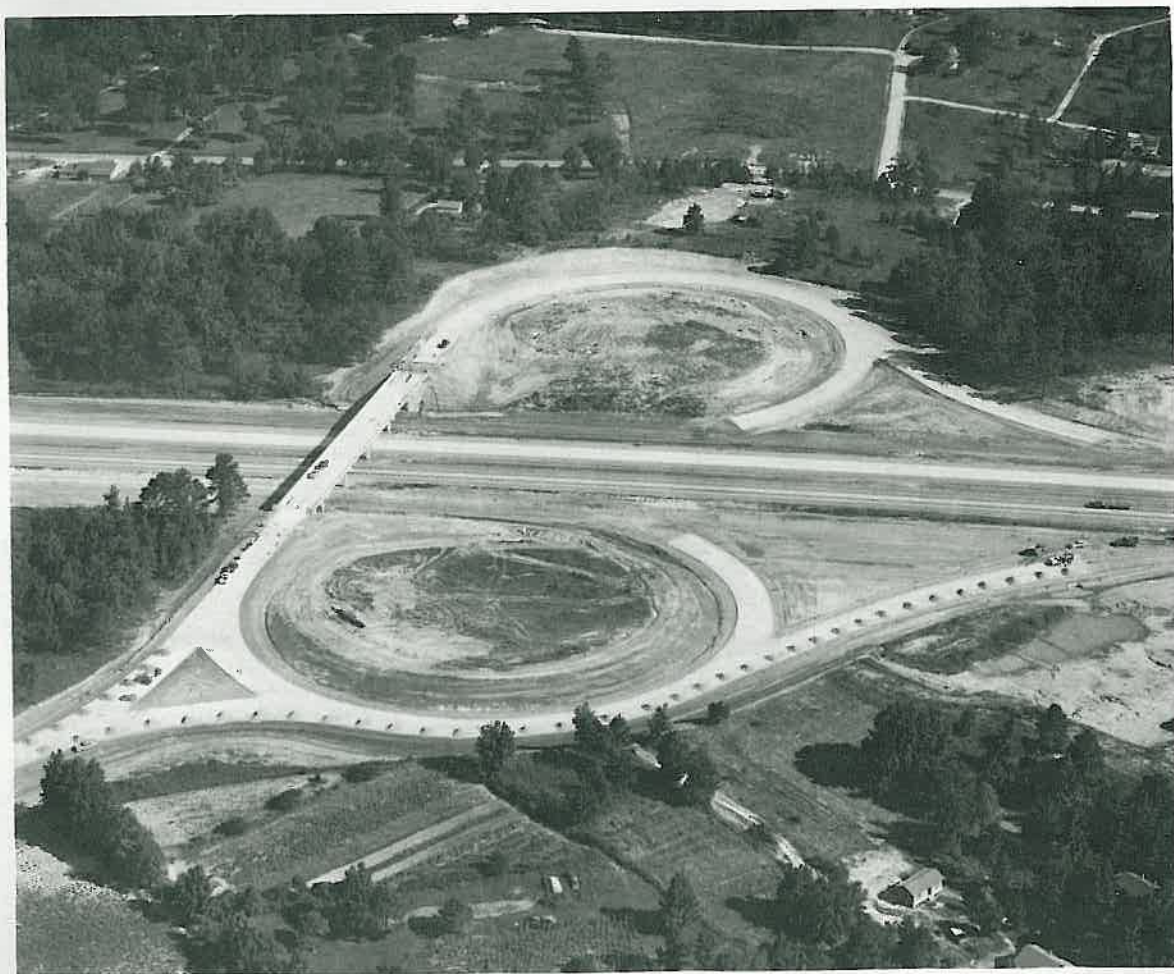


Arkansas

HIGHWAY

magazine





PICTURE OF THE MONTH

Arkansas Highways

FEBRUARY 1959

VOL VI

NO. 2

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

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Armil Taylor

ACTING DIRECTOR OF HIGHWAYS

R. B. Winfrey

CHIEF ENGINEER

Ward Goodman



COVER PICTURE: The Congo Road overpass on the Benton Highway. The picture was made while it was still under construction.



PICTURE OF THE MONTH: An Illinois Central pelican rail ferry which crosses from Helena to Friar's Point, Mississippi, hauling freight, corn, cotton, ect. It is one of three in operation on the Mississippi River. It has two tracks which carry about fourteen cars and an engine.



Prepared and edited in the Personnel Division.

Martha L. Adams - editor, vari-typist
Billie R. Hatcher - vari-typist, artwork
Johnnie Gray- Department photographer

**ARMIL TAYLOR
NEW COMMISSIONER**



The Arkansas Legislature confirmed the appointment by Governor Faubus, of Armil Taylor, Clarksville businessman, as the new highway commissioner on January 28. Mr. Taylor succeeds Raymond F. Orr, whose term expired January 14 after serving six years.

Mr. Taylor, 59, is a native of Clarksville. He graduated from Clarksville High School and he has a Bachelor of Art's Degree from Hendrix College in Conway.

Serving on a commission is nothing new to Mr. Taylor. From 1934 to 1941 he was a member of the State Board of Education, and from 1947 to 1954 he served on the Fish and Game Commission. He also has been a member of both the House (1933) and the Senate, (1935-1941) in the Arkansas Legislature.

Mr. Taylor is owner of the Armil Taylor Insurance Agency at Clarksville. He and Mrs. Taylor, the former Miss Izola Strong, have a 14-year-old son, David Strong Taylor. A married daughter, Mrs. Carol Taylor Mohlman, resides in California.

Eldridge Speaks To Highway Employees

The following is the text of Mr. Eldridge's talk to employees that was promised in the last issue of the magazine:

"You have had opportunity now, most of you, to observe the workings of this Department under the Mack-Blackwell Amendment. We have seen it in operation for six years and we should have, by now, made up our minds that we are for or against it. I can't conceive of anyone that is not for it. I believe that most of you are fully appreciative of what it means to you as a Highway employee.

"If you will pardon this personal reference I was in a Highway Department that for ten years had been getting out from under the influence of politics. At the end of that time they were changing heads. The new head of this Department called a staff meeting and among his remarks was the statement that "I am now head of this Department and you owe your loyalty to me." One of the group got to his feet and said "we work for a CAUSE not a MAN." If you are going to accomplish those things that give us the most satisfaction in our life we will be working for a CAUSE and for those who that cause.

"Since coming here to get the Mack-Blackwell set up started I have been linked in the minds of a lot of people as a symbol of Mack-Blackwell. That is all right. I have tried to promote the very best interest under that set up so I guess that has been inevitable. But, some people have construed that to mean I was indispensable to it. No one is indispensable. The Director is hired to serve at the Commission's pleasure and the Commission should at any time have the privilege to change Directors. It doesn't follow that everything is being thrown out of the window.

"The events of recent weeks have no doubt caused you to wonder and certainly has caused an awful lot of speculation. It has caused a lot of things among you of which I am not proud. So, I want to appeal to you. I want to put something right squarely up to you because I know now, and I have known all along, that Mack-Blackwell will succeed or will fail depending upon the people of this organization.

