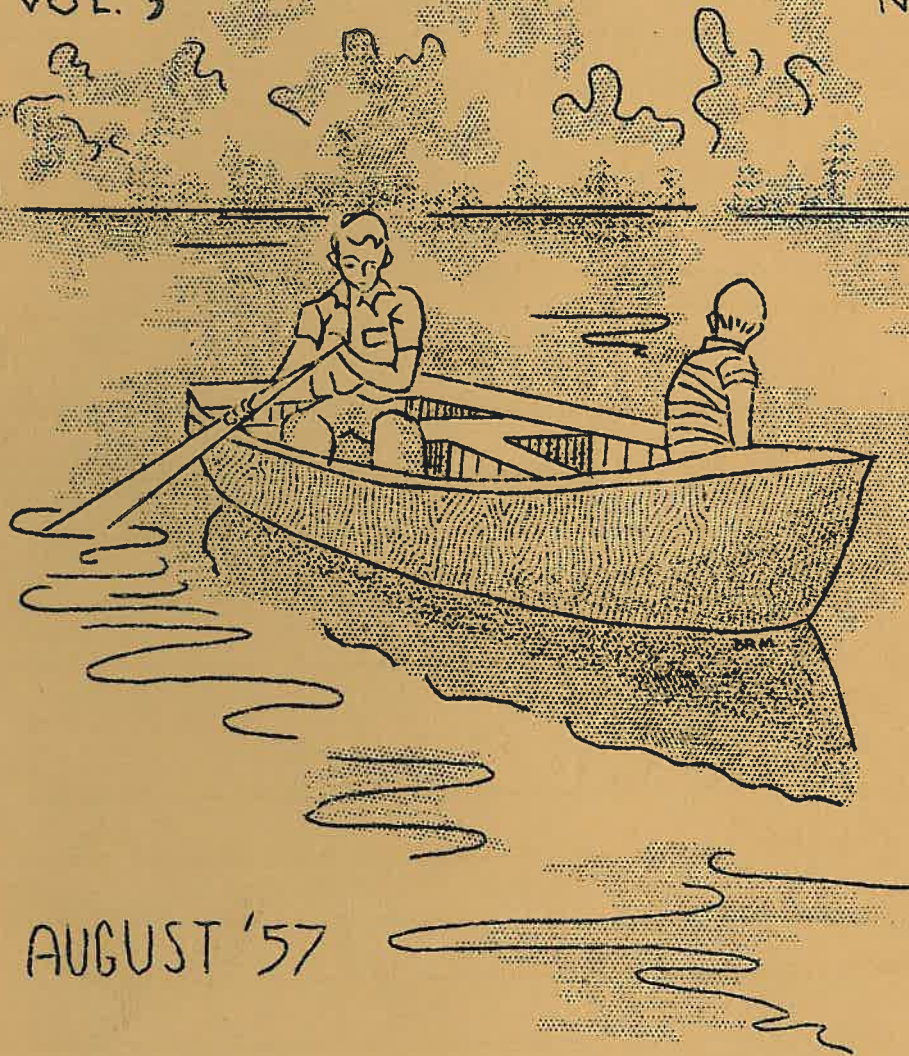


ARKANSAS HIGHWAYS

VOL. 5

NO. 8



AUGUST '57

ARKANSAS HIGHWAYS

A Monthly Magazine for Employees of The
Arkansas State Highway Commission

Vol. 5

August, 1957

Vol. 8

STATE HIGHWAY COMMISSION

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AROUND THE BUILDING

Mr. Eldridge spoke at several clubs around the State during July. Among the engagements filled were: Tuesday, July 2, Pine Bluff Rotary Club; July 11, Conway Rotary Club; and July 16, the El Dorado Lions Club.

Friends and co-workers paused for a few minutes on July 11, to say an official "welcome back" to our Chief Engineer, Ward Goodman, and an incidental but warm "Happy Birthday." Scene of the open house was the little Commission Room, and the hosts were personnel from the Office of Chief Engineer.

Beside Mr. Goodman at the door was his wife, Mamye, quite evidently enjoying their friends, some of whom they have been associated with in the Department since Mr. Goodman's service began in 1930.

Guests were served from twin punch bowls at a beautifully appointed table centered with American Beauty roses, Silver candelabras with white lighted tapers and sheaves of red carnations with green palm fronds formed the background for a birthday cake iced in a delicate green, and bearing three candles which the creator of the confection, Leontee Connelly, identified as symbolizing the past, present, and the future.

Presiding at the punch bowls were: Ferol Jones, Virginia Tackett, Joyce Spencer, and Mrs. Connelly. Lucille Dishough had charge of the guest book. Special guests were Mr. Goodman's mother, Mrs. W. R. Goodman, and sister, Mrs. Bernice Swan. (The affair was really lovely and enjoyed by all..Ed.)

On the last day that Mr. Rives served as Maintenance Engineer, he stopped by the Personnel Office to tell us goodbye and said he would like to convey the following message:

"I want to express my sincere thanks to the boys in the Maintenance Division over the State, for the very wonderful cooperation they gave me during the four years I was Maintenance Engineer. It is my fervent hope that the same courteous, cooperation will be extended to the new Maintenance Engineer, Mr. R. B. Winfrey."

Mr. and Mrs. Rives are settled in their new surroundings in Camden at 612 Chestnut Street. Their son, A. G. Jr., who is employed in Surveys, is living with them. Another son, James, is with the U. S. Marines in California.

Highway Department employees had a lot of walking to do while our parking lot was under construction. We think everyone will agree with us, though, that the walk was well worth the effort, now that we have seen the finished job. The work was done by Richard Stanton and his Division 6 crew, and was under the supervision of John Sanders, Division Maintenance Superintendent. The Signs and Stripes crew repainted and it really looks sharp.

A word of warning to the "parking violators" who, to save a step or two, park in front of the building: the Arkansas State Police has been authorized to give tickets to cars parked in front of our building, the State Capitol, and other buildings on the Capitol grounds. Lets leave the front for our visitors, please.

HOW HUMOR CAN HELP SAVE LIVES

In North Carolina these days, out-of-state travelers are at first surprised then completely captivated by a series of pert little safety signs they encounter all along the 196-mile portion of US 301 that crosses the state.

Crossing over the state line, motorists are greeted by a tandem arrangement of the little blue and white safety odes that conclude "These Helpful Signs Will Guide Your Way. So take your time, Enjoy Your Stay."

