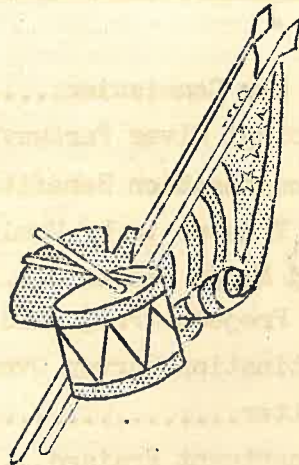


# ARKANSAS HIGHWAYS

Vol. II

No. 5



May  
1954

# ARKANSAS HIGHWAYS

A Monthly Magazine for Employees of the  
Arkansas State Highway Commission

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## STATE HIGHWAY COMMISSION

Raymond F. Orr, Chairman

Miss Willie A. Lawson  
Glenn F. Wallace

Cecil S. Lynch  
D. F. Portis

Herbert Eldridge, Director  
A. E. Johnson, Chief Engineer

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# A Day With Our Commission

The Arkansas State Highway Commission concluded an inspection and "get-acquainted" tour of the state with a meeting at the Jacksonville shops and District 6 on April 16. Raymond Orr, Dan Portis, Cecil Lynch, Miss Willie Lawson and Glenn Wallace, accompanied by Herbert Eldridge, A. E. Johnson, D. H. Hamilton, V. E. Scott and members of the press, arrived at Jacksonville before 9:00 a.m.

After an inspection of the shops with Director of Equipment and Procurement C. Don Hayes, an informal meeting was held with the entire personnel. Introductions were made all around with the employees giving their length of service with the Department as their names were called. Each member of the Commission, as well as our Director and Chief Engineer gave a short friendly talk.

After the meeting adjourned the Commissioners and their party were guests of the Jacksonville Chamber of Commerce for a coffee "break."

The group arrived at District 6 headquarters at 11:00 and were greeted by the staff, who pointed with justifiable pride to their new offices. There was an inspection tour of the shops, after which H. R. Lucas, Acting District Engineer, took charge of the meeting assisted by O.A. Tinsley, District Maintenance Superintendent.

All the District employees attended the meeting and the vigorous applause given the Commission was indicative of the appreciation entertained by Highway Department employees throughout the state.

A luncheon with the North Little Rock Chamber of Commerce concluded only the "visiting" portion of the day for the Commission. Directly following the luncheon they convened at Little Rock Headquarters for a business meeting which continued through the afternoon.

A busy day? You're right! But it is also a typical day for our State Commission. There is seldom a moment's respite on their itinerary, which largely accounts for the good will directed at the Highway Department as well as the many improvements in policies and constructive work being accomplished.

The Commission's tour began in July 1953, and during the interim they have inspected the shops and offices and met with the personnel of all 10 Districts. They also managed to find time to meet with civic organizations in each town. Joint meetings were held with the State Highway Commissions of Texas, Missouri and Oklahoma for the purpose of discussing mutual problems.

Next month we will bring you another full day with our Commission, concerning "Biddings" and "Hearings" and the procedure involved.

# THE MISSISSIPPI RIVER PARKWAY

By Guy W. Cobb, Drainage Consultant

This is a revised condensation of the statement presented by Mr. Cobb at the Hearings before the Subcommittee on Roads, House of Representatives, March 1952; and published in the Arkansas Democrat, October 1952

The annual meeting of the Mississippi River Parkway Planning Commission, consisting of delegations from the 10 states bordering the Mississippi River, was held in Natchez, Mississippi, October 29, 30 and 31, 1953. During this meeting, a resolution was passed giving each state the jurisdiction of marking its own roads with such markings and in such a manner as has the approval of its own state Highway Commission.

Thus, does this great national Parkway project progress. Each year, another step forward toward the realization of a major north-and-south highway stretching the full length of the Mississippi River, linking together places of historical interest as well as facilitating access to the natural resources of our nation.

The idea of a Parkway Road along the Mississippi River, beginning at the source of the mighty stream in Lake Itasca in Minnesota and extending to the Gulf of Mexico, originated in the mind of A. P. Greensfelder, an honorary member of the American Society of Engineers. In 1938, he called a meeting in St. Louis of officials from

the 10 states bordering the great Mid-Continent Drain. Attending that meeting from Arkansas were 5 officials and a number of citizens from counties bordering the river.

Hon. Harold Ickes, Secretary of Interior, met with the group and from the St. Louis meeting there evolved the present Parkway organization. That same year, the first convention of the Mississippi River Parkway Planning Commission was held in Davenport, Iowa.

Mr. Greensfelder was elected "Pilot" and the chairmen of the state delegations were designated as "Co-Pilots." These titles were chosen because the proposed Parkway would parallel the course of famous steamboats of bygone years.

Meetings were held in St. Louis, Minneapolis, Memphis, and Little Rock during the next 3 years following the Davenport convention. World War II interfered and the conventions were discontinued in 1941. However, after the war, each Governor of the 10 river states again named a Parkway delegation composed generally of 5 state planning, park, highway, conservation and development officials and 5 interested citizens.

Congress authorized \$250,000 in January 1949 to be used by National Park Service and the Public Roads Administration to make a joint survey of a route for a national highway to be known as the Mississippi River Parkway. After the passage of this appropriation, a Washington highway engineer was assigned to have charge of the field work and a supervising landscape architect to handle the survey for park service. The work required nearly

alternate routes have been marked on each side of the river following the now existing state highways from the source to the mouth. The alternate routes are the ones most likely to be developed as the Mississippi River Parkway location in the immediate future.

The study revealed that a new built Parkway would parallel existing public roads and the traffic does not warrant duplication of road facilities. These conditions

years in the field and the engineers in charge used every facility available in examining all the terrain for a total width of 50 miles along the 2,552-mile length of the river.

The study involved nearly 10,000 miles of reconnaissance by aerial survey methods

and included analysis of existing highways on both sides of the river as well as the projection of new roadways on both banks. A strip map was included in the general report showing the location of the proposed routes. From Lake Itaska the line follows generally along the banks of the Mississippi crossing and recrossing several times to Minneapolis-St. Paul. Then from St. Paul south to the Gulf, parallel routes are shown on either side of the river. In addition to these recommended routes, temporary

plus the large cost of wholly new construction indicate it would be a better plan for existing highways and bridges to be incorporated into the route and converted to Parkway standards, and where necessary, interconnected by sections of new construction.

It was estimated that in order to determine the probable cost of providing these Parkway features on the route to be selected, exclusive of roadway construction and reconstruction, would cost approximately \$81,000,000 to convert a single selected route to Parkway standards. The routes through the 10 states were selected for estimate purposes only, with a number of feasible alternates for further consideration. The Planning Commission agreed that this was the sensible course to pursue.