"If you aren't sold on it I just don't know what it would take to please you. The employees must work together before it can be

put over. If you continue your feuds--one among another--enmities that have, no doubt, built up over a long period of time--you will defeat Mack-Blackwell. All the difficulties that we have had under this set up stemmed right out of this organization. Some would deliberately wreck Mack-Blackwell just to have their own way. They put selfish interests before others and don't even think. With each session of the Legislature we really have our troubles because of some people in this organization who apparently are not sold on any part of what is trying to be accomplished.

"I say to you that Mack-Blackwell will not succeed until you are thoroughly sold; until you can present a solid front.

"I don't know why so many petty, jealous, mean and despicable things are done around here. To me you are just fine, wonderful people, so it is very difficult to actually believe some of the things that happen.

"We have never been able to have a Department secret without a leak. Only last month we were attempting to make a news release at a given time and date. We wanted to give that release to all newspapers in the State at the same time, yet it came out in the Gazette a day early. Some attempts were made to trace why this was done. The reporter who was given the release said it was taken to him by a Highway Department employee. It was not a secret--just a matter of timing the release to all papers. Yet some person had to give it out, which indicates that we are not pulling together as a team. We can't have a Department with that kind of loyalty. If you can't be loyal employees you should resign.

"Your Highway Commission, a majority of the members, have given me assurance that they will do their utmost to make Mack-Blackwell succeed. To me their action of naming Mr. Winfrey as acting director is assuring the continuity that will be needed until such a time as they can find the man they want.

"The ugly rumors that we have had around here have been terrific. Yes, some come to me, a lot of them don't. I would like for all of you to be big. You are not going to be big people starting and passing rumors, particularly those that are going to hurt someone down the line. Now what are some of the things you can do to assure the continuation of the operations of the Highway Department under the Mack-Blackwell Amendment? Granted it can be free from Legislative action, free from political

patronage--and we have accomplished that ...what can you do about it?

"The first thing, and I am sure I have told you this before, is for you to do your job to the very best of your ability; secondly, to refrain from this malicious gossip and rumors that can't do anyone or anything any good and thirdly, to try to like and respect your fellow workers. Try to cultivate, know and understand them. If you do this you will find people who were strangers to you, you now like. It works. Why should any of us want to carry on disputes and bickerings one way or another. We can't win. We will always lose, even to the point of losing our self respect. You must work together and if you will do that and have confidence and faith in your Commission and your leaders you are sure to reap the fruits of victory.

These are some of the things we want: I think we want a good working environment. I don't think you are going to be asked to do anything that is dishonest or immoral, so I think you are going to be able to carry on your duties in a good, friendly, aboveboard atmosphere. We all want pleasant working conditions and we want reasonable compensation. There is where we get into difficulties--because so and so makes more than I do and I am worth more than she is. I have never known an organization yet where there may not be some discrepancies. We have to set people up to judge. They are human--they can be wrong. If we are not satisfied we can discuss our problems with our boss and see what we can do to improve ourselves and try to act on their advice.

"Don't berate the other fellow--maybe he has more on the ball than you know. Does it not give you a glow of satisfaction that you have expended your best efforts? What more can we get out of life than the satisfaction of doing those things that help our fellowman. We, the people of Arkansas, have unusual privileges in that respect. We live on man's good fortune. The people of the State have applauded and will continue to applaud a job well done. I think you want the kind of organization that you can have under Mack-Blackwell. I think you are in line to hold the gains that have been made and to carry on to even greater gains. It all depends on you.

"The Department faces a real tough Legislative session. It needs help. I plead with you to put away the hammer; let's quit the knocking; let's try to be helpful; it is for

your own good.

"Tomorrow Mr. Winfrey will take over the duties of Director. I will be around and will help him all I can. What are you going to do? That is very important. I am hopeful that you are going to do everything in your power to help. I think you owe it to him.

"I can't let this opportunity go by, as perhaps I will not have you assembled again in my tenure, to express my appreciation for the many kindnesses you have shown me. I came to Arkansas with a clear conscience and will leave with one, I have done the very best I could and believe I have performed the purpose for which I was brought here.

"Thank you."

IF NAMES SHOULD MEAN ANYTHING...

Name representations in AHD personnel -

- A. Merica - For the over-all picture.
- R. Merrit - As a reward for a job well done.
- M. Miles - For the great distance we've made in roads.
- L. Mills - Which may come with improved roadways.
- R. Bonds - As a measure of financial support.
- C. Brewer - For occasional refreshment.
- B. Bridges - To keep our roads above water.
- E. Fields - Of broad opportunities.
- W. Goodman - For direction and guardianship.
- W. Snow - To keep us careful on highways.
- M. Spikes - To nail down a plank of good policy.
- J. Steele - With which to strengthen our structures.
- R. Stone - For our base materials.
- J. Tallant - Throughout the organization.
- E. Widener - For roads too narrow for present needs.
- M. Wisdom - To maintain roads to highest degree.

Jim Zinn

Perhaps the most tragic figure on the business scene is the executive who has the ulcers, but not the success to go with them.

Always behave like a duck...keep calm and unruffled on the surface but paddle like the devil underneath.

Highways 1965 *(Part III)*

by John W. Gibbons

Perhaps the biggest and most complex difficulty is lack of information as to future highway needs. But we can hopefully expect that the cities will have collected enough factual data inside of a decade to make possible a more accurate appraisal of their street requirements. A National Committee on Urban Transportation got hard at work this year on the long overdue task of developing the necessary techniques and procedures for this purpose.

Without question the cities will discover when they begin to use those fact-finding techniques that their highways needs far exceed today's estimates. Consequently, it looks as if there will be earmarking in 1965 of considerably more money for urban facilities, especially for the connecting links and circumferential routes which, as the Clay Committee pointed out, are absolutely essential to make the interstate system work in metropolitan areas.

In several Texas cities, in New England, Chicago and elsewhere, tomorrow's "dream roads" already are moving fantastic volumes of motor traffic. California highway authorities report that a four-level intersection of the Los Angeles freeway network is now handling more than a quarter of a million vehicles every 24 hours.

Not much change in road design can be expected. Perhaps the only noticeable difference in the next decade will be the abandonment wherever possible of the "clover leaf," in favor of the modern interchange in which the motorist wishing to turn simply takes off directly to the right or left, zooming up and over without much diminution of speed.

The Buck Rogers' fan will find more excitement in the operational controls than in the roads. Chances are, for example, that by 1965 the police regulating high-volume expressways will watch the traffic from headquarters and in vehicles on closed circuit television screens.

When a vehicle goes out of whack on a freeway, it can become a traffic headache in a hurry. And it's exceedingly difficult to untangle the jam that sometimes ensues. Watching the traffic on TV, the authorities in 1965 may be able to dispatch a heli-

copter to the scene in a matter of minutes. It will be equipped to lift the offending vehicle off the roadway, and provide temporary traffic direction. Needless to say, the police also will be making widespread use of radar for checking on vehicle speeds and for other control devices.

One of the most intriguing possibilities of the next decade will be the use of radar within motor vehicles themselves, to prevent collisions. Each may have equipment capable of warning when the vehicle approaches too closely to another, or perhaps even of automatically decelerating. When the scientists begin turning their attention to this field, the sky will be the limit!

We can be reasonably sure, that within 10 years they will be applying basic principles of visual perception to roadway design and control. Here is a brand new and fertile field for experimentation. We can expect "gadgets" alongside the roadway, or built into it, which will warn us of excessive speed, or by "optical illusion" correct us of other driving faults. The perfection of these devices is just over the horizon.

