

# ARKANSAS HIGHWAYS

Vol. V

No. 4

APRIL 1957



A MONTHLY MAGAZINE FOR EMPLOYEES OF THE  
ARKANSAS STATE HIGHWAY COMMISSION

Vol. V

APRIL, 1957

No. 4

*over 8* STATE HIGHWAY COMMISSION

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# JOE BEAVER

by H. Clyde Amesbury  
California Highways and Public Works

Down on the South Fork of the Feather River, they're a feudin'. It isn't a shootin' war, but both parties are mighty determined.

The parties to the dispute are a small furry denizen named Joe Beaver and Cecil Koenig, the Maintenance Superintendent of the Division of Highways at Quincy.

To provide a little background for the argument, the following items are supplied:

Joe and his family lived in a small stream just south of Blairsden. This past year the division awarded a contract to reroute the highway and crossed Joe's stream. The plans called for a fill, which the contractor proceeded to place. This met with Joe's wholehearted approval; a dam was being constructed and a very substantial one just where he wanted it. However, he was horrified to note they left a hole in it containing a pipe 36 inches in diameter and it didn't hold water. With the best intentions in the world and in a spirit of helpfulness, he proceeded to plug the hole.

During the course of construction, the contractor spent about \$300 unplugging the pipe. Joe knew very well you couldn't have a dam with a hole in it! he busily plugged away and hoped the contractor would see the light.

Finally, the contractor completed his work and with the pipe all clean had it accepted by the state. Then in a few days before the maintenance department took over, Joe plugged the pipe tight.

Cecil Koenig, horrified to find a pipe plugged on his new job, sent a crew to clean it out. Hours later they had it completed. That night, Joe assembled his family and next morning when the crew returned, the pipe was plugged again. It looked like Joe won this round.

Cecil then built a contrivance of steel posts and mesh to keep Joe from the upper end of the culvert. Cecil won Round 2.

After a week of investigating this addition to the landscape to make sure it wasn't some kind of a trap to catch an unsuspecting and helpful beaver, Joe tunneled under the wire and plugged the pipe. That round Joe claimed.

Cecil looked over the situation, cleaned out the culvert, spotted where Joe came under the wire, and hung a bucket of creosote with a small hole in the bottom where the liquid dripped out over the location. Joe apparently got some of this on his fur. Maybe he got some in his eyes. If there had been a referee he would have screamed "low blow" and "foul". He definitely had an odor such as no beaver ever had before and was probably ostracized by his family. Cecil claimed that round.

Joe waited about 10 days. The weather turned cold. The creosote stopped dripping, and Joe and family happily restored the dam by plugging the culvert. Joe claimed the round.

Cecil then came out and unplugged the pipe and drove a series of steel stakes just below the mesh and close enough together so Joe couldn't get through. Cecil is claiming this round and tentatively the contest.

As for Joe, he doesn't concede anything.

# HANDLING TRAFFIC

by G. E. Nunnally

District 1 Maintenance Superintendent

What is safety? Webster defines it as the quality of being free from danger. There is a foolish old saying that accidents will happen. Few accidents just happen. Most of them are the result of ignorance, carelessness or the lack of skill. I would like to refer you to the motto of the boy scouts: "Safety Through Skill." This should be the motto of everyone. For skill usually means safety. Accidents rarely happen to experts.

Traffic control, long a worry, is fast becoming the bottleneck of safe and happy driving. As traffic increases, our highway program increases, and this brings about an even greater need for efficient handling of traffic and the smallest precautions being taken for the traveling public and our own highway employees.

First, I would like to talk to you about the importance of protecting my own employees and the proper method of accomplishing this. These men are not only exposed to the hazards involved in the process of road improvements, but in addition are continuously in danger from careless driving habits of the public. We have had many men injured while engaged in maintenance operations. Patching crews are in particular jeopardy from heedless and careless drivers.

Disregard of signs, flagmen, flares and the most elementary consideration for the safety of themselves or men working on the highway, by the driving public, are daily occurrences. With this tendency

in mind, the importance of proper signing and flagging becomes more apparent. Since even our best efforts are sometimes futile, we must see to it that we are not guilty of contributory negligence by careless flagging or confused signing.

One of the most important factors in the list control methods is the flagman. A few years back it seemed customary in selecting a flagman, to pick the man least useful on the job for any other purpose. This automatically placed the choice on the man most poorly qualified as a flagman. By all means the flagman should be active and fairly young. He should be mentally and physically alert, intelligent, and with some aptitude for the job of regulating traffic and protecting the crew.

I am of the opinion that the State Highway Department should provide special instructions for the men entrusted with the job of flagging traffic. All effort should be made to impress upon the flagman the responsibility which is his in protection of the crew. I cannot stress too strongly that the flagman should be neat appearing and maintain an air of authority. He should stand erect at all times and in so doing will command the respect and compliance of the public.

Another important phase on the list of control methods is the condition of equipment. It should always be kept in tip-top shape and workmen should be trained in the proper use of it. Well trained me-

chanics should be employed to keep in good working condition the machinery and tools used by workmen.

