts. The Godfreys did much of the work on the house themselves. Congratulations.

Recent visitors to our district were: A. G. Rives, Harry Wright, G. W. Stanford and Asa Duncan.

Willis Cantrell bagged an 8-point buck during the deer hunting season. Had no reports of success from the other nimrods - but better luck next time, fellows!

Mr. and Mrs. J. M. Tate are the proud parents of a baby boy. John Wayne, weighing 10 pounds, made his arrival the last part of October at Yellville. Congratulations!

Jane Whitaker from the University of Arkansas, and Mr. and Mrs. John Ed Whitaker, enjoyed Thanksgiving dinner with all the trimmings at the home of their parents, Mr. and Mrs. Jewell Whitaker.

Ray Crouse and family drove to Kansas City for Peggy's parents' fiftieth wedding anniversary celebration and the Thanksgiving holidays. All of the 10 children and many grandchildren were home for the event.

Jim Caviness and family motored to Springdale on Thanksgiving Day for a turkey dinner with Oweta's family.

Forrest and Vivian Williams spent the Thanksgiving holidays in Magnolia with Vivian's folks. They reported a nice trip except for a cold Forrest picked up 'down south'!

Wayne Coonfield, Mack McChristian, Marian Downs, Billy Ray Anderson, Leo Hudson, and Joe Patton, construction employees at Harrison and Fayetteville, are on the vacation list this month. Curtis Pangle is taking a few days vacation to be with his father who underwent surgery at a Little Rock hospital.

Dick Porter of Dallas, spent a few days with his father, W. H. "Slim" Porter, prior to accepting a position with ZIV Film Corporation in Lubbock, Texas. Your reporters spent an enjoyable evening bowling with "Slim" and "Stretch" even though we took a bad beating.

Our sincere sympathies are extended to Clell Deakins in the loss of his father, and to C. G. Williams, in the loss of his mother.

From all of us in District 9, to all of you out there, MERRY CHRISTMAS AND A MOST PROSPEROUS AND HAPPY NEW YEAR!



**NOT THE WAY TO
DECORATE
A TREE AT CHRISTMAS**


LETTERS
THIS'LL KILL 'YA...

by Jimmy Zinn

Tulsa, Oklahoma
December 2, 1959

Arkansas State Highway Commission
Little Rock, Arkansas

Gentlemen:

For a couple of years I have been very happy to have in the glove compartment of my car a map of the Arkansas State Highway System - issued by the Arkansas State Highway Commission (First printing January, 1958). I believe I was handed this map at a motel in Fort Smith.

Mrs. Cooper and myself are in Arkansas on many week ends of the year. You folks have made lots of road improvements during the past few years. We were in Hot Springs this past week end. We drove from Tulsa to Stilwell, then via your 59 to Van Buren, over 64 to Ozark, down 23 to Caulksville, over 22 to Paris, down 109 to Magazine, over 10 to Danville, down 27 to pick up 28 and over to 7, and into Hot Springs. The work you are doing to roads like 27 from Danville to Mt. Ida is something for you folks to be proud of. Also, I would like to comment on the fine work that you have done in the past months on 68 between Huntsville and Alpena, and on 23 between Huntsville and Eureka Springs - Highway 7 to Hot Springs is our favorite.

Will you please put me on your list for the next printing of your Arkansas State Highway System Map? Sure would like to have your last edition.

Thanks a lot for what you have done and best wishes for the future.

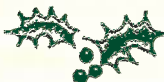
Sincerely,
Clio E. Cooper
P. O. Box 2136
Tulsa, Oklahoma

FROM THE MAGAZINE STAFF AND
THE PERSONNEL DIVISION

WE EXTEND

YULETIDE GREETINGS TO ALL MEMBERS
OF THE HIGHWAY DEPARTMENT AND

WAY THE NEW YEAR BRING GOOD LUCK,
HEALTH, AND HAPPINESS.



A hen pecked plumber got an emergency call to the Smith residence. In answer to his ring, both Smith and his wife met at the door. Smith said to the plumber, "Before you go into the bath room, I wish to acquaint you with my trouble."

The plumber pulled off his cap, blushed shyly, and holding out his hand to Mrs. Smith, said: "Pleased to meet you madam."

An exasperated salesman abandoned his car in a no parking zone, left this note: "I've circled this block 20 times..I have an appointment and must keep it or lose my job. Forgive us our trespasses."

Upon returning he found a parking ticket and this note: "I've circled this block 20 years. If I don't give you a ticket, I'll lose my job. Lead us not into temptation."

For more than a year a man had eaten in a small restaurant whose sign read "Mary's Home Cooking," but never once had he seen Mary. Finally his curiosity got the better of him and he said to the waitress, "I've been having lunch here for a long time and Mary is never around. Where is she?"

"She's just where the sign says she is, mister," the waitress answered, "home cooking."

A tipsy chap squeezed his way into a crowded hotel elevator. When the door closed, he was facing all the rest of the people in the car and couldn't turn around. Giving the group a very pompous and dignified look, he said: "Ladies and gentlemen, I suppose (hic) you're wondering why I called this meeting."

Two drunks were sitting at the bar and hanging on for dear life. One muttered to the other, "Do you know what time it is?"

"Sure," hiccupped the other.

"Thanks," said his friend.

Forecasting the new styles, the fashion editor wrote: "There will be very little change in men's pockets this year."

A frustrated motorist had been trying to pass a huge truck for many miles. Every time he tried to go around, the truck driver increased his speed or swerved toward the middle of the road. Finally, at a stop sign, the motorist pulled alongside the truck drivers window.

Well? growled the truck driver, glaring viciously. "Nothing important," was the motorists reply. "I know what you are...I merely wanted to see what one looks like."

Wife: "We've got to fire that chauffeur. He's nearly killed me four times."

Husband: "He's a good man. Let's give him another chance."

"Hello!" Is this the city bridge department?"
"Yes. What can we do for you?"
"How many points do you get for a little slam?"

Lady Driver: "The thing I dislike most about parking is the noisy crash."

"How far to the next village?" asked the passing motorist to the mountaineer.

"Twelve miles agoin' and 14 acomin'," he answered.

"Why the difference?" asked the motorist.

"Well, I guess I walk straighter agoin' than acomin'," he answered.