#### ARKANSAS DELEGATION

*Charles Adams, Chairman*

*Guy W. Cobb, Secretary*

#### MEMBERS

*J. Mell Brooks*

*J. C. Johnson*

*T. H. Faulkner*

*R. S. Barnett*

*Mrs. Joe Hardin*

*Ben Hawkins*

*D. D. Terry*

*Bryan Stearns*

*Hughes*

*Little Rock*

*Blytheville*

*West Memphis*

*Helena*

*Altheimer*

*Grady*

*Lake Village*

*Little Rock*

*Little Rock*

All the congressmen and senators from the 10 river states backed a bill, which was introduced in Congress May 15, 1952, providing for a river highway and appurtenances thereto to be constructed by cooperation between the Federal Government and the states, supervised by the Bureau of Public Roads and the 10 State Highway Departments.

Some members of the A.S.E. have said that the idea of a 2,000-mile Parkway by the Mississippi River is preposterous, that we cannot afford it. I differ! Consider the 500-mile Blue Ridge Parkway built entirely by federal funds; and the Natchez Trace, which is being constructed by the Federal Government and Tennessee and Mississippi.

The proposed Mississippi River Parkway will be more expensive, but also more valuable. It will be more widely used and of much more practical benefit to the nation. I wish it existed as of this moment. Then the traveler from the North and East could drive down it and see the real Arkansas; not the one made famous or infamous by the so-called comedians of radio.

Entering the state north of Blytheville, a traveler would drive through the greatest cotton patch in the world, where the earth is black, the cotton is white and the vegetation is green. Instead of cotton choppers' cabins, he would see modern homes; and smoke from factory chimneys where products of the soil and of the forests are

being processed. The industrial scene would be repeated at Osceola, Wilson, and West Memphis.

The route passes close to Horse-shoe Lake with 37 miles of shore line dotted by modern cottages. Here two hunting clubs own large wooded preserved stocked with wild turkey and herds of deer. From Marianna the route follows the top of Crowley's Ridge through Bear Creek Lake Park down to the terminal moraine at Helena, where five Confederate generals are buried. It was near here that DeSoto crossed the Mississippi on his way to the "Fountain of Youth" in Hot Springs. The alternate route would pass through White River Game Refuge, crossing White River at St. Charles to come out on the Grand Prairie, the largest rice-producing area in the entire country.

On the way to Pendleton Ferry the traveler might well pause in the State Park at Arkansas Post where the fortifications built in 1686 by Henri de Tonti, a lieutenant of LaSalle, are still visible. Below the Arkansas River is Dumas, McGehee, and Lake Village on Lake Chicot, a vacation resort where swimming, fishing, and boating can be enjoyed the year around. Below Eudora is blue Grand Lake; at its lower end, gray Spanish moss hangs from the trees; and here is the border of Louisiana. The Parkway ends 300 miles to the south below New Orleans at the head of the passes where the once clear water

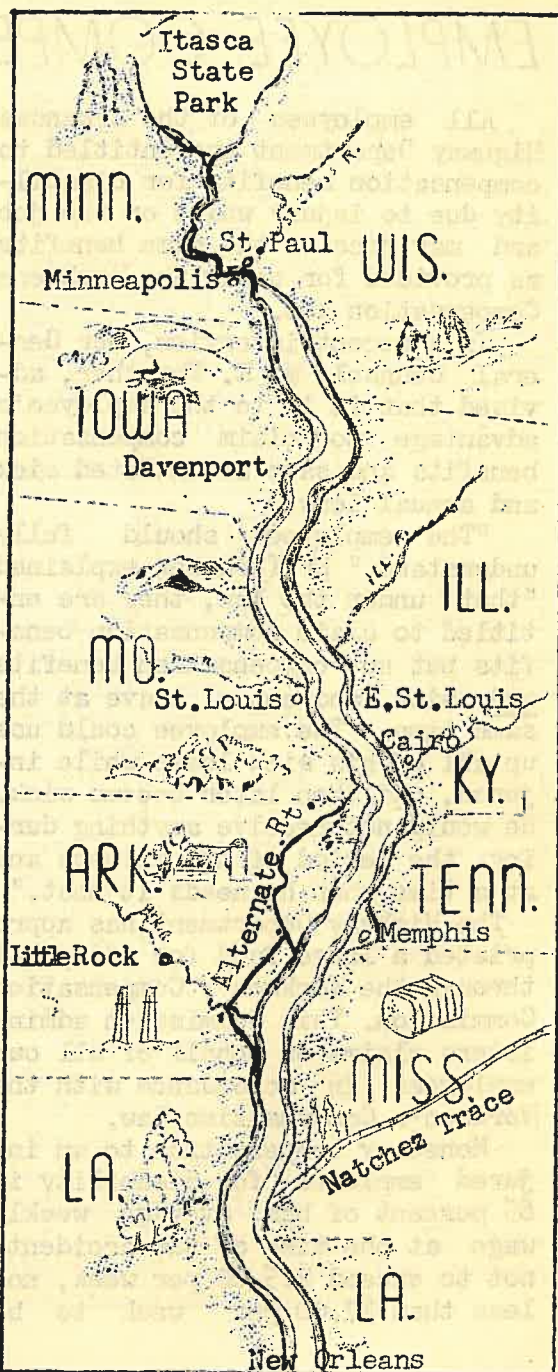
from Lake Itasca, after flowing 2,552 miles, enters the salty Gulf.

At present the temporary route, for practical purposes, which has been designated by our Arkansas Delegation to be the marked route of the Mississippi River Parkway through Arkansas is as follows: Beginning at the Louisiana line on U. S. 65 and running northwesterly to Pine Bluff, then northeasterly along U.S. 79 to intersect U.S. 61 at West Memphis, thence northerly along 61 to the Missouri line.

Much has been accomplished since that first meeting in 1938, and we will see even greater strides in the future. To date, many reports and addresses have been delivered and gathered together on subjects of historic, scenic, geological, floral, vegetation, river traffic, and economic features, and it is believed that this technical work is now practically finished.

The relegation of suitable temporary Parkway markers to the 10 river states individually will help energize and keep awake public awareness of the work of the Planning Commission. By using and developing what we have, a beginning is made to our objectives.

Constructive plans are being made to iron out many difficulties in the October 1954 annual meeting to be held in St. Louis. Our nation will benefit defense-wise as well as economically with the materialization of this magnificent project, The Mississippi River Parkway.