The scene of operations should be kept clear of idle equipment or equipment under repair. This rule is violated frequently in the interests of convenience for the maintenance personnel.

The development of safety devices is an important factor. With a large majority of accidents traceable to the "human element" increasing, stress is being put on safety education of workers. Job applicants should be tested to find whether they are fit to work safely. Perhaps they should be tested for physical defects.

Next, after the selection of employee, he should be given the proper tools with which to work. He should also receive training which will help him to become skilled in the use of them. Unskilled men newly hired in the department should be kept away from hazardous working operations until they have become familiar with our safety rules.

Garages and oil houses should be cleaned and kept clear of fire hazards. Truck drivers and equipment operators should be steady, reliable men who are constantly alert to the hazards of the men working around them and ever on the lookout for danger signs.

Too much consideration cannot be given to the safety of our employees. Every precaution should be taken for the maintenance men who perform the work on the roadway.

This brings me to the second portion of my speech: Safety of the Traveling Public. Upon the shoulders of the highway employees rests a great responsi-

bility. That of protecting and safeguarding the motorists who travel on our highways. Since we are servants of the public, our every consideration should be for them and their safety.

Without going into too much detail I will mention a few of the standard devices which should be used to control traffic movement in the vicinities of maintenance and construction operations such as: keeping the highway user informed in advance of closures, restrictions, and hazardous conditions by means of radio, television and press releases, and issuance of bulletins to transportation and trucking companies. Temporary signs should be put up to warn motorists of maintenance and construction operations and of defective and dangerous road conditions.

Temporary warning signs which are required to be in place during the dark hours should be illuminated or reflectorized. Temporary warning and regulatory signs should be placed in such positions as to permit the motorists to reduce speed by the time the work zone, equipment, or obstruction is reached. Such signs should be so located as not to obstruct the line of vision of the motorist nor to constitute a traffic hazard.

Every effort should be made to place signs so as to provide a contrasting background when the conditions requiring temporary warning signs is located on the brow of a hill or on sharp curves with steep downgrades. The signs should be placed in advance of the brow of the hill or on the preceeding tangent or curve.

Just as any industry is dependent upon its revenues on the amount of business it

does, so is our Highway Department dependent on use by the public for its revenues. If the traffic movement is not accomplished in a safe manner, the traffic flow diminishes and the flow of gasoline tax revenue into the highway funds is diminished. In this way we see that safety of the public during maintenance and construction operations is not only a highly commendable humanitarian consideration, but that it is also good business.

The distribution of literature and cooperation with safety organizations along with the services of our state and local police should make these problems more easily solved.

Traffic planning is a highly specialized field and requires the services of trained personnel. Handling traffic is a difficult and complicated job even for experienced and specially trained officers. It is no wonder then that great difficulties are encountered by maintenance and construction forces in their attempts to handle this problem. When accidents do occur, care should be taken to determine the origin or cause of them. They should then be explained to the men in order to avoid a repetition.

I am sure that this problem of handling traffic has perplexed most of us at various times and that we have come up with answers of our own to fit specific circumstances. At any rate the problem of protecting traffic against itself is a serious one.

I know of no perfect answer, but I do think we can accomplish a great deal along the line of protection which will help minimize the consequences of behavior that sometimes seem to defy control.

## ON THE JOB JIM

The first time that our gang saw Jim  
We got his number right.  
He came in quiet-like one day  
Three-quarters dead with fright,  
And when he asked the Boss for work  
Polite, you know, and meek  
We saw right off it needed all  
The nerve he had to speak.  
Right from the start he showed us plain  
His feet were frozen stiff  
He wouldn't ever step out back  
To have a little whiff.  
He must have lain awake at night,  
For fear of being late.  
He always used to get to work  
A long time before eight.  
We always sort of pitied Jim,  
To see the way he'd "hump"  
Whenever Bosses wandered in,  
The chicken hearted chump.  
Oh, I admit he earned his pay  
He did a heap of work  
But that's because the poor scared cuss  
Just didn't dare to shirk.  
He didn't gamble, hit the booze,  
Nor sport around the street  
You see, he had to stay at home  
And nurse his frozen feet.

I hate to look sore headed,  
But if I am, Good Grief!  
I guess I've got a right to be.  
They've gone and made Jim Chief.

-- Adapted from Prose poem by  
Hugh Kahler

# DRIVING BOO-BOOS

by Robert Paine

American Motorist Magazine

Would you believe it possible that in the last 10,000 miles you drove you committed 25,000 driving errors? Fantastic as it sounds, that is the conclusion drawn by a recent test made on 10,860 licensed drivers involving over 50,000 miles of travel in a number of States. In all, 143,695 errors were recorded...an average of 13 per driver, or one every four-tenths of a mile.

Not all of the errors would really be called serious, nor do they all affect the safe operation of an automobile. While some of the errors involved violations of the law, others were merely abuses of the car's equipment or practices that lessen a driver's efficiency. As a whole, however, the mass of statistical data indicates that even a motorist who would normally be considered a good driver is still a long, long way from being perfect.