For the rest of the way drivers are humorously admonished every mile-and-a-half by one of the signs, erected by the State Highway Commission as a contribution to the state's traffic safety program.

He will have passed such reminders as "Careful with a Carfull." and "If You're Late Let 'em Wait." Troopers will explain cheerfully the safety odes are a project of the Governor's Traffic Safety Council, headed by the Tar Heel Motor Vehicles Commissioner Ed Scheidt, who took over the department in 1953 and began to lead the all-out offensive against traffic accidents.

Apparently people like the signs. Comments have been mostly favorable, but there has been some criticism too. Some think the signs are "corny." A couple of North Carolina Highway Commissioners, Donnie Sorrell and Forrest Lockey, hold the composers' rights for the safety verses. They say, "We've taken a lot of

kidding about the signs, but obviously people are reading them and that's the important thing.

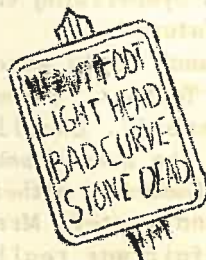
Many of the verses are keyed to specific road conditions ahead. This side of a hill, for example, motorists are apt to see, "Don't be Impatient, it's a Short Hill." Or perhaps approaching a curve, they'll be chastened with "Heavy Foot, Light Head, Bad Curve, Stone Dead."

Some of them are rhymed to get the point across. Odes like "A minute You Spare, Will get you There," and "If your Trip is too Fast, it May be Your Last," appear frequently. In fact, most of the signs give out with friendly persuasion that safe driving is best. But a scattering of them put it more bluntly with "Somewhere Ahead--Radar!" and "Are you Driving yourself to Death?" and "If you Must Kill Yourself, Get Off The Highway."

Many travelers have submitted slogans of their own. A sample contribution: "Speeders, Sutures, and Blighted Futures," which the officials collect for possible future use.

Under Commissioner Scheidt's leadership, the Tar Heel State announced earlier this year it had achieved the lowest fatality, mileage rate in the state's history during 1956.

-- Highway Highlights



"TEN SECONDS TO LIVE....."



He pushed his sleeve back, held his wrist close to the lighted speedometer, squinted to read the time. A little after nine. Five, ten minutes after. Ought to be home in a half an hour.

If he'd known he had only ten seconds to live, he might have checked the time more closely. He might have done several things differently...

Ten seconds to live. He massaged his eyes with thumb and middle finger, trying to rub out some of the sand.

Nine seconds to live. He'd driven almost eight hours since lunch, and was beginning to feel it.

Eight seconds to live. Lousy driving in the rain. Light from your headlights just seems to soak in along the water.

Seven seconds to live. Probably need a new windshield wiper blade. Old one just spreads the water around instead of wiping clean. Get one tomorrow, or next time it rains.

Six seconds to live. Somebody threw a cigarette out of an on-coming car. The red glow dissolved almost before it hit the pavement.

Five seconds to live. He planted his heels firmly on the floorseat, trying for comfort.

Four seconds to live. At 60 miles an hour, a car covers 88 feet of pavement every second. Four seconds, 352 feet.

Three seconds to live. Something looked wrong through the blurry windshield. A tentative dab at the brake stiffened into desperate pressure as he made out a truck ahead.

Two seconds to live. Panic moved in. Turn to the left. No, car coming. Headlights too close. Can't make it. Turn to the right.

One second to live. Horror numbed everything into slow motion. He was floating right through the air. He opened his mouth to scream.

Note: The above is a reprint of a widely-published article written in 1953 by a safety-minded Iowa advertising man. Today's highway slaughter makes it even more appropriate than ever. The ironic footnote to the article has to be added that the author was killed in 1954...in a highway traffic crash.

LOADOMETER SURVEY

by Y. W. Whelchel
Statistics and Analyses

The Federal Aid Highway Act of 1956 is no doubt the most important and far-reaching single piece of Highway Legislation in our history. The Act is longer than the entire issue of this magazine so consideration of any part in a publication such as this must necessarily be limited just as this discussion is confined to studies and investigations requested by Congress in section 210.

Many of us may be inclined to think of this Act in terms of one of the end results, that is, final construction of the Interstate network to four or six lane, divided, controlled access, express highways. It is exciting of course, to look ahead to the time when Arkansas travelers will be able to drive from Arkansas to California, New York, Florida, or just about anywhere in the U. S. on those new super highways. But, for Congress, the Department of Commerce, the Bureau of Public Roads, and top level Highway Administrators, many hurdles and complicated problems cloud the picture. Far from being the least important of these problems, and one in which we as individuals will be inevitably concerned, is the problem of financing the huge project.

There always has been, and probably always will be, arguments as to an equitable distribution of the tax burden among the various classes of persons and types of vehicles using and benefiting, directly and indirectly, from the different systems of roads.

In order that the Congress might have sufficient information for determining an equitable tax structure to support the vast road improvement program, section 210 of the 1956 Act provides for a series of studies and investigations which will, when completed and reported to Congress, point out to them and other interested people (1) the benefits being derived by the various classes of persons using such highways, and (2) the relative degree in which those benefits are realized, thus indicating (3) the relative obligation and obligation and responsibility of those various classes of persons in meeting the cost of such highways. These studies and investigations fall broadly into three categories: 1. Investigations of the effects on design, construction and maintenance of highways resulting from the use of vehicles of different dimensions, weights, and so on; and, 1-a. Such different vehicles' frequency of occurrence in the total traffic stream. 2. Studies of the design, construction and maintenance costs attributable to each class of highway users by reason of the effects investigated in category 1 above extended to, 2-a. Studies of the proportionate shares of the total costs for each class of highway users by reason of their proportionate incidence in the total traffic stream. 3. Studies of the benefits derived by each class of road user from actual use of such highways, and, 3-a. Studies of direct and indirect benefits accruing to any class by reasons other than actual use of such highways but attributable to public expenditures on such highways.

These studies and investigations are to be coordinated with other research of a continuing nature initiated by earlier Federal Aid Highway Acts in order to develop a comprehensive understanding of road use never before available to highway planners and administrators.

The Division of Statistics and Analyses is at present compiling information from the field and from records of various sources in order to furnish the data required for our part of this huge project.

Weighing Operation

Probably the most obvious phase of study is the truck weighing operation now being conducted by S and A on the public roads and streets of Arkansas. This phase of study is commonly referred to as a Loadometer Survey and covers all vehicles on the road except passenger cars. The name is derived from the scale used to obtain axle weights of vehicles.