THE TRICK TO KINDNESS

Kindness isn't all it's cracked up to be - or perhaps it would be more accurate to say that it's a whole lot *more* than it's cracked up to be. You'd think that, if you put your mind to it, it wouldn't be very difficult to do somebody a good turn. But if you do, the chances are you'll find yourself drowning in thanks and fighting off the kind of praise that turns your backbone to jelly.

The safest way to do a kindness - if you are set on doing one - is to do it behind the other fellow's back and not give him a chance to disarm you with his gratitude.

It's a lot more fun that way, too. Added to the satisfaction you get from being more decent than usual is the fun of keeping the other fellow guessing; you know the answer and he doesn't! And then someday, when he does find out who it was who was so nice to him, he'll be so dumbfounded - since it's so completely out of character for a guy like you to be that nice - that he'll be too confused to thank you properly, and it will be he who is fussed, not you.



AROUND THE BUILDINGS

The entire Highway Department "picture" was explained to members of the Jonesboro Kiwanis Club members by Chief Engineer Ward Goodman when he was guest speaker at their luncheon-meeting on Wednesday, February 11.

Mr. Goodman, explaining in detail, gave the listeners a "lesson in arithmetic" when he told of the great need for additional funds, necessary to carry out our highway program. This issue has beset the Commissioners and department heads almost annually. He also told of the effects the bills recently introduced into the Legislature, concerning the highway finances, had on the Department, cities and counties.

On the brighter side he told of the business-like manner in which our Commission stands concerning highway matters, and what a wonderful potential Arkansas has as "being one of the best in the country" - if we did not have our money troubles.

Mr. Goodman had a very appreciative audience and he was warmly applauded.

Johnnie Gray's new movie, "Progress In Our State", was shown to the employees of the Little Rock offices last month in the Commission Room, and according to the comments overheard, it was his best one so far.

The movie, 30 minutes long, runs the gamut in scenery, from parts of the newly-built Interstate System, to construction and maintenance employees busily engaged in building or repairing our highways, to scenes of the Miss Arkansas pageant in Hot Springs, with girls a-plenty! The film is available to the employees in the Districts so if any of you wish to show the film, contact Johnnie at the Little Rock office, as he has several extra copies for that purpose.

Johnnie spent a week in Kansas City recently where he attended the Calvin Movie Company Work Shop for a week learning new

movie making techniques. Johnnie was sent by the Highway Department and was one of approximately 420 photographers who attended from around the country and Canada. When he returned he said he could really make a movie now...we think he does all right now.

The University of Arkansas College of Engineering Experiment Station, will present the Fourth Annual Highway Short Course February 26 and 27 at Fayetteville. The course is being held in cooperation with the Highway Department and the University Division of General Extension. Many employees from the Department are making plans to attend.

Carl Hosack, motor pool supervisor, and a handball player from way back, has been asked to participate in the Invitational Handball Tournament in Dallas, Texas February 13-16.

Carl, who has held the State A.A.U. championship for 15 years, will probably play doubles in the Dallas meet, although he usually plays singles when he plays other tournaments and in games at the Y. M. C. A., which is where he usually spends most of his spare time. No date has been set for the State A.A.U. Tournament which will be held in March.

Carl is a charter member of the National Handball Association in Chicago.

The first session of the inspector training school began Monday, February 9, and continued through February 12, with a duplicate session being held the following week. On the first day of the sessions an orientation period was held in the Commission Room. The classes were held in the Maintenance Building.

The total numbers of Access driveway permits issued by the Permit Division from February 4, 1958 to December 31, 1958 are as follows: Commercial, 585; Private 316; and Residential, 514, The sum total was 1,415.

A filing cabinet is a repository where papers are lost alphabetically.

PLANNED ACCESS AND DRIVER BEHAVIOR

Drivers on fully planned access facilities, whether freeways or turnpikes, are in a sense a "captive audience" functioning in closely controlled operations.

That thought may seem startling when dropped this way into the familiar context of popular discussion of planned access since the major emphasis in that context is usually the great freedom which planned access brings - freedom from hazard, from frequent stops, from conflicting traffic movement, from erratic travel speed, from traffic tensions, and many others. But a closer look shows an exchange of freedom is involved. For these freedoms which planned access gives, the road-user on a planned access facility is required to, at the least, relinquish his freedom of random movement and caprice in travel speed. The reduction of friction upon which the new freedoms depend, can only be realized by a certain self-discipline and restraint upon individuality and eccentricity which in the controlled situation would become licentious and often borders upon it in other less controlled situations.

Thus, the feasibility of planned access situations, insulated as they are from any behaviour which would be licensed under a much broader definition than would apply in ordinary situations, is essentially contingent upon high volume movement and great conformity in behaviour.

Drivers, in using a planned access facility, enter and leave by way of ramps or distinctive eaves (and through toll barriers in the case of turnpikes) that carry them into and out of the swiftly moving through traffic stream. It is impressed upon these drivers that they have given up their freedom to make left turns, to travel at speeds above or below the posted range of travel speeds, and to stop (except in emergency) at any place other than where invited, such as at the rest areas, sign displays areas, and, on turnpikes, the restaurant-service areas.

These aspects of driver behavior are common to both freeways and turnpikes. In other aspects, on freeways the environmental conditioning of drivers causes a divergence of driver expectations and viewpoints.

The turnpike driver has purchased or hired a certain use of what is to him a privately-owned facility in which he has no sense of

proprietaryship. Consequently, his behavior is more circumspect and less likely to include actions which to him have a connotation of trespass, such as using police or maintenance cross-overs or access lanes.

On the free and public freeways, the driver response to his conditioning is much different. As a public facility, his sense of proprietaryship is very strong (although his sense of responsibility is usually not equivalently so!). It is "his" highway, a part of the total free public road systems, but admittedly a very special part. Although restricted as to ingress and egress, much more frequent opportunities are supplied. There are no check points as at the turnpike toll barriers. The driver interprets "emergency" for stopping on the shoulder in a lenient manner for his purposes. He feels free to use any and all access connections or median turn-around openings as he sees fit even though there are sign indications to the contrary. The fact that these connections are obviously and indicatedly provided for the convenient and necessary use of the police, operating, and other public personnel is no deterrent to a large bloc of the driving public; indeed it seems to automatically suggest to them a propriety for their use.

It is essential that the road planner and administrator understand and allow for the facts - (a) that the element of privilege in the road-user's sense of proprietaryship is waxing while the element of responsibility is warring; and (b) that because of this, while private citizens may be reasonably expected to refrain from use of facilities which are patently for restricted necessitous use by public personnel, it cannot be anticipated *in practice*. Nor will the private road-user realize that the public personnel are trained for safe use of such facilities while his untrained and inexperienced use has a high hazard ratio.

Because of their innate driver attitudes on freeways, well organized long-range driver training and educational campaigns are a fundamental necessity to acquaint and instruct freeway road-users with the safe driving practices peculiar to freeways. And when the freeway driver is so acquainted and instructed - and experienced in freeway use - he should then realize that the freedoms he

has relinquished were more license than freedom while the freedom he has achieved is a greater one and includes that most basic freedom, the freedom of personal choice between better or worse, as he moves along the public's freeway.

Engineer From Korea Studies AHD Methods



Jin Hwan Kim

Training in American methods of design and construction of bridges, highways and city streets is being made easy for highway engineers from other countries through sponsorship of the International Cooperation Administration.