The tests were conducted primarily to aid teachers of high school Driver Education classes. With complete, tabulated results, teachers can better emphasize certain aspects of driving, and, thus make better drivers of beginning students. However, all motorists can use the survey to check their own driving faults against the more common faults.

By far the most prevalent error involved the position of the hands on the steering wheel. Of each 100 drivers checked, observers recorded 140.5 instances of incorrect hand position. (Some



drivers committed the error more than once during the course of the test.) This obviously unsafe practice includes such errors as resting hands on the steering wheel crossbar or gripping the wheel with both hands at the top or bottom.

Poor turning techniques were displayed by a surprisingly large percentage of drivers. Shifting gears while in the middle of a turn was the error most often noted (dangerous because it requires the driver to take one hand off the steering wheel and because it can also cause skids on faster turns), but many drivers were also guilty of such malpractices as approaching a turn from the wrong lane, approaching too fast, finishing a turn in the wrong lane, and cutting corners too closely.

Use of the clutch and gear shift, a fast-dying art in America, showed many a driver wanting. Of every 100 drivers, 20.6 were guilty of riding the clutch, 25 selected the wrong gear for upgrades, downgrades or when just driving on the level.

The vast majority of drivers backed their cars properly. Only 15.4 errors per 100 drivers were committed while positioning the car correctly for backing and executing the maneuver.

# USE OF EQUIPMENT IN SPEED-DELAY TRAFFIC SURVEYS

by Frank E. Hawley  
Highway Engineer, Bureau of Public Roads

**Editor's note:** The following article is a reprint taken from the January 1957 issue of Highway Research Abstracts magazine.

In November 1955, a study was made of the possibility of adapting a conventional dictating machine for use in speed and delay traffic studies. The study was conducted by the author in cooperation with the Division of Statistics and Analyses, Arkansas Highway Department.

Speed-delay curves are a popular method of showing graphically the relative amount of congestion encountered and the speeds maintained on typical "floating car" runs through selected city routes. In Arkansas they also have been used as part of a "package" of recommendations which are submitted to small towns as a result of minor traffic engineering studies. In many such studies it would be possible for one man to gather all the necessary field data, were it not necessary to have a recorder on hand to take down the speed-and-delay data. Similarly, on large urban studies where extensive speed-and-delay data are desired, manpower costs become an important consideration. This prompted an investigation into ways and means toward finding a more economical, yet accurate, study procedure.

A number of units have been developed for this general purpose (that is, the Streeter-Amet Speed-and-delay Timer and other equipment developed by the University of California), but these were ruled

out due to cost, and to some extent, the hazard of operating them in heavy traffic. The author reported on a test of the Streeter-Amet Timer (May 1955), and it was found that the unit was not fully satisfactory for speed-and-delay studies.

The basic equipment used for the Arkansas studies consisted simply of a dictating machine, an electronic converter and a stopwatch. The dictating machine was of the type that utilizes a thin plastic disc, available in running times up to 30 minutes. This machine has been used very successfully for several years by the Mississippi and Arkansas Planning Surveys and is considered superior to the belt-type unit or wire recorders. The only modification to the unit which Arkansas found necessary was the mounting of a felt-covered hinge over the disc to keep it free of dust. The electronic converter was obtained from the manufacturer of the dictating machine. The stopwatch was the usual "snap-back" type graduated in minutes to hundredths. It was mounted with transparent tape on the instrument panel, as nearly as possible to the driver's line-of-sight.

The study procedure consisted of (a) an initial trip over the selected section to record (on the machine) odometer readings of the key intersections; (b) "voicing in" the appropriate preliminary data, such as time of day, weather conditions, etc.; and (c) starting the watch and driving the course using the "floating



car" method. Cumulative watch readings, together with the appropriate intersection, are recorded. If a delay occurs between intersections, it is simply approximated and can later be referenced to the odometer log. Another trick is for the driver to maintain a running mental record of the "minute" reading on the watch; this can easily be added to the "hundredth" reading at the proper time. The machine is cut off, of course, when not actually recording.

The study technique was found to work amazingly well. Even with the relatively crude equipment set-up used in the pilot studies, there was no particular difficulty noted in maintaining the study through the range of traffic conditions. There are, however, several refinements to the equipment which should be considered should the user desire to adopt the procedure for more or less general use. These include: (a) an automatic shift, to facilitate use of the hand microphone; (b) a throat microphone with a hand or foot control, to free both hands for driving; (c) a large-dial clock in lieu of the stopwatch (although it should be mentioned again that no particular difficulty was experienced in reading the stopwatch using the study technique outlined previously); and (d) a bracket for mounting the dictating machine. In Arkansas the practice has been to mount the unit over the floor against the center of the instrument panel at seat level.

Advantages of the study procedure are self-evident: (1) only one man is required for the operation, hence lower cost; (2) no special equipment is needed

and the dictating machine can be immediately converted to ordinary office use; (3) miscellaneous delays at random locations can be recorded without difficulty, a feature not true of other types of speed-and-delay equipment; and (4) the data can be plotted directly from the voice recording to the speed-and-delay chart, thus precluding any transcribing.