Early in April of this year plans were made to operate some 55 loadometer stations on the 75,000 miles of our Arkansas road system, state highways, county roads, and city streets.

Some 32 college students and high school graduates were hired in June. Preference, of course, was given to engineering students and an effort was made to recruit students from all over the State. An intensive training schedule was set up to thoroughly familiarize the employees with techniques for obtaining required information while at the same time maintaining and promoting good public relations.

On June 17, the survey was started. Three crews, working eight-hour shifts,

operate each station for 24 hours around the clock. New and modern weighing equipment allows the crews to obtain the axle weights of all trucks, trailers, buses and all other vehicles, except passenger cars, in a matter of seconds. Although this study is referred to as the Loadometer Survey or Vehicle Weight Survey, the axle weights are but a small part of all the data obtained. In addition to the weight data the following information is recorded: station number, date, day, hour, road system, direction of travel, license number of each unit, axle type, body type, year model, make, commodity carried, degree of load, type of license, source of power (fuel), registration basis and weight. At the same time, 24-hour manual classification counts of all vehicles are made to record the proportionate composition of the total traffic stream. The manual classification counts will be repeated once each season of the year through next spring.

On high volume locations, vehicles traveling in one direction are stopped, alternating directions every two hours. On lower volume roads all vehicles are stopped. The entire process of weighing each axle, obtaining, and recording all the information, requires less than one minute even on the largest vehicles. Perfecting the procedure to this high degree of efficiency insures a minimum of delay for the truckers and other drivers.

The present schedule allows for completion of the field work in mid-August. Statistics and Analyses welcome visits by highway employees to any of the stations in operation where they may see first hand just how the information is obtained.

MR. "COLLIE" CARLSON

Engineer of Bridge Design Division, L. P. Carlson, or "Collie" as he is more affectionately called in the Highway Building, is a man who is devoted to his particular field of engineering.

That his propensity is to structural engineering is quite evident as he was a bridge designer for a railroad company, and a structural engineer with an Oklahoma City steel and iron company before coming to the Highway Department in 1927. After a lay off in 1929 of three years, he resumed his career in 1933 in what was then a bridge design section in Bridge Division. It became the Bridge Design Division as it is known today, when the other functions of the office were transferred to Construction, Surveys, and Maintenance.

His parents, Andrew John, and Hulda Amelia Carlson, were Swedish immigrants who, after arriving in America, settled in Essex, Iowa, where he was born in 1902 and he grew up in the little Swedish community there. He was educated in the public schools of Essex and enjoyed the usual high school activities, participating in all phases of sports, football, basketball, and baseball. To further his education he worked as a laborer on various construction jobs during the summer months to help pay for his college tuition at Iowa State University. He graduated from there in 1925 with a Bachelor of Science degree, and was a member of the College Glee Club, Phi Mu Alpha music fraternity, Tau Beta Pi engineering fraternity, and Phi Kappa Tau social fraternity.

An ardent fisherman and hunter, he's quite happy in any Arkansas clear water

stream, but his favorite is float fishing. And during the duck season you will find him at any opportunity hunting in the White and Cache River overflow areas, but he had rather lure the mallards with a duck caller, than hunt them. And he has a fishing and hunting diary which he has faithfully kept since 1942.

He was married in 1927 to Miss Martha Schultz, who is also an alumna of Iowa State and was a Home Economic major. Mrs. Carlson is very active in garden clubs and has run the gamut of PTA and Girl Scout activities for their two children, Larry, and Catherine. Larry will be a second year engineering student at Junior College this fall and, like father, like son, he shares all his dad's interests... baseball, fishing, hunting and boating. Catherine, a graduate of TSCW, majored in Physical Education specializing in modern dance and water ballet which she taught for awhile at Alabama College in Montevallo. Her principal interests run to all the arts; music, dancing, and others.

He is a member of Winfield Methodist Church where he belongs to the Friendship Sunday School class; Little Rock Engineer's Club; Professional Engineer's Society; member of the Quapaw Area Boy Scout Council and formerly a Southwest District committee chairman; and belongs to Fish Lake Hunting and Fishing Club.

Last but not least, a man who has the ability to turn a difficult period into a richly satisfying one, is bound to be a happy, well adjusted person. That's Mr. Carlson, for he considers the depression years of the early thirties as the most interesting and educational interlude of his professional career.

DON'T BE HALF SAFE

Hot weather is here and time once more to remind parents of the hazards to be reckoned with in the "good ole' summertime"...over-exposure to the sun, swimming, and many others.

Many parents, unthinkingly, plunge their youngsters in a "nice, cool, bath" to cool them after strenuous activity, not realizing that the change in temperatures can be a shock to their system, plus the risk of catching a cold, sore throat, or an ear ache. The immediate result is cooling, but consider the consequences before you fill the wading pool or bathtub with cold water.

Never leave a small child alone in water for a minute. Everyone knows how active a two or three-year old can be. A sudden slip can panic a child to the extent that they lose control of their limbs or become hysterical.

Water sports are wonderfully exciting, beautiful to watch, and dangerous to the inexperienced swimmer. Water skiing, aquaplaning, or diving should be taught by an experienced instructor, and the pilot of the boat should be well trained in picking up a swimmer. An outboard motor is a powerful, deadly weapon to a swimmer under the water.

The Fourth of July week end is over with a total of 196 persons over the nation, casualties of drownings. How many will there be Labor Day?

Common sense and precautionary measures can prevent most tragedies so Don't Take Chances! Remember this summer for the fun you've had, not sorrow and heartache. Play...yes. But **PLAY SAFE.**

INFO ON INSURANCE PLAN

The Insurance Committee for the Department was agreeably surprised at the high rate of returns on the questionnaire submitted to Highway employees regarding group hospitalization and surgical insurance, according to J. R. Henderson, Chairman of the Committee. Of the questionnaires sent out, 75 per cent were returned and, of this figure, 90 per cent indicated they would enroll in a group insurance plan. And 79 per cent of those answering indicated a desire for family coverage under the group plan. It was also noted that 71 per cent wanted the hospitalization with life insurance.

Since the questionnaire was sent out, the Committee has completed a first draft of the specifications. These are now being reviewed by group experts and should be back in the hands of the committee within two weeks. The next step is to make the final draft of the specifications and submit them to the State Insurance Commission for approval. Upon approval, the specifications and invitation to prospective bidders will be submitted to the Highway Commission for further action. It is the hope of the committee that the Commission may be able to call for bids sometime in September.