Jin Hwan Kim, highway engineer with the Bureau of Public Works, Ministry of Home Affairs in Seoul, Republic of Korea, is the latest recipient of this training. He is now in the Highway Department where he will study design and construction, with emphasis on rehabilitation or reconstruction, in the Roadway Design, Bridge Design, County Roads and Materials and Tests Divisions, and programming and planning in the office engineering section.

While in Arkansas Jin will go to Pine Bluff to study secondary road design, including all phases of construction and maintenance operations, under the District Engineer for the Department. His nine months' assignment in the United States,

four of which will be spent in Arkansas, will also take him to Vermont and then to the Washington office of the Bureau of Public Roads.

Jin, who received his civil engineering degree from Hanyang Tech College in Seoul, is trying to master an American method which, to him, is stranger than the methods of road building - that of eating with a knife and fork rather than chopsticks. He believes he could build a bridge with chopsticks easier than he can use these instruments - even if they were wooden. He is also trying to master the English language, and is doing pretty well considering that he has only had three months' training.

Jin, who is 29 years old, has a wife and two-year-old son in Korea.

AHD ACQUIRES SEVEN GRADUATE ENGINEERS

The Highway Department was fortunate in obtaining eight new engineers out of sixteen graduates of the January Class at the University of Arkansas. All have Bachelor's Degrees in civil engineering.

One of the eight men, William A. Sheldon, Roadway Design, completed his training at the University last year and has been working since August 1, 1958.

Shelby Henderson, 25, DeWitt, attended schools there and had a year at State Teacher's College at Arkadelphia. He was a corporal in the 483rd. Engineering Battalion; was employed as instrumentman and did field work with a construction firm, and engineering with the Soil Conservation Service at Dewitt. Shelby is married and has one son.

Curtis Glen Pangle, 29, is a native of Yellville. He previously worked at the Department during the summer months and has had over six years of heavy construction work in various places. He was a corporal in the Marine Corps and aside from his degree from the University, he attended the Navy Builder's School at Port Hueneme, California, and received a diploma in Heavy Construction. He is married and has two children. He is in District 5 Construction.

Jimmy Irby Brannan, 27, is a native of Greenbriar where he received his schooling. He was a staff sergeant in the U. S. Air Force for four years; is a member of Tau Beta Phi; and ASCE. Jimmy is married and

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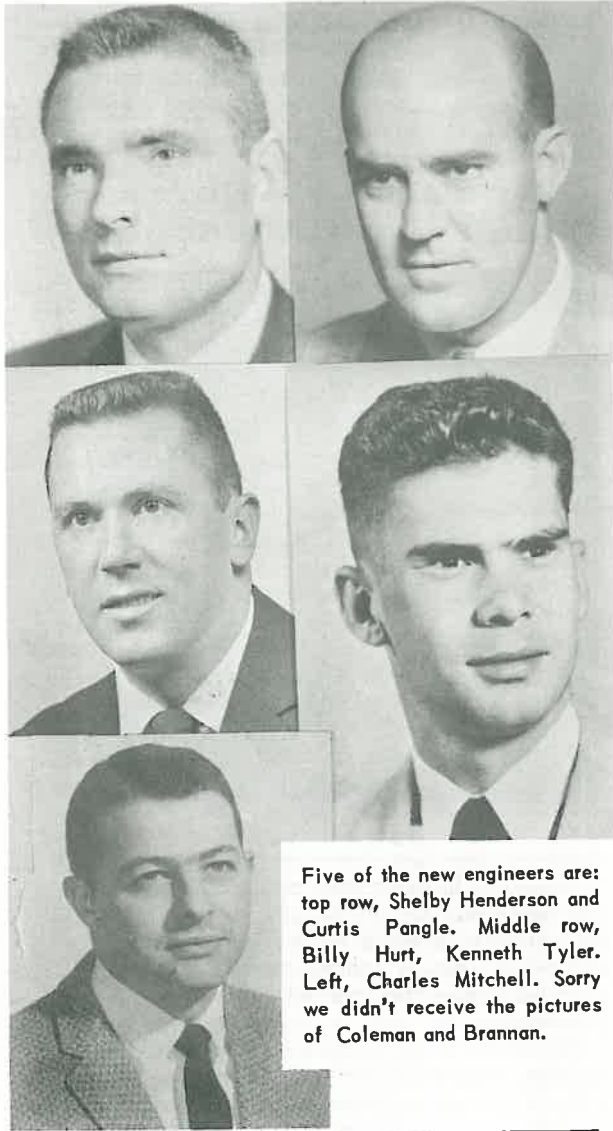
has one child. He has worked for engineering firms off and on for seven years. He is in District 5.

Jack Coleman, 27, is a Little Rockian by birth; received his education at Belle Point elementary and senior high school, and also attended Fort Smith Junior College. He is a member of ASCE, student chapter. He worked for a short while in Statistics and Analyses in 1955 and also was employed by the U. S. Engineers. He is married and has two children. He is in District 4.

Billy Osborn Hurt, 27, is a native of Little Rock where he attended schools. He is a member of the ASCE, student chapter and served in the Air Force for three years. He did part time work while in college as a construction estimator. He is married and has one daughter. He is in Roadway Design.

Kenneth Floyd Tyler, 27, is a native of Haskell, Saline County. Attended Rural Dale Schools in Lonsdale, and also Henderson State Teacher's College. He is a member of the ASCE, student chapter, and served as staff sergeant for four years in the Air Force. He has had experience in instrument work with the U. S. Department of Agricultural Forest Service. He is married. He works in District 2.

Charles Hodge Mitchell, 27, is from Helena, Arkansas, where he received his education, graduating from the Helena High School in 1950. He attended Arkansas Tech at Russellville for two years before entering the University. Charles served in the Air Force from 1950 to 1953 as a staff sergeant. During the summer months while going to the University, Charles worked for the U. S. Corps of Engineers in Helena and Memphis. He and Patsy Lee Smith were married in May, 1957. He is working in Construction, District 1.



Five of the new engineers are: top row, Shelby Henderson and Curtis Pangle. Middle row, Billy Hurt, Kenneth Tyler. Left, Charles Mitchell. Sorry we didn't receive the pictures of Coleman and Brannan.

Samuel Wesley Rogers

Samuel Wesley Rogers, laborer in Division 7, died of a heart attack January 16. He was 64.

Mr. Rogers, a native of El Dorado, had worked continuously for the Department since he began March 5, 1951.

Our deepest sympathies are extended to his survivors who include his wife and two daughters.

It's good to see the pretty face of Leontee Connelly around the building again. She suffered a heart attack in December which required hospitalization for three weeks and a "No Visitors" sign on the door. After her release her doctor made her stay at home for additional rest for another six weeks or more. Leontee works on second floor under Eugene Nelson, office engineer.

Blackwell Heads Commission

Lawrence Blackwell succeeds Glenn F. Wallace as chairman of the Highway Commission. He was elected to this position on January 28, when the commission held its regular meeting and hearing. Harry W. Parkin, who was delegated to the duties of vice-chairman last year, was re-elected.

Mr. Blackwell, co-author of the Mack-Blackwell Amendment, was appointed commissioner last May 29, to fill the unexpired term of the late Cecil S. Lynch.



