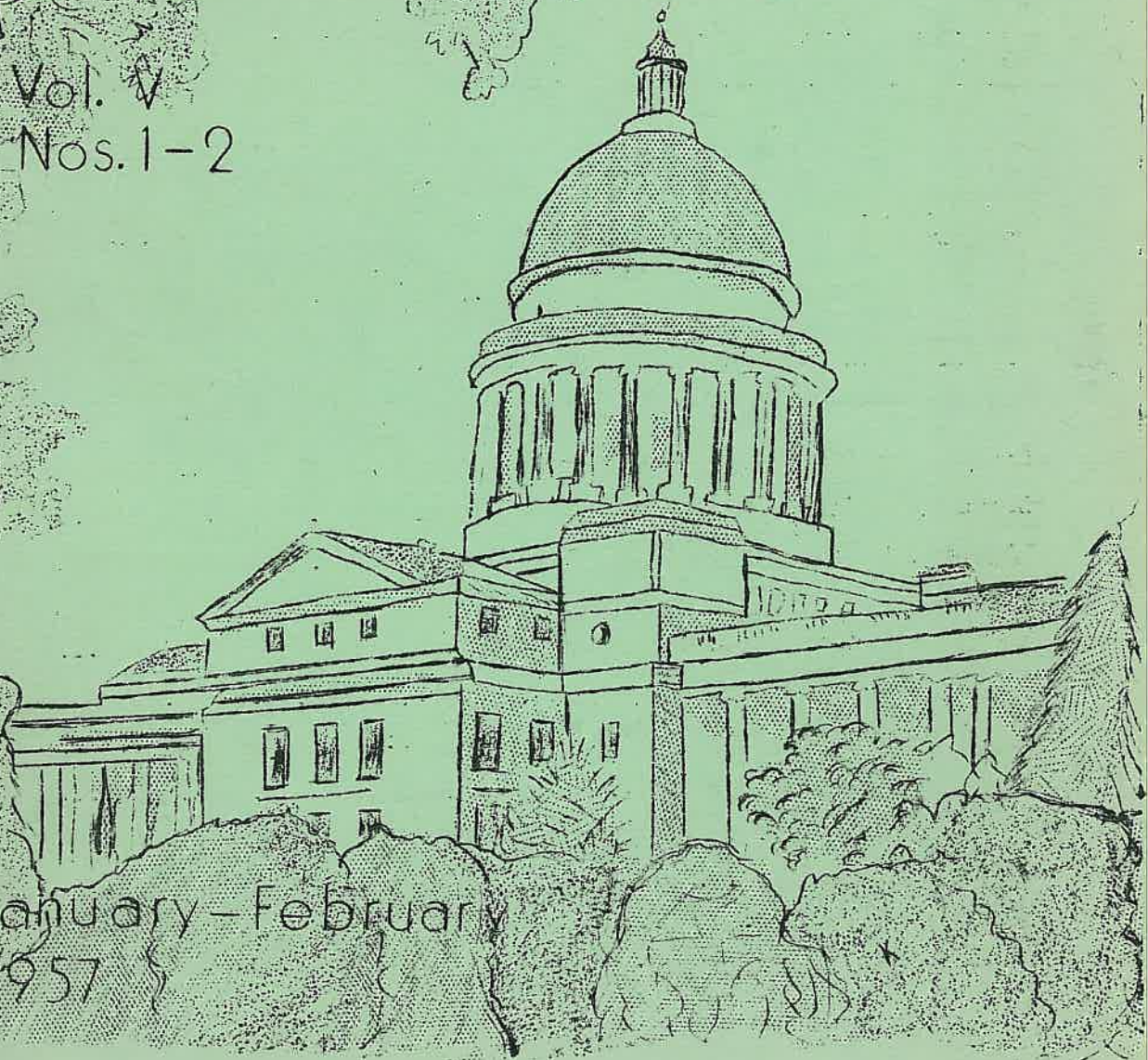


# ARKANSAS HIGHWAYS

Vol. V  
Nos. 1-2

January - February  
1957





# ARKANSAS HIGHWAYS

A Monthly Magazine for Employees of the  
Arkansas State Highway Commission

Vol V

February, 1957

Nos. 1-2

## STATE HIGHWAY COMMISSION

Glenn F. Wallace, Chairman

Cecil S. Lynch  
Raymond F. Orr

James H. Crain  
Harry W. Parkin

Herbert Eldridge, Director  
W. Ward Goodman, Chief Engineer

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# HARRY W. PARKIN

## OUR NEW COMMISSIONER

was appointed by Governor Faubus on January 15 for a 10-year term. He succeeds Miss Willie Lawson, whose 4-year appointment ended in December.

Mr. Parkin, aged 50, is president of the Parkin Printing and Stationery Company in Little Rock. He assumed this position in 1936 upon the death of his father who founded the company in 1899. He is also president of Parkin Brothers Incorporated, Realty and Investment Company; Secretary and Treasurer of Southern National Insurance Company, and the Tillar Tie and Lumber Company, all of Little Rock.

He is a native of Little Rock where he attended the public schools. He also attended Hendricks College and the University of Missouri.

A past president of the Razorback Club, he has actively supported the various civic organizations in Greater Little Rock for the betterment of our community, and is a member of the Little Rock Country Club.

He is a former member of the State Racing Commission during the Laney and McMath administrations, and until his appointment to the Highway Commission, he was a member of the Arkansas Justice Building Commission.

He and Mrs. Parkin, the former Miss Virginia Brundidge, reside at 5240 Edgewood Road with their two daughters, Jane, a sophomore at Wellesley College, and Carol, a fifth grade student at Forest Park Elementary School.

It is a great pleasure to have a man such as Mr. Parkin to serve on our Commission and we feel certain that in the years ahead we can all work together in friendly harmony to make our Highway System one of the best in the nation.

## Mr. Wallace - New Chairman

Glenn F. Wallace became Chairman of our Highway Commission at the regular meeting January 16. This was in line with the precedent set by Mr. Orr when he suggested that the position be rotated each two years by a vote. Mr. Wallace succeeds Cecil S. Lynch, our Commissioner from Pine Bluff, who has been presiding officer for the past two years.

Mr. Wallace pledged his best efforts to serve in this capacity but said, "I do not look upon the chairmanship as an executive, but merely that of a presiding officer. Every member of this Commission has an equal responsibility in carrying out the vast program that confronts us.

I am thoroughly in agreement with the provisions of the Mack-Blackwell Amendment under which this Commission is set up. However, it is not enough for us to merely carry out these provisions to the letter of the law. This Commission should never become "autocratic" as some people feel that it might, because in that case we would lose the confidence of the public.

Mr. and Mrs. Wallace live in Nashville on their vast ranch, "Glencrest," where he raises purebred Hereford cattle.

