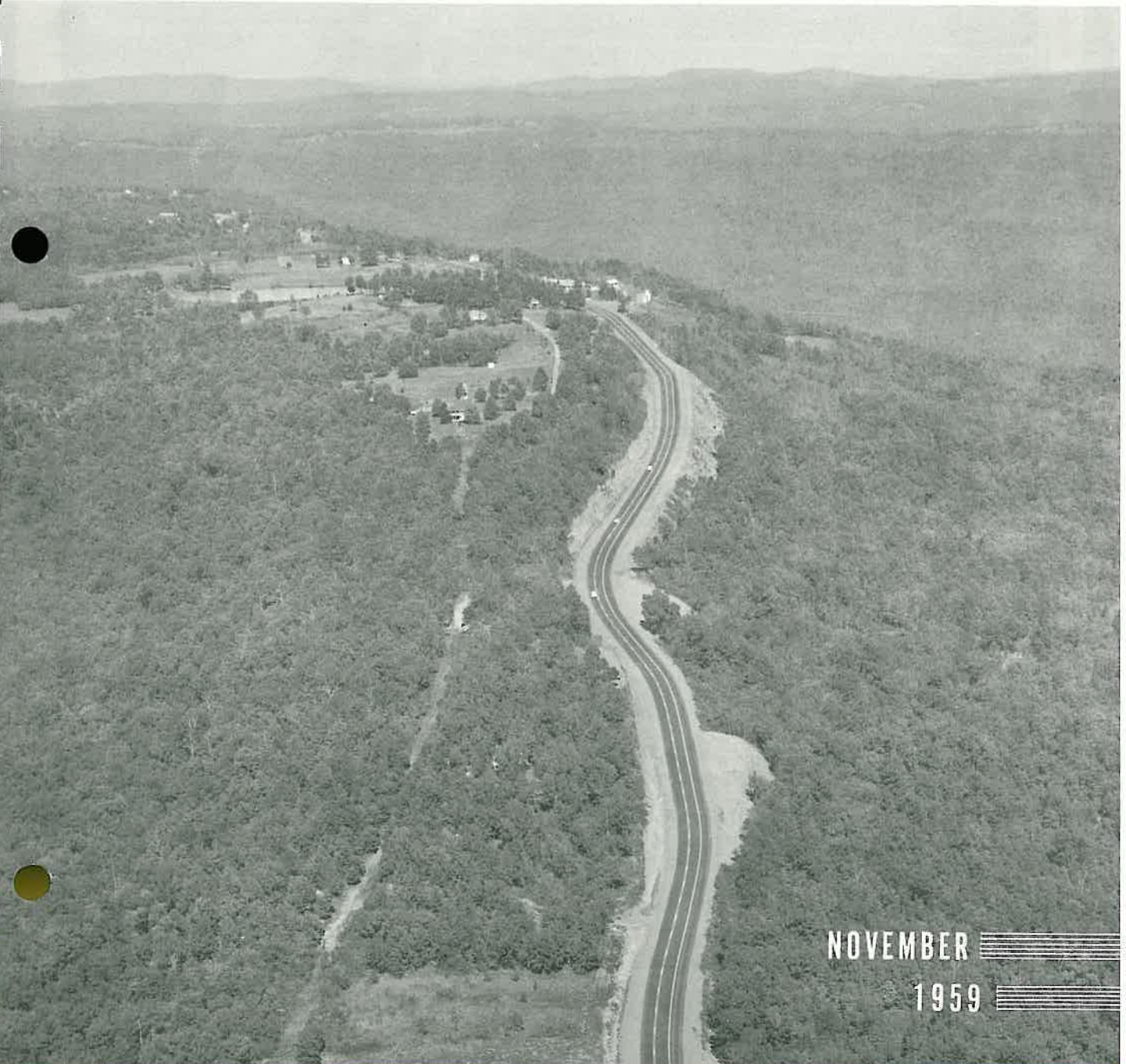


# Arkansas Highways

MAGAZINE



NOVEMBER

1959

PICTURE OF THE MONTH



Vol VIII

NOVEMBER 1959

No. 11

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

Commission Chairman  
Vice-Chairman

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*Harry W. Parkin*

Members

*James H. Crain*  
*Glenn F. Wallace*  
*Arnil Taylor*

Director of Highways

*F. R. Oliver*

Chief Engineer

*Ward Goodman*

PICTURE OF THE MONTH: Mayor of Benton, Mrs. Lucille Trout, cuts a ribbon near Benton, to officially open the new highway between Benton and Hot Springs. Others on hand for the dedication ceremonies are from left: Dr. Martin Eisele, president of the Hot Springs Chamber of Commerce; R. H. Featherston, president of the Benton Chamber; Director Oliver; Highway Commissioner Glenn Wallace; and Chief Engineer Ward Goodman.

COVER PICTURE: Up in the beautiful Ozark Mountains on U. S. Highway 71, construction of the new climbing lanes are completed except for final inspection. Visible in the background is the tower on Mt. Gaylor, long known as one of the most scenic sections of the trip between Alma and Fayetteville. There are almost ten miles of the new lanes.

Prepared and edited in the Personnel Division

Martha L. Adams - editor, vari-typist

Billie R. Hatcher - vari-typist, artwork

Johnnie M. Gray - Highway Department photographer



## Maintenance Divisions Merge With Districts In Efficiency Move

Now that revision of our District organizations is in effect, I believe that all of you will be interested in a few of the reasons for the changes made.

With 15 counties in each of the former 5 districts, it was necessary for the district engineers and their principal assistants to travel long distances to consult the district engineers about their needs to cover their areas and properly administer the construction and maintenance in progress. Of equal importance, many of the people in the area had to travel long distances to consult the district engineers about their needs and highway problems.

With the smaller districts of 7 or 8 counties, a lot of travel will be eliminated and both the field personnel and the people of Arkansas will be in closer contact with their district engineers. It seems unreasonable that field forces, contractors, and the people in Helena, for instance, had to contact an office as far away as Jonesboro to obtain decisions regarding their major problems, or the field forces, contractors, and people of Searcy or Newport having to contact the office in Harrison.

We believe the district engineer, himself, will be able to give more time to, and have closer contact with our work in 7 or 8 counties than he could in 15 counties. This should result in increased efficiency and economy in the operation. From the employee's viewpoint, as individuals, your good work and accomplishments are more apt to come to the personal attention of the district engineer. This, of course, is the way commendations, pay raises and promotions come about.

We are interested in economy in our operations and saving money that can be used for construction of more miles of our highway system. The elimination of the five separate district offices will reduce rental and utility costs, as well as travel and long distance telephone costs. As you know, some of these savings were passed on to the division maintenance superintendents and their assistant superintendents in the form of salary increases, still leaving a worthwhile net reduction in our overhead costs.

The Commission and the Administrative Staff know that we have a good Highway Department and the reorganization of the districts is an effect which we think will make it a little better.