A prominent Pine Bluff attorney since 1935, he received his BA Degree from Vanderbilt University and his LLB from Harvard Law School. In the field of public service he has served as alderman and mayor in Pine Bluff, and in the Arkansas Senate where for one term he was President Pro Tem.

Mr. Parkin, president of Parkin Printing Company, is a former member of the State Racing Commission, and until his appointment to the Highway Commission he was a member of the Arkansas Justice Building Commission. For many years he has been active in supporting the many civic organizations in Greater Little Rock.

LETTERS

The Employee Advisory Committee recently received a letter from an employee who made a suggestion in regard to the Personnel Rating Form. The Advisory Committee in turn, referred the letter to Mr. Eldridge. So that the employees may fully understand the reason for the forms and the handling of them, we are printing each letter:

"The Personnel Rating Form would be more beneficial to the employee rated if the employee were counselled by his supervisor at the time of the rating. It is only fair that the employee know his rating so he can improve. I would also like to suggest that the employee sign the form as accepting his rating and that he be given a copy for his personal file."

The following is Mr. Eldridge's reply;

"The staff and I have carefully considered your suggestion concerning the Personnel Rating Form.

We fully realize the criterion of merit ratings, and recognize their importance as objective evaluations of employees in relation to their performance on the job.

If for some reason an employee's merit rating is unusually low, we definitely feel as though the supervisor should discuss the matter with the employee. This will give the employee some idea of where he stands and why, as well as ways in which he may strive to improve his record.

We feel, however, that it is neither necessary for an employee to be present at the time the evaluations are being determined and recorded, nor do we believe he should sign or receive a copy of the Personnel Rating Form. Personnel records should remain confidential.

We appreciate your interest both in the Personnel Rating System, and in the Employee Advisory Committee."

Sincerely yours,
Herbert Eldridge

(Note: The employees' work performance is evaluated on the Rating Forms by their supervisors twice annually, and are kept in the employees personal file in the Personnel Division.-Ed.)

MAN OF THE MONTH



When E. E. Hurley, District 1 engineer, received his 30-year Service Pin last year a brief summary was given, part of which is as follows: "There are not many of us who know what the initials E. E. stand for because to us he is always just plain 'Mack.'" They could well mean 'earnestness and energetic,' to excel in every assignment given him. And yet it would still seem more appropriate if his second initial had been 'A', for action, as he is not content to take the line of least resistance. Rather, it is his nature to move in and make things happen."

It seems that most people agree that those words are a vital part in the summation of Mack.

He is one of the few employees who has, in all his 31 years, been with the same department. He started in Construction when he first came to AHD way back in 1927 as an instructor and instrumentman. Most of the following years were spent as resident engineer. He was assistant construction engineer in District 5 from 1955 until 1957 at which time he became expressway engineer. He was promoted to his present position in July, 1958.

Mack was born at Russellville, Alabama on June 27, 1908, to Mr. and Mrs. James E. Hurley. His father, now deceased, was a contractor and in a materials concern. His early education he received at schools in Knoxville, Tennessee, and Hampton, Arkansas. He attended West Side Junior High School and was graduated from Little Rock High School, going on to the University of Arkansas where he had over a year of civil engineering.

Mack is considerate and fair with all who work under him but he is serious where his work is concerned and expects the best from his employees. He dislikes intensely evasion of issues and if anyone starts beating around the bush he will invariably say, "Now let's get down to brass tacks", which is a common expression with him. His employees have come to know that when he makes that statement, he means it. He makes full use of all his persuasive and reasoning powers at his command to have his convictions prevail. A little stubborn? Maybe so, but he is apt to win his point unless the one with whom he is arguing is a little more stubborn than he. He has a quick, flashy temper, but behind that "flash" is a sincere and kind man, who will always give credit where credit is due. He is quick to make friends and he has many throughout the state.

He is married to the former Miss Florence Adelle Denton - better known as Dell. The marriage took place July 2, 1928, at Hamburg, Arkansas. Mack dotes on their only child, Pat, 21, who is following in his father's engineering footsteps by attending the University of Arkansas where he is majoring in electrical engineering.

Mack's hobby is fishing and his wife likes gardening and bridge. Aside from occasional bridge parties, they live a fairly quiet life. They are members of the Baptist Church. Mack's affiliations include Sigma Phi Epsilon fraternity; American Society of Civil Engineers; Society of Professional Engineers; and the Arkansas Society of Civil Engineers.

Mack is highly respected for his adherence to principles, and his unswerving loyalty. Men of his caliber constitute the "backbone" of the Highway Department and he is a real help to those who depend on him in the all out effort to make the highway program a success.

This and That

When a multi-million dollar concern such as our Highway Department makes such strides as it has within the past few years, it is only a natural consequence that more trained personnel is necessary to assure the continuation of our road building progress. And it is inevitable that with the added personnel something's "gotta give!"

By that we mean that our Administration Building on the Capitol Mall has become too small for our needs, and the personnel in some of the departments almost have to jump over their co-workers to reach their place of work. All available space has been utilized with the exception of the ceiling and it has been suggested that perhaps even that be used if there were feasible way to suspend the workers from that area. Let's hope it doesn't come to that.

Realizing the dire need for more space, the Highway Commission, at the January 28 meeting authorized Acting Director R. B. Winfrey to make an offer to the Game and Fish Commission to rent the entire third floor of their building for use by a department of the Highway Department.

The present AHD Administration Building on the Capitol Mall, was built in 1939 and in spite of that fact, is still referred to as the "new" building. The reason for this being it replaced the old wooden structures in the back, which housed all departments for years. These structures have been remodeled and changed and are in use by the Right of Way, Legal, Procurement, and Traffic Services Divisions.

If the Fish and Game Commission accepts the offer by Mr. Winfrey, it will indeed be a boon to the Department and will provide better working conditions for the personnel.

The following is a resolution of Appreciation recently adopted by the city of Magnolia to the Highway Department.

"BE IT RESOLVED by the City Council of the City of Magnolia, Arkansas, in regular session assembled, all members present and voting in the affirmative, that upon discussion by this Council that the State Highway Department should be commended and appreciation should be expressed to that Department and to the particular personnel

involved in the recent traffic survey which was completed in the City of Magnolia: that this resolution should be passed to those officers responsible for said survey in the Arkansas Highway Department and to their immediate supervisors and superiors.

John W. Harsh, Mayor
City of Magnolia



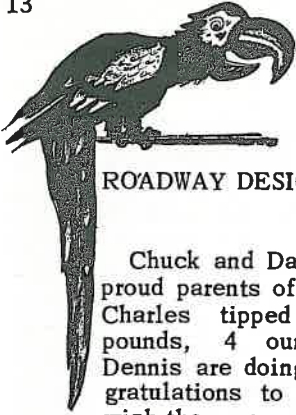
Dedication ceremonies for the multi-million dollar Foreman Cement Plant were held on Wednesday, January 21, at Foreman, with approximately 2,000 Arkansans attending. Four of our men - Fred Tanner, Fred Leebrick, Jim Meredith, and Les Evitts were among those who boarded a special train which was arranged by the Foreman Industrial Development Corporation for those attending.

Governor Faubus delivered the principal dedication address. Other Arkansas and out-of-state dignitaries were present. The huge plant is hailed by government and business officials alike as a significant step in the industrial development of Arkansas and the adjacent region, and is part of an expansion program begun by the Arkansas Louisiana Gas Company in mid-1957.



"How's the attic coming?"