A second study procedure was tried and found unsuccessful. This was as follows. During the study the machine was kept in continuous operation without making field watch reading. This was done with the thought that the time reading could be recorded in the office in conjunction with the routine transcribing. After a brief trial, this method was ruled out because the recording speed of the machine was found to vary from the play-back speed, which would require a laborious correction to the time readings. Further, it was found that the transcription time was much longer because of the necessity of waiting through the "dead spaces" in the recording.

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### CLOSE SHAVE

So you've had a close shave with an accident? Is it luck? Law of averages? Just one of those things? Nope. It's a warning sign.

It's a sure warning sign that your driving performance is slipping. It's also a sure tipoff that the next time you may really be involved in an accident, if you don't get your driving performance back on that safe professional level.

--American Automobile Magazine

# JEST FOR FUN



by Jimmy Zinn

## FROM THE MOUTHS OF BABES

At a warm-up of the Quiz Kids radio show, somebody asked, "Can you think of any proverb that helps you in your relations with your father?"

"There's no fool like an old fool," said one angel-faced little boy.

## EGO

A flirt is a woman who believes that it's every man for herself.

## DILEMMA

Girl elevator operator, alone in the car with a sailor, "Going up...going up. Anybody else going up? Please, will somebody go up!"

## REASON ENOUGH

Into town on his regular Saturday visit came a lanky Tennessee Mountaineer and his young wife. In the crook of his right arm nestled a week-old baby.

The dry-goods merchant, who had not seen the couple in quite a while, greeted them affably, "Well, well, come right in folks, glad to see ye! Is that yore young'un, Lem?"

Lem pondered thoughtfully for a moment, then replied, "Wal, yeah, I reckon it's mine. Leastways, it wuz caught in my trap."

## GOOD QUESTION

The nine-year-old son of the Commander of the Nantucket American Legion Post listened open-eyed to his Sunday School teacher's vivid description of the nailing of Christ to the Cross.

In the ensuing pause, with flushed face and clenched fists the excited youngster shouted: "Well, where in---- were the Marines?"

## WHAT'S IN A NAME

Some years ago the Brown Hotel in Louisville, Kentucky, adopted the custom of naming a room in the inn for each winner of the Derby. There is a Zev Room, a Gallant Fox Room, a Whirlaway Room and so forth. But after the 1946 Derby the management decided to abandon the practice. The winner that year was Assault.

## KID STORY

On an early morning breakfast food radio show an announcer asked a small boy three times, "What cereal do you really want in the morning, Sonny?" Three times and still no reply from the little man. Then the kid's voice came wailing over the air, "You're hurting my arm, Mister!"

## ALL DEPENDS

"Won't you be happy when your sentence is over?" asked the lady who was visiting a convict.

"I don't know, Ma'am. I'm in for life," he said.

## FEMININE LOGIC

Woman driver to passenger: "Look how close that maniac's driving in front of me."

## FRUSTRATING

No wonder the hen gets discouraged. She can never find things where she laid them.

## RADIO-ACTIVE

A Chief Clerk was telling another supervisor, "When I walk through the typist pool I feel like a piece of uranium approaching a whole battery of geiger counters." "...what do you mean?" the other man asked. "The closer I get the faster they click!"

*the partyline*

IBM DIVISION

Nadine Trantham- Reporter

Art Johnson, returned from a business trip to Los Angles, and reports it is wonderful if you like "Bumper to Bumper" traffic. Any way he came back smarter than he left.

\* \* \* \*

Rita Hardcastle was very happy to have her brother, James, visit her after 18 months of sea duty.

\* \* \* \*

We are glad to report that Gladys Plunkett is back with us after being out for some time with the flu.

\* \* \* \*

Erma & Robert Jetton spent the weekend in Hot Springs at the races. I understand the races were wonderful: But "Oh" those flat billfolds.

\* \* \* \*

Wilda (Billie) Ratliff spent a week end in Searcy recently, visiting Harding College.

\* \* \* \*

What's the old saying about bad pennies returning? Well, that's just what happened to us in the form of "Penny" Pennington. We are glad to welcome Penny back after six long years.

MATERIALS AND TESTS

Steel and Rodgers - Reporters

Joe Irwin, a former employee of our department, stopped by for a short visit the other day. Joe will finish school this year at the University of Arkansas.

The month of March was Birthday Month for the following in our Division: Fred Clark, J. L. Owens, G. W. Roark, Frances I. Roller, and James D. Taylor. Happy Birthday, folks! Many, many, more of 'em.

\* \* \* \*

James W. Logan, Material Inspector, resigned recently to go into business for himself at Sheridan. Good luck, Logan.

\* \* \* \*

Odell Ballard, who has been absent for several months due to an accident, has returned to work. We are all glad to have you back, Odell.

\* \* \* \*

Several of our employees have been feeling not quite up to par because of colds but none of them have had to miss work more than a day or two, we're happy to report. We've been lucky.

ADMINISTRATIVE OFFICE

Sallie Alexander - Reporter

V. E. Scott, our Administrative Assistant, entertained Mr. Eldridge with a birthday luncheon March 13 at Lido Inn. Guests were: Glenn F. Wallace, Cecil S. Lynch, Ferol Jones, Joyce Spencer, Pat Denson, Betty Lane, and your reporter. We all had a delicious lunch. Congratulations, Mr. Eldridge and we all hope you have many, many more.