Sincerely yours,

*J. R. Oliver*

## SURVEY BOSS...

### Kent Brown

Kent Brown, engineer of Surveys Division, started building roads approximately 54 years ago. If this sounds a little far fetched for a person who is only 62 years young, it isn't, really.

It all started back in Utica, Mississippi, and Kent's parents had given him his first "little red wagon." In order to manipulate the newly-acquired treasure, it was necessary to construct "roads" up and down the hills and bluffs near his home. To the small boy the building was a challenge and the steeper the bluff, the more he labored.

Kent was one of two boys and five daughters born to the late Charles Kent Brown, Sr., and Elizabeth Foote Brown. The other children are scattered in Florida, Oklahoma, Washington, D. C., and Mississippi. Their father was a hillside farmer who raised cotton, corn, and other products in the fertile fields in Mississippi where Kent was born. The year was 1897, and often referred to as the year of yellow fever, which killed thousands of persons. Kent recalls hearing about their neighbors erecting fences across their property to keep out intruders who might possibly transmit the dreaded disease.

The farm was profitable and the children received good educations. Kent attended the elementary and high schools in Utica, and went on to Mississippi State for three years until he was called to the Navy. He was in New London, Connecticut attending a naval submarine school before being assigned to the Quartermaster Corps as a submarine chaser. His outfit then had the task of chasing the subs during World War I.

Upon discharge from the Navy, Kent came to Little Rock to visit a sister who was living here at the time. He got a job with a consulting engineers firm where he worked off and on for several years. In the meantime, he met Miss Lucille McCleod from Warren, who was working at the Twin City Bank of North Little Rock. In September of 1925 the couple were married. The following year he came to work for the Highway Department for the first time. His stint was short lived however, as four months later he was terminated due to lack of funds. He was rehired in 1927 as resident engineer and stayed until the depression hit. He was out for a year and a half this time working for the Mississippi Highway Department and the WPA as area engineer in Northwest Arkansas. After several more interims away from the Department, for one reason or another, Kent



returned in 1945 and has been here since. He has been engineer of Surveys since 1949.

Kent and Mrs. Brown like to entertain their friends with small dinners for six or eight, and usually they are Highway Department personnel, but Kent has many friends outside of the Department. Kent is a sports fan and spends his week ends before the television set watching anything that pertains to sporting events - golf, bowling, football, baseball...you name it. In past years Kent was an outdoor man who loved to hunt and fish but he doesn't indulge in them much now. His outdoor activity now is mostly confined to being the yard man around their home. His old home in Mississippi is just as it was before his parent's death, but a caretaker looks after the place so that when Kent and friends, or other members of the family wish to spend a week end there, it's in readiness. Kent is an expert cook and has been preparing his specialties for many years, whether it's outdoor cooking, or good old Southern cooking of hot biscuits, combread and turnip greens.

Mrs. Brown, who attended the old Galloway College for Girls at Searcy, is a pianist of some note and sang in the church choir at Warren before her marriage to Kent. She enjoys a game of bridge, but she derives her greatest satisfaction and pleasure from visiting the old people who can't attend their church, which is St. Paul's Methodist. Most of her time is devoted to this cause.

Kent is a quiet and unassuming individual who minds his own business. He is rather hard to get acquainted with but once you know him, it's easy to detect his subtle wit and he loves to tell jokes.

is a well qualified former member of the "Tall Liar's Club." The joke he told to become a member was a fish tale. It seems that one day while he was fishing, his line caught near an old stump in the water. After much difficulty he managed to reel it in only to discover that his plug had gone into the small opening of a ten-gallon jug. Finally it was necessary to break it and when he did, he found inside an eight-pound bass. This one no doubt made him a member in good standing.

One of Kent's employees said that she had never heard him make an unpleasant remark or seen him mad. She followed this up with "he's the best boss anyone could have."

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## PLAY SAFE...

## WORK SAFE...

Probably none of us really likes to live by rules. and we are likely to fuss a bit when we feel that our liberties are being curtailed. We all believe that we are pretty smart, and that we can and will do what we ought to do without somebody spelling out every step of it for us. So declares an article Industrial Supervisor.

In most cases, that's correct. Most people are smart and thoughtful enough to do the right thing - most of the time. But everyone at times has mental slips in which he may behave as stupidly as the dumbest character on the job. That's true of everybody. Sometimes the mind seems to take a vacation from responsibility, and then we are in plenty of trouble unless we have rules to keep us doing what we ought to do all the time.

For instance, one worker may like a drink or two; but he has discovered by sad experience that if he has more than two or three he starts picking fights with policemen or insulting his best friend; and the next morning's hangover usually makes him wish he hadn't imbibed so freely the night before. He knows all this very well - when he is sober. But when he has had two or three drinks, he forgets it, because then he feels fine.

In such circumstances his only protection is a self-made rule - stop after two drinks. Then, no matter how jubilant he feels after the two drinks, he remembers the rule and follows it (if he has sufficient will-power), because the memory of the rule sticks with him even when the ability to judge his capacity is gone.

A rule can be compared to a guard on a machine. The skilled worker knows that he can operate any machine in the world without a guard and not get hurt - when he's alert, not tired, not worried, and paying attention to everything. But he knows also,

that there are times when he is not so bright and alert. So he always prefers a guard to keep his fingers out of danger, because if he has no guard, sooner or later he will get foggy and lose some fingers.

A rule is like that - it's a guard against doing stupid things when our minds aren't operating just right, or when we may not be completely familiar with all of the processes involved in the operation of the machines under our supervision. Here is what is meant by not knowing what is happening. Suppose a crane or a hoist is lifting a load. If the operator is on his toes, if the hoisting rig is in perfect condition, if the chains or cables or ropes are sound, and if they have been properly fastened to the load, anyone can walk under the load without danger. But one never knows whether all of these favorable conditions exist. No one below on the floor can inspect every rope or look into the operator's mind, or know any of the other factors that are so important for him to know. Since these things can't be known, the safest policy is to observe the rule which says, "Never get under any load that is being carried overhead."

Although it may seem at times that there is an over-abundance of safety rules, actually there are no superfluous rules for safety. Every rule has been developed out of experience with accidents; and every rule has its value.

But, if a rule is to be effective, it must be known - and that is why fundamental safety rules are displayed on signs and posters around the job, to keep reminding employees of something they should never forget. That's why, sometimes, workers are told things over and over again that they have been told before. Safety rules should be embedded down deep within every individual worker, where they won't be wiped out of the mind by a moment's forgetfulness.



Shown at her desk is Virginia Tackett, L. P. Carlson's secretary, whose other duties include reporting for the magazine, and making coffee for the bridge designers.

# CONTROLLED ACCESS

## EMINENT DOMAIN VERSUS POLICE POWER

Under our contemporary principles of planned access, is the resultant control of access a compensable "taking" under the power of eminent domain or is it a non-compensable "regulation" under the police power of the state?

