

ARKANSAS HIGHWAYS

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ARKANSAS HIGHWAYS

A Monthly Magazine for Employees of the
Arkansas State Highway Commission

VOL. III

July 1955

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STATE HIGHWAY COMMISSION

Cecil S. Lynch Chairman

Miss Willie A. Lawson
Glenn F. Wallace

Raymond F. Or
James H. Crain

Herbert Eldridge, Director
W. Ward Goodman, Acting Chief Engineer

TABLE OF CONTENTS

Bridging Our Highway System.....	L. P. Carlson	4
Trustee V. E. Scott to Serve Fourth Term.....		6
Advisory Committee.....		6
New M & T Building Completed.....	Russell M. Newsom	
Unlimited Possibilities in Store with New Organization Setup:.....		8
Commission and Districts in Tune.....	Mrs. Pat Denson	
Drama of a Plan -- in Two Parts.....		14
Factual Report on Preventable Accidents.....		16-17
Contract Awards.....		19
Around the Building.....		3
Jest for Fun.....	Jimmy Zinn	18
Party Line Parade.....		20-27

AROUND THE BUILDING

The Arkansas State Highway Commission has announced its regular meeting dates, with the entailed lettings and hearings, for the last half of 1955. These dates are as follows: July 27, August 31, October 5, November 9, and December 14.

* * * *

On July 11, Governor Orval E. Faubus authorized the Highway Commission to conduct a referendum election within the Employees Retirement System membership to ascertain whether or not the members wish to be covered by Social Security in addition to the present Retirement System, and Director of Personnel Dennison Yates was designated to act as referee.

In accordance with the provisions for the proper conduct of such a referendum, Mr. Yates mailed an individual notice to each Retirement System member on July 29, together with an informative statement concerning the rights and liabilities contained in the Social Security Act. To avoid confusion or misunderstanding, the employees were given an open invitation to write the Director of Personnel, or contact their local Social Security office, regarding any individual question on Social Security coverage which was not made clear by the statement.

Eligible employees will cast their votes by secret ballot after 90 days have elapsed from the date the notice was mailed to them. Ballots will be transmitted by mail with a letter giving explicit directions for casting votes, as well as the exact dates within which all votes must reach the Little Rock office in order to be acceptable.

Director Herbert Eldridge continues to be in demand as a public speaker, and his latest informative talk on "highways" (at the time of this writing) was given before the Berryville Rotary Club, July 19. He was accompanied by A. G. Rives.

* * * *

Mrs. C. A. Shumaker was in the new St. Vincents Hospital for major surgery at the same time your editor was confined within its hospitable rooms. It is good to know that Mrs. Shumaker is recuperating beautifully; and "our Bill" tells us that her appetite is picking up, she is gaining a little weight and getting "sassy," which is the way he likes it.

* * * *

You will probably welcome the news that work on the employees service awards is rapidly progressing. Laura Beasmore, teacher of mechanical drawing and history at the Little Rock Tech High School, has joined our forces for the summer to lend her assistance by lettering the names on the Certificates of Merit. Laura is doing an excellent job for us; and she is such a charming person, it is a pleasure to have her in the office.

* * * *

H. E. "Cap" Atkinson, field man for Traffic Surveys in the Statistics and Analyses Division, is seriously ill in the Julia Chester Hospital at Hope. This news will be quite distressing to his many friends throughout the Department, as Cap's bubbling vitality and personality has always been a joy to everyone around him. We offer our warm wishes that you will soon be on the road to recovery, Cap.

BRIDGING OUR HIGHWAY SYSTEM

by L. P. Carlson
Engineer of Bridge Design

The principal function of the Bridge Design Division is to prepare complete plans for all bridges, ranging from the most impressive river crossing to the smallest slab bridge. Whether the finished structure is to be of steel, concrete or timber, its first stage must be a layout plan prepared to a scale of 1 inch to 10 feet, or possibly a smaller scale for major structures.

When the bridge survey notes and accompanying small scale contour map of the site are received from the Surveys Division, such a layout plan is started.

Then, before going further, two questions must be answered. What type of construction shall we use? and how long must the structure be? The opening required to pass the flood waters is determined from the area and character of the land drained. Where possible, a check is made against other structures on the same stream to see if the size of the new structure is in keeping with those known to be adequate.

At this stage of plan development it is necessary that we have close coordination with the Road Plans Division to insure that we are together on grades, bridge ends, and any channel work necessary for increasing the hydraulic efficiency at the bridge site.

The length of the spans to be used depends upon the height of the proposed structure, amount of drift to be passed,

and the nature of the stream. Materials to be used are determined by the length of spans and the kind of traffic to be carried. Spans up to 30 feet in length are usually reinforced concrete slabs, those from 30 to 75 feet are of structural steel I-beams, and spans longer than 75 feet are usually plate girders.

Where practicable, structural steel or concrete piles are used for supports on shorter spans. Before deciding to use piling, however, the designer must determine, by a study of the borings taken, if they can be driven satisfactorily and with sufficient penetration. Where piling cannot be used on short spans, a simple two-column bent with spread footings is most commonly used.

Supports for the larger bridges are almost always reinforced concrete piers resting either on firm material such as rock or on a foundation of piles driven to satisfactory bearing.

Actual designing of a bridge begins after its location, type, and material have been determined. A standard superstructure drawing is often available and if pilings are to be used, the drawing includes its supporting substructure as well. Various angles of skew, usually 20, 30, or 45 degrees, are available and in attempting to fit the angle we can only do our best with what we have.

While most of our bridges have been designed for 2 lanes of traffic, there

is a wide variation in the requirements for roadway width and capacity. Primary route bridges are built to heavier specifications than are secondary, and those on the interstate system are capable of withstanding still heavier loads. Where a secondary route bridge requires a 24-foot roadway and 15-ton capacity, this is increased to 26-foot width and 20-ton capacity on the primary. The interstate system, as well as some other heavily traveled roads, have bridges designed to carry a 20-ton truck with 16-ton trailer and have a clear roadway width of 28 feet.

All bridges designed by the Department are made to conform to the standards of the American Association of State Highway Officials, whose standards are used almost universally throughout the country.

During the process of designing a bridge, weight of the structure, weight of vehicles passing over it, wind pressure which the bridge must withstand, and any other factors must be considered. We try to have all design calculations checked by another designer to assure accuracy; but in some instances, due to lack of time, we fall short of this ideal situation.

After all details of a design have been ironed out, drawings of the proposed structure are made showing sufficient detail for the contractor and steel fabricators to go ahead with their work after a contract has been awarded.

The company furnishing the structural steel makes a set of shop plans following the general plans as outlined. These plans contain all steel dimensions, spacings for rivet holes, diaphragms, and

all pertinent information throughout the steel portion of the bridge. Likewise, the company which furnishes the reinforcing steel submits a list and bending details of all the bars to be used on the job. In each case our Division is responsible for checking to see that all specifications are being followed and to secure proper fit of all parts when assembled.

Quantities of all items to go into a structure must be computed and checked before construction bids are requested. When those computations have been completed, bids are called for by public advertisement and a contract is awarded; then the actual construction begins.

There has been an increase in plans for widening or otherwise altering existing bridges which are too narrow for our present-day traffic. These plans vary from a single 30-foot span, where alterations may cost several thousand dollars, to a major project, such as the side drives on the Pine Bluff bridge costing a half million dollars. It is often overlooked that preparation of plans for such projects are more time-consuming than the original design because of the studies necessary in laying out suitable plans for such changes.

There is always the possibility of details being incorporated in the plans which would be impractical from a construction standpoint, and we are glad to have any such called to our attention.