Love and Diplomacy: Remembering her birthday, but not which one.



ROADWAY DESIGN

Through The Grapevine

Potter, Hicks

Chuck and Darlene Logan are the proud parents of a baby boy, Dennis Charles tipped the scales at 7 pounds, 4 ounces. Darlene and Dennis are doing real well, so Congratulations to the Logans and we wish them many happy returns.

Anyone wishing to volunteer for Civil Defense Auxiliary Police, please get in touch with John Dunn. They are in great need for manpower.

Welcome to our visiting engineer, Jin Hwan Kim from Seoul, Korea, who will be studying with us in Roadway Design for awhile.

We are glad to welcome Pat Witherspoon to Smith's squad. Pat is not exactly a new employee - he has worked with Glen Cotham on Construction.

Many Roadway employees have been "entertaining" colds and flu.

It's happened again! John and Peggy Hicks have another grandson. Jeffery Bruce, 7 pound, 1 ounce, was born to Mr. and Mrs. Harold Jones at St. Vincent's Infirmary February 7.

On February 2, Billy O. Hurt was welcomed into the Orton Squad of our division. Bill, his wife and their daughter, reside at 1424 College.

Ralph Rogers was away from work several days, during which time a ganglionectomy (there's that word again-ed.) was performed on his hand. He returned to the office on February 9, and is making a nice recovery.

Travis Orton and Frank Lemon will attend the Short Course at the University of Arkansas on February 25 and 27.

BRIDGE DESIGN

Virginia Tackett

Over 50 persons ate heartily at the Bridge Design Division's Annual Duck and Coon Dinner, and still didn't finish off all the food. Mr. and Mrs. Carlson hosted the affair at the Hostess Room of the Wonder Bakery, and Mr. Carlson, together with Harold Bastian and Hardy Winburn, supplied the game

necessary for such a crowd. Sue Rownd, Anne Vinson, Hazel Bastian, Carolyn Winburn and Martha Carlson prepared the ducks and various stuffings and dressings. We were pleased to have as special guests Mr. and Mrs. W. E. Carlson of Essex, Illinois, brother and sister-in-law of L. P. Carlson. Also present were Mr. and Mrs. Herbert Eldridge, Mrs. John Courter, Mr. and Mrs. Anthony Leone and family, and Mr. and Mrs. Fred Funda who are ex-Bridge Designers. Almost every family in the Division was represented and we had such a good time we're already looking forward to next year's dinner.

Willette and Bob Cartwright were at the party receiving congratulations on their new daughter Cathy Lou, who was born January 27th. Cathy has an older sister, Laura Lee who passed up the duck dinner in favor of staying home with her new sister and her grandmother who was visiting.

Jim and Mini Matthews have moved into their new home at 9 Southmont Drive, Meadowcliff. Everything is finished except the construction of a fence, and the whole family is as pleased as can be with the move.



Fred P. Funda, retired engineer formerly with Rock Island RR and most recently with Bridge Design, is shown receiving a life membership at a recent meeting of the Mid South Section of the Little Rock Branch of the American Society of Civil Engineers. Presenting the award is Roy Warden.

Through The Grapevine

REPRODUCTION

Hess Gordon

We are almost devoid of news this month. Work, and more of it seems to be the pattern of our days...

We took Mamie Fanning to Lido Inn on January 27, to celebrate her birthday-anniversary. Birdie Wright, Jimmie West and Betty Walding were our guests. Birdie, however, was not really a guest as she is virtually a "member" of the family now. Where we go, Birdie goes.

Jim Humphrey and his wife, Nancy, spent the week end of February 7, at his home in Mineral Springs. Jim caught a two-pound bass while there. At least that's his story and he is sticking with it.

My son Jack - Lieutenant Gordon, yet, is here working until April 1, when he reports to Fort Benning, Georgia to begin a two-year hitch in the United States Army.

The valentine that Mamie, Rachel and Lucille made in their office is worth a look. Real fancy.

Your reporter went to Fayetteville January 19, to see older son get his degree at Big U. Came and went in one day and you can have those cotton-picking mountains for all of me.

EQUIPMENT AND PROCUREMENT

Mary M. Hill

Congratulations to Mr. and Mrs. E. L. Cross who are the proud parents of a daughter born to them on January 25, 1959. Veronica Ann was born at Dr. Short's Hospital, Beebe, Arkansas.

Clyde Thomas is sporting a brand new 1959 Ford Sedan, color black and white, and it is really a beautiful car.

A 15-year Service Pin and Certificate of Merit was presented to P. L. Harris on January 23, 1959. Mrs. Clyde D. Holmes received a 5-year Pin and Certificate on 22, 1959. The presentations were made by C. Don Hayes.

We are glad to report that Jackie Pearle, daughter of Mrs. Martha Pearle has been released from St. Vincent's Infirmary and is recuperating at home from a severe illness.

Kitty Wade Kirkpatrick has returned to TWU, Denton, Texas, after spending the spring vacation with her parents Mr. and Mrs. Lem Kirkpatrick.

Mrs. J. W. Hollingsworth was entertained with a birthday party in the Procurement Office on January 39. Cake was served and a gift was presented.

STATISTICS AND ANALYSES

Mary Ann Crow

Henry Mercer suffered multiple cuts on his left arm and both hands on January 17, when he slipped on some toys and fell through a kitchen window of his home. The cuts required 40 stitches but Henry came back to work almost immediately and is getting along fine.

Barbara Rider and husband Edwin, drove to Tulsa for the week end of January 17, to celebrate their wedding anniversary. They stayed at the Ramada Inn, the motel recently opened by George Gobel; dined at the Villa Venice; and saw everything there is to see in Tulsa. Barbara reported that they had a "fabulous" time.

Janie Huff's condition has greatly improved and she may be back at work very soon. Jane who was injured in a car accident on Thanksgiving Day, has been getting around on a "walker." We all hope that she continues to get better and is back at work before long.

During the first week in February, Billy Cooper attended a Freeway Operation Seminar at Fort Worth, Texas; and Y. W. Whelchel visited and conferred with the Mississippi State Highway Department.

The Joe Lovells have moved to a new address - 714 Wolfe Street. We miss seeing Joe's Mercedes Benz on the parking lot, now that he no longer needs to drive to work.

Mrs. Willie Eason, 76, mother of Hilery K. Eason of our division, passed away on February 6th. Funeral services were conducted on February 8th in Cave City.



It takes more than 300 feet to stop a car traveling at 60 m.p.h., but you can't see more than 250 feet ahead when driving by headlights at night.

Through The Grapevine

CONSTRUCTION

Lucille Dishongh

We are happy to have Bobby Holyfield join our "little family" in construction after having served two years in the Army.

Eugene Ashcraft, a long time employee in Construction has transferred back to us after having worked in several of the field offices. Welcome home, Gene!

Mr. and Mrs. Raymond Jones are the proud parents of another girl - name of Melissa Kay - born December 30, 1958. As the family out-grew the old home it became necessary to purchase a new one. New address for the Jones family: 201 Goshen Avenue, North Little Rock, Arkansas.

Our "young" grandmother, Margaret Weathers, recently made a fast trip to Houston. Reason: another addition to daughter Virginia's family; a girl named Sandra Lee, born December 29, 1958.

Edwin Rogers is driving a brand new sapphire blue and white 1959 Chevrolet these days. Mighty pretty car, Dub.