Control is the inescapable and necessary concomitant of planning in the matter of access to expressways and freeways and in the establishment of that control both of these public powers have been employed to restrict and limit or modify access rights.

Police Power is equated with "regulation" and "necessity" and is the power to restrict a property right because of public necessity while eminent domain is the correlative of "taking" and "utility" and is the power to appropriate a property right because of public usefulness. The first power, i.e., police power, may be defined as the power of a properly constituted government to act in the furtherance of the public good, either through legislation or by the exercise of any other legitimate means, usually statutory, in the promotion of the public health, safety, morals and general welfare, *without incurring liability for the resulting injury to private individuals*. The second power, eminent domain, on the other hand is defined as the power of government to take or damage private property for a public purpose *on payment of just compensation*.

In many cases it is difficult to determine whether it is the police power or eminent domain that is applicable to a particular situation. This is in part due to the fact that the borderline between the two is not easy of distinction and often it is extremely difficult to establish just where the police power ends and the power of eminent domain begins. Some courts have said that the police power ends when:

- (a) the injury to the property owner is not being paid for his property is greater than,
- (b) the injury to the public in having to pay for the property.

But what a tenuous measurement to be made and how susceptible to the bias of subconscious personality in the adjudication!

In 18 American Jurisprudence, Eminent Domain, Section 11, page 639, the distinction between police power and eminent domain is stated as follows: " 'Police Power' is the power of the state to regulate, restrict or prevent the use of property in the interest of public health, morals or safety; while 'eminent domain' is the power of the state to take a private property for public use."

Nevertheless, it is only by weighing and balancing the need for the property, the injury to the property owner, and the burden of compensation upon the public that it can be decided in any case whether a right ought to be taken without paying for it. Whatever the result of this weighing and balancing, it is widely recognized that the result does not in its final analysis depend upon legal concepts as much as upon economic and social consideration. That is not to say, of course, that legal concepts are to be ignored or not given their sufficient weight. For example, the Constitution of the State of Iowa in Article 1, Section 18, is less explicit and in some interpretations could be much more restrictive than Article 2, Section 22 of our Arkansas Constitution (which is one of the 25 states with a 'damage clause') in regard to property rights. The Iowa Constitution reads: "Private property shall not be taken for public use without just compensation first being made, or secured to be made, to the owner thereof." Consequently, in strict interpretation, it has been argued that there can be no taking of private property within the contemplation of this provision unless there is a physical appropriation of the property itself and that where there is no such physical appropriation any damages are indirect and consequential - hence, non-compensable. However, the Iowa Supreme Court is "firmly committed to the doctrine that a substantial interference with a property owner's right of access to his property from a public street amounts to a taking of property and that damages can be recovered therefor," although the court goes on to admit that "prior to the case of...there may have been some confusion in our decisions." The kernel of the matter is that there is no simple sharp line between eminent domain as being the physical appropriation of the property and police power as everything up to the point of physical appropriation and it does not inevitably follow that there can be no taking of property without the actual invasion of the physical property itself. Thus, many cases may possess qualities of each so that what constitutes a "taking" under eminent domain is often interwoven with the question of "regulation" in exercise of the police power. In almost all cases short of actual physical invasion of the property the decision is based upon the degree of the "substantial interference" and according to the measure of that degree the action falls in lesser degrees as an exercise of police power or in greater degrees as eminent domain.

A Pennsylvania court stated that under the police power:..."The public authorities have the undoubted right to regulate the manner of the use of driveways by adopting such rules and regulations, in the interest of public safety, as will afford some measure of access and yet permit public travel with the minimum of danger. *The rules and regulations must be reasonable, striking a balance between the public and the private interest.* The abutter cannot make a business of his right of access in derogation of the rights of the travelling public. He is entitled to make only such use of his right of access as is consonant with traffic conditions and police requirements that are reasonable and uniform...and highways may be so regulated by them as to limit the rights of abutting owners."

And another Iowa court adds that under the police power: "Reasonableness of law or regulation depends on conditions existing when it is put into effect, not on conditions existing when the constitution was adopted or when interpretations having reference to formerly existing conditions were made. Classification or regulation will not be held arbitrary, or unreasonable, or discriminatory, unless clearly so."

Thus, it is seldom that there is conflict between these rules of law since the question is usually one of fact, not of law, and the distinction must be made upon the facts. The rules of law are not applied by the courts until it appears as a matter of fact that there has been substantial and material interference with or destruction of the right of access or easements for light, air and view as opposed to mere regulation thereof, and the decision is made upon the question of fact, the determination depending largely upon the evidence in the particular case.

(Continued next month)

**PRESS AGENT ENGLISH**

"Engineering and leadership has been augmented by revolutionary design improvements in the new models."

Translation: Same old car with a new front bumper.

"Kid Blotto is noted for his fancy footwork."

Translation: He's good at running away.

"Her rendition of the aria is characterized by forceful musicianship and great feeling for the fortissimo passages."

Translation: She sings too loud.

"The new vice-president is the youngest executive in the industry."

Translation: His father owns the company.

"The artist has renounced sterile concepts of perspective to achieve a refreshingly new freedom of design."

Translation: He can't draw a straight line.

**New Engineering Personnel**

Charles Edward Venable is the newest addition to the engineering personnel in Bridge Design.

Charles is a native of Tyler, Texas but has lived in Arkansas many years. He received his education at Pine Bluff High School, Arkansas A&M, and is a graduate of the University of Arkansas School of Engineering, with a Bachelor's and Master's Degrees in engineering. He served in the U. S. Air Force from 1951-1955. He is married and has a son.

George Peevy has returned to the Highway Department after serving three years in the Civil Engineering Corps of the U. S. Navy as a lieutenant, jg. He is assistant engineer to J. T. Pendergrass, assistant chief engineer.

He is a graduate of the University of Arkansas with a B.S.C.E. He worked in Materials and Tests prior to his service stint.

George is a native of Alma, Arkansas. He is married and has two sons.



Venable



Peevy

**Satchel Paige Says....**

Famed and ageless baseball player Satchel Paige offers this advice for longevity and good health:

1. Avoid fried meats, which anger up the blood.
2. If your stomach disputes you, lie down and pacify it with cool thoughts.
3. Keep your juices flowing by jangling around gently as you move.
4. Go very light on the vices, such as carrying-on in society; the social ramble isn't restful.
5. Avoid running at all times.
6. Don't never look back; something might be gaining on you.

In the business world an executive knows something about everything, a technician knows everything about something...and the switchboard operator knows everything.