The function of the Bridge Design Division does not end with the completion of the plans or even with the completion of the bridge construction. We are also concerned with certain final calculations which will be discussed at a later date.

TRUSTEE V. E. SCOTT—A FOURTH TERM

V. E. Scott, Administrative Assistant, has been reelected to serve on the Board of Trustees of our Arkansas Highway Department Employees Retirement System for another 2-year term beginning July 1, 1955, and ending June 30, 1957. This is the fourth term Mr. Scott will have served as an employees' representative on the Board; and at the meeting July 14, he was again elected Chairman of the Board.

Ours is one of the best retirement systems in existence—this is not just a statement pulled out of the air, it is a fact agreed upon by the actuaries—and Mr. Scott has continuously had the employees' interests at heart in his representation. Because of the many benefits to be derived through membership in our Retirement System, Mr. Scott made a tour of the State to bring the potentials of the System before the employees. His detailed and informal talks, interspersed with invitations for questions, brought about such a clear understanding of the System that there has been a large increase in membership...and many members have taken advantage of their opportunity to claim prior service, thereby increasing the monthly benefits payable when they retire.

In the recent election for employee representation on the Board, Mr. Scott received an overwhelming majority of votes, although he had a most worthy opponent in John R. Covington, Engineering Aide in the Accounting Division.

"The employees' confidence in me is most gratifying," Mr. Scott acknowledged in an interview shortly after the election. "I shall do my utmost to provide the type of administration their interests merit. Membership on the Board of Trustees carries serious responsibilities and I pledge my sincere efforts in the performance of my duties as a member of the Board."

ADVISORY COMMITTEE

Jim Boen has been appointed chairman of the Employees Advisory Committee, to serve for the 6-month period beginning the first of July and ending December 31, with Ceceil Byrns and Bill Rainwater serving as members.

This Committee is ready to "get on the beam" and stay there for you...however, you must remember that their actions depend on your sending suggestions to them for screening. Your suggestion is probably a good one, but you will never know its fulfillment unless you offer it to the Committee for action. If you have wondered why certain improvements have not been made...perhaps you are the only one who has thought of them. Help the Department, your fellow workers, and yourself by sending your suggestion to the Advisory Committee today. Don't give your suggestion verbally...write it!

We offer our warm appreciation to the retiring Advisory Committee, Jack Teasdale, Ferol Jones, and Travis Orton. It is our pleasure to applaud these employees for their efforts and the commendable service rendered.

NEW M&T BUILDING COMPLETED

by Russell M. Newsom, Assistant Engineer
Materials and Tests Division

Behold! The addition to the Materials and Tests Building has been practically completed and the personnel are now occupying their new office space which is located in the east half of the new addition.

The Materials and Tests Division has been cramped for space for some time. Since the laboratory was built in 1933, the construction program has tripled. In addition to this increase, more kinds of materials are required to be tested now than there were at that time, and in some cases additional new tests are required.

The soils laboratory work has increased at least tenfold during the last 20 years. This is due both to the increase in work and the increased awareness of the necessity of the soil tests. The asphalt laboratory was exceptionally overcrowded, sometimes having to complete as many as 30 tests a day. This congestion made it almost impossible to conduct, in the same room, delicate chemical tests on paint, steel, and other material.

Now the former office space has been converted into a chemical laboratory and a soils laboratory, with additional space added to the asphalt laboratory. The office space is entirely separated from the noxious and irritating odors from the asphalt and chemical tests as well as from the noise of the machinery.

E. L. Wales has his office in the northeast corner of the new building. G. W. Roark has the office in the center section between the main office and the new laboratory section while everyone else is located in the large office which measures about 30 by 40 feet. The field engineers are segregated by a row of filing cabinets.

Both the soil mechanics work and the asphalt mix design work, which had been scattered out over the old laboratory and hampered by the lack of equipment because there was no space for it, is being concentrated in the new laboratory space. This particular section has a built-in, tile-topped work bench on two sides of the room, complete with sinks and gas and electrical connections.

The center section of the new building, other than Mr. Roark's office, contains air-conditioning and heating units and two rest rooms. This latter feature is especially gratifying to the girls who formerly were obliged to take trips out behind the building—which must have been rugged in cold weather.

In every way, the new addition to our building is most convenient and comfortable and, most important, it gives us room to work. We are proud of it and hereby invite all our fellow members of the Highway Department to come in for a visit and an inspection tour as soon as they can.

UNLIMITED POSSIBILITIES IN STORE WITH NEW ORGANIZATION SETUP

A glorious new day has dawned, bringing with it the refreshing and invigorating realization of the fulfillment of many good things. The beginning of the fiscal year, July 1, 1955, has brought about a new setup in our organization which holds bright promise for creating greater efficiency and increasing productivity.

This modern organizational structure, to put good business methods into operation throughout the Department, has long been a keen desire of our Commission, but various limitations have prohibited such a change until this time. Responsibility has been placed where responsibility belongs—and more responsibilities have been given to those who have proved themselves capable, with a comparable rise in rank.

Titles carrying responsibility were all given within the organization; and many more promotions will be available to those who show a willingness to do a little more than the share allotted to them, and a little better job than was expected...a more than fair deal for all. On July 15, there was an appreciable difference in the "ole pay check" for an exceptionally large percentage of the personnel...which expressed more clearly than words the awareness of a good job well done.

The new District setup is a magnificent example of efficient planning. Each link in the chain of the District organization plan is joined together for perfect continuity of highway operation, from the

most difficult task to the most minute detail, giving the entire Highway Department a "oneness" it has never before known. This we have wanted...this we have needed. We now have the strength of unity, and our strength will show in visible results.

At first glance, it may seem confusing that we now have 5 Districts and 10 Maintenance Divisions; however, after you have distinguished between the new plan and the old one, you will clearly see the interlocking of each unit with that of the Central Office. The plan mirrors an almost human aspect; and who can deny the mechanical perfection of the human body? To illustrate, consider the Highway Department as the body. Then, think of the Central Office as the heart, the Districts as the main arteries, the Maintenance Divisions as the veins, and the employees as the corpuscles, each working in a harmonious flow to produce continuous life and vigor for the body. There is no end to the things we can accomplish through confident cooperation in such a skillful and unified arrangement.

For better coordination of effort, the Federal Aid Section of the Department has been transferred from the supervision of the Director of Accounting to that of Office Engineer C. A. "Bill" Shumaker, whom everyone knows as a proficient engineer and an excellent supervisor. (Incidentally J. R. Henderson has done a bang-up job of installing a smooth-running, modern, and efficient accounting system.)

In compliance with Minute Order 993, D. H. Hamilton, Chief Accountant, has been appointed Disbursing Agent for the Highway Department, with J. J. Schamer, Assistant Chief Accountant, as Acting Disbursing Agent, to approve all disbursing documents; and Gus H. Powell, Auditor of the Accounting Division, has been selected as the Cashier, to properly receipt and deposit all cash funds received by the Department.

Working through definite channels, in cooperation and coordination with the Chief Engineer and the respective Division Heads, the District Engineers have been given full responsibility for all maintenance, construction, and other Department activity within their Districts. Heretofore, the responsibility line of demarcation has been so indistinct, in some instances, that certain phases of Highway operation have been performed in a haphazard manner. No one was pleased with the results; particularly the men on such jobs. Now, with so little margin for inconsistencies in high standards of operation, we will see a rapid rise toward maximum productivity.