Our congratulations are added to Mr. Wallace on his new position, and all employees will strive to give him full cooperation at all times.



# COMMISSIONERS

# HONORED

by Mrs. Pat Denson  
Publicity

Surprise was the keynote of an employee appreciation dinner honoring our two former Highway Commissioners one evening last month at the Albert Pike Hotel.

Miss Willie Lawson, 1955-56 and Mr. Dan Portis, 1953-54, were recognized by Mr. E. E. Mashburn, one of the Department's more talented Masters of Ceremony, as "two individuals who have performance records they can look back on with pride and gratification."

Both Commissioners were presented a scroll inscribed with the words: "In grateful appreciation to (name) for your untiring efforts in carrying out the objectives of the Mack-Blackwell Amendment while a member of the State Highway Commission from (year).

These efforts have contributed substantially to the bringing about of policies of a baneficial and far-reaching nature in all phases of the Highway Program. Your talents will long be remembered by those of us who have had the privilege of being associated with you... The Employees of the Highway Department.

E. L. Wales, in making the presentation, said, "Most of the public is unappreciative but the employees of the Arkansas Highway Department know what you have done. We are expressing this appreciation in tangible form...these scrolls. As long as we have men and women like you on the Commission we don't have a worry in the world."

Mr. Portis' acceptance was brief but heart-felt. His tenure on the Commission was for the first two years under the Mack-Blackwell Amendment...two formative years, figuratively speaking, during which the Commission was establishing policies and the foundation for the work record that has been set in highway construction since 1953.

Mr. Portis minimized his contribution to this effort but his record speaks for itself.

Miss Lawson, in her usual gracious manner, told the group that in all the assignments she has had...and those have been numerous...she has never had an experience as rewarding as the four years she served on the Commission. "The change in the people of Arkansas, the growth in loyalty and security I've seen develop are all indications of the good you people in the Highway Department have done for the State. I feel amply rewarded for any small part I have played in this attainment."

Chairman C. S. Lynch assured the group that the Commission was parting with Miss Lawson with regret as it did Mr. Portis but in his opinion the group was confused as to for whom it was expressing its appreciation. "The Highway Department is an organization that depends on every employee working together for a common end. All of the credit does not go to the Commission but to the employees and in a large measure to our Director."

Mr. Orr said he wanted to thank both Miss Lawson and Mr. Portis personally for all of the things they have done while serving on the Commission. "I have traveled all over. I see many roads in various conditions. I have this to say: "We don't have to take a back seat to anyone and I'm looking at a group here tonight that is responsible for better and better roads. Both of these Commissioners have donated materially to this fact."

Mr. Wallace declared that some nice things have been said about the Commission but it's the employees and others that have made it possible to ride on good roads in Arkansas today.

Mr. Crain maintained that he is not an after-dinner speaker and made no further remarks.

Mr. Eldridge expressed his appreciation "to you who have done so much to make this meeting possible...the supervisory employees. We have come a long way in the Highway Department because we have been working for a cause...rendering adequate highway services. We must be the kind of team and have the kind of administration that leads you to this accomplishment, the leadership you have provided and the confidence you inspire."

Chief Engineer Ward Goodman said one of the great principles of Democracy is having an undying faith in an individual. "Whatever success we have had is because of our belief in Democracy. I hope this party sets a precedent so we can tell the Commissioners how much we appreciate what they have done."

V. E. Scott gave the invocation; J. R. Henderson the benediction, and W. H. Moore designed and lettered the scrolls.

Another highlight of the program was the presentation by the Commission Chairman of a 30-year Service Pin to A. G. Rives, more familiarly known as "Lanky."

The affair was planned by Fred C. Tanner, E. F. Nelson, and C. Don Hayes. With this talented group in charge it is needless to say that every detail was perfect, including the decorations and the menu.

The only regretful note at an otherwise perfect party was that every employee could not be present. Because of lack of facilities the list was limited to administrative and supervisory officials. However, those not there in person were undoubtedly there in spirit offering too their appreciation for work well done by our two former Commissioners.

## TRY IT YOURSELF

Ask a friend to hold a dollar bill by one end with the bill hanging down. Then cup your thumb and forefinger around the middle of the bill, over the picture of George Washington but do not let your fingers touch the bill. When your friend lets the bill drop, try to squeeze your fingers together in time to catch it as it drops to the floor. You missed, didn't you?

This trick illustrates that the average person's reaction time...the time it takes to relay instructions from eye to brain to fingers, is almost three quarters of a second. This means that if you are driving down a city street at the legal limit...30 miles per hour, and a child dashes into the street 33 feet in front of your car, you will hit him even before you touch your brake.



# HIGHWAY ADMINISTRATORS MUST NOW BE DECISIVE

by Herbert Eldridge, Director  
Arkansas Highway Department

The following speech was given by Mr. Eldridge at the AASHD meeting in Atlantic City, New Jersey, November 27-30. We feel that some employees who otherwise would not realize the tremendous building program lined up for the Department, nor some of the problems confronting it, will gain much knowledge from this text.

In recognition of the fact that the Highway Act of 1956 is both a challenge and an opportunity, we in Arkansas have proceeded with positive action on certain factors which we believe to be essential to the successful prosecution of the program.

Arkansas has an area of 51,600 square miles and a population of approximately 2 million. The State Highway System includes slightly more than 10,000 miles of which about 6,500 miles are Secondary and 3,500 miles are Primary, Urban and Interstate. The Primary System is paved but the Secondary System includes 2,000 miles in the gravel and unimproved classification. The Interstate System is about 525 miles and since most of the mileage will be on new location, the Highway System mileage will be increased by that amount.

Available funds, State and Federal, for construction on the Highway Systems last year were 25 million dollars. During the next 3 years we will have available an average of 50 million dollars per year for construction. Thus it will be seen that our construction work volume will be doubled. The Arkansas program may be small when compared to the program in

other states but many of the problems confronting us may be the same as confront the others. Probably the first concern to all states is that of finance. The Highway Commission believes that the present revenue and anticipated increase will be sufficient to meet the minimum of matching Federal Funds, Maintenance, and Administration. With each session of the General Assembly attempts are made to divert some highway funds to other usage particularly to county roads and city streets. Such measures will again confront the Assembly which convenes in January. Our problem is one of holding the present income. The Highway Commission has given its message to the people and has requested the Legislative Audit Committee to make an investigation and place the facts before the General Assembly.

Another concern of the Highway Departments is that of enabling legislation to handle the program. Our review indicates that we may not immediately request new legislative action. We have a controlled access law which at this time appears to be adequate. A realistic budget request which includes engineer's salaries has been presented by the Highway Commission

to the Legislative Council on which no action has been made to date. The request includes engineer salary increases averaging 33 1/3% in the first year with further increases for the second year of the biennium. The importance of an adequate engineering salary scale can not be overemphasized. Without it we can not hope to add to our engineering personnel and without it we can not retain the present engineering personnel. Employment of young engineers in recent years has lagged to the extent that the number acquired has hardly been sufficient to offset the number of engineer retirements.