# Ferry Tales... OPERATIONS IN OUR STATE

by Bert Rownd, Engineer  
Bridge Maintenance

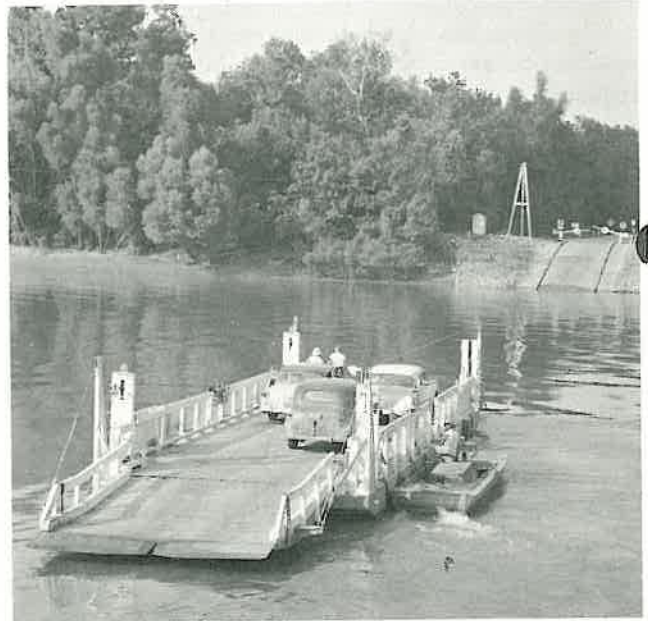
The Arkansas Highway System, in its excess of 11,000 miles of highways, includes the use of eleven ferries for stream and lake crossings and one which furnishes a crossing of the Mississippi River at Helena. Three of the ferry operations are owned by the Arkansas Highway Department; one across Lake Norfolk and the other two across the White River at St. Charles and the Arkansas River at Toad Suck. The last two mentioned, although owned by the Department, are operated as free ferries by private interests on a yearly retainer basis.

By far the largest of its kind in Arkansas is the one at Lake Norfolk, which operates two complete units consisting of ferry barge and a diesel tug. The units are in operation 18 hours a day and one unit handles the traffic from midnight to six o'clock in the morning. During the peak of traffic months - from Memorial Day to Labor Day - there are three units in operation, and at times they are not able to handle all the traffic as efficiently as we would like. The units operate on a schedule which calls for a crossing every fifteen minutes, or a round trip every half hour.

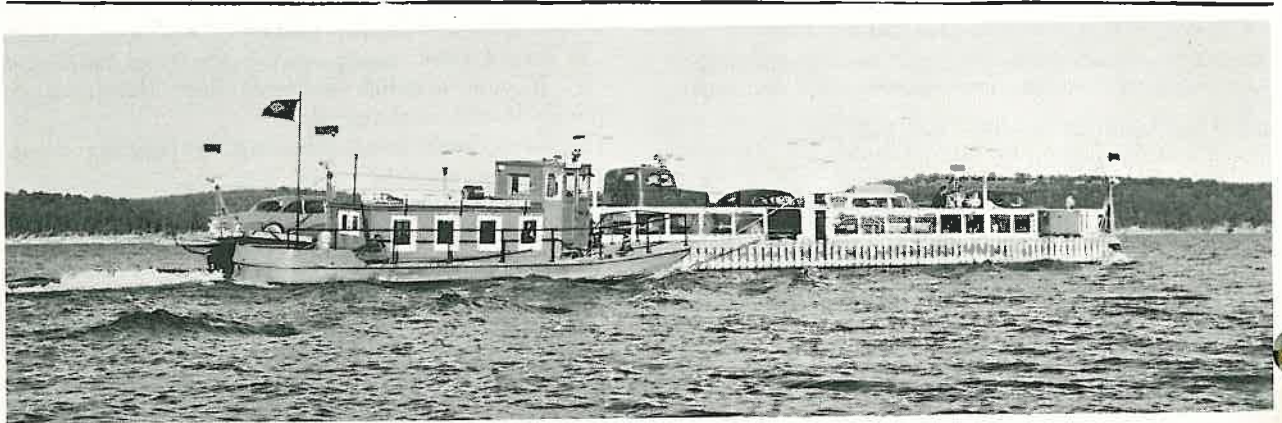
There are two landings on either side of the lake; one for each of the two highways being served, State Highway 101 and U. S. Highway 62. Only one ferry unit serves the traffic on Highway 101, while at peak traffic periods two units must use the U. S. 62 landings.

Though the schedule is a tight one, they are seldom more than two or three minutes off either way. The complete operation, which includes the handling of maintenance on all equipment, is under the efficient supervision of Troy Pruitt.

Power is provided to the 11 ferries by several means, ranging from the powerful tugs on Lake Norfolk to the current powered ones in use at some of the lesser crossings. The current powered ferries consist of a ferry barge with two cables, one from either side of the stream. The two cables from the barge are attached to the main cable by means of sheaves which run on the main cable. By adjusting the lengths of the barge cables so that the front cable is shorter than the back cable, the current can be made to push the barge across the stream. This is a slow but economical



The free Ferry at St. Charles looking east on Highway No. 1.



The Ferry at Lake Norfolk



means of furnishing power. Some of the ferries have a boat with a motor attached alongside the barge to push it from one side to the other, and there are at least two ferries which are powered by means of tractor engines geared to side paddle wheels.

Before the bridge was built over the Buffalo River on Highway 14 between Harriet and Yellville, the ferry located at this crossing was sometimes unable to operate as a floating unit due to low water. At such times the operator would fasten a chain across the end of the barge and charge vehicles to drive across the river on the barge. All operators had to do was lower the chain and collect the fare.

Some of these ferries date back to 1900 and at least one, at Oil Trough on Highway 122, is over 100 years old. They have seen the change over the years, from wagons and buggies to high-powered cars and large trucks. Some of the ferries have not bothered to enlarge their facilities to accommodate the heavier trucks, perhaps in the realization that they will be replaced eventually by bridges. Each time one is replaced, as is gradually being done, there is one less picturesque scene to delight the tourist. Modern times, however, and the speed and convenience demanded by the traveling public make these old and slow ferries outmoded where a bridge can feasibly and economically be built.

#### *Sam Foster*

Sam Foster, an Auditor in the Accounting Division for 13 years died at a Little Rock Hospital October 23 after an illness of several months. Deepest sympathies are extended to his three brothers who survive.

#### *Charles D. Cummings*

Charles D. Cummings, an employee in Division 6, was fatally injured in an automobile accident November 1 near Morrilton.

Mr. Cummings, 18, had only been employed by the Department for two weeks. He was a clerk in Division 6, and a North Little Rock resident.

#### *Mrs. Mary Ann Tanner*

Mrs. Mary Ann Tanner, mother of Fred C. Tanner, personnel director, passed away at her home in England October 26 after an illness of several months.

Mrs. Tanner had lived in England for about 35 years. She is survived by her husband, three sons and four daughters.

Our sincere sympathies are extended to the family.

## Heart Surgery For Cecilia



Cecilia Thirion, 14-year-old daughter of Charles Thirion of the Buildings and Grounds section of Personnel, spoke excitedly as she described how she can breathe so well, and how she feels so "different" now.