The following outline will, perhaps, be of help to you in visualizing, more distinctly, the new District setup and the men who will head the various supervisory functions:

DISTRICT 1 -- JONESBORO

Church and Strawn Streets

Phone--WE 2-6618 or WE 2-8071

J. C. Perkins, Sr., District Engineer, will head District 1 and will be assisted

by L. A. McCain, District Construction Engineer, and G. E. Nunnally, District Maintenance Supervisor. District 1 includes: Division 1, at Wynne, in the charge of J. F. Hamilton, Division Maintenance Superintendent; and Division 10, at Paragould, in the charge of J. M. Rush, Division Maintenance Superintendent.

Mr. Perkins is a registered professional engineer and has served the Highway Department for 23 years in diverse engineering and supervisory capacities. He was born at Yellville, Arkansas, and studied engineering at Wentworth Military Academy at Lexington, Missouri. He is married, and has one daughter and two sons, all of whom are married.

Mr. McCain, also a registered professional engineer, was transferred from the Little Rock office and he has served the Department for 26 years. He was born and reared in Little Rock and received his Bachelor of Science Degree in Civil Engineering from the University of Arkansas. He is married and has one son.

Mr. Nunnally was born and reared in Strong, Arkansas, where he received his education. He has served the Highway Department for 11 years; he is married and has one daughter.

Mr. Hamilton was born at Wynne and, after finishing high school, attended the University of Arkansas for 2 years. He has been with the Department for 23 years, is married, and has one son.

Mr. Rush was born in Sikeston, Missouri, but was reared and received his education in Hoxie, Arkansas. He has served the Department for 13 years, is married, and has four daughters.

DISTRICT 2 -- PINE BLUFF

1806 West 6th Avenue

Phone—7996

H. R. Lucas, District Engineer, will head District 2 and will be assisted by John S. Harris, Jr., District Construction Engineer, and O. A. Tinsley, District Maintenance Supervisor. This District includes: Division 2, Pine Bluff, in charge of B. M. Shalmy, Division Maintenance Superintendent; and Division 6, at North Little Rock, in charge of J. H. Sanders, Division Maintenance Superintendent.

Mr. Lucas is a registered professional engineer and received his Bachelor of Science Degree in Civil Engineering from the Missouri School of Mines. He was born at Mammoth Spring, Arkansas, and has served the Department in engineering capacities for the past 8 years. Prior to his affiliation with us, he served the Missouri Highway Department from 1924 to 1947. He is married and has one daughter.

Mr. Harris, a registered professional engineer, was born in Perry, graduated from the Morrilton High School, and attended the University of Arkansas for 3 1/2 years. He has served the Department for 10 years, is married, and has one son.

Mr. Tinsley was born at Halliday and graduated from the Paragould High School, after which he continued his studies in civil engineering by home-study courses. He has served the Highway Department for 19 years; and is married.

Mr. Shalmy was born in Pine Bluff and received his education at McGehee. He has served the Department for 18 years, is married, and has three sons.

Mr. Sanders was born in Conway, where he received his education. He has been with the Highway Department almost 2 years; he is married and has one son and one daughter.

DISTRICT 3 -- CAMDEN

703-705 Glassell Drive

Phone—TE 6-9148

W. E. Hicks, District Engineer, will head District 3 and will be assisted by W. C. Ross, District Construction Engineer, and W. T. Jeter, District Maintenance Supervisor. District 3 includes: Division 3, at Hope, in the charge of A. M. Clark, Division Maintenance Superintendent; and Division 7, at Camden, in the charge of T. H. Thompson, Division Maintenance Superintendent.

Mr. Hicks is a registered professional engineer and received his Bachelor of Science Degree in Civil Engineering from the University of Arkansas. He was born at Magnolia, and has served the Highway Department for 31 years in various engineering and supervisory capacities. He is married and has two daughters.

Mr. Ross, also a registered professional engineer, was born at Macon, Mississippi, and received his education in Nashville, Tennessee. He has served the Department for 25 years; is married; and has two sons and one daughter, all of whom are married.

Mr. Jeter, who was born at St. Paul, Arkansas, has served the Department for 13 years. He is a graduate of the Caddo Valley Academy at Norman, and completed his education through correspondence

school. He is married and has four children, two sons and two daughters.

Mr. Clark was born at Hope and received his education at DeAnn. He has served the Department for 10 years, is married, and has two daughters and one son.

Mr. Thompson was born and reared at Varnado, Louisiana, and after finishing high school, he completed his education through correspondence courses. He has been with the Department for 2 years, is married, and has three children.

DISTRICT 4 -- RUSSELLVILLE

110 South El Paso

Phone--35

W. F. Turner, District Engineer, will head District 4 and will be assisted by J. P. Clayton, District Construction Engineer, and Homer F. Hill, District Maintenance Supervisor. This District includes: Division 8, Russellville, in the charge of R. E. Batson, Division Maintenance Superintendent; and Division 4, at Fort Smith, in the charge of W. C. Wood, Division Maintenance Superintendent.

Mr. Turner is a registered professional engineer and has served the Department for 32 years in numerous engineering and supervisory capacities. He was born at Atkins, and attended Henderson-Brown College. He is married and has one son.

Mr. Clayton, also a registered professional engineer, was born and reared at Ozark, Arkansas, and attended the University of Arkansas for 3 years. He has been with the Highway Department for 8 years; he is married and has one married daughter.

Mr. Hill was born at Appleton, where he received his education. He has served the Department for 25 years, is married, and has two married daughters.

Mr. Batson was born and reared at Dardanelle and has served the Highway Department for 12 years. He is married and has one married daughter.

Mr. Wood was born at Alma and has been with the Department for 14 years. He is married and has one married daughter.

DISTRICT 5 -- HARRISON

106 West Ridge Street

Phone---1078

C. M. Matthews, District Engineer, will head District 5 and will be assisted by E. E. Hurley, District Construction Engineer and W. H. Cook, District Maintenance Supervisor. District 5 includes: Division 5, at Batesville, in the charge of G. W. Allen, Division Maintenance Superintendent; and Division 9, at Harrison, in the charge of J. C. Perkins, Jr., Division Maintenance Superintendent.

Mr. Matthews is a registered professional engineer and received his Bachelor of Science Degree in Civil Engineering from the University of Arkansas. He was born at Portland, Arkansas, and graduated from high school at Lake Village. He has served the Department for 25 years in many skilled engineering capacities; he is married and has three daughters.

Mr. Hurley was born at Russellville, Alabama, but received his formal college training in the University of Arkansas. He is a registered professional engineer

(continued on page 13)

COMMISSION AND DISTRICTS IN TUNE

by Mrs. Pat Denson
Administrative Division

If you want to lose your summer lethargy and get a new perspective on your job, a good way to do so is to attend one of the Commission-District Employee Meetings throughout the state.

The latest tour made by the Commission on June 23 and 24 included area headquarters in Russellville, Harrison, Springdale, and Fort Smith. Concensus was that Commission and employees are well satisfied with the job being done.

Spokesmen for the employees at the four meetings were Joe Hall, J.R. Tucker, Jeff Davis, and Emerson Hamilton. Most of the comments of these men were an evaluation, by comparison, of working conditions and benefits prior to the inauguration of the present Commission. The new Commission was credited with giving dignity to the Department workers by doing away with the old system of political appointments at each time of administration change; of recognizing employees as human beings; and with providing more and better equipment, thereby eliminating the need of "alibing" for a poorly done job; and for putting the Department on a business basis.

Skepticism has been dissipated and hourly paid employees have now been granted vacations with pay, sick leave and holiday pay, as well as many improvements in working conditions, which has resulted in the employees feeling justified in boasting that they work for the

Highway Department. They are now, admittedly, "cheerful, willing, and courteous workers." They believe the Commission is on the right road to our goal.