Even with an adequate salary scale it is doubtful that engineers can be obtained in sufficient number for a doubled construction program. The Highway Commission has authorized an In-Training Program which will include a school with instructors from our present personnel. The program is designed to improve present and new employees to a status of engineering aides. A building has been constructed in Little Rock and is now being equipped for the first class instruction to start in January. The program will continue as long as is necessary.

We have also interested several of our colleges and trade schools in starting courses of instruction for one or two years, designed to furnish assistance in all phases of our work including engineering aides.

Increased engineering salaries and training of aides will still be inadequate for us to immediately handle our work load. For this reason we have found it necessary to engage the services of consulting engineers for the preparation of

construction plans. One such firm has the preparation of plans for a 50-mile section on the Interstate System and another firm was engaged to prepare plans for an expressway and for a bridge across the Arkansas River at Little Rock. The construction volume represented by the two consulting engineering contracts will be around 60 million dollars with the first construction contracts from such plans probably being awarded in the first six months of 1957.

We are also using outside services for the preparation of cost estimates, right-of-way appraisals and acquisitions for completion of the Interstate System. Although we would prefer to do the work with our own forces the deadline for completing cost estimates, together with the need for a steady flow of projects to contract, brought about the decision for outside assistance.

With our own forces we have under construction 57 miles on the Interstate System and 36 miles of controlled access construction on the Primary System. The Department expects to handle all construction work with its own forces and as much preliminary and design work as possible. Further use of outside services will be dependent upon our success in expanding the Department forces to handle the work load.

During the current year we have stepped up our construction activities to the extent that there has developed shortages of certain materials and types of equipment. We are informed by producers of materials and contractors that this activity has assisted their efforts for expansion.



The present Highway Commission operating under a constitutional amendment which gives full authority to the Commission is in its fourth year. The Commission had to be decisive. Very little had been accomplished on the Highway System since World War II. The primary highways were rapidly deteriorating and obsolete. It has been necessary to rehabilitate that system including the present Interstate routes before consideration of the controlled access type facilities. We now have completed and under construction more than 1,000 miles of widening and strengthening, have closed unpaved gaps of more than 150 miles, and during the period have constructed and have under contract more than 2,000 miles on the Secondary System.

The action of the Commission of handling all preliminaries for a new controlled access highway system in Pulaski County, which includes the Little Rock Expressway to be ready for program with the passage of the 1956 Highway Act, is an indication of their decisiveness. The actions taken and those under consideration in Arkansas represent our best judgment for the solution of our problem and we have confidence in our ability to handle our work volume on schedule.

Decisive action is necessary in all Departments and in the Bureau of Public Roads if we want to continue as the leaders in the highway field. I came to this meeting to learn something of decisive actions by other Departments and I would prefer listening than talking. In conclusion and for emphasis on the necessity for decisiveness I quote from a letter of Mr. A. E. Johnson, Executive Secretary,

AASHO, dated October 11, 1956 as follows:

"We have stated before that the first chance to "carry the ball" has been given to the State Highway Departments. We must perform and not outwardly show any disagreement on design standards and policies, nor give out any statements that the program is too big, or that personnel is not available. We have represented that we can do the job and welcome the challenge. We have so stated officially by legislative policy statements, and in turn by our officers in testifying before Congressional Committee. If we expect to continue as the top leaders and authorities in the highway field, then we must perform like leaders, and I am proud of the record and progress of the departments in getting the program underway, and we all know we can and will do the job in a most commendable manner."

### A word from Mr. Tanner Personnel Director

If our personnel program is to run smoothly, we must have an accurate reference file on each employee...name, address, marital status, educational background, and so forth. This information is useful in answering the many questions that come to us from credit bureaus, friends who want to reach you, making selections for promotion, or important mail reaching you quickly when received in the personnel office.

You should notify, at once, the personnel office concerning any of the above changes. We appreciate the promptness you have shown in sending other requests from our office.



# SOCIAL SECURITY AND

## INCOME TAX INFORMATION

The following Administrative Circular No. 56-60, which was issued December 5, 1956, is reprinted so the Highway employees will have a better knowledge of the handling of their Social Security and Income Tax Withholdings.

(1) Income Tax Withholdings, 1956.

Because all highway employees will receive pay checks for the period December 16 to 31, 1956, after January 1, 1957, the income tax withheld for that period must be credited to the calendar year 1957. Accordingly, you will pay 1956 income tax on the earnings of only an 11 1/2 month period, January 1 to December 15, 1956 inclusive, and your Withholding Tax Statement, Form W-2, which you will receive from the Department in January will be so prepared.

(2) Social Security Rates, 1957

The F. I. C. A. tax rate for Social Security has been increased from two per cent (2%) to two and one-quarter per cent (2-1/4 %) effective for wages PAID on or after January 1, 1957, even though the wages were earned in December 1956. Therefore, the increased rate will be applied to all salaries and wages earned for the period December 16 to 31, 1956. The rate continues to apply only to a maximum earning of \$4,200 per year, thus the maximum annual Social Security payment will increase from \$84.00 to \$94.50.

(3) 1955 Retroactive Social Security.

All highway employees who were required to pay Social Security tax retroactively for 1955 will receive an official receipt for this payment made up on a W-2 Form. This does not affect your income tax filing and is not submitted to the Internal Revenue Service UNLESS you work for another employer in 1955 and have paid in more than the \$84.00 maximum for that year.

# AROUND THE BUILDING

Our Director's date calendar has been filled during the past month. Included in his busy schedule was a meeting of the Chamber of Commerce in Fort Smith which Mr. Eldridge attended along with F. R. Oliver, who is with the Bureau of Public Roads, Cecil Lynch, Fred J. Herring, Ward Goodman and Mrs. Pat Denson; on December 10 Mr. Eldridge attended a meeting of the Arkansas Public Expenditure Council; On December 13 Mr. Eldridge spoke at a meeting of the Civic Clubs at Helena. Also attending were Ward Goodman and F. R. Oliver; On January 4 he addressed a meeting at Reyno accompanied by Ward Goodman and the District and Resident Engineers; At Texarkana on January 7 Mr. Eldridge spoke at a meeting of the Lions Club, arranged by Judge Lanier; On January 9 Mr. Eldridge, Ward Goodman, Cecil Lynch, Raymond Orr, J. H. Crain and Glenn F. Wallace attended a joint meeting of the Arkansas and Mississippi Highway Commission in Jackson, Mississippi; Mr. Eldridge and Miss Lawson attended a luncheon with the Star City group at Lido Inn January 10; on January 16 Mr. Eldridge was a guest at the Highway Users Conference dinner party at the Marion Hotel. Others attending were Glenn F. Wallace, Harry W. Parkin, James H. Crain and Cecil S. Lynch.