# EMPLOYEE COMPENSATION BENEFITS

All employees of the Arkansas Highway Department are entitled to compensation benefits for disability due to injury while on the job and may receive the same benefits as provided for under the Workmen's Compensation Act.

In a recent interview, our General Counsel, W. R. Thrasher, advised that it is to the employee's advantage to claim compensation benefits and save accumulated sick and annual leave.

"The employees should fully understand," Mr. Thrasher explained, "that under the law, they are entitled to claim compensation benefits but not compensation benefits and sick and annual leave at the same time. The employee could use up all of his sick leave while injured, and then later become sick. He would not receive anything during the period of his illness and at a time when he needs it most."

The Highway Department has appropriated a large fund for disposal through the Workmen's Compensation Commission. This Commission administers claims on behalf of all our employees in accordance with the Workmen's Compensation Law.

Monetary compensation to an injured employee for disability is 65 percent of his average weekly wage at the time of the accident, not to exceed \$25.00 per week, nor less than \$7.00 per week to be

paid for a period not to exceed 450 weeks of disability and in no case shall exceed \$8,000.00 in addition to medical and hospital services and supplies.

In case of death, monetary compensation payable to employee's dependents is the same as that provided for employee in case of disability as outlined in the above paragraph. This compensation is in addition to funeral allowance and those benefits which were paid or to which the injured employee was entitled in his lifetime.

An injured employee is entitled to prompt attention for such medical, surgical, hospital and nursing services, and medicine, crutches, artificial limbs and other apparatus as may be necessary. There is no limit placed on the amount to be expended for medical and hospital services and supplies.

Employees are also entitled to compensation benefits for occupational diseases and infections arising out of and in the course of employment.

Notice of injury or death for which compensation is payable must be given within 60 days after the date of such injury or death. In some cases, failure to give notice within the specified time may be excused for competent reason.

In seeking compensation benefits it is necessary that three forms



be filled out in triplicate: 1. "Employer's First Report of Industrial Injury." 2. "Standard Form--Surgeon's Report." 3. "Complaint" (the actual meaning of this word being "Claim" for compensation).

While an employee may, at his option, take sick leave, annual leave, or combine sick and annual leave and receive full pay for the period of disability while his accumulated leave lasts, the fact that he is not entitled to receive both compensation benefit and sick leave and annual leave at the same

time readily proves the advantage of claiming compensation benefits for any on-the-job injuries. By doing so, the employee will have a reserve of accumulated leave at full pay when he suffers an illness of any kind.

Should any Highway Department employee wish a more complete explanation of the compensation benefits to which he is entitled under the Workmen's Compensation Law, send any question to The Editor, "Arkansas Highways," magazine and prompt attention will be given.

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## RETIREMENT TRUSTEE TO BE NOMINATED

Each member of the Arkansas State Highway Employees Retirement System will be mailed a Trustee NOMINATING BALLOT, under date of May 12. As a member of the Retirement System, you are requested to name the person you want to represent you on the Board of Trustees and to mail your ballot not later than May 25.

A panel of election judges will be appointed from members of the System to tabulate the nominating ballots. The two names receiving the largest number of nominations will then be placed on an ELECTION BALLOT which will be furnished you for final vote.

The person receiving the majority of votes will be elected to serve on the Board of Trustees for a 2-year term, beginning July 1, 1954 and ending July 1, 1956.

Yours is the voice that will name the new Trustee of your State Retirement System. Be sure to make yourself heard by mailing your ballot immediately!

In regard to your Retirement, don't forget that July 1, 1954 is the deadline for filing your prior service earnings record. All employees who had service prior to July 1, 1949, are urged to very carefully consider the benefits to be derived through the filing of this record.

These matters were discussed in detail by V. E. Scott in the Retirement meeting held with your forces. Because of its importance we again call the deadline to your attention. Please refer to page 8 of the January issue of "Arkansas Highways" for information regarding the Retirement Act.

# FEDERAL AID FUNDS INCREASED

By J. R. Henderson, Engineer  
Federal Aid Division

The new Federal Aid bill recently passed by Congress to provide Federal Aid funds for the fiscal years 1955-56 and 1956-57 was signed by the President May 6 and is now law. The new Act will provide the Highway Department with \$12,900,000 in Federal Aid funds for each of the next 2 fiscal years. This represents an increase in allotment of \$4,348,000 over the current fiscal year Federal Aid apportionment to Arkansas.

It is of particular interest that in the new Act, Congress has made a substantial appropriation for the improvement of the Interstate Highway System. Based on computations made here, the Department should receive \$2,494,000 for reconstruction of the 525 miles of Interstate Network in Arkansas.

Routes included in the system of super-highways are U.S. 67 and 70 from Texarkana to Memphis; U.S. 64 and 65 from Fort Smith to Little Rock; and U.S. 61, West Memphis to the Missouri line.

A new provision of the Act permits matching of the Interstate funds on a 60-40 basis; that is, for each dollar expended the Federal Government provides 60 cents and the state only 40 cents. This instance is the first time since

the inception of Federal Aid in 1916 that Congress has deviated from the 50-50 matching basis.

Unofficial figures prepared by the Department show the funds by the various categories as follows:

Primary System	\$5,244,000
Secondary System	4,197,000
Urban System	965,000
Interstate System	2,494,000
Total	\$12,900,000

Because of the 60-40 matching ratio on Interstate funds, the state will only be required to provide \$12,069,000 in matching funds.

Much of the credit for the increased appropriation should go to our Chief Engineer, A. E. Johnson, who, is currently president of the American Association of State Highway Officials. It was through his leadership that the AASHO outlined the need for highway funds for the nation as a whole and made recommendations to Congress on the appropriation required to help meet these needs. Mr. Johnson made three appearances before the Public Works Committees of Congress during February and March of this year and offered information in support of the proposed legislation. We offer him our thanks and congratulations for a job well done.

## ADDITIONAL PROJECTS PROGRAMED

The Arkansas Highway Commission convened for its regular meeting May 20, at which time 15 new construction projects were added to the 1954-55 program. Also included in the new program are 11 graveling jobs totaling over 88 miles, and 9 dustproofing projects which total over 83 miles.

The new program provides for two additional lanes on the U.S. 67-70 unopened route from Little Rock to Benton; and two additional lanes on U.S. 61-63 near West Memphis. Besides widening, strengthening, and paving jobs, the new construction program includes 3 bridges on Big LaGrue Bayou, Highway 153; Cache River bridges, Highway 145; bridge on Salt Bayou, Highway 31; and 3 precast concrete bridges on Highway 19 north of Prescott.

Six projects, which total over 50 per cent of the estimated cost, are on primary highways; and plans are being made to put as many of these projects as possible under contract this year. The secondary road projects will not be undertaken until after January 1.