"Your behavior has made me extremely happy," Commission Chairman Cecil Lynch told the groups. He commended the employees on the job accomplished to date but cautioned that the fight had just begun--that public acclaim is the thing they must keep on earning. He exhorted each employee to learn as much as he can about the highway system--to ask all the questions he can--in order to be able to sell the Highway program to the public.

Mr. Lynch referred to changes in personnel the first of the fiscal year as holding out hope for the future. "We are getting the highway system down to the people," he said, "promotions are now possible. You build up a large organization slowly and must build the employees to step into higher positions. Every advancement in the organization July 1 has come from within the organization itself (of which we are proud) and that will be the policy in the future--advancement within the ranks."

Raymond F. Orr, Vice Chairman of the Commission had this to say: "We are all working for attainment of the same goal. Each of you, regardless of the work you do, is a part of this organization. During the past 2 years there has been the most wonderful improvement I have ever

seen, due to the over-all maintenance job you are doing. Keep in mind that the Commission can only do a certain amount. It is up to you to sell this Highway program to the public. You have been doing it—keep it up."

Then, from Miss Willie Lawson, "We appreciate the cooperation you folks are giving and the effort you are putting into building highways. Thank you for better roads. I am grateful that now, when driving along the road, I can stop and ask a Highway Department employee for information and get it. There is definitely an air of cooperation; and responsibility lines are not divided to the point where one person is responsible for only one phase of operation."

"I have served on two Highway Commissions prior to this one and they were political," Jim Crain informed the employees. "It wasn't like it is now. You don't have to worry about your jobs like you used to—all you have to do now is perform your work satisfactorily."

"A lot of the credit for which you are due, or the Commission is due, comes to me," Herbert Eldridge declared. "But you know and I know where the credit belongs and I accept it for you. Department operation is on the merit system. You do not have to look to anyone to hold your

job. We don't have to look outside of the Department for talent—we have it, and are training employees for not only today but for tomorrow.

"This job is a teamwork effort," he pointed out. "Regardless of the efforts and abilities of the Commission it would all be in vain without the right men to carry out their plans, and these men must perform as a team. The responsibility is out here—not in Little Rock—but the organization had to grow to the point where responsibility could be put in the proper place. This change will greatly increase efficiency and highway service.

"We have received phenomenal public support due to the employees giving a service the public wanted."

Ward Goodman asserted, "In our association with fellow employees, it gives us all pleasure to come to the Divisions. The Department's job is to build highways and you people are one-third of our Department. Good maintenance means that we are all doing well."

The meetings were well planned by the District Engineers and District Maintenance Superintendents, and the employees welcomed their friendly visitors with great enthusiasm. Hats off to both the employees and the Commission for the present Highway program.

DISTRICTS -- continued from page 11

and has served the Highway Department for 28 years. He is married and has one son.

Mr. Cook, also a registered professional engineer, was born at Mineral Springs and attended Hendrix College in Conway. He has served the Department for 15 years and he is married.

Mr. Allen was born in Batesville and is a graduate of the Arkansas College Prep School. He has served the Department for 24 years, is married, and has one son.

Mr. Perkins was born at Yellville and after finishing high school, he completed his civil engineering training by correspondence. He has been with the Department for 19 years, is married, and has one son.

DRAMA OF A PLAN—in Two Parts

SCENE: The Commission Hearing Room

TIME: June 29, 1955

EVENT: A meeting called by the Director of Highways for open discussion of Highway business with the Division Heads; District Engineers, Construction Engineers, Maintenance Supervisors, and Division Superintendents; and the Chairman of the Commission as a guest.

SUBJECT: The New Organization Setup

PLOT: This is a story of faith in a plan; of confidence in the abilities of men to carry out the plan successfully. A story filled with understanding of the complexities of human nature; and a great desire to clarify all details of the plan for complete coordination and achievement of cooperative results.

PART I — ASPECT OF RELATIONS

We begin our story with: Once upon a future—because men should gain from past experiences, but ever look to the future for the attainment of goals. The past is gone—the future is promisingly before us.

So, once upon a future a meeting was called with the men who will lead in a plan formulated to coordinate efforts of men, machines, and materials, to produce maximum efficiency in highway service. In a slightly condensed version, the words of Mr. Eldridge will continue the story from here:

Gentlemen, the purpose of this meeting is manyfold. First it is good for us to get together occasionally to discuss our problems. It brings us closer together in the coordination of our efforts. It is most appropriate at this particular time.

We are about to inaugurate a system which will closely knot all functions of the Highway Department. We have been through things in the past which will cause us to obtain experience anew on some of the things we have tried before.

You are being given very heavy responsibilities...all endeavors in your District are your responsibility; maintenance, construction, and every function of your department. Some of that you may not actually perform, but it is your responsibility to get the service done.

We, in the Little Rock office, will attempt to coordinate your efforts. While you have the responsibility, it will be approved here—through the Chief Engineer and the respective Division Heads—before action is taken on anything other than routine maintenance.

One of the most important things that you must deal with is personnel. You and your foremen do your own hiring and firing. Your Commission does not attempt to tell you whom to hire—neither do I. It is, however, a part of your work that must be handled carefully. You should not hire anyone that you cannot fire. If someone prevails upon you to hire a person you can't fire without embarrassment, don't hire him. That also applies to your

relatives and close friends; because if you can't fire employees working under you, you will be in an embarrassing position. And don't "pass the buck" in your hiring and firing capacities. It is your responsibility—accept it as such.

I would like to encourage you to hire young people. We are an old organization. That is fine from the point of experience but we are trying to build an efficient organization and to train employees for future leadership in it. Therefore, it behooves us to hire young people for they will be with us for a long time.

You gentlemen are naturally involved in public relations, you can't escape it. Often you will find that this comprises one of the most complicated things you have to deal with. My advice to you is to be courteous to each and every person with whom you come in contact. Naturally, you will not be able to do everything people ask of you, for in many instances these things are illegal, but at least you can be courteous. You are going to find it difficult to listen patiently to people when you are busy, but it is necessary that you do so. If their request is in the scope of your handling and something that should be done, of course you should do it; but if it should not be done, then tell them so and tell them why. People don't mind hearing a "No" if there is logic behind it.

You will find in your public-relations dealings that some people will rub you the wrong way—and some will get your "dander up." Don't let that happen, because when we do, we say and do the wrong thing. Another point, do not be vindictive. It will cause trouble every time.

Don't do things to spite people...you hurt only yourselves and the Department. Another very important point is: don't be high-pressured. There are many high-pressure salesmen. One of the finest things the Commission is doing is not to take action on a request until it has been taken under advisement. Usually 30 days pass before an action is taken, and as long as they do that they will not be high-pressured. The same thing applies to you.

On this matter of authority, questions have been propounded to me and I sense that in this organization there is an overemphasis on the true meaning of authority. I say to you that if you cannot perform your duties without using your authority all the time, then you are not getting your job done. People respect you for performing your job and if you can't do that—your authority will get you nowhere.

We are going to work together because we have respect one for the other as to knowledge and ability. If we are conscientious in doing our job, we will be looking for all the assistance we can get. It isn't a question of authority—it is a matter of responsibility. If you District people attempt to conduct your affairs without the use of the talent and ability of the Little Rock office, you will make a serious mistake. And I say to you in the Little Rock office that you, too, should respect the authority of the Districts and not move into the Districts trying to use your authority. Let's try to have an understanding on this thing, as much as possible. Let's work together.
(to be continued next month)

First half

ROY LEE COULTER

Roy L. Coulter, Roadway Draftsman in the Roadway Design Division, passed away July 7, after being hospitalized several months. Mr. Coulter had suffered, for a number of years, from a rare blood disease; for which scientists have been unable to determine the cause or cure.