\* \* \* \*

Yule carols rang out in the Commission room December 24 when the employees gathered for the annual get-together. The group was led in the caroling by Frank Caple, accompanied by Jim Meredith at the organ. "He Shall Feed His Flock" from the

Messiah, and "O Holy Night," were sung by Fambli Jones. Mr. Eldridge read the story of the origin of "Silent Night" and then joined in the singing of the carol. The employees quietly dispersed after a closing prayer given by Dennison Yates.

\* \* \* \*

Ward Goodman, long a leader in Boy Scout activities, received a Beaver Plaque from Associate Justice Ed F. McFaddin of the state Supreme Court, at a banquet of the Quapaw Area Council on January 17 in the Auditorium. He already wears the Beaver medal, one of the Adult Leaders highest awards. Mr. Goodman deserves much praise for the time he gives in helping and guiding our Youth of America.

\* \* \* \*

We goofed. In the Roadway Design news in the last issue, we misinterpreted an item John Hicks gave us and it came out all wrong. Bob Narrell (spelled with an a) has been with the Department for 14 years so obviously he is not a new employee as the item implied. He became a Registered Engineer by passing his exam. To add insult to injury we misspelled his name. Sorry, Bob.

\* \* \* \*

If you are wondering why this issue is dated for February here is the answer. We haven't skipped a month but felt that it would be more in keeping to date our magazine in advance. The contents of this issue are the items and articles we have received since the last printing. We hope to have our magazine completed at the same time each month.



# ARKANSAS' MAN OF THE YEAR:

## MR. HERBERT ELDRIDGE

As evidenced by the thousands who voted in the ninth annual poll for Arkansas' Man of the Year, the people of our State know a good man when they see one.

We're speaking of our own Highway Director, Mr. Herbert Eldridge, who was selected from readers of the Arkansas Democrat who sponsors the election, in a four-day poll. The election also chooses a Man of the Year for Little Rock and two women are chosen to hold the titles as Women of the Year in these positions.

In recognition of the honors bestowed upon them, the winners will be awarded copper plaques mounted on Arkansas walnut.

Being in the public eye is nothing new to Mr. Eldridge who became our Director in May, 1953 from the Texas Highway Department. The new politics-free Arkansas Highway Commission under the adoption of the Mack-Blackwell Amendment finally persuaded Mr. Eldridge to accept the position after some hesitation on his part. A member of the Texas Department for many years, having worked himself up from a draftsman immediately after World War II, to second in command, Mr. Eldridge was reluctant to leave Texas. His job there was assured for the rest of his active life, however he stated that "to decline I would be doing myself and the highway profession an injustice."

Texas' loss was our gain, for while he

has occasionally been grist for the mill to those who are controversial to the Mack-Blackwell Amendment, he has remained steadfast in his belief that our best highways are constructed from extensive planning and hard work, and not politics.

In almost four years since he became our Director, our Department has widened, resurfaced or built 3,257 miles of roads in Arkansas. The total last year came to 1,238 miles, 958 miles of which was new pavement. In 1953, when he took the job, there were 243 miles of unpaved highways in the primary system and at the end of last year only 12 miles remained unpaved.

Mr. Eldridge has been active in the American Association of State Highway Officials for the past 20 years.

To say that we, in the Highway Department are proud of our Director for being selected as Arkansas' Man of the Year would be putting it mildly. He has the courage to practice his own convictions where the running of our Arkansas State Highway Department is concerned, and the people of Arkansas are backing him all the way it seems. Every employee joins us in congratulating him for being selected for this distinguished position, and we are fortunate to have such a man as Mr. Eldridge to direct us in reaching our goal, that of building better highways for our great state of Arkansas.

# "The Lord Gave And The Lord Hath Taken Away"

ADY L. HOLLOWAY

Ady L. Holloway, 73, beloved night watchman, passed away at his home on Valentine Street, January 10, after an illness of 3 months.

Mr. Holloway was employed by the Personnel Division of the Department in the Little Rock Offices, and had been an employee since 1949. During that time he was a capable and loyal member of the Department. He was well liked by all who knew him, and will be sadly missed. Our sympathies are extended to his family.

He is survived by his wife, Mrs. Lessie Caple Holloway, a stepson, Richard Thompson of Little Rock, and four brothers and three sisters.

Mr. Holloway was a native of Alabama.

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G. R. GREEN

G. R. Green, 26, a maintenance worker in Division 6, North Little Rock, was injured fatally December 31 in an accident on Highway 33, near Briscoe. The tragic mishap occurred while Mr. Green was on his job.

A native of Heber Springs, Mr. Green had resided in Mayflower for a number of years. He had been a member of the Highway Department since July 1956.

He is survived by his mother, Mrs. Evie Green of Mayflower, and several brothers and sisters. We offer our deep and heartfelt sympathies to the family at this time of sorrow.

E. L. MOYE

E. L. Moyer, 52, was also fatally injured in an accident January 11 near Batesville, while on his job. Mr. Moyer had been employed as a truck driver with the Highway Department since 1953.

Our heartfelt sympathies are extended to his family.

His father, W. M. Moyer, of Searcy, and one son, Clifton Moyer, of California, are his survivors.

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GILBERT A. SMITH

The Highway Department suffered a great loss with the passing of Gilbert A. Smith, our Federal Aid Engineer in the Chief Engineer's Office. Mr. Smith suffered a heart attack January 15 in the Little Rock Office. Mr. Smith was a member of the Society of Professional Engineers and had been with us for 13 years.

Endowed with that rare ability to understand his fellowman, he was liked and respected by all who knew him. His warm and friendly manner, touched with humor, will be missed by everyone who worked with him.

Our deep and heartfelt sympathies are extended to his wife, Mrs. Jayme Smith of Park Hill; and his three sons, Glenn Smith, of LaCrosse, Wisconsin; Major Gilbert A. Smith, Jr., Moody Air Force Base in Valdosta, Georgia; Roy Smith, Bauxite, Arkansas; a sister, Mrs. Ira Mooney, Pasadena, Texas and two grandchildren.



# A ROAD BY ANY NAME



Most people acquainted with a certain catch-phrase of a few years back might settle for the statement: "A road is a road." Chances are, they wouldn't know, or perhaps even care, that it might also be molasses or mahogany, glass or gold.

But roads have been built of all these materials. George W. Rappleyea, an inventor in Southport, North Carolina, experimented with molasses asphalt and built a driveway that looked, felt, and acted like "black top." This was five years ago. We have no record of the wearing quality of the road (one woman feared it would be eaten by ants and flies), but Mr. Rappleyea was confident, at the time that he had hit upon a road-building bonanza.