The men who serve on the committee are to be commended as they naturally have their regular duties to perform and this work is in the nature of a "spare time" project. They have asked that you bear with them until the plans are completed. Other members besides Mr. Henderson are: Fred C. Tanner, C. A. Shumaker, E. L. Wales, and R. B. Winfrey.

BAYTOWN-LA PORTE TUNNEL

Condensed from Texas Highways
by Forest W. Brown, Designing Engineer

The Baytown-La Porte Tunnel, under the busy Houston Ship Channel, was opened to traffic September 22, 1953, and presently has a volume of approximately 11,000 vehicles daily. This exceeds estimates made prior to completion of the tunnel for 1958.

The tunnel is maintained and operated by a force of 38 men. Fifteen of these men act as guards with four guards on duty at all times to assist and direct traffic through the tunnel. One guard is stationed at each end and two inside the tunnel. Telephones at frequent intervals along the tunnel permit the guards to report accidents. Since the opening, only one accident has occurred and this was caused by brake failure on a water truck.

When a vehicle becomes disabled in the tunnel, a call is sent out for the crash truck. This truck, designed as a crash truck and fire truck, is capable of removing any vehicle that is allowed to use the tunnel.

Occasionally some people request that a guard drive their automobile through the tunnel. Once in a great while, someone becomes frightened after entering the tunnel and a guard is requested to drive them through.

The roadway in the tunnel is 24 feet wide and the vertical clearance is fourteen feet. The lowest point on the roadway is 76 feet below mean low water. Since the tunnel cannot carry overheight trucks, there is a road going up over the

tunnel which allows these trucks to turn around. One of the many questions people ask the guards is, "Why can't I take the overheight truck route over the channel instead of going through the tunnel?" A favorite story circulated about a guard working the late shift tells of an intoxicated gentleman pulling up to the guardhouse and requesting the guard to drive his vehicle through the tunnel. Allegedly, the guard told the gentleman to walk across the street to the crash truck garage and wait. The guard then supposedly drove the car around the overheight truck route and stopped beside the crash truck garage. The grateful man thanked the guard and happily drove off in the same direction from which he had come.

Many people are bothered by the fact that ships are going over the channel while they are going under. Out-of-state cars are often amazed by the fact that there is no toll charge for use of the tunnel. People often comment that the Baytown-La Porte Tunnel is the cleanest and bestlighted tunnel that they have ever seen.

Lights throughout the tunnel are changed as they burn out, and each year the entire system of lights is replaced. Fresh air is maintained throughout the tunnel by three large fans, each capable of furnishing 200,000 cubic yards of air per minute. Normally two of the fans are in operation at all times. During peak hours the fans are speeded up to provide more ventilation.

Panic could overtake traffic fast if the lights were to fail. The tunnel is serviced by 12,000-volt commercial power for each end of the tunnel. This service

has been interrupted on one side during thunder storms on many many occasions, but only three times have both sources become unavailable at the same time. Twice commercial power was off for fifteen minutes, and once for 45 minutes. At the instant commercial power fails, a battery-driven D.C. motor drives an A.C. generator which provides power to operate each thirteenth light throughout the tunnel. As this unit is not large enough to furnish power for all lights, pumps, and ventilation changes, it is necessary that a larger emergency power be used. Within minutes after failure of commercial power, a 150-kilowatt, diesel-driven generator is brought into operation, which will furnish power for all the tunnel lights and pumps and provides enough power to furnish ventilation.

There are always comical aspects in the day-to-day routine of the tunnel operation. Since it is limited to vehicular traffic, guards occasionally provide transportation through the tunnel for bicycles and pedestrians. For a time, they were plagued by a young man who insisted on attempting to go through on a small motor bike which did not have sufficient power to make the entire trip. About three-fourths of the way through, the bike would stall and the guard would call the crash truck to take him the rest of the way. After this occurred numerous times, the guard had the boy push the motor bike out by hand. Since he has not been back, he evidently made other arrangements for transportation.

Total cost for construction of the tunnel project and the approach roads was \$10,205,905.96.

MORE ENGINEERS

More students are preparing for engineering careers this year than at any time since 1948, according to the American Society for Engineering Education. Nearly 243,000 students were studying in accredited engineering schools last fall. This total is nearly equal to the all-time high of 1947 when the colleges were crowded with veterans of the second World War. The increasing numbers of engineering students emphasizes the "overwhelming problem" of engineering colleges, a shortage of qualified teachers to meet predicted needs, Dean W. L. Everitt, of the college of engineering of the University of Illinois and president of the society, says. Engineering students this year total 12.5 per cent of the men attending colleges, compared with 12.1 per cent a year ago. Engineers graduating with bachelor's degrees during 1955-1956 totaled 23,547, compared with 20,200 in the previous year. During the peak of the period when veterans were finishing their college careers, 48,160 engineers were graduated. Dean Everitt calls this year's figures "encouraging." But, he says, "the growing importance of technology and its increasing applications in industry and defense mean that the demand for well-educated engineers must continue to rise. America's engineering colleges must find the means, both financial and physical, to meet the growing needs that today's figures forecast."

From Better Roads Magazine

Steam is water gone crazy with the heat.

STAY HOME!

This summer Little Rock folks will spend thousands of dollars traveling to neighboring and distant states for their vacations. Speaking as a "transplanted" Arkansan, my vote is cast to spend mine here in good old Arkansas.

A few of the familiar and well-known vacation spots are Lake Ouachita, (the fish jump into your boat) Petit Jean State Park, Bull Shoals Dam, famous Hot Springs National Park, and many others. In each of these places you will find a particular native charm and authenticity which lure the tourists each year.

Little Rock is filled with interesting and beautiful old buildings, some of which are important historical landmarks, and many cultural and recreational spots are to be found here and in the vicinity.

For the sportsman's vacation, Arkansas has hundreds of lakes, many rivers, and camping grounds with all the convenient facilities. Woodruff County alone boasts of having 27 lakes, three rivers, and four bays within its boundaries. You name it...you have it. So take your choice.

Stuttgart, the Rice Capital of the world is also known as Sportsman's Paradise because of the annual migration of ducks which flock to the rice fields in the winter. The National Duck Calling Contest is also held here and attracts literally thousands, many of whom try out for the attractive prizes which are given to the winners.