Approval was given for rehabilitating U.S. 71 from Fayetteville to Rogers on its present location. Plans, at this time, are to widen the 19-mile highway approximately 4 feet, to widen and improve the shoulders and build climbing lanes on hills for transport trucks.

A proposed realignment of Highway 5 in Pulaski, Faulkner, and White Counties was designated to provide additional facilities to serve the Little Rock Air Force Base. The new route is conditionally based on provision of free right-of-way, the amount of construction funds available after the first of the year, and the acceptance of the counties concerned within a period of 60 days.

In answer to a request from Mississippi County interests, the Commission offered to add 1.6 miles of county road to the State Highway System providing: the designated road strip be paved, free right-of-way be provided, and the offer be accepted within 90 days.

Contracts were awarded on 13 road and bridge projects, totaling a little over \$3 million. These contracts showed an average of 1.8 percent below the amount estimated by Department engineers, thereby adding another saving to the funds available for highway use.

One of the contracts calls for widening and reconstructing the drives on the Arkansas River bridge in the vicinity of Pine Bluff. Other awarded contracts include over 78 miles of blacktopping in 14 counties, as well as a fraction over 9 miles of graveling with bridges and approximately 23 miles of crushes stone in 3 counties.

# ORIGIN-DESTINATION SURVEY OVER ARKANSAS RIVER BRIDGES

The Arkansas Highway Department conducted an origin and destination survey on the Broadway and Main Street bridges at Little Rock May 4-13, to determine the feasibility of a third bridge over the Arkansas River. Interviewing crews from the traffic staff of the Statistics and Analyses Division set up stations at the arch of each of the two bridges. One direction of traffic was interviewed at a time in alternating 15-minute periods, motorists were stopped and asked:

"To what place or street address are you going?"

"From what place or street address are you coming?"

This informative data, when compiled and analyzed, will be used as a basis for study to show engineers what is needed to solve the traffic problem, and the best location for a third bridge and its approaches, so that the greatest number of motorists can be served.

In connection with this project to answer the urgent need for a third bridge, a survey got under way in November 1953 to map a tentative route for a 6-lane expressway from the bridge across both Little Rock and North Little Rock to connect with major highways.

The construction of a third bridge over the Arkansas River and an adequate expressway through the metropolitan area of Pulaski County involves the expenditure of large sums of money. It is only reasonable that plans for such a major project should be made on information which is basically sound. In the field of traffic engineering, the origin-destination survey is the soundest means of furnishing information as to the demand for, and feasibility of new construction, and the location and capacities to fulfill traffic needs.

Advanced publicity was given the origin-destination survey to inform the traveling public of the purpose of this study in order to avoid confusion and traffic tie-up. This publicity brought about an understanding on the part of the people, which enabled the interviewers to obtain the desired information with a minimum of delay.

Motorists cooperated courteously and often, eagerly. Many drivers thoughtfully supplied the interviewers with cards or slips of paper on which was written their name, where they came from and where they were going. Only an exceedingly small percentage of

the people refused to cooperate, which delayed themselves, the drivers behind them, and the crew.

It wasn't an easy job for interviewers in the survey crew. The weather was chilly in the early morning and very warm later in the day. It meant 8 hours of standing continuously and more than 8 hours without a meal. It also meant 8 hours of being constantly alert: to the traffic hazard, serving the driver quickly and courteously, and working at a maximum rate of speed and accuracy.

However, as is the case in most instances, there were compensating circumstances. A surprising number of people gave unsought information, useful or not, which certainly gave the usual questions and answers an unusual aspect.

For instance, the lady who had prepared a very clear and concise notation of her origin and destination, to which she attached a short essay on the need for a third bridge, but the even greater need for artesian wells so that use of chemicals in city water could be reduced to minimum.....The colored gentleman of great corpulence and even greater dignity traveling in an impressive automobile from Memphis to a Texas city to "save some of my children who have strayed from the light".....The affluent-looking elderly man, a prominent merchant, who refused to answer and rode muttering on his way, to return in the opposite direction a

few hours later - still refusing and still muttering.....The charming ladies who carefully stop at the station and settle themselves comfortably for a nice long chat and must be gently but regretfully urged on their way....The distinguished-looking gentleman in the luxurious car who larked along the line of interviewers shouting a regular carnival-barker's spiel of "Step right up boys and I'll tell you all about it." But when he got to the station, he gave concise answers to the two questions. He had fun and so did the crew...

Perhaps the longest breathing spell during the entire survey was when the interviewers in one traffic lane handled no vehicles for the several minutes it took a mule-drawn wagon to progress approximately 600 feet.

In a survey of this kind, by obtaining direct origin and destination information from the people, a pattern can be formed based on the desired lines of travel.

The number of motor vehicles traveling the streets and highways of Arkansas continue to increase from year to year, and sound measures of control must be utilized. Before such measures can be developed, an equally sound knowledge must be developed of the behavior, characteristics, past performance, and indicated future performance of drivers, vehicles, and roadway operating design. This survey will give some of this essential data.

# An Open Letter...

## From Our Commission Chairman

{ This letter was mailed to every employee of the Arkansas Highway Department, individually, under date of May 10, 1954. Because of its vital importance, we again call your attention to this matter by printing Mr. Orr's message to you, verbatim }

All Arkansas State Highway  
Department Employees:

Your Highway Department is one of the largest business organizations in the State of Arkansas. In any business organization the officers, the Board of Directors and all the employees each gives to his job, his best effort and talents and loyalty if his business organization does an efficient and outstanding job for the owners of that business. The Arkansas Highway Department is big business, it is owned by the people of the State of Arkansas; your Highway Commission operates as its Board of Directors; its operation is dependent upon the efficient and intelligent work of Mr. Eldridge, the Director, all the department heads and upon you and all other employees.

In order to promote better Highway Department work for the people of Arkansas, the Highway Commission on May 21, 1953, passed an order which is quoted as follows:

"It is ordered that the Director be instructed to include the following as a part of the personnel policies of the Arkansas Highway Department.

"Any employee of the Department shall not engage in, or take part in any political campaign in relation to matters directly affecting the Department. By 'engaging in a political campaign' or 'taking part in a political campaign' is meant and shall include distributing circulars, hand bills, posting pictures, handing out cards, making speeches, thereby soliciting or opposing the election of any candidate for office.

"Any employee of the Department shall not use any facilities or equipment of the Department in connection with any political campaign.