Mr. Coulter was born in Saline, Arkansas, June 11, 1900. He first started with the Highway Department in 1927 and, over the years, had accumulated well over 20 years of creditable service. He was a loyal and efficient employee, and his excellent draftsmanship rated him an A-1 asset to the Department.

He was a friendly, cheerful person, whose quick wit and congenial personality brought him admiration, respect, and a host of friends. It can truly be said that he got the most out of life. His hobby was woodwork, and he designed and built his rock-veneer home in Westwood and filled the interior with convenient and ingeniously designed cabinets. He loved to express his creative ability in fine woodwork craftsmanship. There was such a demand for his novel plate racks and other similar items that he converted his garage into a workshop and sold them commercially, in other states as well as in Arkansas. He was working on a 50-foot boat when his last illness occurred.

He is survived by his wife, Mrs. Edna Parks Coulter, and we offer her our deepest sympathies in her bereavement. May God in His own loving way bring comfort to her mind and heart.

ACCIDENT RATE HIGH

The accident rate for the first half of 1955 is much too high for comfort. We have had a total of 142 preventable accidents from January 1 through June 30. It is true that some of these accidents were not serious from a personal injury standpoint and consequently will not be counted in the Workmen's Compensation report; so a comparison with the 1953-54 report of 156 total accidents would not be an accurate analysis. However, the ratio this year far exceeds that of the same period last year and cautionary measures must be taken if we are to hold our own record for accident prevention.

The following report is based on the old plan of 10 Districts, which was still in effect at the close of the half. In this and future issues of the magazine, the monthly report of preventable accidents will be shown according to the 5 Districts with their respective Divisions.

District 7, District 10, and Jacksonville tied with the least number of accidents for the half. Little Rock placed second and District 5 was a close third. Obviously, District 7, which led the field the first quarter with no accidents, can ill afford to rest on past laurels with District 10 and Jacksonville holding accidents down to a minimum and coming in for a first-honor tie after placing second and third at the quarter.

District 1...13	District 6...18
District 2...13	District 7... 7
District 3...15	District 8...11
District 4...20	District 9...14
District 5... 9	District 10... 7
Little Rock... 8	Jacksonville... 7

JUNE PREVENTABLE ACCIDENTS

District 1 - Division 1 - Total 4

- 6/1/55, piece of steel in eyelid.
- 6/17/55, left hand injured while operating motor patrol.
- 6/28/55, mashed index finger while setting guardrail post.
- 6/29/55, dropped pipe, mashed left foot.

District 1 - Division 10 - Total 2

- 6/9/55, leg injured while trimming piling.
- 6/14/55, vehicle accident.

District 2 - Division 2 - Total 5

- 6/1/55, crank handle struck worker, made gash on cheek, face severely bruised.
- 6/2/55, foreign particle in eye while cleaning rollers.
- 6/6/55, smashed second and third fingers on right hand while removing timber from pile.
- 6/14/55, burns on right arm and hand while filling gas can.
- 6/17/55, metal in left arm, using chisel.

District 2 - Division 6 - Total 5

- 6/2/55, mowing machine overturned, worker received broken ribs, cuts, and bruises.
- 6/20/55, pulled finger out of joint while checking asphalt in tank truck.
- 6/24/55, foreign particle in eye while grinding tractor blade.
- 6/27/55, jumped off truck, sprained ankle.
- 6/30/55, struck left foot with pick while breaking up old concrete.

District 3 - Division 3 - Total 1

- 6/8/55, severely burned when motor back-fired, setting gas on fire.

District 3 - Division 7 - Total 2

- 6/1/55, object in left eye while grinding steel in grinding machine.
- 6/13/55, flagging traffic, standing on hot asphalt, blistered feet, tt

District 4 - Division 4 - Total 4

- 6/13/55, dropped tripod on finger while moving signs.
- 6/21/55, slipped on window sill, fell and cut left hand on razor held by another employee.
- 6/24/55, taking housing off motor, it turned over, cut gash in right arm.
- 6/25/55, lifting drag boom into truck, strained right side.

District 4 - Division 8 - Total 3

- 6/10/55, vehicle accident, injury fatal.
- 6/14/55, truck rolled backward, knocking down worker, deep bruises on back and head.
- 6/27/55, caught thumb in patrol door, breaking thumb and causing cuts.

District 5 - Division 5 - Total 1

- 6/2/55, strained back while moving road broom while cleaning out shed.

District 5 - Division 9 - Total 3

- 6/2/55, driving wedge into concrete, wedge flew back and hit right cheek.
- 6/11/55, vehicle accident.
- 6/16/55, rim flew off while fixing flat, rim and tire bounced back on nose, breaking nose.

Little Rock - Total 4

- 6/18/55, walking through weeds and grass, stepped on board, nail pierced bottom of foot.
- 6/17/55, vehicle accident.
- 6/21/55, cutting pipe when chip flew off hammer, lodging in throat.
- 6/27/55, brakes failed, hit telephone pole; driver not injured.

Jacksonville - Total 1

- 6/9/55, arm cut on dust shield when wrench slipped.

JEST FOR FUN *by Jimmy Breen*

LET ME GO LOVER

Mr. Henpeck has a new glint in his eyes these days--he has just heard the story that man can travel faster than sound.

LET'S BE FAIR

Mrs. Gotrox: "Counselor, I am very fond of my chauffeur who has been with me for 16 years, but he has been very careless lately. Only last week he wrecked the car and almost killed me. Should I fire him? Counselor: "Oh, I don't know, why not give him one more chance."

I CAN DREAM -- CAN'T I?

Reporting that her husband was missing she described him as six-foot-two, broad shoulders, blue eyes, dark wavy hair, well dressed, and very handsome. Next day a friend phoned her.

"Say, I read about your husband being missing but what kind of description is that? Your husband is short, he has a bay-window and dresses so sloppy."

"Yes, I know," replied the lady, "but I can try, can't I?"

BUTTON -- BUTTON

"I say there waiter, isn't this a button in my soup?" The waiter smiled sympathetically.

"I'm afraid it is, sir," he said. "But it's only a typographical error--it should have been mutton."

TOP-NOTCH ADVICE

Girl: "I'm planning to enter the business world. What do you consider the prime requirements for an efficient secretary?"
Businessman: "A good education, so that you can guess correctly what your boss is trying to say and then be able to phrase it in good English."

EVER LOVIN' HUBBY

"Dear, my shaving brush is quite stiff. Do you by any chance know why?"

"I'm sure I do not know," replied his wife sympathetically, "as it was so very nice and soft yesterday when I varnished the bird cage."

WISE AND OTHERWISE

Judge: "Mrs. B. state your age."

Mrs. B: "Twenty-nine."

Judge: "Mrs. B., please!"

Mrs. B: "You might have trouble proving otherwise, as the courthouse containing my birth certificate burned down in 1909."

AIN'T IT SO!!

Papa was reading Junior's report card and frowning ominously. Then he read aloud.

"Math fair, Geography poor, English weak." He snorted contemptuously and gave his heir a withering glance.

"Yeah, but Dad, just look at that next line, Health Excellent."

HOME DOMESTICS

Judge: "So you've been mistreating your wife in spite of my repeated warnings! "Liquor again?"

W. Beater: "No, your Honor. She licked me this time."

THE KNOWN SPECIE

The newlyweds were trying to be nonchalant as they checked into the hotel, but the desk clerk was an old head.

"Wanta corner room?" he asked.

"I do," said the groom.

"Adjoining bath?"

"I do," said the bride.

"Okay," said the clerk, "I now pronounce you room and bath."