Probably the most valuable, certainly the most unusual, road in the world is "The Million Dollar Highway" connecting Zandery Field, Dutch Guiana, with the capitol city of Paramaribo. This road, built by United States Army engineers in 1943, has a base of solid mahogany and is surfaced with aluminum. The cost, however,

was not great, since mahogany, one of the most expensive as well as most durable of woods, can be had anywhere in the area for the cutting, and since Dutch Guiana has probably one of the world's richest deposits of bauxite, from which aluminum is obtained.

The glass road is a product of Czechoslovakia. Several roads, coated with cement and powdered glass, have been constructed there and have stood up well under extensive tests, with no damage even from heavy motor trucks. The foundation of the glass road is laid in the usual manner. While the rough concrete is still wet, the cement and glass mixture is added and worked into shape. Then the road is flushed with water-glass to produce a smooth surface.

Gold, they say, is where you find it, but you would not expect to find anything paved with it, except good intentions. In Louisa County, Virginia, however, there is "The Cold Road." It is a short section of Route 33. The surface is gold-bearing quartz, and the fragments used contain discernible specks of gold.

-From the Virginia Bulletin

# MONDAY MORNING HEADLINES...1967



by W. H. (Bill) Moore  
Statistics and Analyses

Editor's note: The following article, greatly condensed here, has been presented in speech form to various organizations in Little Rock and because it has been met with such popularity, we are printing it here for the enjoyment of our readers...

It is the dream of Jules Verne of science fiction, writer of long ago who dared to write of what he saw in the future.

Life magazine says there are more than two million science fiction fans in the U. S. Science fiction, an exciting literature, attracts thousands of new readers every year.

No other form of fiction provides such thrilling and unprecedented adventures; on a trip to Mars...a journey to the year 3000, or into the fabulous realm of space.

Science fiction is concerned with the future, where political, social and economic life is shaped by expansion of scientific knowledge. In depicting this, science fiction falls between two points. Literature and prophesy.

Literature reflects condition of its time. The present is conditioned and challenged by men in the laboratories. Atomic explosions destroyed more than Japanese cities or target ships. They destroyed forever the chains that have held men earthbound since his beginning.

The Universe is now ours. Above all the little problems of our time is the question: What shall we do with that

Universe? For once in his history, Man is concerned with more than his own immediate future. The world of Tomorrow is the problem of today, and writing that reflects this factor in our life tells a most fascinating and complex condition of our time.

There are many tests for literary quality, but there is only one test of prophesy: Has it come true? Such instances include the use of rockets as motive power for space ships, and of atomic power for war and constructive purposes. Both these have been used in stories many times by writers, to my own knowledge as far back as 1916. One story I recall enjoying very much ran at about that date as a serial in the Philadelphia Evening Bulletin. Called "The Air Pirate", it was utterly impossible at that date. Things of today far surpass that author's wildest imaginings. Certainly the realization of these science fiction predictions is no small claim to prophesy.

More important is the conviction that this field offers readers an entirely original and enjoyable adventure in reading. Here are new stories that are adventurous, fanciful or mysterious. Science fiction writers know, literally, no limits. What is a cautious theory of a scientist becomes in the hands of a writer an accepted fact.

Many early writers, have visited the



moon, Mars, Venus, and other out-of-world scenes via strange and wondrous machines. The Moon has always been a perpetual challenge to these voyagers of space, including men of our own time who work in the secret areas of our American deserts.

But it is to the imagination of H. G. Wells that we owe the initial establishment of science fiction as a mature branch of literature. Wells was the first to lift interplanetary tales from sheer adventure into the realm of sociological implications and problems of communication. He depicted brilliantly the tension and strain resulting when cultures of different planets collide. Today with the rapid acceleration of scientific knowledge, the approach to science fiction has become infinitely varied.

Motive power and mechanics are not too important. The fundamental fascination is that the adventures are completely alien to our existence. Stories deal with Earth man's conflict with the people or the things that inhabit Venus, or Mars, or some other planet of a far-away star. There is an exciting challenge to the reader's imagination by confronting him with an utterly foreign environment, where there are two moons in the sky, or the air is too thin to breathe, or a repulsive crablike creature with an I. Q. of 240 can communicate by means of telepathy.

Another fascinating development has been the time-travel story. Is time travel possible? All of us have yearned to get away from a dull and unbearable present. We cannot help but be charmed with the idea, even though we are aware of the complications of a machine that would carry us backward or forward in time.

What would happen if we went backward... would we upset the web of time? Could we ever return to our own time?

The idea of robots has been used extensively by modern writers. If you think this is silly, please remember the automatic control on an airplane is a robot, and within limits it thinks for itself. The modern mechanical brain is a robot and uses its stored memories to solve problems.

Writers have used space, time, robots telepathy, and atomic power to picture the world of the future. A world of giant cities, thronged with visitors from outer space, containing many wondrous things. Who will dominate such a world? What will become of modern man...confused, selfish emotionally unbalanced, victor over time, distance, disease, and environment, yet master of nothing.

From the pressure of events, writers predict the emergence of Homo Superior... a mutant suddenly appearing and taking from Homo Sapiens the rule of his world. How would we recognize him? Externally there would be probably little if any difference. But there the resemblance would end. Writers give Homo Superior the power of telepathy, a vastly higher I. Q. and a more efficient internal arrangement. They think that when man discovers Homo Superior the war will be on, for man hates anything alien. But it is equally possible that with his vastly greater intelligence, this New Man will rule more wisely the unlimited universe.

If one reads it for sheer intellectual fun, for a kind of mind-stretching flight above the humdrum, for escape from dullness and boredom, science fiction is just about what the doctor ordered.

# Party Line Parade

## PURCHASING OFFICE

Mildred Olstein - Reporter

Tia Wanna Supper Club was the scene of our annual dinner-dance attended by employees from our office and guests from the Equipment and Procurement Division. After enjoying a delicious chicken dinner with all the trimmings, we spent the rest of the evening dancing and having fun. We certainly enjoyed being with our co-workers from Jacksonville and hope we can do it again some time.

\* \* \* \*

Bonnie Cargile left our office group last month to await a visit from the stork. We miss her but know that she is enjoying resting at home. We wish for her and her husband every happiness upon the arrival of their little one.

\* \* \* \*

More stork news: John and Sue Plegge will be paid a visit by the busy bird sometime in June. They already have a fine little son, Stevie, and this time are hoping for a little sister for him.

\* \* \* \*

Mildred and Arnold Olstein are sporting a 1954 Holiday Super 88 Oldsmobile, complete with air-conditioning and power steering and power brakes.

\* \* \* \*

On the evening of December 23, Jim and Martha Meredith held open house for all of us, and as usual, the Merediths provided us with a most delightful evening.