"Any stenographer or other employee of the Department shall not engage in or assist in any manner with the preparation and mailing out, or in any manner handle such literature, propaganda letters, or bulletins, or any other matter, printed or written, that will influence or tend to influence in any way, the election of any candidate for office or the passage or defeat of any law or appropriation affecting the Department.

"Any employee of the Department guilty of violating the provisions of this policy will be subject to immediate discharge."

It is your free American privilege, responsibility and duty to vote for any candidate of your choice for any office; but under this non-political policy, you must, as long as you continue in the employment of the Arkansas Highway Department, positively refrain from any and all types of political activity of any kind and nature. I personally, will refrain from any political activity, believing that the Commission order applies to me as well as you.

This letter which is going out to every employee of the Highway Department, is for the purpose of again reminding every employee of the reasons for, and the intent of, the order of the Highway Commission with reference to political activities of its employees.

Sincerely yours,

ARKANSAS STATE HIGHWAY COMMISSION

/s/ Raymond F. Orr, Chairman

# HIGHWAY DEPARTMENT PRAISED FOR ITS IMPROVED ROADS

Walter E. Hicks, Acting District Engineer of District 7 at Camden, sent a newspaper column clipping to A. G. Rives, State Maintenance Engineer. Mr. Rives, in turn, gave the clipping to your magazine editor for perusal.

Although we have been unable to discover the name of the newspaper, the column is titled "Now You Tell One," by Orville C. Hancock, and we believe that most of our readers will be pleased with Mr. Hancock's views concerning our Department.

We offer you that portion of the column pertaining to the Highway Department, following Mr. Hancock's own words as closely as mechanics of the magazine will permit.

"If any of you have visited over the state within the past months you may have noticed a change for the better in our highways.

"Give the Highway Department another 5 years under its present setup out of politics, and you will see some decided changes in the road system of Arkansas.

"One can now travel all the way across the state on fairly good roads. He doesn't bump into many of the strips with big holes in the roads. He is not scared all the time that he will hit a rough spot in the middle of the road and blow out a tire.

"Director of Highways Herbert Eldridge, given the Highway Department to run without constant political interference, has done a fine job in pulling the major roads out of the dumps.

"Travel on Highway 67 now all the way from Texarkana to Cornin in the northern part of the state near the Missouri border and you will have pretty good roads all of the way.

"On Highway 82 from Texarkana to the Mississippi River you will find the road good except for a few short strips. Travel Highway 79 from Magnolia to its end in Arkansas and you will find decent road most of the way.

"Highway 63, for many years the worst national highway in the United States, has now become a beautiful route from Memphis to Mammoth Springs. This road is now paved and in good condition all the way through Arkansas. It used to be the bus driver's nightmare; but now, the Arkansas bus drivers can take pride in driving on the smooth road and permitting the passengers to see the wonders of the old Wonder State.

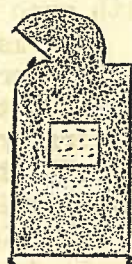
"Arkansas, presently called the Land of Opportunity, can well be proud of the work that has been put in on Highway 63."



# WILL YOU HAVE THE HONOR OF DESIGNING THE SERVICE PINS AND CERTIFICATES FOR OUR ARKANSAS HIGHWAY DEPARTMENT?

THEN ---

LET'S GO!



No Contest Entries Accepted After  
→ JULY 15, 1954 ←

\$25<sup>00</sup> Cash Award to

the one whose design is selected as best suited for the Service Lapel Pins to be given to all Arkansas Highway Department employees who have been with the Department for five years or more

\$15<sup>00</sup> Cash Award to

the one whose Certificate or Merit is selected as best suited to accompany Service Lapel Pins to be awarded and express the Arkansas Highway Department's appreciation for efficient and loyal service

Please refer to page 17 of your April issue of "Arkansas Highways" magazine for Rules and Regulations governing your Service Pin Contest. Several "go-getters" have submitted design entries. Don't be a "last-minuter" and take a chance on missing the deadline. Your design may win!

# AROUND THE BUILDING

Director Herbert Eldridge was the principal speaker on the Engineer's Day program at Southern State College in Magnolia, April 30. Mr. Eldridge spoke of the fact that now is the most opportune time for young engineers to attain success with the Arkansas Highway Department, and his audience greeted his encouraging talk with much enthusiasm.

"It is possible," Mr. Eldridge said, "for young engineers to be at the top in 10 years. Our engineers are older people....World War II took a great many of our young engineers who did not return to the Department because of the great demand of industry, with larger salaries. Consequently, there are greater opportunities at this time than ever before for rapid progress up the ladder...."

\* \* \* \*

A. G. Hardy, Utility Engineer, Right-of-Way Division, also played an important role in the Engineer's Day activities at Southern State. Mr. Hardy was one of three judges appointed to select the winning exhibits built by the students. Merit, ability, originality and workmanship were the main factors involved in judging the exhibits. Mr. Hardy announced the awards and spoke of the engineer's responsibilities and the requisites for recognition in professional life.

A Civil Defense Conference was held in the Senate Chambers of the State Capitol May 13 and 14. This conference was designed to assist Civil Defense Directors in establishing local organization and was the first meeting of its type to be held in the state. Three of our AHD Officials, A. E. Johnson, A. G. Rives and C. Don Hayes, hold Directorships in this state-wide Civil Defense program.

\* \* \* \*

The State Board of Registration for Professional Engineers conducted examinations, April 29-30 and May 3, in the Commission Room. V. E. Scott, Secretary-Treasurer of the Board, was really in the thick of things and we compliment him on the continuity achieved. Applicants were interviewed and conducted to the examination room with no disruption of the usual day's work in evidence.

\* \* \* \*

Congratulations are in order for Ady L. Holloway, nightwatchman, and his wife, who were the lucky winners of a new 1953 Ford which the Stanley Products Company gave away recently in a drawing. Believe it or not, they held only one ticket! Mrs. Holloway is very busy taking drivers lessons and expects to pass her examinations soon. Good motoring to you both, we are all happy for you.

Margie Turner, Statistics and Analyses Division, wrote an inspiring article which was published in the magazine section of the Arkansas Democrat April 18 titled, "The Sniper's Bullet Didn't Stop <sup>Chr</sup> Jonnie Beavers." Jonnie, who holds a responsible position in S&A Traffic Section, received a spinal injury from a sniper's bullet April 13, 1945, and has been deprived the use of his legs since that date.

Margie very eloquently expresses Jonnie's battle to overcome the disadvantage of his handicap; and his success in doing so, with the help and faith of his wife, Molly, and two sons, Charles and Donald. Determination took Jonnie through 4 years of college, despite the encumbrance of a wheel chair. His friendly personality and bright outlook on life has won him many friends. He owns his own home, drives a car and manipulates his wheel chair in and out of the car without help.