To most of us, if we are healthy, these things are taken for granted, but to Cecilia, who has never had the chance to run and play or enter into any strenuous activity, the words she spoke may mean a whole new way of life for her. And this attitude and the way she looks, is in striking contrast to the way she felt six months ago when her life hung in the balance due to double pneumonia, and the congenital heart defect which prevented her from living a normal childhood existence. Pneumonia had weakened even further the already frail body of Cecilia who was awaiting the rare and delicate heart operation. But Cecilia recovered from pneumonia, against all odds, as her heart had failed her once according to the attending physician.

After a long period of convalescence in which to regain her strength, she underwent surgery at the University of Arkansas Medical Center on October 15. The operation meant reconstructing the heart valve leading into the artery, by enlarging the opening, and to patch an opening in the main aorta, enabling Cecilia to breathe more normally and lessening the strain on the heart muscles. There have been only five such operations in the United States.

The doctors think that Cecilia has a good chance to recover completely, however, she will not be able to "play ball and outrun everyone in the neighborhood," as she said she was going to do, for another six months. At the end of this period, if nothing adverse develops, the physicians will feel the operation was a complete success.

As for Cecilia who has been stoic through it all, she only knows that maybe someday she shall be able to run and play with her seven brothers and sisters remaining at home, instead of sitting quietly on the sidelines watching. To her parents, who have never lost faith, well...they still have it.



## NEWS BITS...

Mr. Oliver was guest speaker at the Engineers Club of Fort Smith on November 9. On November 12, Mr. Oliver and Mr. Wallace were guests at the Texarkana Chamber of Commerce luncheon.

Many Highway Department officials took off again for another convention November 23-25. Those traveling down to Miami Beach, Florida, for the Southeastern Association of State Highway Officials (SASHO) convention at the Eden Roc Hotel were: Commission Chairman Lawrence Blackwell, Director Oliver, Ward Goodman, J. R. Henderson, C. Don Hayes, E. L. Wales, Kent Brown, R. B. Winfrey, Walter Hicks, W. F. Turner, C. M. Matthews, L. P. Carlson, Otha Hewitt, Fred Leebrick, and L. A. McGain.

J. T. Pendergrass, assistant chief engineer, and a captain in the Navy Reserve, was among 40 Arkansans, all members of the Eighth Naval District, who visited naval facilities in New Orleans in October. The schedule for the three-day visit included a cruise on the Mississippi aboard the yacht "Good Neighbor" as guests of the Board of Commissioners, Port of New Orleans. They also visited aboard USS Whale, a World War II submarine, berthed in New Orleans for training purposes, and a tour of Naval Air Station at Alvin Callender Field. The navy rank of captain is equivalent to a full colonel in the army.

In the September issue of "Street and Highway Lighting" magazine, a photograph of LaHarpe Boulevard is featured in a night scene showing the mercury lights which have been recently installed.



Part of the group who attended the Hot Springs Chamber of Commerce luncheon after the dedication ceremonies.

Have you noticed the new county maps? They are now being litho-printed in black ink on a good rag content bond paper. This method of reproduction gives our maps a much clearer copy, free of the distortions found in the old blue prints. Maps of 49 counties have been printed by this method and ten more counties will be printed within the next few weeks. The Commission has authorized the sale to the general public, as well as to governmental agencies, of all the maps produced in the Planning and Research Division.

The second edition of the 1959 tourist map will be ready for distribution in November. This edition shows all highway improvements or changes that have been made during the year. As is customary, no changes were made on the picture side of the map for the second edition.

Our Director, F. R. Oliver, feels that many of the retired employees may wish to keep in touch with news and happenings in the Department, so all former employees who have retired, have been placed on the mailing list to receive Arkansas Highways magazine each month. The Highway Commission and the Department recognize and appreciate the contribution that these employees made towards building highways, and it is hoped that they will continue to feel that they are part of our Highway System.

Highway Commissioner Glenn F. Wallace, Director Oliver, and Chief Engineer Ward Goodman were representatives of the Highway Department for the Benton and Hot Springs dedication of the new section of U. S. Highway 70, which links the cities, in ceremonies October 23. The two-city celebration was sponsored by the chambers of commerce of Benton and Hot Springs. The mayors of the cities snipped the ribbons to officially open the road. After the ceremonies a luncheon was served the participants at Holiday Inn in Hot Springs.



Acting Mayor of Hot Springs, Paul Randall, is shown with Mrs. Trout and other dignitaries at the Hot Springs end of the ribbon cutting ceremonies to dedicate the official opening of the Benton-Hot Springs highway.

Eight employees reached milestones in their careers November 4 in the Commission Room when Service Awards for Highway Department employ, and the "Twenty-Five Year Award of Merit of the American Association of State Highway Officials, a separate citation, were presented by the Highway Commission and Director Oliver.

Those receiving their Highway Service Pins and Certificates of Merit were: C. Don Hayes and Ott Tinsley, for 35 years of service; Gerald "Babe" Williams, 30 years; and Lester B. Baker, 25 years.

Those who received the AASHO Awards were: John "Jack" Teasdale, County Roads; Henry W. Schneider, Materials and Tests; Charles E. Hooker, Surveys; V. E. Scott, Administrative; and receiving his second award of the day, Gerald "Babe" Williams, Roadway Design. Congratulations, fellas.



The gentlemen on the first row holding their Highway Department Service Awards are Lester B. Baker, Ott Tinsley, "Babe" Williams, and C. Don Hayes. In the back row are: Commissioners Harry Parkin, Lawrence Blackwell, Director Oliver, Commissioners Glenn Wallace, Arnil Taylor, and Chief Engineer Ward Goodman.



The group on the first row receiving their Twenty-Five Year Awards of Merit from the American Association of State Highway Officials are: Henry Schneider, Jack Teasdale, Charles Hooker, V. E. Scott, and Babe Williams.

J. R. Henderson will take part in a program on Intergovernmental Relationships, at a meeting of the Committee on Planning and Traffic Engineering at the SASHO convention in Miami Beach on November 23-25. Participating in the program will be: Gordon B. Sharpe, Urban Highways Section, Bureau of Public Roads, Washington, D. C.; Frank Anderlitch, Regional Planning and Research Engineer, BPR, Fort Worth; Fred Blair, Florida Planning and Zoning Association; and Mr. Henderson, whose presentation will be "Traffic Engineering Services to Towns and Cities in Arkansas." Following the program, the men will constitute a panel for discussion of mutual problems.

F. R. Oliver, our director; R. B. Winfrey, engineer of Maintenance Division; and Lawrence Blackwell, Commission chairman, attended the AASHO Road Test October 26, at Ottawa, Illinois.

Fred C. Tanner, personnel director, and Veral Pinkerton, were on a recruiting "mission" on November 9-12 at the University of Arkansas. Purpose of the trip was to interview engineers for possible employment with the department.