PERSONNEL

M. Adams

In the last issue of the magazine we forgot to mention that Birdie Wright had taken a trip to Oklahoma City via Braniff Airlines, to visit her family. Since Birdie works on the switchboard on the first floor we sometimes forget, unintentionally, to inquire about her activities. Birdie will honor guest January 16, when the girls on the first floor took her to lunch to commemorate her birthday January 18. Many more, "Robin."

There were four others in Personnel who had birthdays recently. They were: Jim Zinn, Betty Lou Ray, Sibble Cox, and Bill Hays. We had a "Koffee Klotch" and cake to help them celebrate.

Billie Ruth Hatcher and husband Bubba, have been house hunting recently as they are outgrowing their present location since the acquisition of "Ko Ko" and "Jester" their two mischievous Siamese cats.

Marty Adams has had as her guest, her sister, Mrs. Thelma Williams from Lincoln,

Nebraska and St. Louis, Missouri.

The day this news was typed our regular reporter, Sue Barnes, had been involved in an auto accident, hence the substitute reporter. We didn't know if she had been injured but fortunately, she was not, only shaken up pretty much. Sue came to work the next day but she still thinks about the close call she had.

Al and James Thompson visited Al's parents in Mt. Ida the week end of February 7. We will hate to see Al leave us in March but it is for a very good reason - to await the stork.

Bill Hays (the lucky stiff) has a new 15-foot black and white runabout outboard motor boat, which he tried out Feb. 6. He says he can hardly wait for warm weather so he can get over to Lake Catherine with it. Congratulations, Bill.

"Have Wand, Will Travel." That would make an appropriate motto for Betty Lou Ray's calling card, as she is a bona fide water witch, and far more important, a money witch to boot. Betty has the occult powers to wave the wand over the ground and if there is water or money below, the wand will bend. To heck with the water Betty - why not just concentrate on the money. It's more profitable. Betty has laid claim to this talent since she was eleven years old and found a well for a neighbor in her home town. She tells us that her family has buried money, to test her ability, and each time her power remained intact and she located the money! What a way to spend any spare time! Just think what it would mean if she could locate diamonds - she could go to Murfreesboro and run them out of business. Witching, anyone?

We extend our deepest sympathies to Therese and Joe Peyer, whose infant daughter Ellen, born February 2, passed away February 4, at St. Vincent's Infirmary. Therese is a former employee of Personnel.

MATERIALS AND TESTS

Julia Mae Halliburton

Some of our men who celebrated birthdays in January or February were: George Allen, J. Crabtree, H. A. Dreher, Carter Howard,

Through The Grapevine

and A. Beard. Congratulations!

Mrs. Ollie Strange, wife of B. F. Strange, has been in a hospital at Fort Smith, and we're glad to know she's improving.

G. W. Roark and Regel Cotton were victims recently of the virus, and were out several days.

Russell M. Newsom acquired a new roll recently when he became a granddad! He's mighty proud of little Patricia Anne Hoehm, daughter of Mr. and Mrs. John M. Hoehm, who debuted January 29, at St. Vincent's Infirmary, weighing 5 pounds. Congratulations, Russell!

RIGHT OF WAY

Nancy Conrad

Mr. Thrasher presented George Foster with a 20-Year Pin and Certificate the latter part of January. Congratulations, George.

Betty Grimes and Nancy Conrad were vocal soloists in the North Little Rock High School Auditorium. The proceeds of the Follies went for a very worthy cause -- The North Hills School for Exceptional Children, at North Little Rock.

We were very sorry to hear that Clyde Connelley's wife, Gladys, fell on ice on their front walk and was hospitalized with a broken hip. She is at home now and, we hope, doing well.

In the last issue we missed telling of Betty Grimes' hospitalization for a complete rest. Betty spent two weeks before Christmas in the Baptist Hospital, due to fatigue and overwork. We are happy that she is back with us now.

DISTRICT 1

Kathryn Booher

The District Office was visited by C. A. Shumaker, L. A. McCain, and Harry Wright of the Little Rock office. It's always nice to have visitors so hurry back, gentlemen.

Congratulations to John Crouse and Family who are moving into their new brick home in Western Heights in Jonesboro this month. We hope they will be most happy in their new residence.

Jonesboro and Craighead County will celebrate their 100th Anniversary Centennial

in May, 1959. Plans are already being made for the festivities. Here's hoping the men in the District Office don't go all out for growing beards for Jonesboro's celebration, as a bearded face and a bald head don't go too well together, and if any of the men here grow a beard it will *almost* have to go with a bald head (or maybe I should say an extremely receding hairline). Agreed?

Congratulations are in order for Mr. and Mrs. Virgial Shassere of West Memphis, upon the arrival of their bouncing baby boy, whom we understand weighed in at 7½ Lbs.

DIVISION 2

Ouida Grimes

The Saline River near Rison was the scene of a Bar-B-Q given by the Bridge Crew for their boss, Joe Tice, who had just returned to work following a lengthy illness. A gala time was had by all. The refreshments included barbecue goat and pork and all the trimmings. After everyone had eaten their fill, those who desired to do so enjoyed playing checkers, Rook and Dominos. Later in the evening hot chocolate was served. Special guests for the occasion were: H. R. Lucus, Ott Tinsley, Johnnie Harris, John Sanders, Bob Jarboe, Ab Jackson, Charles Emrick, Virgil Green, Mack Walker, Calvin Rawls, Blondy Goins, Red Goins, Olan Clark, Tommy Lunsford, Woodrow Wilson, Joe Hays, Charles Riley, and Jim Carver.

Your reporter spent the week end of February 7 in Lufkin, Texas, with a group of friends.

Violet Tatum's mother, Mrs. C. E. Vedder of Mason, Texas, passed away January 20, 1959. We extend our heart felt sympathy to Mrs. Tatum and her family.

DIVISION 4

Peggy Baber

We welcome William W. Crandell who will be our new stock clerk. He was with Randall Motors Company for the past 22 years in the same line of work. William is replacing Gene Bell who has accepted a position in the office with S. E. Evans Construction Company. Gene has been with us since April, 1956 and has worked hard...we're happy to

Through The Grapevine

see him progress.

Congratulations to two recently married couples! Jerry Hamlin has his bride, Nina Ruth by his side and he is beaming! Joe Dalmut, who is with our Bridge Crew, was married February 7. We wish them all much happiness.

Homer Hill, our former district maintenance supervisor who retired last September, visited our office February 9. We were happy to see him again.

Albert Hamlin cut his leg badly with an electric saw, but is now doing fine and has returned to work.

We have two new Area Headquarter buildings just about completed. One in Waldron, Scott County; and one in Paris, Logan County. Cleve Edwards, building contractor on our new Division Headquarters building at 4219 Towson Avenue, says that the job will probably be completed by March 15. Our welcome mat will be out to everyone!

George Cavaness, district maintenance supervisor who lived in Fort Smith, has moved his residence to Russellville, our District Headquarters.

DIVISION 5

A. L. Moser

C. M. Matthews and W. H. Cook paid us a visit during the snow and ice recently. Come again but leave "old man winter" at Harrison.

M/Sgt. A. L. Moser, Jr., son of your reporter, returned from Korea where he served 12 months overseas duty. After a short visit with his father and mother, he and his family will be stationed at Fort Bliss, Texas.