A favorite with everyone is Fayetteville, home of the University of Arkansas. Located in the picturesque Ozarks, (the

oldest mountains in the world) its campus is among the most beautiful in America, from famous Senior Walk, leading up to the majestic splendor of ivy-covered Old Main, to the more modern design of the Arts and Science building, and the Greek Amphitheatre. About ten miles north, near Springdale, is Tontitown, with its "Old world" flavor, called "Little Italy." Here, grape vineyards dot the countryside...the fruit to be crushed for manufacturing a famous name grape juice, a major industry there. And don't forget to eat at Mary Maestri's, for the best chicken and spaghetti you ever tasted. Don't miss Eureka Springs, sometimes called, "Little Switzerland" because this quaint little town is built into the side of a mountain on seven levels. See it and marvel! Jasper, where Diamond Cave is located, is nearby, as is the Burton Saunders Museum, which houses the famous Saunders gun collection, and the great battlefield of the Civil War, Pea Ridge, is in the vicinity, also!

If you yearn to depart from the usual, why not try your hand at diamond hunting? You can, you know, at Murfreesboro, the only diamond crater on the North American continent, and finders, keepers..under certain provisions, of course.

Batesville, (where the livin' is easy) offers a sizeable portion of the "rustic Arkansas flavor" that the city dwellers real about. It is nestled in the foothills of the Ozarks and on the banks of the White River. The River is perhaps more beautiful near Batesville than at any other spot along its course. The charm of the town itself along with the pageantry of the annual White River Car-

nival is attracting more and more visitors each year. It is a spectacle you will long remember.

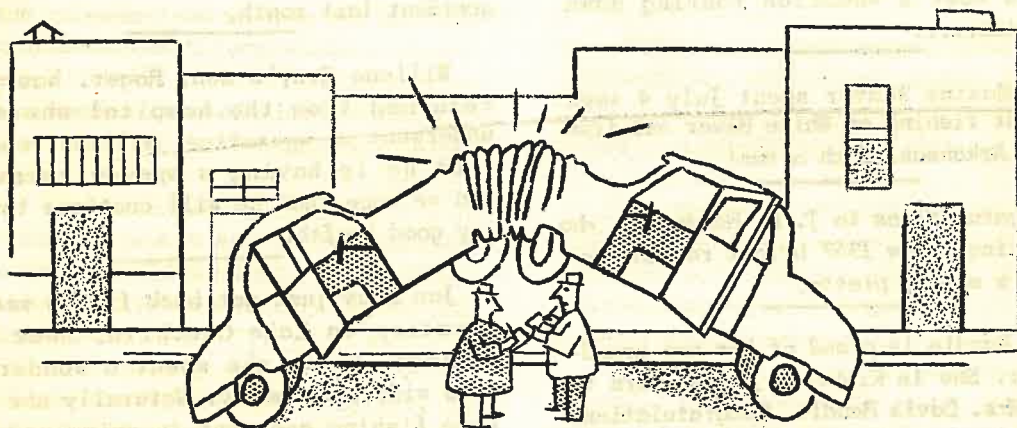
There are many more places, too numerous to mention here, which are equally attractive to the vacationer. So, fellow-Arkansans, before you invest your precious vacation time and money in long, tiresome cross-country trips, decide which type holiday you want...fishing, sight-seeing, or what have you, consider the beautiful spots mentioned, pick one out, (or several) and GO. Our beautiful, smooth Arkansas Highways will lead you to them. Have Fun!

-- Beverly Brady

EMPLOYEES PASS ENGINEER'S EXAM

Six employees of our Highway Department were mighty pleased on June 24 when they learned they had passed their engineering examinations. The six "new" Registered Professional Engineers are: Joe A. Hicks, Ralph Rogers, Chester Siesicki, and Ray Garner, all of Roadway Design; Raymond Jones, Construction; and Max C. Hall, County Roads. We offer our wholehearted congratulations to these men. (They are new by title only, all of them having been here for ten years or more.) We're real proud of you, men.

SAFETY IS NO ACCIDENT





ACCOUNTING

Leslie and Bivens - Reporters

Vacation season is in full swing for many members of the Accounting Division. Margaret and John Allen motored up to New York to meet their son and his family who returned to the good old U. S. A. from a military stay in Germany. (And those twins are darling!)

Lola Buck spent a week's vacation at home with her daughter and family, who were visiting her from St. Charles, Missouri. We know she enjoyed them.

Helen McCook, accompanied by her daughter and family, visited in St. Louis for a week with her parents and sister.

Irene and Jim Hawkins and sons, enjoyed a week's vacation touring down in Florida.....

And Maxine Weaver spent July 4 week end trout fishing on White River out from Cotter, Arkansas. Such a tan!

Congratulations to J. R. Henderson, who is sporting a new 1957 bright red Chevrolet. It's mighty pretty.

Olen Randle is proud of her new granddaughter. She is Kimberly Jeane, born to Mr. and Mrs. Davis Randle. Congratulations to the happy couple, and to Olen.

the party line



PURCHASING OFFICE

Mildred Olstein - Reporter

John Plegge returned recently from a two week's military leave with the Air National Guard in Gulfport, Mississippi. While there, he also visited beautiful Pensacola, where he reported the swimming is wonderful.

We will all miss the friendly smile of Linda Colbert as she has left our group to await a visit from the long-legged bird. We certainly wish Linda and her family much happiness when this wonderful event occurs.

We are happy to report that Conley Meredith, son of Jim Meredith, is recovering nicely from a broken arm he had the misfortune to receive in a bicycle accident last month.

Willene Gray's son, Roger, has just returned from the hospital where he underwent an operation. Willene reports that he is having a speedy recovery and we hope that he will continue to enjoy good health.

Jon Shaw just got back from a week's vacation on Lake Ouachita, near Hot Springs, where she spent a wonderful time with her family. Naturally she did some fishing and went in swimming. She acquired a good-looking tan too.

the partyline

ROADWAY DESIGN DIVISION

John Hicks - Reporter

Most of our news this month is about vacations and all the things folks are doing...Bud and Ruth Smith recently spent the holidays with relatives at Jonesboro. John and Betty Maddox, with children, enjoyed a week's vacation with Betty's parents, Mr. and Mrs. Kay McCain, who also live in Jonesboro.

Kenneth (Whitlow) Whitley paid us a visit recently. He is located in Oakland, California, where he is employed by the Kaiser Engineering Company. He is spending his vacation with friends and relatives in Little Rock and Morrilton. Also in our department visiting have been, A. O. Flowers, Heber Springs, and W. D. Cobb, of Jonesboro.