Bill Hays attended a Personnel Management Seminar at the University of Arkansas Technology Campus Friday, October 16. The seminar was sponsored by the Arkansas Personnel Association. Some of the topics discussed were Procedures and Techniques of Counseling, Motivation Through Counseling, and "Do's and Don'ts." Fred Tanner, personnel director, and Bill Hays, attended the dinner which was held the night of the seminar.

#### OH DEM BONES!

The stranger walked up to the dice table and laid down a \$1000 bet. He gave the dice a real good shaking but as he threw them out, a third die slipped out of his sleeve onto the table. The house man was quite unruffled. He handed back two of the dice and pocketed the third, saying, "O. K. Buster, roll again. Your point is 15."



## Around The Departments

### RIGHT OF WAY

Betty Grimes

Bill Donham's resignation to enter private law practice reduces the original snooker foursome to a duo....Dowell Anders and Les Evitts. Wilbur Luton has been accepted to fill one vacancy and applications are being taken to round out the number to four. Bill will be associated with the former Attorney General T. J. Gentry and we wish him the best of luck.

After 18 months of investigation, meditation and concentration, Barney McCright has finally purchased the plans and begun construction on a 17 foot cabin cruiser. Let's hope it doesn't take another 18 months to get that boat afloat.

A. W. Hardy was surprised with a party on his "umpteenth" birthday. One of his gifts was a book, 115 years old, on Electricity to add to his outstanding engineering library. (The book is 115....not Hardy!)

Mr. and Mrs. J. M. Mashburn, parents of Zack Mashburn, celebrated their 65th wedding anniversary on Sunday, October 25. The couple has 7 children, 12 grandchildren and 7 great-grandchildren.

Wilbur Luton spent several days visiting his father who lives in Ripley, Tennessee. Ripley is Wilbur's old "stomping ground" and we are sure he enjoyed visiting his many old friends there as well as his father.

Some of those empty desks in the Legal Building have been filled this month by one secretary and three staff attorneys. Mary Beneux, the new secretary, has just recently moved here from Ft. Smith where she was a civilian employee at Fort Chaffee. Mary has three school age children.

Daniel W. Parnell of Texarkana, was formerly associated with the Murphy Oil Company in their land department. Daniel will be a title attorney for AHD.

Clay Robinson, until his employment with the Department, was deputy prosecuting attorney of Pulaski County. Clay will be assistant to Neill Bohlinger and handle cases before the Claims Commission.

Former Representative George Green, who has been in private practice in DeWitt, joins us as trial attorney. George served two terms (1955 and 1957) in the state legislature as representative of Arkansas County. His wife and four children will join him in Little Rock at mid-semester of this school term.

All three attorneys received their L.L.B. Degrees from the University of Arkansas.

The new face in the Appraisal Section is Susie Boyett. A recent bride, she is the former Susie Gassaway, a native of North Little Rock. Welcome to all these new employees.

That epidemic of "squirrel fever" is rapidly developing into a more serious malady as the duck season approaches.

It's Kiwanis Minstrel time again and as a charter member of the "Ham" Club, I'm in my hey-day. If the Kiwanis Club knew how much my year-round accompanist, Dr. Bert O. Miller, and I enjoyed performing, they would charge US for the privilege of having that lovely Robinson Auditorium stage to ourselves.

### PLANNING AND RESEARCH

Marjaine Turner

W. K. "Bart" Bartleson, head of our Road Inventory and Road Life section, suffered a heart attack on October 19. He is in Baptist Hospital and his condition is reported as satisfactory.

Fred Herring, our division head emeritus, is a proud grandfather again. This time it's a girl, Janice Gail.

Two awards for service were made in the Drafting Section last month; Leroy Beckett received a 20-year Service Pin and Certificate, and Henry Mercer, a 5-year Award.

If you didn't go to the PTA show at Pulaski Heights Junior High School November 2, you missed something! Y. W. Whelchel as one of the "Ladies of the Burlesque."

Those in our office attending the Ole Miss game in Memphis included: Claude Roberson, Stuart Pattillo, Jim Carvell, Pat Patton, and Mignon Besancon. Those attending Homecoming in Fayetteville were Jim Carvell, Stuart Pattillo, and Barbara Rider.

Alyene Daniel attended the Homecoming game at Arkansas State in Jonesboro the week end of October 31.

Jane and Karl Huff are spending their vacation in Fayetteville and Lawton, Oklahoma, visiting sons Raymond and Bill.

Lynda Rowe is a new employee in the Traffic Analysis section.

Don MacFarlane of Traffic Analysis, has resigned. His new job is with the Milk Marketing Administration of the U. S. Department of Agriculture. We are sorry to lose Don but wish him the best of luck in his new job.

We are glad to report that M. L. Baird, retired, is at home after a stay in St. Vincent's Infirmary following a heart attack.

The sympathies of all P&R employees go to Nathan Bingham in the death of his mother.

### ACCOUNTING

Jimmie Shores

Olin Randle visited relatives in Oklahoma City, Fayetteville, and Memphis recently. She said her trip was very enjoyable except for one detail...they had to stop to ask directions in Oklahoma as the highways were not marked as well as our Arkansas highways.

Margie Wallace and husband Al, went to New Orleans, Louisiana, to visit relatives, Mr. and Mrs. John Goust, Sr., and family. She said they had a wonderful time, but expensive.

Peggy Eldred, who had set a wedding date for April, and her fiance G. T. Yeilding, have upped the date now to December 19. Everyone is invited to the ceremonies which will be held in the chapel of Pulaski Heights Methodist Church at 7:30 p.m. The reception will be held at the church after the vows are spoken.

We welcome Jim Stringer to the office as our new auditor. Jim was mail clerk until he took over this new position. He likes it very well and is doing an expert job.

**EQUIPMENT AND PROCUREMENT***Mary M. Hill*

Among those from our division who vacationed recently were Joe Stinson, mechanic in the motor room, who with his wife, visited friends and relatives in Mississippi, Alabama, and Georgia.

Mr. and Mrs. Frank Fleming visited various points in Missouri and Memphis, Tennessee while on their vacation.

M. L. Nailling and H. F. Helton, Central Shop employees, and Frank D. Caple in the Equipment Office, were all on leaves for a few days but reported just staying at home.

We apologize to Parker Harden for failing to report the accident in which he received a broken toe. Parker dropped an "I" beam on his foot while working at the Porbeck Building in Little Rock, but he has now recovered with hardly a limp.

Mrs. Clyde Holmes and her mother drove to Poplar Bluff, Missouri, to spend the week end with Mrs. Holmes' sister and family.

Kay and Joe Bonnell spent November 1, on Lake Maumelle and caught a nice string of bass.

**ROADWAY DESIGN***John Hicks*

Pat and Jane Witherspoon and Delbert Ray Vandalingham, attended the Homecoming game at Fayetteville October 31.

Marvin Bunch returned the early part of November from a vacation with relatives in Pierre, South Dakota. Marvin kidding said that he went by way of steamboat and pagecoach and ran into Matt Dillon and all the other western characters.