\* \* \* \*

We missed Dorothy Switzer, secretary to Mr. Scott, during her absence from work. Dorothy had an accident in her home when she fell cutting her forehead, which required several stitches.

*the partyline*

OFFICE OF CHIEF ENGINEER

Leontee Connelly - Reporter

PLANS DIVISION

John Hicks - Reporter

GOOD NEWS!!! Our Chief Engineer, Ward Goodman, is well on the road to recovery after a serious illness during the past two weeks. He is a patient in St. Vincent's Infirmary. During his absence, his Assistant, Bill Shumaker, is taking over his duties, with the help of all the Division Heads of the Highway Department.

\* \* \* \*

We are sorry to report that Jack Keilch's father, Mr. Richard Keilch, is in the Veteran's Hospital, seriously ill. We hope he improves.

\* \* \* \*

A hearty welcome to Mrs. Georgianna Billingsley who came to our rescue in the Office Engineer's office during the illness of Modelle Perry. We are very happy to report that Modelle is now back at her desk.

\* \* \* \*

Others on our sick list recently are: Guy Cobb, Drainage Engineer, who has been off for two weeks with a virus infection, (but we're happy to say he's back with us), and Mr. Carl Kolnoski, who has been ill at his home for the past several days. And Jim Boen reports that his wife, Lucille, is back working again after an operation in February.

\* \* \* \*

We regret to report the death of Mr. William Goodman, father of our Chief Engineer, Mr. Ward Goodman, on February 27. We extend our deepest sympathies to the Goodman family.

Travis Orton, Ralph Rogers, Frank Hutchison, Bob Narrell, Pat Huddleston, and Joe Hicks attended the Highway Short Course at the University of Arkansas on February 28 to March 1. Everyone reported both an interesting and most enjoyable week end.

\* \* \* \*

Mike Hedrick, University student, who spends his summers in the Drafting Room, has recently been employed at Fayetteville in District 5.

\* \* \* \*

We welcome John Adams as a member of our personnel. John has been with Fred Pulliam's squad since March 1.

\* \* \* \*

Duane Reel has become one of the "landed gentry," having purchased a five-acre tract of land on the Crystal Valley Road.

\* \* \* \*

Joe Hicks enjoyed a 15 minute visit from his cousins, Dr. and Mrs. Ulys Jackson of Harrison, between sessions of a medical convention March 14.

\* \* \* \*

Don Carter, who sandwiches working with attending school, returned to his drawing board on March 17. Welcome home once again, Don.

\* \* \* \*

Ed Linebarger paid the Drafting Room a visit recently. Something seems to call these folks on retirement back to the old "salt mines." Come again, Ed.

## *the partyline*

Fred and Peggy Pulliam spent the week of March 1-9 in Los Angeles, where Fred was attending the Western Regional Conference on "Increasing Highway Engineering Productivity."

\* \* \* \*

Welcome to Miss Linda Clement, who joined our personnel March 1. She is the daughter of F. B. Clement, Jr., who began his career in engineering in the same drafting room in 1936. A young lady in the Plans Division is a bit unusual and Linda is somewhat of an unusual girl, having done quite a bit of world traveling. She graduated from high school in Nouasseur, French Morocco, and attended a finishing school in Switzerland. She was employed by the Corps of U. S. Engineers in Morocco before returning to the States.

\* \* \* \*

Frank Hutchison reports that his son, Phil enjoyed having his name in the magazine, but couldn't quite "dig" how he could be with his grandmother at Russellville while he was really visiting his aunt at Pine Bluff. We're sure sorry we "lost" you, Phil. (We plead not guilty this time...Ed.)

\* \* \* \*

We understand that several of our number are "cramming" for the engineering exam in April.

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### PERSONNEL DIVISION

Hazel Norman - Reporter

Jackie Wallace drove up to Heber Springs for the week end recently, to visit her grandmother, Mrs. Nora Wallace.

We have had several of our personnel on the sick list recently. Rhoda Bintliff won in a bout with the flu we're happy to report. Nebraska Droughter was in the hospital for an operation in February but is back at work making his mail route. Jack Roland is still hospitalized after an automobile accident. We hope he continues to improve.

\* \* \* \*

We will be sorry to lose Myrna Key. Myrna is quitting for two reasons...to await Mr. Stork, due around the latter part of June or early July, and also she and hubby, Preston, are tentatively planning to move to Memphis. Myrna has been working on the magazine and doing a fine job. She and Martha collaborate on the ideas for the art work, but Myrna has been doing the actual work. Good luck, Myrna and Preston.

\* \* \* \*

Welcome to Lucille Sowell, the newest addition in our office. Lucille came to us on March 11. A native of Austin, Lucy has been living in Little Rock since 1938. She and hubby, Arthur, with their son, 15 year old Jimmy, reside at 1124 Peyton Street. Glad to have you, Lucille.