## BRIDGE DESIGN

Virginia Tackett - Reporter

There's no better way to start the New Year than with a duck dinner, and the Bridge Design Division did just that on January 3. The ducks were provided by Lawrence Carlson and Harold Bastian. Martha Carlson, Hazel Bastian, Lillian Knott, Flo Hall and Sue Rownd "volunteered" to cook the ducks and each provided her own special brand of dressing with gravy or sauce. Irene Funda prepared green beans and there was cranberry sauce, hot rolls, olives, pickles and celery. The piece de resistance, however, was a young and succulent coon provided by Collie, cooked under his supervision and received by the diners with widely varied reactions and a few colorful comments. Our guests for the evening were Mr. and Mrs. Ward Goodman. We were all glad to meet Vic Anderson's wife, Erma, and his daughter, Jean, who were attending their first Bridge Design function. Jim Matthews suggested that since it was Doc Bonner's birthday, we declared the party to be in his honor and sing Happy Birthday. It was later learned that Bob Mattox had had a birthday just the day before. We all had a delightful evening and we hope to get together again soon.

\* \* \* \*

We extend our deepest sympathy to Walker C. Haigh in the death of his father, George C. Haigh of Fayetteville.



# Party Line Parade

## PERSONNEL DIVISION

Hazel Norman - Reporter

Well the Christmas season is over but the memories linger on. Birdie Wright spent her holiday vacation with her brothers and their families in El Reno, Oklahoma and said she had a most delightful time.

\* \* \* \*

Jackie Wallace spent a few days down in New Orleans during the New Years holidays. While there she saw the Sugar Bowl football game.

\* \* \* \*

Eleanor Huie is going to increase the population sometime in April. Yes, the stork is going to pay her and hubby, Bill, a visit so that their little 18-month old daughter, Rita, can have a playmate. We're all very happy for them.

\* \* \* \*

Martha Adams surprised all of the girls in the office with a luncheon in her home on January 8. Can that gal cook! Yummy.

\* \* \* \*

We miss Adele Fiedler in our office. Adele was transferred to Jacksonville the first of the year. Come back to see us real soon, Adele.

\* \* \* \*

The department misses Hazel Erdmann who resigned on January 2. Hazel was the Editor of Arkansas Highways and, in fact, was largely responsible for the "birth" of the magazine. She did a most excellent job and we regret that she left us. We wish her much luck in the future.

Myrna and Preston Key motored to Covington, Tennessee, where they spent the holidays visiting their parents.

Sarah and Walter Neel motored to Memphis to spend the holidays with their son and his family. She reported they had a wonderful time.

\* \* \* \*

Yours truly and the children, Nancy, and Sonny, spent the Christmas holidays with sister, Delia, and friends in Morehead, Kentucky. Had a great time.

\* \* \* \*

The Personnel Division wishes to thank all those who sent Christmas cards and especially to Division 2 in Pine Bluff. See you next month, readers.

## ROADWAY DESIGN

John Hicks - Reporter

Frank and Betty Hutchinson and son, Phil, spent the holidays in Russellville with Frank's mother, Mrs. Mary Hutchinson.

\* \* \* \*

Ed Linebarger paid us a visit recently. He didn't want to tell us a fish story so he brought the proof with him...an 8 pound-13 ounce bass, which he caught in a private lake near Forrest City.

\* \* \* \*

Cameron Lowe and family spent the holidays at Hope.

\* \* \* \*

Don Carter, who has worked with us for several months, has left us to return to Georgia Tech. We miss Don, but wish him much luck in his college career.

# Party Line Parade

John and Betty Maddox entertained his parents, Mr. and Mrs. W. B. Maddox of Winton, California during the holidays.

\* \* \* \*

Donnie Orton left for San Diego, California January 7 to enter the Navy.

\* \* \* \*

Bud and Ruth Smith spent Christmas with relatives at Jonesboro.

\* \* \* \*

Joe and Leota Hicks entertained Mr. and Mrs. John Long and family and Leota's mother, Mrs. Betheny Buck from Kansas City, during the holidays.

\* \* \* \*

A. O. Flowers of Heber Springs paid the Drafting Room a visit recently.

\* \* \* \*

Joe and Leota Hicks returned January 10 from a visit to St. Louis to visit Leota's sister, Mrs. Harry Wallace, who is hospitalized with a broken hip. They reported that she is improving rapidly.

## ACCOUNTING

Leslie and Bivens - Reporters

Several of our employees enjoyed visits with relatives during the holidays. J. J. Schamer spent Christmas with his daughter in Houston; Lee Wagner spent the holidays with his family in Cedar Rapids, Iowa, and Lola Buck visited her daughter and family in St. Louis.

\* \* \* \*

Congratulations to new home owners, Virginia Jones, and Fred Younts. Virginia has moved to Crystal Valley Road and Fred to Cammack Village.

Three generations of babies have been born to families in the Accounting Division. Leo Causey is the father of a 4-1/2 pound boy. Helen McCook has a new grandson, and Gus Powell is great grandfather of a baby boy. There shouldn't be a lull in the conversation if these three get together to compare notes and progress on the little ones.

\* \* \* \*

We're happy to have Margaret Allen and Wally Blackstone back after their recent illnesses. They were both out for some time and we missed them.

\* \* \* \*

We also missed Blanche Smith who was absent for several days due to illness. We are happy to report that she is now back with us and feeling chipper.

\* \* \* \*

Congratulations to Joe Schamer on receiving his 20-year service pin and Certificate of Merit.

## STATISTICS AND ANALYSES

Headrick and Hume - Reporters

Miss Lydia K. Gardner was engulfed into the whirlpool of matrimony by "Beau Brummel" Clayton Brasel. Mr. and Mrs. Brasel honeymooned in Hot Springs. The office force presented the newly-weds with a Munsey Baker. Best Wishes and happiness always, Katy.

\* \* \* \*

We welcome Doyle Watson, who is a new addition to our staff. He hails from Melbourne and is assigned to the traffic section. We are glad to have you, Doyle.



# Party Line Parade

Harley Burke and Miss Jo Niven of Russellville have announced wedding plans for January 20. The wedding will take place in Russellville.

\* \* \* \*

Jane Huff's son, William, who is a senior law student at the University of Arkansas, was selected by the Gulf District Rhodes Scholarship Committee to study at England's Oxford University. This is indeed a great honor for both Jane and her son. We know that Jane is very proud of Bill, and justly so. Our sincere congratulations to them both.

\* \* \* \*

We were sorry to lose Ann Signoracci when she resigned recently. Ann was a cartographer in the mapping section, but hubby, Johnny got a transfer in his work so they, with their two children moved to St. Joseph, Missouri.