Wilburn (Bill) Sneed is back at his drawing board after several days absence due to illness, and Sidney Lee is at home now entertaining a bout of flu.

All candidates for engineering license are now full-fledged engineers. Congratulations to them.

Don and Oleta Potter and daughter, Charlotte Lea, left Monday for a vacation visit with Don's father, T. L. Potter, at Marked Tree.

T. O. and Wilma Orton enjoyed a visit from their daughter, Mrs. Billie Faries, and daughters, of Fayetteville recently.

Joe and Leota Hicks, Don and Oleta Potter, Harold and Carolyn Jones, and your scribe and wife, Peggy and son, Bob, enjoyed a family picnic and fishing trip at Spring Lake on July 4. Also, yours truly and wife, Peg, enjoyed a visit from her sister and brother-in-law, Mr. and Mrs. Paul Cates of Chicago, July 9 and 10.

More vacationers were Ray and Alta Garner and children, who had a big time in Florida and points south, Ronnie Nelson spent his "fun time" in California, visiting such spots as San Francisco, Los Angeles, Yosemite, and Sequoia National Parks.

Charlie Toland returned to work in our department on July 1, and we are very glad to have him back with us.

Congratulations to Frank Hutchison who recently received his 10-year Service Pin and Certificate of Merit.

John Dunn, John Adams, John Maddox, John Hicks, and Stuart Estes, (no more John's?) spent a couple of weeks in the vault re-arranging the files.

As we stand looking out on the wide spread montage of the American Highway of 1957, we can see the sad toll Heedless Horsepower has already taken. Every year we get another chance to profit from the deadly mistakes of the past. Slow Down...We want to write TO you...not ABOUT you in the next issue of Arkansas Highways.

The Party Line

EQUIPMENT AND PROCUREMENT DIVISION
Mary M. Hill - Reporter

Frank D. Caple, Bookkeeper in the Equipment Office, was one of four delegates from the local Ring of International Brotherhood of Magicians, to attend the convention held in Houston, Texas, on June 21 to June 24. There were approximately one thousand representatives from all over the world, the farthest from Sidney, Australia. Frank reports a wonderful time and said the dealers had a multitude of new magic to display.

H. "Doc" Burns is back on the job after two week's vacation spent in Ripon, California. Doc visited his daughter, Mrs. Janice Sharp and her family.

H. F. "Dutch" Helton fell off the roof of the boiler house recently and suffered slight injuries. Dutch fell about 17 feet to the ground, while putting tar on the roof.

We miss Adele Fiedler who transferred back to the Little Rock Personnel Office on July 1.

C. D. Thomas reports a pleasant vacation from June 28 to July 8. Clyde took it easy by fishing and just resting.

Bonnie and Bob Hill had as their guests over the July Fourth week end, Bob's sister and her husband, Mr. and Mrs. Rodney Patch, Miss Frances Kading, and Miss Jo Ann Bown, all of Indianola, Iowa.

Sue and Tom Eby were Fourth of July visitors in Lafayette, Louisiana. The trip was primarily to see a new grandson, Stephen Price Eby, who was born June 11, to Mr. and Mrs. E. J. Eby, Jr., of Lafayette. (Congratulations)

STATISTICS AND ANALYSES
Headrick and Humes - Reporters

Hank Mercer returned from Air National Guard maneuvers recently and we are glad to report that his group was safe from the devastating hurricane. Units of the National Guard are leaving for Fort Chaffee for a two week's maneuvers and field problems. Captain Johnson and Staff Sergeant Tucker of our office will bring us the camp news.

Vealess Hudspeth, Traffic Engineer for S and A, has transferred to Roadway Design Division. His new assignment: Traffic Design Engineer. Keep up the good work, Vealess, and drop by to see the old gang in Statistics and Analyses.

Billy Cooper, who took ten months off to go to Purdue University, has returned to our group where he was welcomed with open arms. Congratulations, Billy, on receiving your Master's Degree. From all reports, you did an excellent job at Purdue and we are glad to have you back.

Professor: "Young man, do you know anything about this course?"

Student: "Yessir, a little. What is it you'd like to know?"

the party line

BRIDGE DESIGN

Virginia Tackett - Reporter

Jim Matthews, an officer in the Army Reserve, is with his unit at Camp Polk for a two week period of reserve training. His first report is that Louisiana is very hot just now, especially in his barracks.

The Knott clan are gathered at Benton, in a loose sort of way. Actually it's more a grouping and re-grouping affair. While Dick is away from their home in Sugarland, Texas, attending a church meeting, his wife Madelaine and three children are with Jake and Lillian, at Benton. John has arrived from Memphis by way of New Orleans and Florida and will stay on another week after Madelaine and the children leave on the week end of July 20. Jake, Lillian, and John, plan to take a cabin on Lake Hamilton and finish up the vacation, fishing and playing bridge.

Glen Buchanan and Lois, with their two little girls, spent a leisurely two weeks' visiting his folks at Hobart, Oklahoma and her family in Hickory Ridge. Just about the nicest way there is to spend a summer vacation according to the granddaughters.

We were all happy to see Irene and Fred Funda at a recent Bridge Design gathering. Fred is improving marvelously and it is only a matter of months until he will be completely recuperated.

Vic Anderson has been spending all of his spare time working at repairs and improvements to his farm at Malvern, known locally as the "Old Bill Stanley Place." He's enjoying it so much it would hardly be fair to call it work.

Newest acquisition of the Vinson's is a 25 hp motor. Water skis are next on the list, and as soon as a sprained back is all ironed out, Baldy and Ann will probably spend a great deal of time on the lake at Hot Springs.

Bill Wilson, son of W. E. Wilson, has had the good fortune to obtain a Fulbright Fellowship in Physical Chemistry at the University of Munich. He will leave in September and has plans to see as much of Europe as is possible next year.

DISTRICT 2

Construction Ralph Hass Rison

Mr. Wofford, our Resident Engineer, suffered a heart attack on June 21, but is now at home from the hospital, we're happy to report. He informed us that he would be back on duty August 10. We are all so glad that he is improving and can be with us again.

Hot sunshine and dry weather sure is helping on our job southeast of Rison.

Our desires always increase with our possessions. The knowledge that something remains yet unenjoyed impairs our enjoyment of the good that is before us.

the party line

IBM DIVISION

Nadene Trantham - Reporter

Laverne Henderson and husband spent a week end in Fort Smith recently and had a wonderful time as we could tell, from her sunburned back.