\* \* \* \*

New change of address: Eleanor and Bill Huie with daughter, Rita, moved to No. 6 Darby Place in February. Eleanor said they like it very much out there. Eleanor will also be leaving us soon to await the long-legged bird. She and Bill would like to have him bring them a brother for Rita, but that remains to be seen. Good luck, Eleanor and Bill.

# *the party line*

Our afternoon elevator operator, Frank Lewis, is enjoying a few days off to be with his son, who is visiting the Lewis' on a vacation. We bet that he does some fishing, since that's his pasttime.

\* \* \* \*

And Jeff Holland, our day operator, is off and feeling miserable as a result of a bone felon. Those things can really be painful. Hope you're better soon, Jeff.

\* \* \* \*

Your reporter was happy to have old friends, Mr. and Mrs. Travis Bailey, from the old home town, Monroe, Louisiana, as week end visitors recently.

\* \* \* \*

Martha Lee and Harry Adams enjoyed a day at the races on March 15. They said they had a fine time and didn't lose. Harry, who is working in Memphis, flies in every week end to be with Martha and son, Jimbo.

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## EQUIPMENT AND PROCUREMENT

Mary M. Hill - Reporter

We extend a welcome to Mrs. Martha Pearle who joined our forces as switchboard operator in the Equipment and Procurement Division on March 11. Martha replaces Sally Schadt who resigned February 28. Glad to have you, Martha.

\* \* \* \*

J. T. "Red" Shaw, his son and a friend, spent the week end of March 16 at Lake Village fishing. Red reports that the fish were biting good and they caught quite a few. Let's hope this isn't a big "fish story."

We are having a new switchboard installed in the Equipment Office. It is much more attractive than our old one and we hope it will give much better service.

\* \* \* \*

Mr. and Mrs. Bernie Cox's little boy broke a collar bone. Also, David Wade, son of Mr. and Mrs. Wade, fell and broke his leg on March 1. We hope both of the boys are improving and will soon be well again.

\* \* \* \*

Mr. J. G. Meredith, Jr., and Mr. C. Don Hayes attended the Road Show in Chicago from January 22 through February 2. We are sure they had a most enjoyable time.

\* \* \* \*

Barbara Jo Taylor, daughter of Mrs. Elsie Taylor, is sick in bed with the measles. We surely hope you will soon be feeling better, Barbara.

\* \* \* \*

J. T. "Red" Shaw was pleasantly surprised with a birthday supper the night of February 25. All of his children were present and they reported a wonderful time. Red won't tell us his age though.

\* \* \* \*

Joe Stinson and G. G. Carter attended school at Lewis Diesel Company the week of February 18.

\* \* \* \*

We extend our sincere sympathy to Mr. Allen M. Pannell in the loss of his father-in-law who passed away Saturday, March 16.

# The partyline

Miss Bonnie Collins was honored with a bridal shower given February 23 at the home of Mrs. Kay Bonnell. Games were played and refreshments were served by the hostesses, Mrs. Kay Bonnell and Miss Patsy Navens. The honoree received many lovely gifts.

\* \* \* \*

Mrs. H. W. Pittman left March 13 for Norfolk, Virginia, to visit her daughter, Mrs. R. M. McCray while Mr. McCray is on a voyage.

\* \* \* \*

Mr. and Mrs. Lem Kirkpatrick were visitors in Denton and Dallas, Texas the weekend of February 22. They were visiting their daughter, Kitty Wade, who is enrolled at TSCW in Denton.

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## STATISTICS AND ANALYSES

Headrick and Hume - Reporters

Lost: One Meteor? For those of you who missed the excitement Friday night, March 15, an object or ball of fire passed over the western part of Little Rock, moving in a southwesterly direction. This unknown object appeared to drop somewhere southwest of Little Rock, but no evidence has been found that would indicate that a meteor actually landed in Pulaski County. Another flying saucer story, maybe?

\* \* \* )

Mrs. Iva Hemphill has retired from the Highway Department after 15 years of service. During that time she was employed by Statistics and Analyses. We will miss her but wish her good luck and happiness.

Vealess Hudspeth, Jim Yarbrough, and Y. W. Whelchel attended the Highway Capacity School sponsored by the Bureau of Public Roads at Fort Worth, Texas, on March 11-15. The course covered all traffic problems that affect Highway Usage known to the Bureau. Problems and solutions were worked out in the regular classroom work.

\* \* \* \*

Pete and LaVone Benetz are the proud and happy parents of a baby daughter who arrived via the Storkline, care of Baptist Hospital, on March 8. Mother and baby are fine...Papa is improving. Congratulations to the happy couple.

\* \* \*

Mr. Herring and Bill Looney attended the Interstate Cost Estimate Conference at Fort Worth, Texas, March 4 and 5. The states represented at the conference were: Oklahoma, Texas, Louisiana, and our state, Arkansas.

\* \* \* \*

Congratulations, Bill Moore! For winning the area speech contest recently in the Albert Pike Hotel. Bill is a member of the Twin Cities Toastmasters Club, and will represent this area in the district contest in Memphis May 4. Good Luck, Bill.