JUNE CONTRACT AWARDS

Arkansas County, No. 146, Stuttgart-Prestons Ferry, 11.379 miles of double bituminous surfacing, to Four Brothers, Inc., Sweet Home.

Clay County, U. S. 67, Corning-Poplar Bluff, Missouri, 7.029 miles of grading, widening, resurfacing, to Ben M. Hogan and Company, Little Rock.

Craighead and Lawrence Counties, No. 91 Hoxie-Jonesboro, 14.246 miles of gravel base, surfacing, to D. F. Jones Construction Company, Inc., Little Rock.

Crittenden County, No. 50, Hughes-Bruins, 2.938 miles of grading, base, and surfacing, to the BucTon Construction Company, Hazen.

Dallas County, No. 8, Dalark-Princeton, 0.996 miles grading, base, 3 R/C bridges, W. R. Fairchild Construction Co., Warren.

Dallas and Cleveland Counties, U. S. 167, Ivan-Parindale, 11.609 miles of grading, base, surfacing and widening of 5 R/C bridges, to Ben M. Hogan and Company of Little Rock.

Grant and Cleveland Counties, No. 35, Crossroad-Staves, 16.918 miles of gravel base and surfacing to A. P. T. Construction Company, North Little Rock.

Jefferson County, U. S. 79, Arkansas River Bridge near Pine Bluff, painting, to Elliott Sartain & Company of Osceola.

Lawrence County, No. 25, Powhatan-Black Rock, 0.746 miles of grading, gravel or stone base, to the BucTon Construction Company, Hazen.

Lonoke and White Counties, No. 31, Lonoke-Beebe, 1.723 miles of grading, base, and 3 pre-cast slab bridges, to the BucTon Construction Company, Hazen.

Mississippi County, County Road, Wilson-Carson, 3.360 miles of surfacing, J. M. Reed and Son, Judsonia.

Monroe County, No. 17, Holly Grove-Cross Roads, 13.753 miles of base and surfacing, to Don Hudson of Helena.

Nevada County, No. 53, Whelen-Springs-Prescott, 898.66 feet of reconstructing bridge decks, to R. N. Reynolds, Camden.

Pulaski County, County Road, Twen-Cen-Geyer Springs, 0.017 miles of grading approaches and 1 R/C bridge to Reynolds and Williams, Little Rock.

Pulaski and Faulkner Counties, No. 5 Macon-Vilonia, 14.529 miles of grading and 3 R/C bridges, to Riffe Construction Company, Inc., and Schmeckenbecher Brothers of Sweet Home.

Randolph County, No. 90, Lorine-Ravenden, 4.640 miles of base, surfacing, to Four Brothers, Inc., Sweet Home.

Sebastian, Franklin, Logan, and Yell Counties, No. 22, Camp Chaffee-Dardanelle, 67.35 miles or repairs to pavement, to A. K. McBride, Fort Smith.

Van Buren County, No. 95, Clinton-Scotland, 10.176 miles of base and surfacing to Four Brothers, Incorporated of Sweet Home.

Washington County, No. 71, Fayetteville-South, 168.25 feet of widening 2 R/C deck-girder bridges, to A. K. McBride of Fort Smith.

Woodruff County, No. 17, Grays-Cotton Plant, 11.864 miles of base and surfacing to the BucTon Construction Co., Hazen.

Yell County, No. 7, Arkansas River Bridge at Dardanelle, painting, to Elliott Sartain & Co., Osceola.

Party Line Parade

HEADQUARTERS

ADMINISTRATIVE DIVISION

Betty Lane - Reporter

Mr. and Mrs. W. R. (Billie Bob) Thrasher have been over on Lake Conway quite frequently the last few weeks for their favorite recreation—fishing. They report having had some very nice catches, too. This is easy to believe, not only because the fish are really biting in Arkansas but also because we understand that Mrs. Thrasher manages to hook 'em even when others fail to get a nibble.

* * * *

V. E. Scott, another avid fisherman, spends as many week ends as possible fishing in the various lakes and rivers of our "Sportsman's Paradise" State. We never hear Mr. Scott telling of that "whopper" he caught—or the one that got away; still and all, we are sure he holds his own with the best of 'em for he is always ready for another fishing jaunt.

* * * *

Because we love her and will miss her, a car full of we girls carted Norma Monroe off to Fair Park for a picnic luncheon June 24. We hope Norma will make it a point to come see us when she drives over from Hot Springs. It was a "dilly" of a picnic and we all had a wonderful time. Barbecued sandwiches and all the trimmings were enjoyed by Joyce Spencer, Ferol Jones, Margie Shirley, Doris Hodge, Jean Redwine, our guest of honor....and yours very truly, thank you.

Joyce, Gick, and Billy Roe Spencer drove to Tennessee and spent a couple of days visiting relatives. Joyce hasn't said much about it but we have a hunch she would prefer to spend any holidays just puttering about her new home.

STATISTICS AND ANALYSES

Headrick and Hume - Reporters

Pete Benetz has acquired a baby sciurus (squirrel) to add to his collection of tarantulas and scorpions. Pete is now looking for a young black-and-white mephitic mammal, better known to most of us as a skunk. If anyone has an extra, Pete will be very glad to hear from you.

* * * *

Harold Dunn is the proud owner of five new puppies. Their mother is a registered cocker spaniel. Anyone interested should contact Harold and make their selection soon. The puppies will be ready to go when they are 3 months' old.

* * * *

Iva Hemphill visited her sisters and mother-in-law out in the "Indian Territory" recently and had a wonderful time.

* * * *

There has been a gap in our office ranks these last few weeks. Asa McCord, Lee Gibbons, Kendall Hunter, Billy Cooper, and several of the field men have been devoting all their time and attention to the successful conduct of the Jonesboro traffic survey.

Party Line Parade

Fred J. Herring and John R. Hume attended the Annual Laymen's Week-End Training Conference of the Episcopal Churchman's Association of the Diocese of Arkansas at Camp Mitchell on Petit Jean June 24-26. They report a stimulating and thought-provoking series of sessions. John succeeded Mr. Herring this year as secretary of the Diocese group, a job to which Mr. Herring had given several years of faithful service.

* * * *

Bea Davis has returned from a vacation spent with relatives and friends in Texas, Tennessee, and Helena, Arkansas. She also enjoyed seeing relatives from New England, who were visiting at the same time. Bea reports having had a most enjoyable and happy vacation.

EQUIPMENT AND PROCUREMENT

L. O. "Jack" Brown - Reporter

Martha and Charles Brocchus spent the week end of July 4 visiting in Magnolia with their daughter and family, Mr. and Mrs. Richard Forgey. They had a most enjoyable visit.

* * * *

Ben Renda retired June 30 with 22 years of loyal service with the Highway Department. We all miss you, Bennie, and wish you the best of luck, health, and happiness. Come to see us often.

* * * *

Adolph Stroble suffered a minor cut on his arm while working on our new center stripe truck June 9. We are glad it wasn't serious but be careful, Adolph.

We are glad to have Bruce Hardcastle back on the job with us after a few days of illness.

* * * *

Mr. and Mrs. C. C. Howell spent the week of June 27 visiting in Illinois. They had a marvelous time.

* * * *

Charlie Stewart returned to work on July 5 after being away from work for a week with an infected throat. Glad to have you back with us, Charlie.

* * * *

Clyde Holmes and her daughter, Mary Lee, have recently returned from Florida where they spent 2 wonderful weeks.

* * * *

Billie and Wayman Schmitt spent the week end of July 4 fishing at Bailey's Lake at Des Arc. They reported a good catch and also had a most enjoyable time.