James Willard spent his annual two weeks at National Guard Camp. Lucky him! He got to stay at Camp Robinson.

Roy Shelby's wife and daughter, Dorothy and Barbara Ann, visited us this last week end. Come back again, Girls.

Our department sends Congratulations to newlyweds, Mr. and Mrs. Robert Tucker, who were married last month. Robert is in Statistics and Analyses. We hope they will be very happy.

MATERIALS AND TESTS

Maureen Rodgers - Reporter

Congratulations to two of our men who received their 10-year Service Pins and Certificates of Merit recently. They were: Carter Howard and Harmon Tullos.

Those on our sick list this month were: Mr. Roark, our Chief Chemist; Ed Rauch, Bob Donham, and Alton Beard.

Frances Roller and husband spent some vacation days at Lake Ouachita recently. Raymond Lynch visited his son in Texas; Neil Roach just stayed home; and Don Younger went out to West Texas.

PERSONNEL DIVISION

Hazel Norman - Reporter

Our welcome mat is out to Adele Fiedler, who is back with us again. Adele came back July 1, from Jacksonville. She worked in the Personnel Office last year.

Bobby Hendrix just returned from a week in Daytona Beach, Florida, with his parents and he said they really had a wonderful time.

Your reporter is proud to write that on another trip to Shreveport, to the Shrine Hospital, they found "Sonny" doing just fine.

The office is sorry to have lost Beverly Brady, who terminated July 15, due to reduction in force.

Sibble Cox, who underwent minor surgery July 20, is recovering nicely, we're happy to report.

A big birthday cake and gifts from the office, was a pleasant surprise for your reporter on July 8. Along with that, Mr. Tanner, (the Boss) presented me with my 5-year Pin and Certificate of Merit.

The United Commercial Traveler's annual picnic was held July 20, at Boyle Park, with our Jimmy Zinn on the Entertainment Committee. Chicken and all the trimmings were served to 160 people. A good time was had by all, including Hazel Norman and her children.

the partyline

DISTRICT 2

Construction W. L. Wright Pine Bluff

The temperature is now 107 (whew!) degrees in the shade here at the office. Of course by the time it is officially reported, it will not have been more than 96 or 100...we feel that the thermometer is right though.

Barbecues, fish fries, watermelons, ice cream, and just a good day to sleep late were some of the reports from our group, on the doin's on the Fourth.

Maynard Sheffield is sporting a later model automobile with white sidewall tires. It's nice. Congratulations to you Maynard.

We extend our deep and sincere sympathies to Claude O. Roberson, whose father, E. G. Roberson, recently passed away in a Dumas hospital, and to Martin B. Wahl, whose father-in-law passed away in a Little Rock hospital.

DISTRICT 2

Division 2 Ouida Grimes Pine Bluff

Mr. and Mrs. H. R. Lucus are the proud owners of a beautiful charcoal brown Dodge, equipped with air conditioning. We sure enjoyed our ride in it.

Mr. and Mrs. Charles Enrick were happy to have their son home for a few days recently. He is an Army Lieutenant stationed at Fort Benning, Georgia.

Mr. and Mrs. H. R. Lucus are happy to have their daughter and son-in-law, Florence and Martin Tlochberger, and their daughters, Hanna and Barbara, from Jonesboro, visiting for a few days. After meeting them we can certainly understand why the Lucus' are so proud of them.

Charles Russell Gaddy went to a Ham Radio Operator's Convention in Memphis on June 30, and thoroughly enjoyed himself in spite of the all-day rain. He visited and saw old friends whom he hadn't seen or talked to for years.

Calvin Rawls has been absent from work due to his wife being ill. We hope she is soon completely recovered.

James Pierce has been doing a lot of fishing and with good luck. He proved it by having "Gaddy" out to eat fish with him one night.

Selma Chavis is another who loves to fish. She had quite an experience a few weeks ago. While running the motor, she hit a log and was thrown out of the boat, but fortunately she was not hurt.

I feel no older than I did
at charming twenty-two.
I think I look and walk the same,
But wait...who's kidding who?
The boys have dropped the "Hi-ya, Babe"
With whistles long and low,
And now with measured kindness say,
Good morning...
...or hello.

the partyline

DISTRICT 3
Division 3 Olive Jackson Hope

This office was happy to have a visit from Hazel Norman of the Little Rock office, and her children, Nancy and Johnny, on July 2. They were on their return home from Shreveport where Johnny had a check up at the Shriner's Cripple Children's Hospital there.

Virgil and Grace Cleveland, and their daughters, Maribeth and Dot, of Shreveport, have just returned from a nice vacation trip to San Antonio and Old Mexico. While in San Antonio, they visited their son, Virgil, Jr., where they saw the Alamo, the Old Spanish Governor's Mansion, the Missions of Old San Antonio, and the Sunken Chinese Tea Gardens. They were accompanied by their son down in Old Mexico and also came home with them for a further vacation.

We are glad to report that Hiram Hatfield, who is in the Memorial Hospital, is much improved. Hiram suffered a heart attack June 29.

Bob and Ida Rae Haynie and little daughter, Carol, of Fayetteville, were recent visitors in this office. Bob is a student at the University.

Mr. and Mrs. Lee Huskey and son, Gary, have returned from a vacation in New Orleans, visiting their daughter, Mrs. B. W. Hash and Mr. Hash. They reported a wonderful trip.

L. L. Thomason and Floyd Pharris, Sr., are very proud of their Service Pins and Certificates of Merit they received recently. Mr. Thomason's was for 20 years of service and Mr. Pharris' was for 10 years of service.

Sid and Reba Flowers, and Wayne and Janet Flowers, have just returned from a five-day trip to North and South Carolina. While in Spartanburg, they visited Reba's sister. They went through the cotton mills at Spartanburg and many other places of interest.



Editor's note: Thanks to all our "steady customers" who faithfully send us their Party Line news each month. How about you other Divisions joining them? We know our readers would enjoy hearing from you. So, Divisions 1, 4, 5, 6, 8, and 10, send us your "goings on." Hum'm?

the partyline

DISTRICT 5

Office Shirley Morton Harrison

Our office lost two employees on July 1... E. E. Hurley and his son, Pat. "Mac" has been assigned as Expressway Engineer with headquarters in Little Rock and Pat has transferred to Bridge Design. We wish Mac lots of good luck in his new assignment, and our very best wishes also go with Pat.