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**SKID TIP:** If the rear of your car begins to skid, you must react immediately by turning your front wheels in the direction of the skid. Once you have overcome the skid and you are again moving in the desired direction, then either pump your brakes to slow down, or lightly accelerate to keep moving.

# *the partyline*

## DISTRICT 1

Headquarters Kathryn Booher Jonesboro

Mr. Perkins and Mr. McCain attended the school in Little Rock on February 25 and 26. Mr. McCain spoke on Concrete, Steel, and Timber Piling and following his speech, Mr. Perkins held a general discussion. We understand they both did a very good job and much was accomplished from the meeting.

\* \* \* \*

The following persons from our District 1 attended the Second Annual Highway Short Course in Engineering at the University of Arkansas, on March 1-2: J. C. Perkins, Sr., L. A. McCain, G. E. Nunnally, J. M. Rush, H. C. Martin, J. F. Price, M. S. Smith, F. M. McCool, E. W. Smith, V. H. Shassere. A most interesting and informative program was presented and much was benefited from the course. The trip was enjoyed by all.

\* \* \* \*

Mr. Kelly is still convalescing in St. Vincent's Hospital in Little Rock after undergoing surgery about a month ago. We continue to extend our most sincere wishes for a speedy recovery.

\* \* \* \*

J. C. Cobb of the Construction Division, is filling in, in the Permit Department during Mr. Kelly's illness. We are certainly glad to have someone helping out on that because there is really a great work load concerning permits in District 1, and it must have constant attention at all times. Mr. Cobb is doing a good job.

We enjoyed visits recently from the following out of the Little Rock office: Harry Wright, Bob Johnston, and F. C. Bogart from Forrest City. We hope they come again soon.

## DISTRICT 1

Division 10 Peggy Kirchoff Paragould

We extend a welcome to our new Fuel clerk, Essie Porter. She joined us on January 16 and is replacing Linda McSpadden, who left us recently to await a visit from the Stork. We are glad to have Essie and hope she enjoys working with us.

\* \* \* \*

A member of our staff joined the ranks of the happily married recently. F. F. Lovelace was married March 5. Our heartiest congratulations to him.

\* \* \* \*

We were glad to have visitors from the Little Rock office recently...very glad, in fact, as they brought our checks! It is always a pleasure to have Bill Hoggard and Lee Wagner visit us, though, and we hope they come again soon.

\* \* \* \*

Jesse M. Rush, Division Maintenance Superintendent, attended the second Annual Short Course in Fayetteville March 1 and 2.

\* \* \* \*

Sue Talley and her husband, Tommy, spent the weekend of March 9 in Louisiana attending a "Talley Family Get-Together" and we understand they had a most enjoyable time.



# The party line

The employees of Division 10 have completed their First Aid Classes conducted by Neil May and are looking forward to receiving their standard First Aid cards.

\* \* \* \*

Thad Crowley went to Batesville to lend a helping hand with the inventory.

\* \* \* \*

We have already started "spring cleaning" in Division 10. The office and shop are being repainted and cleaned.

## DISTRICT 2

Division 2 Ouida Grimes Pine Bluff

Jesse D. Herring, Night Watchman, went to his old home place in Winona, Mississippi recently. He left there 62 years ago and of all his relatives, only two cousins remain. The place had grown up he said, but he remembered where the house, well and spring was. We're sure it must have stirred fond memories to return. He was accompanied by his half brother, Dewey Nelson of Little Rock, and his sister, Eunice Ross of Pine Bluff.

\* \* \* \*

Selma Chavis took two days vacation and went with her husband to the Arkansas Bottlers Convention at the Marion Hotel in Little Rock March 10-12. She enjoyed every minute of it. She even ate a little Rattle Snake, but refused to try the fried worms and toasted grasshoppers. (Can't imagine why not.)

\* \* \* \*

James Pierce was recently ordained a Deacon in the Centennial Baptist Church of Pine Bluff.

The First Aid classes at Lake Village were completed with a fish fry and everyone had fun. Woodrow Wilson, teacher, had his pupils put on demonstrations of the things they had learned.

\* \* \* \*

Hurshel Harwell helped the Inventory crew take inventory at Batesville and reported that he really enjoyed it. He said the country was beautiful up there.

\* \* \* \*

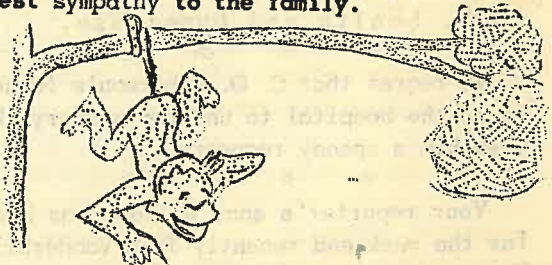
Mr. and Mrs. H. R. Lucus are more than happy to have their daughter, son-in-law, and two granddaughters living in Jonesboro now. They spend a lot of their week ends with them.

\* \* \* \*

Brewster Shalmy, H. R. Lucus, and O. A. Tinsley attended the annual Short Course in Fayetteville at the University March 1 and 2. They reported that they had a wonderful time.