\* \* \* \*

Daisy Conley and her son, Bill, drove to Dallas, Texas to visit with her daughter, Dorothy Milligan, and her husband and children. Daisy reported that the trip was not as pleasant as it might have been due to the heavy fog and traffic.

\* \* \* \*

Hank Mercer is the proud father of a new son, John Robert, born December 22. The mother and son are doing very well... the father is ailing but expected to recover soon.

\* \* \* \*

Johnny Longcoy and wife drove to Houston, Texas to visit their son during the Christmas Holidays. They reported a very pleasant trip.

Mary Ann Bell and Robbie Parker were lured into the June round-up in January by Dan Cupid. They were married January 12 in Oak Forrest Methodist Church and motored to New Orleans for their wedding trip. We wish them much happiness.

\* \* \* \*

Daisy Conley was honored by having a full page news item in the magazine section of the Democrat December 23. For those who missed the item and are interested in baking ornamental cookies, Daisy will be glad to help you any time.

\* \* \* \*

Santa Claus left a new red and white Plymouth at the Herring residence. Our congratulations to the Herrings.

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## IBM SECTION

Nadine Trammell

Reporter

We extend our deepest sympathy to Gladys Plunkett in the recent loss of her mother, Mrs. Media Smith.

\* \* \* \*

Laverne Henderson and her family have been busy moving into their new home. As yet Laverne hasn't come down out of the clouds and we don't blame her.

\* \* \* \*

Erma Jetton has been busy redecorating her home. With all the new paint, paper, bedspreads and so forth, we know she is anxious to sit down and enjoy her labors.

\* \* \* \*

We celebrated H. M. Spillman's birthday recently with cake and coffee and the traditional box of cigars. We wish him many more.

# Party Line Parade

## CONSTRUCTION DIVISION

Doris Hodge - Reporter

Our department held its Christmas party with an office luncheon December 19 and we all had fun plus a delicious meal. We exchanged gifts also.

\* \* \* \*

Those taking vacations in December were: H. B. "Fat" Matthews, Margaret Weathers, and Tommy Koehler.

\* \* \* \*

T. A. White, Jr. was with us for a short while during his vacation from the University of Arkansas. T. A. worked in the Final Estimate Section before entering the University.

\* \* \* \*

We are sorry to lose Robert L. Jones from the Final Estimate Section, who will be leaving us to return to Fayetteville where he will be a senior in the University. We wish him luck in his studies.

## MAINTENANCE DIVISION

Angie Tyre - Reporter

Mr. Friedl had a big surprise recently. His son, Richard, arrived December 21 from Japan where he was on a tour of duty with the Marine Corps and Air Force. Also, another son, Bob, was here from the Dallas Navel Air Station. We know they had a most enjoyable visit.

\* \* \* \*

Happy Birthday to Betty Walding, whose birthday is January 17. Also, Happy Birthday to her little son, Audie, who will have a birthday January 21.

Your reporter is happy to have her mother-in-law visiting her for the next three months while hubby, Jimmy, is in England on a tour of duty. He is in for a surprise when he returns as little 'ole Angie is learning to drive! No point in that Ford staying idle all that time.

## DISTRICT 2

Construction W. L. Wright Pine Bluff

Yes, we heard it said by more than one... "I'll be glad when the Christmas holidays are over." The time has passed all right but they will remain over as long as we are under and it will be some time before we get "out from under" the financial obligations made during the gay season. Why do we commercialize it so? It was not intended that we observe Christmas this way.

\* \* \* \*

It's fine to have a man about the house or office who is always ready to fix it or find it. We have just such a man, A. B. Jones. "Jonesy" can just about fix, or find anything, anywhere, anytime. He took his vacation in December. He chiefly rested, but what else? Did some fixing around the house, of course.

\* \* \* \*

D. C. Ashcraft, our Assistant Registered Engineer also spent his vacation enjoying some good bird hunting. He also bagged some ducks. And speaking of hunting... all our boys are lovers of the sport. Johnny Allbritton bagged two squirrels recently with one shot but at the time he only saw one. Lucky, I'd say.



# Party Line Parade

Jimmy Hilburn was on vacation during the deer season. Jimmy is the boy who usually brings home the bacon, so to speak, but he doesn't have anyone to take it to. He's single and doing his own lighthouse keeping. He says he likes it better that way...for the time being.

\* \* \* \*

Mr. Coker, our RE, is back on the job after a week off for vacation. He had a most desirable week since it was during the Holiday season. Glad to have him back.

\* \* \* \*

Buck Wahl was pleasantly surprised to have his father, W. G. "Coonie" Wahl, visit him recently. Mr. Wahl is employed by the Highway Department in Terre Haute, Indiana. He's a former employee of our own Arkansas Highway Department. He said he would like to have seen more of his old friends.

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## DISTRICT 2

Division 2      Ouida Grimes      Pine Bluff

We in the office wish to thank Mr. and Mrs. Elmer Morgan for the wonderful Christmas gift they gave us...a large box of home made cookies. Also, many thanks to Mr. H. R. Lucus and Mr. Brewster Shalmy for the nice gifts we received from them.

\* \* \* \*

Mr. and Mrs. Garland Vick of Star City had as their guest for the holidays Mr. and Mrs. James Ray Vick and their three children of Compton, California and Mrs. Verl Vick and her four children of Midwest City, Oklahoma.

We enjoyed our annual Christmas party in the Division office December 21. We had the usual cake, coffee and cookies and exchanged gifts. Brewster Shalmy was Master of Ceremonies for the occasion.

\* \* \* \*

A belated "Happy Birthday" to Selma Chavis, Russell Gaddy, and Junior Goins. And also, "Happy Birthday" to Brewster Shalmy whose birthday is January 16. We hope you all have many, many more.

\* \* \* \*

You have all heard of "fads" in high schools; we have one in Division 2. The men are smoking pipes. Every day a new man succumbs to the mania, and oh, the fragrant tobacco they use!

\* \* \* \*

Congratulations to Mr. and Mrs. Dennis Henley who are the proud parents of a baby girl.

\* \* \* \*

Mr. and Mrs. Raymond Green of Dallas, Texas visited his parents, Mr. and Mrs. Howard Green of Star City recently.

\* \* \* \*

Deer hunters this season were: George Cooley, Floyd Fulbright, Horace Handley, Willie J. Ryals, James "Red" Goins, and Dennis Henley, who all bagged one each. Red's sons, James and Davis, each killed one as did Billy Perry and Kelvin Wilson.

\* \* \* \*

Our men have been busy as usual on our highways. The Bridge Crew recently completed four new pre-cast bridges and the Jefferson County crew are graveling the shoulders between Pine Bluff and the Pulaski County line.