\* \* \* \*

A. W. "Abby" Hardy, vice president of the Mid-South Section, ASCE, attended the Spring meeting of that Society in Memphis April 22-23. As chairman of the campaign committee to elect a Zone III\* candidate as vice president of the National Chapter, Mr. Hardy reported on the progress made by his committee. He was highly commended on the manner in which the campaign was conducted. (\*Zone III includes 23 States and 3 Provinces in Canada.)

The personnel at Headquarters are eagerly awaiting the completion of the air conditioning system, which is being installed in the building. Much discomfort has been uncomplainingly endured by all, with the thought in mind that the end result will be more than compensating. The oppressive heat during the summer months, especially on the two top floors, is a distress not easily forgotten and the majority of the employees are glad to welcome the advent of air conditioning. In the meantime, however, plaster dust prevails! And the distressing sound of metal striking metal and the inevitable rat-ta-ta-ta-ta-ta of riveters is disconcerting, to say the least.

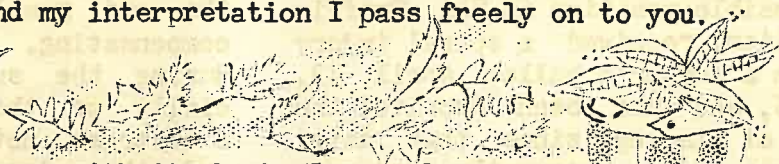
Actually, more difficulty was encountered in planning for an air conditioning system in our building than meets the eye. It was not originally designed to accommodate such an installation, which necessitates the insertion of large ducts throughout the building. Too, the capacity of the transformer bank which now serves the Highway, Education, and Health Department buildings could not be increased to supply the additional power needs of an air conditioning system, therefore the Highway Department had to install a new one. This new transformer will serve our Department only and we hope that the problem of low voltage, which has harassed us in the past, is now solved.

# GIVE ME SUMMERTIME — ANY TIME!

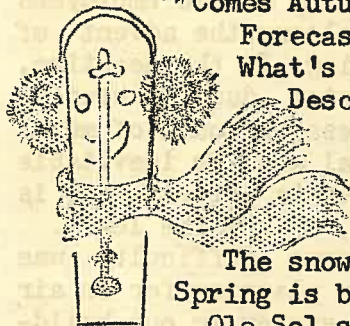
By Nancy Sipe  
Right-of-Way Division



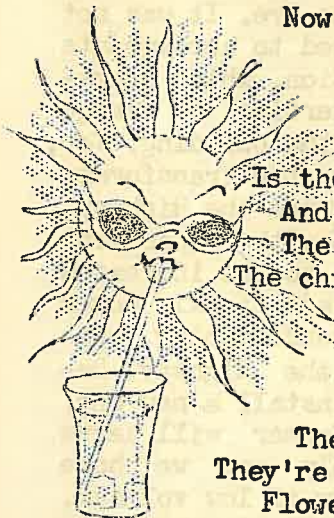
My theme herewith is Seasons -- all wonderful it's true.  
And my interpretation I pass freely on to you.



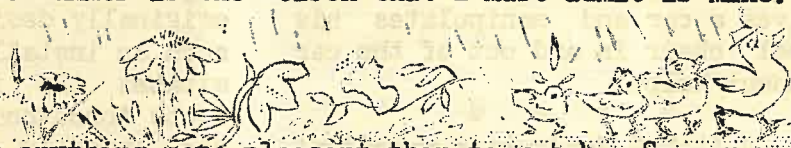
Comes Autumn with its high-flung colors, startling to behold  
Forecasting, nonchalantly, the approaching bitter cold.  
What's more picturesque than soft white petals of snow  
Descending ever gracefully upon the world below?



The snow dissolves and then we have another lovely scene.  
Spring is breaking gently through and with it, comes the green.  
Ole Sol shows up big and bright and on the earth doth shine.  
Now the Summer is the Season that I must admit is mine.



Is there anything more pleasant than to watch a Summer rain  
And realize that with the dawn we'll see the sun again.  
The shedding of the bulky coat is what I like the best.  
The children play outside once more and give the house a rest.



The men insist on going on a frequent fishing jaunt  
They're biting "fast and furious" at lakes they love to haunt.  
Flowers adorn each empty vase producing scent sublime,  
Just let me have the Summer

.....I'll take it any time!

# Party Line Parade

## — HEADQUARTERS —

### ADMINISTRATIVE DIVISION

Betty Lane - Reporter

Happy birthday to Margie Shirley, in Mr. Scott's office, who celebrated her birthday April 27. Mr. Scott gave a luncheon for Margie at Lido Inn and a wonderful time was enjoyed by all.

\* \* \* \*

Hats off to our Highway Commission for hiring such an outstanding engineer to be our Director of Highways. Mr. Eldridge completed a year with the Department on April 30. We point with pride to the many accomplishments achieved.

\* \* \* \*

We offer our deepest sympathies to Nancy Snapp in the loss of her grandmother, Mrs. Maude Swilling, who passed away April 23. Funeral services were held in Reed Chapel at Morrilton, April 25.

\* \* \* \*

Ferol Jones is a member of the Pulaski Heights Methodist Church Choir which, together with the Hendrix Chapel Choir, presented Hayden's Oratorio "The Creation" May 5 for the first time in Little Rock. She also sang a solo selection from the Oratorio "Elijah" May 12 at the T. J. and Inez Raney Lectureship.

### REPRODUCTION

Billie McHughes - Reporter

'Tis spring again when our boss, Newt Carter, walks in wearing his "Jazzie" bow tie and straw hat. Other signs of note are Mamie Fanning and Lucille Huffstutlar in their "rainbow" colored shoes.

\* \* \* \*

We are very proud to report that we have been fortunate enough to have a new asphalt tile flooring in our Photostat room.

\* \* \* \*

It was a happy occasion for the McHughes Sunday, April 11, when their young son, Patrick, was christened at the Levy Methodist Church.

### MAINTENANCE DIVISION

Cecil Byrns - Reporter

We will miss Jean Lowrey's sunny smile while she is in Alabama for a week's vacation with her parents. Have a wonderful time, Jean.

\* \* \* \*

Our best wishes to Marvin Gunter, Permit Section, who has been very ill and in the Searcy hospital.

\* \* \* \*

A hearty welcome to James Cone and Jimmy Francis, new resident inspectors, heavy bridge maintenance.

# Party Line Parade

## STATISTICS AND ANALYSES

Bill Headrick - Reporter

Leroy and Mary Ruth Beckett motored to Sherman, Texas, over the Easter week end. Their children, Varyne, and the twins, Allen and Alvin, enjoyed the trip and the visit with their grandparents, Mr. and Mrs. W. R. Chesnutt.