* * * *

We extend our sincere sympathies to J. T. Shaw and his family in the loss of his brother, John W. Shaw, who passed away at a Conway hospital on June 8. Mr. Shaw was 79 years of age.

Reporters
DEADLINE
for Party Line news

AUGUST 10

Party Line Parade

BRIDGE DESIGN DIVISION

Virginia Tackett - Reporter

Although the Bridge Design Division needs no excuse for a fish fry, the June 24 affair afforded employees and their families an opportunity to say some goodby's and hello's. Norma and Gene Monroe have moved to Hot Springs where Gene will work as an accountant. The entire office force misses Norma tremendously, but hopes to hear from her frequently. Bert and Sue Rownd didn't take the goodby's seriously, since Bert has only moved down the hall to Bridge Surveys. Our special guests for the outing, Chela and Rene Perez--a couple of charming Paraguays and most able good-will ambassadors for their country, were warmly welcomed. Rene is here for some comparative studies in highway engineering through an arrangement between our country and Paraguay. He will have headquarters in Bridge Design until early in September, after which he will go to another state for further study. The party was made more enjoyable for Chela by the presence of Minnie Matthews who speaks fluent Spanish. Each was delighted to be able to chat with the other--and who needs an interpreter more than a Paraguayo with a piece of Arkansas catfish in one hand and a hush puppy in the other? Especially pleased with the opportune date for the fish fry was the new stenographer for the Division, Virginia Tackett and her husband, Lowell, who were able to meet and become acquainted with the families of her

co-workers during the first week of her job. It was really a very wonderful evening all around.

* * * *

Congratulations to Minnie and Jim Matthews who celebrated their twelfth anniversary on July 3. Our best wishes to you both that all of your future anniversaries will be filled with happiness.

* * * *

Needless to say the July 4 holiday produced the usual crop of sunburned backs and tall tales. Anyone want to trade?

Outstanding Beauty

Margaret Ann Haywood, 19-year-old lovely, who won the "Maid of Arkansas" title in Jonesboro, then came in second as Miss Dixie for Arkansas in the Datona Beach, Florida, competition, has recently taken second place honors in the Miss United States festivities at Los Angeles.

Margaret Ann is the daughter of Fred Haywood, consulting engineer at Jonesboro and former Highway Department employee. He served the Department from 1937 to 1941, and from 1944 to 1946 in such capacities as instrumentman, draftsman, Resident Engineer, and Location Engineer.

Fred worked for Guy Cobb, AHD Drainage Consultant, back in the 1920's when Guy operated his own offices as consulting engineer. He interested Fred in engineering as a career and saw him through the University of Arkansas. Guy is quite proud of the honors Margaret Ann has won as well as the engineering ability of her father. He expressed his affection with: "I feel like Freddie belongs to me."

Party Line Parade

MATERIALS AND TESTS

Julia Halliburton - Reporter

Congratulations to Freda Martin and Willard Heard who were married June 18 at Greenville, Mississippi. Freda is the sister of our Frances Roller. Frances and her husband, Erwin, drove to Greenville for the wedding.

* * * *

We are glad to welcome Raymond Whittier and George Peevy to our Division, and we are also happy at the return of Billy Whittington, who is a former employee. We hope that they will all enjoy working on their new jobs.

* * * *

Georgia Donham was a delegate to the meeting of the Chi Sigma Sorority which was held in Maryland. Husband Bob was chief cook and bottle washer for 2 weeks.

* * * *

Our hearty congratulations to Mr. and Mrs. G. W. Roark who celebrated their thirty-eighth wedding anniversary on June 21. We all wish them many more happily married years together.

* * * *

Julia Mae Halliburton spent a recent week end in Batesville visiting with friends and relatives. While there she went on a picnic and had a wonderful time.

* * * *

We are all very happy to convey the news that Bob Donham, who has been ill for several days, is rapidly improving. We send you our very best get-well-quick wishes, Bob, and hope you will be back on the job with us real soon. We miss you.

We were sorry to lose Joe Donnelly, one of our materials inspectors, who resigned recently to accept other employment. We wish you much success and happiness on your new job, Joe.

* * * *

We are happy to report that Albert Guthrie is back on the job again after being hospitalized in Fort Smith as a result of an automobile accident. It's good to have you back, Albert.

* * * *

We are very proud of our new office building and extend a standing invitation to all our friends to visit us.

* * * *

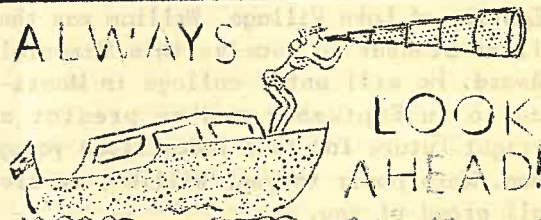
We extend our deep and heartfelt sympathies to Ray Orrell and his family in the loss of his grandmother who passed away recently. She was 92 years of age.

* * * *

Our congratulations to Mr. and Mrs. Martin Crow who are the proud parents of a baby girl; AND to Joe and Jean Irwin who are the proud parents of a baby boy. There have been cigars and candy in plentiful supply.

* * * *

Congratulations and many happy returns of the day to Albert E. Guthrie who celebrated his birthday recently. May you have many, many more, Albert.



Party Line Parade

DISTRICT 2 PINE BLUFF

Inez Royston - Reporter

The employees of our District really appreciate the wonderful paid vacations and derive great pleasure from them. Those who have recently enjoyed them are: Mr. and Mrs. Ben Jackson of St. Charles who spent a few days with his mother in Norman; Mr. and Mrs. Osro Jones of Rison spent a week in the Ozarks and in Missouri; Mr. and Mrs. Elbert Martin and family spent a part of their time in Oklahoma; and Mr. and Mrs. James Cockrell and family went to Hot Springs for their fun and relaxation. Recent week-end trips were made by Mr. and Mrs. Floyd Fulbright who drove to Benton; and Mr. and Mrs. Hebert Burks and family visited in Arkansas County.

* * * *

Mr. and Mrs. W. C. Yearian of Lake Village are justly proud of their son, William, who is an honor graduate of the Lakeside School. William was an "A" student; received the Letter of Award in football, track, and basketball; the "L" award in biology; the bank award; the American Legion award; AND the Ben Epstein Scholarship of \$500 which was presented by Rae Epstein, of Memphis, in memory of her brother, the late Ben Epstein of Lake Village. William was the first student to receive this Memorial Award. He will enter college in Monticello in September and we predict a bright future for this industrious young man. More power to you, William, we are all proud of you.

Pauline and Woodrow Wilson's daughter, Deanna Sue, has returned after an enjoyable trip to North Carolina. The Wilson's have recently had the pleasure of entertaining guests from Dallas, Pensacola, Batesville, and Newport, Mississippi.

* * * *

Ours is a sociable group and we like to get together with our fellow workers and families whenever an opportunity affords itself. On June 28, we all thoroughly enjoyed a wonderful chicken barbecue at Oaklawn Park; the occasion being to honor several members of our force. We will miss John Sanders, who has been transferred to District 6, but we hope he will be happy on his new job and wish him the best of luck....O. A. Tinsley and Charles Emrick have come to us from District 6 and we are very happy to welcome both of them....H. R. Lucus, Inez Royston, and Robert Warren will be located in the new District office at 1806 West 6th Street in the future, but we still hope to see a lot of them. Brewster Shalmy and Charles Gaddy prepared the chicken and it was really delicious—in fact, everything was perfect. Special guests for the evening were Mr. and Mrs. A. G. Rives, Mrs. Charles Emrick, and Mrs. John Sanders.