# Party Line Parade

## DISTRICT 3

Division 3 Olive Jackson Hope

Sue Carolyn Clark, daughter of Ardell and Nellie Clark, and Arlen Jackson Bolls of Prescott, were married Wednesday, December 26 at four o'clock in the afternoon in the First Christian Church of Prescott. After a wedding trip, Arlen returned to Lackland Air Force Base in San Antonio, Texas, where he is stationed and Sue returned to the University of Arkansas where she will receive her degree this month.

\* \* \* \*

Congratulations to William Bobb, who received a 25-year Service Award and Pin and to Joe Barry, who received a 20-year Award and Pin.

\* \* \* \*

We are happy to report that Horace Ellen is back on the job after a recent operation in Texarkana. Welcome back, Joe.

\* \* \* \*

Ann and Doyle Mauldin and their three month old son of Tye, Texas, were holiday guests of Ann's parents, Earline and Floyd Pharris, Sr. This was the first time Earline and Floyd had seen their new little grandson.

\* \* \* \*

Maxine and A. C. Ellis are the proud parents of a daughter, Mary Elizabeth, born December 6. Congratulations to A. C. and Maxine.

\* \* \* \*

"Cissy" Lewallen, daughter of Edna Lewallen, was home for the holidays. She is a student at TSCW, Denton, Texas.

We were visited recently by A. T. Jones, a former employee, who is now living in Brownwood, Texas. We enjoyed his visit and are looking forward to having him visit us again soon.

Joe Barry, who has been with the Department for 20 years, retired January 1. Joe will be greatly missed by all of us and we wish for him much happiness in his retirement.

\* \* \* \*

Sergeant J. J. Guidous, Jr. and his wife Betty, of Ft. Smith, visited with her parents, Clovis and Nettie Tittle during the holidays.

\* \* \* \*

Margie Clark, daughter of Ardell and Nellie Clark, was recently selected as D. A. R. good citizen. Margie is a senior in the Prescott High School, a cheerleader, secretary of her class, co-editor of the Wolf Trail, 1956 homecoming queen, and president of the newly-organized Pep Club. Margie was selected from a group of three girls. Congratulations.

\* \* \* \*

We are indeed sorry to hear of the great misfortune of the J. D. Halcomb family in the loss of their home, which was destroyed by fire on the morning of December 10. It was a complete loss, having lost all of their furnishings and their clothing.

\* \* \* \*

We extend our deepest sympathy to Mrs. Forrest B. Lee in the loss of her mother, Mrs. Beulah Tinsley of Center Point, on January 7.



# Party Line Parade

## DISTRICT 3

Division 7 Bobby Cowan Camden

Everyone in our department had a Merry Christmas and enjoyed visiting with their families and friends.

\* \* \* \*

Home for the holidays at the W. T. Jeter home were their two sons, Edward Jeter, who is attending the University of Arkansas, and Lieutenant W. T. Jeter, Jr. from Camp Pendleton, Arkansas.

\* \* \* \*

Mr. and Mrs. W. C. Ross spent part of the holidays in Florida visiting their son, Captain W. C. Ross, Jr., who is stationed at MacDill Air Force Base in Tampa. They also visited Mr. Ross' sister at Bradenton, Florida.

\* \* \* \*

Mr. and Mrs. W. E. Hicks were happy to have their daughter, Virginia, from Tulsa, Oklahoma home for the holidays.

\* \* \* \*

We enjoyed having E. E. Mashburn visit us on January 4 and are looking forward to another visit from him soon.

## DISTRICT 3

Office Camden

We are happy to report that Frank Mulligan has been dismissed from the Warner Brown Hospital in El Dorado after undergoing surgery.

\* \* \* \*

Guests in the W. E. Hicks home during the holidays were his mother, Mrs. Eunice Hicks, his aunt, Mrs. Nettie

Kilgore, both of Magnolia, and his sister, Mrs. Lee Bennett, of Houston, Texas.

\* \* \* \*

Henry Bennett is a patient in the Ouachita County Hospital. He had an accident while loading a roller and broke his ankle. We hope to have him back with us very soon.

The Japanese have distributed a leaflet, printed in English, with the following wording: "Traffic rules help your safety. Car is easy to speed upside down on this road so that traffic accidents wants to break out oftenly. Please drive in safety and to avoid miserable accident. Thank you so much. Please come again."

ALL WE WANT  
ARE THE FACTS..

GIVE US  
YOUR NEWS  
BY

FEBRUARY 15





# JEST FOR FUN *by Jimmy Zinn*

## YE OLDE RECIPE

Some of the hottest arguments between man and wife are cooked up over an old flame.

## ADVERTISEMENT

"Young man who gets paid on Monday and is broke on Wednesday, would like to exchange small loans with a young man who gets paid on Wednesday and is broke Monday."

## YOU DREAMER, YOU

Patient: Doc, I'm having trouble with my dreams. I always dream the same one. I see girls, lightly clad girls, running in and out of my room all night.

Doctor: Ah, yes, and you want me to stop you from dreaming of these girls?

Patient: No. No, I just want you to stop them from slamming my door.

## POOR RISK

He: What would I have to give you for one little kiss?

She: Chloroform.

## OH SO BIG

Truthful Angler: "Sure I caught a fish and I didn't bring it home simply because three game wardens helped me throw it back into the water."

## CRAZY MAN

A real-gone joe was ambling down Main Street, when he spotted an organ grinder playing an old organ and holding a little monkey on a string. The joe stopped and stared while the monkey begged for coins, danced and doffed his tiny cap. Joe said, to the organ grinder: "Man, I don't dig that music but you sure got a crazy son!"

## TENNESSEE ERNIE SAID...

That a chaperone is usually one who is too old to get into the game, but still tries to intercept the passes...

## DUSTING OFF AN OLDIE

It happened during the early days of the movies, so the yarn goes, and a small town's very first film was being shown. It was a one-reeler, depicting a group of young women on a streetcar. They alighted at a beautiful beach ready for a swim and quickly began disrobing, but at that point a freight train came along and, when it had passed, the girls were in their bathing suits and in the water. The town character sat through six complete performances of the amazing film, and when at last he emerged from the darkened nickelodeon, he said, "That durned train was right on time every time!"

## -Texas & Pacific Topics

## SHOW PLACES

Small towns are places where a man does not have to watch his pretty wife. The neighbors do it for him.

## LADY DRIVER

Old lady to companion after parking car: "Oh I guess that's close enough, we'll walk to the curb."

## THEY'RE BOTH LOST

A small boy lost himself at a football game. He was bawling madly when a policeman found him and asked what was the trouble. "I'm lost," the kid sobbed. "I see," said officer. "Who did you come here with?" "My daddy," the youngster informed. "And what's he like?" "Beer and women," the child whimpered.

## WHAT HAVE YOU GOT TO LOSE?

A man is known to his dog by his smell... to his tailor by his coat, and to his friend by his smile. Now how about it? Let's Trade Smiles.