\* \* \* \*

Believing that vacations can be more pleasurable before the advent of hot weather, H. A. Schmieding spent 10 days in Louisiana, at Lake Charles and New Orleans. He reports having a very nice time.

\* \* \* \*

Bea Davis visited her sister in Waco, Texas, the week end of April 16.

\* \* \* \*

All field men from the traffic section met in the Commission Room April 19, for a one-day discussion of traffic counting problems and methods. Y. W. Whelchel instructed the group, informing them of new methods and engineering practices which he learned in his recent study at Northwestern University at Evanston, Illinois.

\* \* \* \*

Johnny Beavers is the proud owner of a new Oldsmobile but so far none of us have succeeded in borrowing it for a week-end fishing trip. Any future chance?

The office picnic previously scheduled for April 3 was postponed because of unsettled weather conditions and colds among the members. We now plan to hold our picnic the latter part of May.

## MATERIALS AND TESTS

Julia Mae Halliburton - Reporter

We are sorry to report that Raymond Lynch's wife, of Conway, suffered a heart attack at her home recently. We extend our best wishes for a speedy recovery.

\* \* \* \*

Frances and Erwin Roller report that fishing was no good at Nimrod last Saturday but there is always the next week end to look forward to and hope for better luck.

\* \* \* \*

Two of our employees, H. Hays Medlock and Charles N. Roach, of Plummerville, were injured while using a stone breaker. Both of the boys have recuperated and did not lose but 2 days' work.

\* \* \* \*

Joseph Irwin who motors to Mena every week end reports that Mena is surely a nice little town to visit. Wonder why??? I betcha!

\* \* \* \*

Happy birthday wishes to Henry Schneider and H. T. Hollensworth, who celebrated April birthdays. We also wish a happy birthday to

# Party Line Parade

Willard Harrison, H. Hays Medlock, R. M. Newsom and Odus Sneed, who will be celebrating their birthdays in May.

\* \* \* \*

J. T. Pendergrass recently returned from the Great Lakes Naval Training Center, where he has been on Military Leave.

## COUNTY PROGRAM

Zelda M. Riggs - Reporter

We are happy to report that W. W. Mitchell has returned to the office after an illness which kept him away for 10 days.

\* \* \* \*

Embelle and Guy W. Cobb have just returned from Mississippi where they visited their little granddaughter. They report that the young lady, now 3 months old, is not only very beautiful but exceptionally wonderful, of course!

\* \* \* \*

Zelda M. and Richard L. Riggs recently visited in Texarkana with Zelda's son and wife, Mr. and Mrs. Freeman L. Johnson.

\* \* \* \*

Katherine Jones, secretary to Guy W. Cobb, and her young son, Tracy, have returned from a week end visit with her mother, Mrs. John Ashley, Sr. and her brother, John Ashley, Jr. of Melbourne, IZARD County.

## CONSTRUCTION

Lucille Schmidt - Reporter

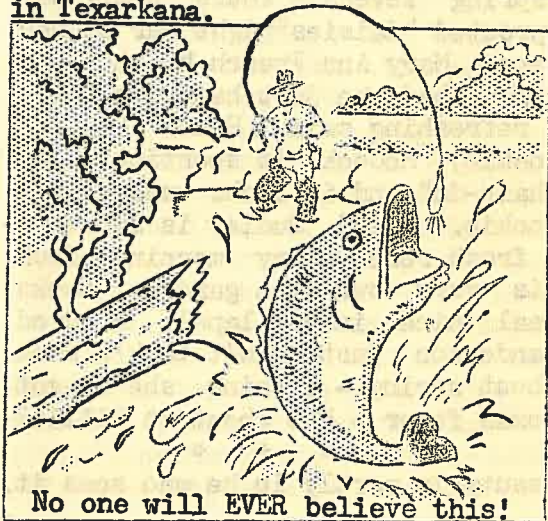
"Fat" and Gladys Matthews entertained the office personnel with a Mexican Dinner April 16. Everyone was entertained by their "talking parakeet" along with television.

\* \* \* \*

A picnic was held at noon Thursday, April 22, at Boyle Park. The following office personnel attended: Mary Sue Gipson, Lucille Schmidt, Betty Allen, Doris Parks, Gene Ashcraft, "Fat" Matthews, and Edwin Rogers.

\* \* \* \*

We extend our deepest sympathies to Betty Allen and her family in the loss of her grandfather, James R. Allen who passed away April 17. Funeral services were held in Texarkana.



No one will EVER believe this!

# Party Line Parade

## PURCHASE OFFICE

Margie Fincher - Reporter

We are happy to welcome Bob Landfair to our office. In case some of the ladies are interested: Bob is single, in his early twenties, and bakes a delicious lemon pie. We extend a cordial invitation to all the young ladies to meet Bob. He hails from Tillar, and was formerly associated with Blaw-Knox of Pine Bluff. I think we should call him Bob "Goodgame," after all, he IS unattached and from all indications he'd be considered a pretty good "Catch" in any girl's language.

\* \* \* \*

Spring is in the air, and from all appearances everyone is suffering from that well-known ailment "spring fever." Yours truly has sprouted "daisies" right out of her ears. Mary Ann French had the fever so bad she just had to go for a refreshing swim. Helen (little Cookie) McCook is sporting a new "hair-do" and it looks wonderful, Cookie. E. S. Dudley is sporting a fresh rose every morning from his very own rose garden. Looks real nice in his lapel. Mildred Sanderson just ain't talk'n much about spring - I think she's got Texas fever - How about it Millie?

\* \* \* \*

Beauty is partly in he who sees it!

## BRIDGE DESIGN DIVISION

Norma Monroe - Reporter

Our Division employees and their families enjoyed a chicken barbecue at Boyle Park on April 10. Mr. and Mrs. Eldridge were our guests.

\* \* \* \*

Many happy returns of the day to Norma Monroe and Frank Battisto who celebrated birthdays May 5. We also offer happy birthday wishes on May 12 to Mamie Goodman, wife of our Engineer of Bridge Design.

\* \* \* \*

Norma and Eugene Monroe celebrated their 2nd wedding anniversary May 2; Martha and Collie Carlson celebrated their wedding anniversary May 7; and Ruby and W. E. Wilson will celebrate their wedding anniversary May 17. Congratulations in triplicate! with best wishes for many more "happily married" years to come.

\* \* \* \*

We are happy to extend the welcome mat to Ernest Aue, of Vilonia, who joined our force May 3.