\* \* \* \*

Roth Rabb's Mother-in-law, Mfs. Jones passed away recently. We extend our deepest sympathy to the family.



REPORTER'S  
DEADLINE  
APRIL 16

*the partyline*

DISTRICT 2

Construction W. L. Wright Pine Bluff

We are proud to say that each issue of "Arkansas Highways" is eagerly accepted with pleasure by all the boys. (Thanks, fellows. You make us feel proud.) The two little fawns on the cover of the last issue could well represent two classes of people...one is interested in nature and his fellow creatures, and the other takes everything for granted.

\* \* \* \*

We are sorry to lose Johnny Albritton, who resigned February 22 to accept other employment. We miss him and wish him lots of luck on his new job.

\* \* \* \*

Jerry Jerome Estell is our newest addition to the personnel and he is already adapting himself to his duties and his fellow-workers. Welcome, Jerry.

\* \* \* \*

Congratulations to Mr. and Mrs. Claude O. Roberson on the arrival of baby girl. Baby and mother are fine. We wish them luck, health and happiness.

\* \* \* \*

We regret that C. O. Roberson's father is in the hospital to undergo surgery. We wish him a speedy recovery.

\* \* \* \*

Your reporter's son, Wilton, was home for the week end recently from Vanderbilt University where he is a sophomore. Although he is making good grades, he's not getting all "A's" as he did during each of his four years in High School. (Sounds like he's a genius....)

DISTRICT 3

Division 3 Olive Jackson Hope

G. W. Stanford, Bill Hoggard, Leo Causey and Ed Orsini from Little Rock, were taking Inventory in this Division recently. Also, assisting, were Maxwell Smith and David Lee of Camden.

\* \* \* \*

This office had a very pleasant surprise from "Uncle Harve" McCorkle on February 27. "Uncle Harve" is now living with his son in Carmi, Illinois.

\* \* \* \*

The following employees in this Division were awarded Service Pins and Certificates of Merit in the month of March: Loyd Haynie, 15 years, Hershel Taylor, 10 years and Leonard Ponder, 5 years.

\* \* \* \*

We are glad to report that Georgia Whittemore, Fuel Clerk, is back on the job after a recent illness at her home.

\* \* \* \*

Congratulations and best wishes to John Wm. Barham and Mary Glanton who were married on Saturday, March 2 at the home of Rev. W. E. Tomason in Prescott. John Wm. and Mary are at home in Hope.

\* \* \* \*

Floyd Pharris, Jr. assisted in taking Inventory in Division 4 in Fort Smith the week of March 4; and W. C. Beck assisted in taking Inventory in Division 8 in Russellville the week of February 25.

\* \* \* \*

We are very happy to report that Hollis Dillard is back on the job after an illness in February.

# The Partyline

We extend our deepest sympathies to Floyd McCorkle in the loss of his father, Mr. E. S. McCorkle, who died March 3.

## DISTRICT 3

Division 7      Sula Burnham      Reporter

Approximately 115 employees from Division 7 have completed 15 hours of their First Aid Classes. Thanks to Ted Maryman, Division 3, for instructing classes for us. The men were very interested in the course and are looking forward to receiving their First Aid Cards.

\*   \*   \*   \*

Samuel Howard from Bradley County is attending the Special Training School at Little Rock. Congratulations, Samuel, and we are sure you will receive much useful knowledge from it.

\*   \*   \*   \*

We are sorry to report that Mrs. Best, Mother of John Best, is in the hospital at Shreveport, Louisiana, where she underwent surgery. We wish her a very speedy recovery.

\*   \*   \*   \*

David Lee, Jr. doesn't have a song of spring in his heart these days...but we are sure that a week end in Houston March 22 will fix things up.

\*   \*   \*   \*

Your reporter received her Service Pin for 15 years of service recently. (Congratulations, Sula.)

A Park Avenue doctor's overdue bills now bear a sticker which reads: "Long time no fee."

## M&T Inspectors

The Materials and Tests Division has been active in teaching the Highway Training School. Mr. E. L. Wales teaches a course in Soils Testing and Classification. This also includes compaction and density determinations on both soils and base course materials and gradation of base course materials and aggregates. This course covers about seven days.

Russell Newsom teaches a course in Concrete Mix Design and Control. The students learn to make tests necessary to design a concrete mix by the Absolute Volume method, that is, Specific Gravity and Absorption, Dry Rodded Weight per cubic foot, and gradation. With this information they learn to design a mix and then make batches of concrete and test them for slump, air content and yeild and mould cylinders and beams for strength tests. This course covers four days.

Henry Schneider and John Pendergrass have alternated in teaching Hot Asphaltic Concrete Mix Design and control. The students are taught to make sieve analyses of the constituent aggregates, compute a cold feed blend of the materials, and to recombine the materials from the hot bins with asphaltic concrete in either a batch plant or a continuous mix plant. They are shown the Marshall Method of designing Hot Mixes for Stability, Flow and Void Ratio. This course lasts four days.

Henry Dreher, Joe Magness and Edward Rauch are instructors in the Laboratory for all three courses.

Some people are like blotters. They soak it all in, but get it all backwards.