John and Peggy Hicks, son Bob, daughter and son-in-law, Carolyn and Harold Jones and their son Bruce, visited with Peggy's parents the J. A. Brattons, of Leslie over the week end of October 24. Your scribe also visited with his cousins, Dr. and Mrs. J. L. Jackson in Bentonville.

**BRIDGE DESIGN***Virginia Tackett*

The pleasantest piece of news we have had lately was the word that Etta Bonner won \$180 when her card was drawn on a recent radio program. She's having a wonderful time trying to decide where to spend it. Jim Hillis and L. P. Carlson each came into a nice sum of money recently, and we have ascertained definitely that none of these three events was rigged.

Sally Beckel and a friend drove to Fayetteville for the UA-Texas Tech game in the Beckel's new Austin-Healy Sprite. As it is a two passenger job, of course, the husbands had to stay home and listen to the game on the radio. Frank Battisto was able to get up to the game, too, and enjoyed it very much. Jake and Lillian Knott visited their son John in Memphis the weekend of the Ole Miss game. Jake says they had some wonderful Chinese food while there.

We all feel right proud of Mary Celia Matthews, daughter of Jim and Mini Matthews. A play which she adapted from a story and produced for the Book Fair was considered to be so well done that her school has asked her to present it at their next meeting.

Curt Mahla, a captain in the Army Reserve, spent two weeks military duty in October assigned to the Port of New Orleans. As a duty assignment, he says, it beats Fort Polk all hollow.

We are extremely proud to welcome Charles Venable, our newest engineer. Charles received his Masters Degree in Civil Engineering from the U. of A., while teaching in the engineering department. After leaving the university he spent a few months with the Corps of Engineers here in Little Rock and is now a designer for this Division. He is married to Evelyn Venable and they have a son, Robert, who is seven. They have recently moved to 29 Althea Circle.

**DATA PROCESSING CENTER***Lana Holland*

We have a new girl in our department - Nedra Barton We're all glad to have you, Nedra!

Tony Yandell's wife and baby boy, Leslie Allan, visited our department recently. He's a cutie and Tony has a very sweet wife.

Our department had two Razorback representatives at the October 31 game at Fayetteville, which was Homecoming, Gladys Plunkett and Art Johnson.

**PERSONNEL***Sue Barnes*

Betty Ray had a nice autumn vacation when she flew down to Baton Rouge, Louisiana to spend a week with friends. Always hard to get back in the "groove" again though, Betty said.

Sibble Cox and family are keeping the road hot to Magnolia, since her son and family moved down there. Incidentally, if anyone would like to buy some of her pheasants or quail, contact her in the office.

Martha Adams enjoyed visiting with her sister, Mrs. Frances Goldberg, when she flew in for a short surprise visit in October.

We are all glad and sorry at the same time in our office. Billie Hatcher, Martha's cute little helper on the magazine, won't be with us but a few more months when she will have to resign to await Mr. Stork. Marty, as well as all the rest of us, will certainly miss her, but we are happy for her and "Bubba."

Lucy Rhodes, Rhoda Bintliff, Hazel McKim, and Gladys Brewer, the ladies who clean up the litter we all make, stopped by to see us in the office recently. It isn't often we get a chance to see these members of the Personnel Division since they are coming to work at 5 p.m. when we are getting off.

Our hearts and sympathies were with our boss, Mr. Tanner, whose mother, Mrs. Mary Tanner, passed away October 26, at her home in England, after a lengthy illness.

(Sue failed to add to the above news that she resigned effective November 15, to accept a Civil Service job at the Pine Bluff Arsenal. We shall all miss Sue, but wish her much good luck on her new position. Taking Sue's place is Ruth Foll who came to work November 6. Ruth is a native of Mountain View, Arkansas. Welcome, Ruth. -Ed.)

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**FOR SALE:** One 6-hp outboard motor, and one 18 inch rotary power mower. Both in first class condition. Contact Ray Garner, Roadway Design.

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Right Track: In dire need of sleeping cars, a Canadian Railroad ran the following ad in a trade journal: "WANTED AT ONCE, 300 SLEEPERS." One of the responses to the ad came from an Iowa minister who offered his entire congregation.

**MATERIALS AND TESTS***Julia Mae Halliburton*

Some of the boys who took their vacations to deer hunt were Regel Cotton, Raybon Camp, and Henry Dreher.

A belated birthday greeting to Donald Younger who celebrated October 21.

E. L. Wales, our boss, and Mrs. Wales, drove to Fort Meyers, Florida, for a vacation prior to attending the AASHO convention at Miami November 23-25.

H. W. Schneider received an award from the American Association of State Highway Officials in the Commission Room on November 4. Congratulations, Henry.

**CHIEF ENGINEER**

Leontee Connelly

Our division was represented at the AASHO convention in Boston, October 12-15, by Chief Engineer Ward Goodman and Office Engineer W. C. Johnston. Mr. Goodman flew to Boston, accompanied by Mrs. Goodman, and stopped over in New York City to confer with one of our consulting engineers and to inspect freeways and parkways in and around that city. Mr. and Mrs. Johnston motored to Boston with the Harry Wrights, inspecting highways in various states along the route.

The entire division enjoyed a wonderful party on October 28, honoring Jimmy West, who left for the Army November 1; Hess Gordon, on her birthday; and Patsy Roling, who received her 5-year Service Pin and Certificate of Merit. Jimmy was presented with a sweater and a leather utility case.

We had a welcome guest on October 30. Joe Hughes, our student employee who worked with us during the summer, came by for a short visit to say hello to all of us and goodbye to Jimmy.

Three of our Razorback rooters, Cap Boen, Bill Rainwater, and Bob Andrews, motored to Memphis October 24, to see the Hogs play the Ole Miss Rebels.

Mr. and Mrs. E. G. Hampton enjoyed a wonderful vacation in New Orleans during the latter part of October.

Our sympathies are extended to the family of Mrs. Bob Andrews in the loss of her father.

**DISTRICT 3***Olive Jackson*

A big welcome is extended to James E. Lowder, our new district engineer who was transferred from Harrison, and to John H. Sanders, our new assistant maintenance superintendent, who was transferred from North Little Rock.

Recent visitors were R. B. Winfrey and Jake Clements from the Little Rock office.

W. C. Beck, assistant stock clerk, has returned from Fort Smith where he assisted in taking inventory the last of October.

Louis Jones of Miller County was involved in a bad automobile accident while enroute to work one morning recently, when a car pulled onto the highway in front of his car. Louis received severe chest injuries and has been hospitalized since. Get well soon, Louis.

Congratulations to A. M. Clark, our maintenance superintendent, who received his 15-year Service Pin and Certificate of Merit.

Glad to report that Howard Wright and John Ed Barham, who have been in the Memorial Hospital at Hope, have now returned to their jobs.