John W. Crouse took over the duties of District Construction Engineer July 1. John is no newcomer to the District Office, having served in several capacities within the District during the past few years. Congratulations, John, and may you have continued success.

New additions to families in our District are a bouncing baby boy to Ray Crouse and his wife; and a baby girl to Kenneth Wells and his wife; and Ralph Wyatt is grandpa again. Congratulations!

Edris Hulsey spent the Fourth of July holiday week end visiting friends in Little Rock. She drove down with Mr. and Mrs. C. G. Williams, who spent the week end fishing and visiting relatives.

Congratulations and Best Wishes to Clyde Carter, who celebrated his birthday on July 25. Many, many, more, Clyde.

We are very glad to report that Harley Thomason is able to be back at work after a recent emergency operation.

DISTRICT 3

Division 7 Bobby Cowen Camden

The barbecue luncheon given on June 26, by J. C. Webb and R. N. Reynolds, was a big success, and was enjoyed by all who attended. Among the visitors present at the luncheon were Glen Wallace, Harry Wright, and E. E. Mashburn.

We extend a hearty welcome to Mr. and Mrs. A. G. Rives, who are now making their home in Camden. A. G. is our new District Construction Engineer.

We also welcome Leo Causey, formerly with the Little Rock office, who is our new District Accountant. We hope you will be happy here!

Sula Burham, our Division Bookkeeper, is back again after enjoying a week's vacation in Florida. She tells us she had a wonderful time, but is glad to be back.

We are happy to have Hugh Anderson back with us after being out for three weeks, due to illness. We hope you are feeling much better now, Hugh!

Jake Clements and W. P. Grantham were recent visitors in our office. We enjoyed having them and hope they will return.

Statistics show that graduates of Yale have 1.3 children, while Vassar graduates have 1.7 children. Which all goes to prove that women have more children than men.

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| ACROSS | DOWN | 20. Bargain event | 36. Legal agreement |
| 1. Actors in a play | 1. Group of tents | 22. Nostrils (obs) | 38. Harvest |
| 5. Greek letter | 2. State positively | 24. Extra part (coll) | 39. Fodder barn |
| 8. Tropical fruit | 3. Satisfy wholly | 25. More sensitive | 41. Word of courtesy |
| 12. Native of Dacia | 4. Intrude | 26. French short story | 42. Lassoed |
| 13. Absence of war | 5. Frisky (obs.) | 27. Hurl rocks at | 44. Tropical nut |
| 15. Silkworm | 6. Possess | 28. Chief actors | 45. Applaud |
| 16. Allot | 7. Chill | 29. It's a crowd | 46. Pacific island |
| 17. Stormed | 8. Erase | 30. Carry with difficulty | 47. Wicked |
| 18. Camera eye | 9. Vicinity | 31. Push | 48. Russian hemp |
| 19. Stress | 10. Cans | 33. Snaky fish | 49. Grow weary |
| 21. Restless | 11. Not hard | 35. Went over | 50. Abode of Eve |
| 23. Breathe heavily | 13. Dried plum | | 51. Musical pipe |
| 24. Command to cut | 14. Teach | | 54. Mouth part |
| 25. Weighing device | | | |
| 27. Thinnest | | | |
| 30. Unattached | | | |
| 31. Declare | | | |
| 32. Definite article | | | |
| 34. Vases | | | |
| 35. Small job | | | |
| 36. Concern | | | |
| 37. Acquire | | | |
| 38. Hag | | | |
| 39. City in Canada | | | |
| 40. Chasten | | | |
| 42. Wash lightly | | | |
| 43. Misplace | | | |
| 44. Flash of lightning | | | |
| 45. Crawls | | | |
| 48. News gatherer | | | |
| 52. Volcanic matter | | | |
| 53. Choicest part | | | |
| 55. Military assistant | | | |
| 56. Sacred bull | | | |
| 57. Ate | | | |
| 58. Northwestern Indian | | | |
| 59. Ashen | | | |
| 60. Fencing dummy | | | |
| 61. Look after | | | |

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JEST FOR FUN by Jimmy Zinn



"I WISH I'D SAID THAT"

Americans not only keep their automobiles in good running condition, they also keep pedestrians in the same shape.

PLENTY TO SPARE

"Dear, I wish you wouldn't talk to me while I'm shaving," said the man of the house. "You've made me cut my chin."

"Never mind, dear," said his wife soothingly, "you've got two more."

If you wives want to have a little fun, the next time your husband asks you about attending a convention, you say, "Sure go ahead, but don't come home unexpectedly."

100-YARD DASH?

"I've let you boys play basketball, football, baseball and still you complain. What other types of sports do you want?" asked the warden.

"Cross-country running, Sir."

The Internal Revenue received a return from a bachelor who claimed a dependent son. A kindly inspector sent back the form with a note, "This must be a stenographic error." Back came the report with the notation, "You're telling me!"

CHECK AND DOUBLE CHECK

Don't build vast projects on HALF-VAST ideas.

HOW FRUSTRATING

Satan: "What are you laughing at?"

Imp: "Oh, I just had a woman locked up in a room with a thousand hats and no mirror."

PERSONALS - Come home, John, all is forgiven. - Mary.

2 BAD

A vacation is a succession of 2's. It consists of 2 weeks, which are 2 short. Afterwards, you are 2 tired 2 return 2 work and 2 broke not 2.

INTERMENT

Smith was busily engaged with a spade in the mud beside his car when a stranger hailed him.

"Stuck in the mud?" asked the stranger.

"Oh no," Smith explained, cheerily,

"My motor just died and I'm digging a grave for it."

PERSONALS - Go to h---, Mary. I like it where I am. Furthermore, I'm not leaving until that old battle-axe decides to go home! John.

IN A RUT

"So your husband is one of the big guns of industry?"

"Yes, he's been fired seven times."

A Boy Scout troop was being used as "guinea pigs" in a civil defense test. The mock air raid was staged and the boys impersonated wounded persons who were to be picked up and cared for by the First-Aid group. One scout was supposed to lie on the ground and await his rescuers, but the First Aid group got behind schedule and the scout lay "wounded" several hours. When they finally arrived on the spot where the casualty was supposed to be, they found nothing but a penciled note: "Have bled to death and gone home."

TURN OVER, SIR ISAAC NEWTON

A gardener is someone who thinks that what goes down must come up.