\* \* \* \*

Bob Mattox is happily driving a brand-new Chevrolet nowadays.... And have you seen the new Pontiac that Mamie and Ward Goodman are driving? It's really elegant!.... Also, please note the new blue and ivory Del Ray Chevrolet Coupe that the Monroe's are sporting. Oh Boy!



# Party Line Parade

DISTRICT 2

PINE BLUFF

Inez Royston - Reporter

Corporal David Tice, son of our bridge superintendent, Joe Tice, has been transferred to Camp Stone-man, California, from Camp Chaffee where he has been stationed for quite some time.

\* \* \* \*

Ralph Morrison, maintenance foreman, and a group of his relatives got together for a big fish fry at Pansy on April 17. There were 34 attending the "fry" and a wonderful time was enjoyed, with more than plenty catfish and shortcake for everyone.

\* \* \* \*

Bill Breech and his family drove to Nashville April 17. While there they attended the Grand Ole Opry Robin Auditorium.

\* \* \* \*

Charles R. Gaddy has been extended an invitation to appear on the program as guest caller at the Arkansas State Federation of Square Dancers Annual Spring Festival to be held in Robinson Auditorium May 22. We are very proud of our District stock clerk.

\* \* \* \*

We have been missing Inez T. Royston during her absence due to illness. We are looking forward to her return and send our best "get well quick" wishes.

The bridge and mudjack crew entertained with a fish fry April 14. Approximately 25 men attended and, from all reports, thoroughly enjoyed the catfish steaks with all the trimmings. However, despite all the food they managed to consume, everyone reported for work the next morning feeling chipper.

\* \* \* \*

Mr. and Mrs. Garland R. Vick spent a very enjoyable week end in Oklahoma City recently, visiting their grandchildren.

\* \* \* \*

An all-day work conference of the Area Foremen was held April 14 at the District Office. There were many problems discussed and ironed out. At noon the meeting adjourned for luncheon at Tommy's Restaurant where a beautiful floral arrangement had been placed on the reserved table through the courtesy of Steffie's Florist. The meeting continued throughout the afternoon.

Is your Division or District missing from our Party Line Parade this month? If so, then help your Reporter gather news about the employees and their families. Your cooperation is needed. Have you noticed that certain Divisions and Districts have lots of news every month? Why not be included in this group? Remember that the DEADLINE for our June issue is May 28.

# Party Line Parade

DISTRICT 3 HOPE  
Olive Jackson - Reporter

Congratulations to Louis Stanley and Charlotte Yvon Bonds, daughter of Mrs. Aubrey Bonds of Blevins, who were married March 30 in Greenville, Mississippi. Louis is working with the maintenance forces in Hempstead County.

\* \* \* \*

We are glad to report that S. E. Mickle, employee in Sevier County, who was recently in an automobile accident near Gillham, has returned to work.

\* \* \* \*

Kenneth Stovall paid a visit to his grandfather over the week end, who is in a hospital in Memphis due to an injury received by a hit and run driver recently. Kenneth is a mechanic in our District Shop.

\* \* \* \*

Mr. and Mrs. Lester Purtle of Prescott announce the marriage of their daughter, Mildred to Jack Greble of Little Rock on April 2. The wedding was performed in the Baptist Church in Little Rock. Lester is our maintenance foreman in Nevada County. We offer our congratulations and best wishes.

\* \* \* \*

Employees of this district extend sincere sympathies to George Ervin Gaines of Stamps in the loss of his mother who died March 13.

We are sorry to lose Emory Jones, mechanic, who has resigned to accept job as mechanic with Meyer's Bakery at Hope. Emory is being replaced by Delma Ray Faris who has been working with the Hempstead County Maintenance Crew.

DISTRICT 4 FT. SMITH  
Faye Carter - Reporter

Our District Equipment Supervisor, John Danner and his wife spent the week end in Little Rock recently visiting their son and his family.

\* \* \* \*

Robert A. Gray attended the funeral of his brother-in-law in Little Rock on March 25. We offer our sincere sympathies to the bereaved family.

\* \* \* \*

Anne Hammock spent the week end in Arkadelphia recently visiting friends. She attended the Quachita Baptist College there.

\* \* \* \*

We are happy to announce that the islands making one-way traffic on 10th and 11th Streets, and also at Garrison and Towson Avenue, are just about completed. This innovation is a valuable timesaver which not only expedites traffic on these streets, but also helps to ensure safer driving for the traveling public.

# Party Line Parade

DISTRICT 5 BATESVILLE

Mary Lee McCown - Reporter

Get well quick wishes to Mary Lee McCown, who has been on the sick list lately. Hope to see you back soon, Mary Lee.

\* \* \* \*

Our thanks to Freese Kimmer for his initiative in gathering and sending in the news from District 5 this month when their reporter became ill. You were really on the ball in sending your news in so promptly, Freese, and we appreciate such fine cooperation.

\* \* \* \*

Happy holiday to Zelma and Clyde Nast who left town May 1 for a 2-week vacation. They plan to spend most of their time in Missouri and Oklahoma.

\* \* \* \*

We are glad to report that Ruby Masner is back in the office with us again after an illness due to a back injury.

\* \* \* \*

Birthday wishes and many happy returns of the day to John L. Young, bridge foreman, who celebrated his birthday May 9.

\* \* \* \*

Ludie Massey started a 2-week vacation May 1. His plans were to spend the time catching up on his fishing. Sure hope they're biting, Ludie, and have fun, hear?

We extend our heartfelt sympathy to Mr. and Mrs. Carl Hames, Violet Hill, in the loss of their 4-year-old son, Jerri Allen, who died suddenly April 18. Carl is a maintenance member in IZARD County.

\* \* \* \*

We also offer our deepest sympathy to the family of Tony Duty, Batesville, who passed away April 17 at the Allen Hospital, the result of a stroke on April 15.

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## A PRAYER FOR TODAY

Submitted by Bea Davis, S & A

Oh God, give me strength to live another day. Let me not turn coward before its difficulties or prove recreant to its duties. Let me not lose faith in my fellow men. Keep me fair and sound of heart, in spite of ingratitude, treachery, or meanness. Preserve me from minding little stings or giving them. Help me to keep my heart clean, and to live so honestly and fearlessly that no outward failure can dishearten me or take away the joy of conscious integrity. Open wide the eyes of my soul that I may see good in all things. Grant me this day some new vision of thy truth, inspire me with the spirit of joy and gladness, and make me the arm of strength to suffering souls, in Thy Holy Name. AMEN.

always observe the YELLOW LINE  
!NO PASSING ZONE!

it is for  
YOUR  
PROTECTION