Little Dennis and Paula Rowe of Arkadelphia are spending a week with their grandparents, "Dock" and Opal Greeson in Texarkana.

**DISTRICT 4**

Peggy Baber

We had several visitors recently, and we always welcome them. Director and Mrs. F. R. Oliver stopped by while he was in town to speak at an engineer's luncheon at our new Holiday Inn. Others were: Fred T. Leebrick, Ronald Keene, and G. W. Stanford. Mr. Stanford has been with us for several weeks working with our new stock clerk, and he is very much appreciated by all of us. Carl Morris, also from Accounting, came up with Mr. Leebrick and spent several days helping us do a complete inventory, along with Mr. Beck from Hope; Junior, from North Little Rock; Gaddy, from Pine Bluff, and Jimmy from Accounting. (We weren't too informed on names, as there were so many of them.) Gerald Sisk, assistant maintenance engineer, was also a visitor.

We welcome our new District Engineer, J. P. Clayton, who was former construction engineer at Russellville; H. L. Hodnett, our new assistant division maintenance superintendent, who came to us from Paragould, and Bill J. Gibson, our new stock clerk who replaces Bill Crandell.

Fred McLaughlin's son Gerald, had a major operation recently. We hope you have a very speedy recovery, Gerald.

R. N. Parker, our maintenance superintendent, moved his family to our fair city from Alma. The Parkers live at 3412 North 31st street.

**DISTRICT 5**

A. L. Moser

Clyde Nast, heavy equipment mechanic, who has been off duty recuperating from an operation on his arm, has been doing some fishing. Having good luck, he caught two whoppers. One weighed 26 and 3/4 pounds and the other, 17 pounds. Both were yellow cat, and caught at Lock and Dam No. 1 at Batesville.

Ed Orsini of the Accounting Division at Little Rock, paid us a visit this month. We are always glad to have you with us, Ed.

L. W. Roland, employed in Jackson County, was married to Miss Beverly Tate on October 23. Hope the Rolands have a long and happy married life.

Lawson Johnson has returned from a successful hunting trip in Boise, Idaho and Big Horn River. He reports that he bagged the largest bull elk that has ever been killed there.

A. L. Jones, mechanic, Jim Carter, welder, and Lloyd Langford, area foreman of White County, received their 15-year Service Pins and Certificates of Merit in October. Tommie Vines and J. H. Vincent received their 10-year awards. Congratulations, fellas.

Jack Clayton and Archie Smith of Fulton County, and J. R. Engles and Homer Moser have all been on vacations recently.

Those on the sick list have been: Bill Huff, heavy equipment operator, Coy Frazier, who is back on the job; and Lee Tharp, shovel operator, who underwent treatment at St. Vincents the last of October. Get well soon.

Hector G. Santos, associate mechanical engineer of Equipment and Shops Divisions, Bureau of Public Highways, Philippine Islands was in our division in October studying methods of our highways. We enjoyed having him with us.

W. E. Woodson, father of Mrs. W. H. Leonard, passed away on October 22. Mrs. Leonard is the wife of W. H. Leonard in the sign department. Our sympathies go to the family.

## LETTERS...

Editor's note: The following letter of appreciation was written on stationery which featured a color drawing of the future bridge at Helena. It could not be reproduced clearly enough to print. Mr. Lambert, a retired realtor, is a former Highway Commissioner and now a Helena civic leader.

Mr. Ward Goodman, Chief Engineer  
Arkansas State Highway Department  
Little Rock, Arkansas

Dear Ward:

*THEY SAID IT COULDN'T BE DONE - Bridge the Mississippi River at Helena and photograph the completed structure two years prior to completion.*

*The proof that both are possible is shown by the above aerial view of Helena and the bridge on the new stationery of the Helena National Bank. If your department needs any construction experts, there are plenty in Helena, who can offer such service.*

*Seriously, it could not have been accomplished without the fine cooperation given by you and other members of the Arkansas Highway Department, and we will always be grateful for this help.*

Sincerely yours,  
J. B. Lambert

*They said it couldn't be done,  
They said nobody could do it,  
But Helena folks with lots of help  
Have finally reached their target.*



The city of Benton is well represented by these commuters, all "toilers" in Right of Way Division. From left: A. C. Ledbetter, Les Evitts, James E. Giles, and Glendol Jackson.

## THIS'LL KILL 'YA...

by Jimmy Zinn

Recently a man in Alaska was arrested and tried for bigamy. It was discovered that he had a wife in Nome, another in Fairbanks, a third in Anchorage and a fourth wife in Juneau. At the trial the judge looked down sternly at the defendant and remarked, "How could you do such a thing?" The bigamist replied gently, "Fast dog team."

A middle aged woman lost her balance and fell out of a window into a garbage can. A Chinaman passing remarked: "Americans very wasteful. That woman good for ten years yet."

"I am building a church," said a small boy, playing with a set of blocks, "and we must be very quiet," His father eager to encourage this unexpected reverence, asked "why must we be quiet in church?" Came the boy's response: "Because the people are asleep."

A bride and groom came down to breakfast in the hotel where they had spent the first night of their honeymoon.

"Now, be casual and offhand and they won't know we're newlyweds," cautioned the groom.

While he studied the menu, his bride gave her order to the waiter, "Tea and toast without butter, please."

Whereupon her husband exclaimed in a voice everyone in the place could hear: "Good heavens, is that all you eat for breakfast?"

The blonde in the cocktail lounge confided to her girl friend: "I don't know how the Russians do it. When I drink vodka, I say 'yes' to everything."

Joe sat beside his dying partner, keeping the deathbed watch. Suddenly the dying man began to speak. "Joe," he wheezed, "I have a confession to make to you. I robbed the firm of \$10,000. And that's not all. Joe, I sold a secret formula to the competitor, and I stole the letter from your desk that got your wife her divorce, and Joe..."

"That's o. k. old man," Joe murmured. "I'm the one who poisoned you."

"The last girl I flirted with called a cop."

"You're lucky. The last one I flirted with called a minister."

Mother: "So you're not afraid to go to the hospital...that's a good little boy."

Boy: "But I ain't gonna let 'em palm off a baby on me like they did you...I want a puppy!"

Several hunters were sitting around one night bragging about the dogs they owned. Noting that an elderly native was listening intently, they laid it on thick.

"Take my setter," said one man, "When I send him to the store for eggs, he refuses to accept them unless they're fresh. What a nose that dog has!"

"That's nothing," boasted another, "my springer goes out for my cigars and refuses to accept any but my favorite brand. Not only that, he won't smoke any until he gets home and I offer him one."

"Say old timer," said another man, turning to the native, "did you ever hear of any dogs as smart as ours?"

"Just one...my brother's dog," was the reply. "I think he's a bit smarter."

"How?" he was asked.

"Well," replied the native, "he runs the store where your dogs trade."

Cop to lady driver who was parked by meter: "Lady, can't you read?"

Lady: "Why certainly! It says fine for parking."