J. B. Anderson has moved into his new home on Highway 115, two miles north of Cave City. Congrats!...O. H. Stanbrough, Jr., has replaced John Homesley as division supervisor.

Melvin "Mut" Reding received his 5-year Service Pin and Certificate of Merit recently... Jack Smith, patrol operator, dropped a wheel on his foot and will be disabled for awhile. We're happy to report however, that he had no broken bones.

We extend our sincere sympathies to

When one door shuts, another opens.

Kirtley Eason, whose mother, Mrs. J. P. Eason of Cave City, passed away on February 6. Kirtley is in S and A Division. Also to Mr. and Mrs. Thurlo Owens. Mrs. Owens' father G. O. Vanderpool, passed away this month and her mother passed away only last December. Leonard Blevins' brother, Arlis Blevins of Salem, was fatally injured in an automobile accident in January. Our deepest sympathies to Leonard and family.



CLYDE NAST, heavy equipment mechanic in Division 5, Batesville, holds a 13 pound, 4 ounce Jack Salmon he caught at Lock and Dam No. 1, Batesville.

DIVISION 9

Edris Hulsey

Not much news this month...Everyone must be recuperating from the holidays. However, the weatherman is working overtime in Northwest Arkansas - Snow all day February 5 - 10 degrees below zero one morning recently and around 50 degrees by mid-afternoon. All the snow and ice kept the fellows busy until the "wee hours" to keep the roads open.

Asa Duncan visited with us a couple of days...Ralph Coker, truck driver of Searcy County, had the misfortune of his house

burning on January 9...Mr. and Mrs. Everett Looper welcomed a "Bundle of Joy" on January 22 - a baby girl named Jaunita Ardell...John Burlsworth has a new fishing partner, a little granddaughter, and you should hear proud Grandpa tell of the things she can do...even to repairing hand pumps.

The new Area Headquarters Building at Berryville is now completed. Mr. Cook presented Ward Kendall, Area Foreman, with a hand-painted necktie as a formal (?) opening gesture. Ward is really proud of the new building, but no more than Mrs. Kendall, She is planning the planting of shrubbery, landscaping, ect.

Our most heartfelt sympathies are extended to Mr. and Mrs. C. G. Williams in the loss of Mrs. Williams' father. Also to Joe Burlson, in the loss of his grandfather, Sam Richey.

A HOLLOW VICTORY

by Col. Robert Marx - Maine State Police

Someone recently made this very sage remark: "Probably the hollowest victory in the world is that of being right in a traffic accident."

"Here lie the bones of Jonathan Gray,
Who died defending his right-of-way.
He was right, dead right, as he sped along,
...But he's just as dead...as though he'd
been wrong!"

The above jingle and quote point up the truly important facts...that accidents have occurred and, in the case cited in the jingle at least, that a life has been lost.

Obviously, we should all strive to be right in our traffic conduct. However, our responsibility does not end there. There will be times when our own safety and the safety of others demand something over and above mere adherence to the laws of the road. There will be times when the only thing which will prevent an accident will be our willingness to forego a legal right...to relinquish a right-of-way which is definitely ours.

All of us who drive realize that everyone makes mistakes. An appreciation of our own fallibility makes us realize that others, too, occasionally commit errors. We make mistakes; others make mistakes.

If, when we err, another driver makes every effort to compensate for our error, tragedy may be averted. By the same token, when the other driver errs, forbearance on

our part may easily make the difference between safety and disaster.

Even though we may be in the right, involvement in a traffic accident is a mighty unpleasant business. Even though the judge or jury may rule in our favor, the entire experience will be dangerous and nerve-racking and mighty disagreeable to all concerned. *Nobody wins in a traffic accident.*

It is aggressiveness or competitive speed rather than just a love of moving fast that gets the automobile driver into trouble on the highway.

The person most involved in accidents is the one who believes that it is fun to pass other cars on the highway even when there is no particular hurry. The most competitive not only are responsible for the largest number of accidents, but also are guilty of the largest number of traffic violations.

But, as man grows older, he becomes less aggressive. The number of years he has driven or the number of miles he has covered seem to have no effect on this attitude. It is not so much a matter of experience as becoming more mature.

THIS I GOTTA SEE!

A motorist speed up as he passes a patrol car.

A young couple at a drive-in theatre, watching the picture.

A motion picture that is not advertised as a most daring or of shocking features.

A paper-backed novel with a fully dressed woman pictured on the cover.

A mother whose children don't "drive her crazy."

A TV repair man voluntarily refund money to a customer because he had overcharged him.

We believe that this country will not be a permanently good place for any of us to live in unless we make it a reasonably good place for all of us to live in...Our cause is the cause of justice for all in the interest of all. -Theodore Roosevelt



THIS'LL KILL PA

by Jimmy Zinn

Willie: "Did Edison make the first talking machine, Pa?"

Pa: "No, son. God made the first one, but Edison made the first one that could be shut off."

"It says in the papers that her husband was shot at close range."

"Then there must have been powder marks on the clothes."

"Of course, that's why she shot him."

Husband: "I was punished only once when I was a boy, and, strangely enough, it was for telling the truth about something."

Wife: "Well, it sure cured you."

A new bride was asked what she had found to be the biggest thrill of marriage. She started to enumerate:

"It was thrilling when Joey took me to the license bureau. It was another thrill when the preacher pronounced us man and wife, and I got quite a bang out of seeing my sweetie sign the register "Mr. and Mrs." But I do believe my biggest thrill was thumbing my nose at the house detective.

The lovely chorine who had decided to improve her mind, headed for the public library.

The librarian listened as she explained her problem, then asked, "Do you want to start with something light, or would you like to try some of our heavier books?"

"It really doesn't matter," the chorine answered pleasantly, "I have my car outside."

The engine had started wheezing and pounding and finally stopped.

"I wonder what that knock could be," worried the boy.

"Well, I'll tell you," snapped the blonde, "it's not opportunity."

Very pretty applicant: "I am Gladys Zell."

Personnel Interviewer: "I am rather happy, too, please have a seat, Jimmy's in."

The wealthy motorist, suddenly finding he was out of gas, coasted into a nearby roadside station. The attendant was a slow-moving individual.

"Here, boy," he said gruffly, "get a move on. I want some gas. You'll never get anywhere without push. It is essential to success. When I was a boy I pushed, and kept pushing, and that got me where I am today."

"That sure is fine," replied the attendant, "I guess you'll have to push some more. There ain't a drop of gas in this station."

An irate wife, seeking a divorce, told the judge, "My husband is a no good loafer who thinks of nothing but horse racing. He doesn't even remember our wedding day."

"That's a lie," shouted the outraged hubby. "We were married the day Twenty Grand won the Wood Memorial."

What I can't understand is how a jury composed of six young women and six young men can be locked up in a jury room for 12 hours and come out and say "Not Guilty."

The sailor shook his head sadly, "I can't marry you," he told the wide-eyed blond. "We have nothing in common. Why, you can't even tell the difference between starboard and port."

"But honey, the girl replied, "I could always look at the label on the bottle."

A little girl was watching her mother spread cold cream on her face. "What's that for, mummy?" asked the tot.

"That's to make me beautiful, darling," replied the mother. The tot watched her mother remove all the cream, then in a tone of sadness, whispered: "It didn't work, did it?"

A playboy whose wife had just divorced him and received a hefty cash settlement was talking to a friend. "When I married her I thought she had everything. Now I know it."