* * * *

On June 27, Inez Royston, Selma Chavis, Ouida Grimes, Charles Gaddy, and Floyd Walker made a trip to Little Rock to attend the meeting of the District office personnel. We not only enjoyed the very informative meeting but we also had the pleasure of getting acquainted with the employees from other Districts.

Party Line Parade

We extend our deepest sympathies to Mrs. Samuel D. Bennett and her family in the loss of her husband who was fatally injured in an automobile accident July 4.

DISTRICT 3

HOPE

Olive Jackson - Reporter

John W. Graham is vacationing in New Mexico at the time of this writing. His plans included visiting his sister in Hobbs and a brother in Grant.

* * * *

Mr. and Mrs. Herschel Taylor enjoyed having their daughter and son-in-law, Mr. and Mrs. Howard Martin, of Memphis, with them recently. Mrs. Taylor went back with them for a visit.

* * * *

We are happy to spread the welcome mat to the following new employees: Charles Ray Tittle, James W. Hussey, Willard Parks, William Murray, Carl E. Yates, and Jerry R. Whitten. We hope they will all be very happy on their new jobs.

* * * *

Leonice Bailey reports a wonderful visit with her brother, Jack Bundy, of Henderson, Kentucky. Jack was here on a short vacation recently to see Leonice and their mother, Mrs. Leon Bundy. It seems they all talked up a happy storm!

* * * *

Congratulations to Virginia Fincher and Cecil McCorkle who were married on June 17 at Hope. Virginia is the daughter of Mr. and Mrs. Parish Fincher. We offer the young couple our very best wishes for a happy future together.

Allie and Howard Wright were glad to have their daughter, Edna Earl, home over the July 4 week end. Edna Earl is a student nurse at St. Vincents Hospital in Little Rock and we wish her the very best of luck in a wonderful profession.

* * * *

We are very glad to report that Virgil Cleveland is well enough to be back on the job with us after his unfortunate accident June 8. While Virgil was working on a drag line, the motor went dead and in trying to prime the motor with gas, it backfired, setting the gas on fire and caused an explosion. Virgil was up in the cab at the time and in his effort to get out of the cab he was severely burned on both arms, his face, and neck. We also wish to express our best wishes for a speedy recovery to Virgil's daughter, Dot, who was injured in an automobile accident. Dot and some friends in her senior class were on their way to Spring Lake Park in Texarkana when the car in which they were riding overturned as a result of a blowout. Dot suffered broken ribs and a back injury, but we are glad to hear that she is improving rapidly.

IMPORTANT NOTICE!

When there is a change in the address of any employee of the Highway Department, it is of vital importance that such information be relayed to the Personnel Division. An excess of time, effort, and money is expended due to returned mail because of change of address. Your personnel record should be correct and up-to-date in every detail. Be sure it is!

Party Line Parade

DISTRICT 4 FT. SMITH

Faye Carter - Reporter

Mary and Elmo Matthews attended the State Young People's Youth Rally in Pine Bluff June 14-15. Elmo sang a solo, "My Heavenly Father Watches Over Me," and he also contributed his bit by singing "Victory in Jesus" with the trio from his home church.

* * * *

Congratulations to Mary and Columbus Dalmut who celebrated their fifteenth anniversary on June 22. We wish them many more happy years together. By the way, has anyone noticed a new turquoise and sky blue Chevrolet buzzing around down at Hartford? Well, that belongs to the Dalmuts, and is it a beauty!

* * * *

We are sorry to report that Shorty Brewer was overcome by the heat recently and has been quite ill. We wish you a speedy recovery, Shorty.

* * * *

The office force visited Grif Liles in the Veterans Hospital while we were in Little Rock for our meeting last month. Grif looks good, so it should not be too long before he is back with us again. We sure miss you around here, Grif. And speaking of our meeting, we all had a wonderful time, and met such lovely people that we wouldn't mind having such a meeting every week or so.

* * * *

Clarence Lafleur has been happily entertaining several visitors recently Cpl. Loyd Shuff of Elton, Louisiana, who

is stationed at Camp Chaffee, was his guest for a week end; and his mother, Mrs. Felida Lafleur, of Elton, his sister and her family, Mr. and Mrs. Robert Dausey and Jimmie from Lake Charles, Louisiana, spent the following week end. You have probably guessed by now that Louisiana used to be Clarence's "old stomping grounds."

* * * *

Who says that the Highway Department doesn't get things done? Delbert Glass of Sebastian County got himself a new bride last month. Her name is Ilean Givins of Hartford. They were married June 10 at the home of her parents, with his brother Rev. Cecil Glass officiating. The young couple spent their honeymoon in Hot Springs and will make their home in Hartford. Ilean works at the Dixie Cup Company in Fort Smith.

SAMUEL DAVID BENNETT

Sam D. Bennett, 44, Asphalt Raker in District 2, was fatally injured in an automobile accident near Pine Bluff July 19. Mr. Bennett was born in Star City and has served the Department faithfully for over 15 years. He was a valuable employee and he will surely be missed.

He is survived by his wife, Mrs. Mary McIntire Bennett; two sons, David L. and John R. Bennett; three daughters, Rhelda Jane, Sammie Kay, and Nettie Jo Bennett.

We offer Mrs. Bennett and her family our heartfelt sympathies in their loss of husband and father. The hearts of many friends go out to them in their sorrow.

Party Line Parade

DISTRICT 8

RUSSELLVILLE

Margaret Hamm - Reporter

Congratulations to Mr. and Mrs. Ed Gardner who are the proud grandparents of a wonderful little girl, Elizabeth Jane Anderson, born June 24, to Janice and W. O., at Gary, Indiana. Another special event for the Gardner's was their forty-fourth wedding anniversary on June 7. We wish them many, many more happily married years together.

* * * *

Our "Birthday Greetings" to George Rye who celebrated his birthday July 1. May you have many more joyous birthdays in the future, George.

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We are very happy to report that W. A. Smith, Sr. is back on the job with us after a recent illness. You take it easy this summer, Mr. Smith, we want you stay well.

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On June 23, District 8 welcomed the Arkansas Highway Commission and officials from the Little Rock office. We all enjoyed hearing the informative talks and will be looking forward to their visit with us again next year.

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We extend our deepest sympathies to Mrs. Grover Russell and her family in the loss of her husband, who passed away on June 10.

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We welcome Glenn Ellis, our new welder, to our Division. The Ellis' are residents of Russellville.

Jim Phillips is very happy to have his mother, Mrs. A. Phillips, make her home with him and his family at Ola. Mrs. Phillips is from Utica, Michigan.

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Congratulations to Mr. and Mrs. Tom Fiser who celebrated their forty-fourth wedding anniversary on July 2. Our best wishes that you may have many more years of happiness together.

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Sherman Moore and Bill Battle, an auditor from St. Louis, spent a wonderful week end fishing at Charlie McAlister's pond and got so excited catching so many fish that Bill turned the boat over. Well, anyway, they had fun.

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Nymph Jones tells us that he is having trouble with his bifocals lately. He declares the ground is much closer to him these days, so he is contemplating getting a new pair. We know what you mean, Nymph, good luck!

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Did someone speak of pets? Dick Thomas recently found an armadillo in his car and after showing it to all the Yell County men, took it home and gave it to his wife for a pet. This sound interesting. Let us know how it gets along, Dick.

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Fred Ramey seems to take to canyons in his mower like a duck takes to water, but the men like to tease him about it. Kind of proves they like you, doesn't it, Fred.

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The Bill Fry's were July 4th week-end guests of their son, W. R. Fry and family.

IT ALWAYS PAYS
TO LOOK ALL WAYS

ACCIDENTS
ARE
AVOIDABLE